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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of a proposed +/-34-acre multi-family development (Oakhurst) in Fulton County, Georgia. This report is being prepared as part of a submittal requesting rezoning from M-1 and M-2 (Light Industrial) to A-L (Apartment Limited Dwelling). Because the development will exceed 400 residential units, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed development is expected to consist of 610 multi-family units.

The development is scheduled to be completed over a three-year period. For the purposes of the traffic analysis, one build-out phase will be analyzed for the year 2010.

Based on the existing 2007 conditions, one of the study area intersections currently operates below the acceptable Level of Service standard (LOS D). Section 7.0 lists seven proposed roadway projects and pedestrian/bicycle improvements in the area. None of these transportation projects were assumed in the 2010 "No-Build" conditions analysis per GRTA's guidelines.

The results of the detailed intersection analysis for the 2010 No-Build conditions (excluding the traffic associated with the Oakhurst development) and 2010 Build conditions (including the traffic associated with Oakhurst development) identified improvements that will be necessary in order to maintain the Level of Service standard (LOS D or E) within the study network. Per GRTA's Letter of Understanding guidelines, improvements were made to the intersections until the Level of Service was elevated to an appropriate range. These improvements are listed below:

2010 No-Build recommended improvements (includes background traffic growth but does not include the Oakhurst DRI project traffic):

Jonesboro Road (SR 138) @ Oakley Industrial Boulevard (Intersection #4):

- Install a third northbound approach lane along Oakley Industrial Boulevard.

* Please note approximately 1200' along Oakley Road is currently gravel and we recommend that it be paved

2010 Build recommended improvements (adds the Oakhurst DRI project traffic to the 2010 No-Build conditions):

Oakley Industrial Boulevard @ Oakley Road (Intersection #5)

- To satisfy GRTA's level-of-service 'D' standard, a traffic signal would need to be installed. However, a traffic signal will likely not be warranted based on the projected 2010 Build conditions due to low side street left-turning volumes. A traffic signal warrant analysis report should be performed prior to a traffic signal being installed at this location.

The following intersection geometry and improvements are recommended at the proposed project driveways. (Note: The attached site plan includes these improvements):

Oakley Industrial Boulevard @ Oakley Terrace/ Driveway 1 (Intersection #6)

- Install a southbound shared through / right-turn lane along Proposed Driveway 1.
- Install a southbound left-turn lane along Proposed Driveway 1.

- Re-stripe the northbound right-turn lane along Oakley Terrace as a shared through/right-turn lane.
- Install an eastbound left-turn lane along Oakley Industrial Boulevard.
- Install a westbound right-turn lane along Oakley Industrial Boulevard.
- Install a traffic signal when warranted. (Note: Peak hour volume signal warrants are projected to be met in the 2010 Build year during the peak conditions; however, installation of a traffic signal at this location should be considered prior to full build-out.)

Oakley Road @ Driveway 2 (Intersection #7)

- Install 1 ingress and 1 egress lane along Proposed Driveway #2.
- No turn lane improvements along Oakley Road are recommended.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of a proposed +/-34-acre apartment development (Oakhurst) in Fulton County, Georgia. This report is being prepared as part of a submittal requesting rezoning from M-1 and M-2 (Light Industrial) to A-L (Apartment Limited Dwelling). Because the develompent will exceed 400 residential units, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

The proposed development is expected to consist of 610 multi-family units.

The development is scheduled to be completed over a three-year period. For the purposes of the traffic analysis, one build-out phase will be analyzed for the year 2010.

A summary of the proposed land-uses and densities can be found below in **Table 1.**

Table 1 Proposed Land Uses	
Apartments – Multi-Family Units	610 dwelling units

The proposed development is located in Fulton County and is bound by Oakley Road on the west, Oakley Industrial Boulevard on the east and industrial sites on the north. **Figure 1** and **Figure 2** provide a location map and an aerial photograph of the site.

1.2 Site Plan Review

The development plan incorporates residential land uses. A large percentage of the apartments will be located along the Oakley Road frontage. The property lies within the 100-year flood plain, therefore considerable forest and undisturbed greenspace consumes approximately 12 acres along the eastern property boundary which runs parallel along Oakley Industrial Boulevard.

Figure 3 is a small-scale copy of the site plan. A full-size site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the Review Package.

1.3 Site Access

Access to the development is proposed at two locations along two public roads. The main site driveway is proposed along Oakley Industrial Boulevard and aligns directly across from Oakley Terrace. The second proposed access location is along Oakley Road approximately 500 feet north of Oakley Industrial Boulevard.

1.4 Bicycle and Pedestrian Facilities

Pedestrian / bicycle facilities currently do not exist along Oakley Industrial Boulevard and Oakley Road. The proposed development will provide pedestrian access in accordance with Fulton County development requirements.

1.5 Transit Facilities

The proposed development is located along Oakley Industrial Boulevard and Oakley Road. Currently, two MARTA bus routes access the area: Route 89 and Blue Flyer Route 289. Both routes connect the Shannon Mall area and the Park/Ride on Flat Shoals Road with College Park Rail Station.

Because neither route currently provides bus stops within one-quarter mile of the proposed site, no alternative mode reduction is proposed.

2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Historical traffic count data from the Georgia DOT was reviewed for the area surrounding the proposed development, and growth rates of 3.5% per year along all roadways were agreed upon during the Pre-Application meeting with GRTA staff. This growth rate was recommended by the reviewing agencies to account for expected growth in the study area.

2.2 Traffic Data Collection

Existing weekday peak hour turning movement counts were conducted at three signalized intersections and three unsignalized intersections between 6:45-8:45 AM and 4:15-6:15 PM. The morning and afternoon peak hours varied between the intersections:

- Jonesboro Road @ I-85 Southbound Ramps (signalized) (AM Peak 6:45-7:45, PM Peak 4:15-5:15)
- Jonesboro Road @ I-85 Northbound Ramps (signalized) (AM Peak 6:45-7:45, PM Peak 4:15-5:15)
- Jonesboro Road @ Oakley Road (unsignalized) (AM Peak 6:45-7:45, PM Peak 5:15-6:15)
- Jonesboro Road @ Oakley Industrial Boulevard (signalized) (AM Peak 7:00-8:00, PM Peak 4:45-5:45)
- Oakley Industrial Boulevard @ Oakley Road (unsignalized) (AM Peak 6:45-7:45, PM Peak 4:45-5:45)
- Oakley Industrial Boulevard @ Oakley Terrace (unsignalized) (AM Peak 7:00-8:00, PM Peak 4:30-5:30)

All raw count data is included in the Appendix.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions within a traffic stream. The Highway Capacity Manual defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. Level of service analyses were conducted at all intersections within the study network using Synchro Professional, Version 6.0.

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

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

3.0 STUDY NETWORK

3.1 Gross Trip Generation

As stated earlier, the proposed development is expected to consist of 610 multi-family apartment homes. For the purposes of the traffic analysis, one build-out phase will be analyzed for the year 2010.

Traffic for these land uses was calculated using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Seventh Edition, 2003*. Average rates were used only when equations were not provided. Gross trips generated are displayed below in **Table 2**.

Table 2
Oakhurst DRI
Gross Trip Generation

Land Use	ITE Code	Daily Traffic	AM Peak Hour			
		Weekday	Enter	Exit	Enter	Exit
Build-Out (Year 2010)						
610 Multi-Family Apartments	220	3,816	61	242	229	124
Total		**3,816**	**61**	**242**	**229**	**124**

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on the project land uses, a review of land use densities in the area, combined with engineering judgment and discussions with GRTA staff at the Pre-Application meeting.

3.3 Level of Service Standards

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

3.4 Study Network Determination

A general study area was determined using the GRTA 7% rule. This rule recommends that all intersections and segments be analyzed which are impacted to the extent that the traffic from the proposed site is 7% or more of the Service Volume of the facility (at a previously established LOS standard) be considered for analysis. This general study area was agreed to during the Pre-Application meeting, and includes the following intersections:

- Jonesboro Road @ I-85 Southbound Ramps (signalized)
- Jonesboro Road @ I-85 Northbound Ramps (signalized)
- Jonesboro Road @ Oakley Road (unsignalized)
- Jonesboro Road @ Oakley Industrial Boulevard (signalized)
- Oakley Industrial Boulevard @ Oakley Road (unsignalized)
- Oakley Industrial Boulevard @ Oakley Terrace / Proposed Driveway #1 (unsignalized)

All six intersections were analyzed for the weekday AM and PM peak hour.

Each of the above listed intersections was analyzed for the Existing 2007 Condition, the 2010 No-Build Condition, and the 2010 Build Condition. The 2010 No-Build condition represents the existing traffic volumes grown at 3.5% per year for three years. The 2010 Build condition adds the project trips associated with the Oakhurst development to the 2010 No-Build condition.

Additionally, the proposed project driveway listed below was only analyzed for the 2010 Build Condition:

- Oakley Road @ Proposed Driveway #2

This intersection was analyzed for the weekday AM and PM.

3.5 Existing Facilities

Oakley Industrial Boulevard is a two-lane north-south oriented roadway between Oakley Road and Jonesboro Road. The speed limit on Oakley Industrial Boulevard is 45 MPH.

Oakley Road is a two-lane north-south oriented roadway between Jonesboro Road and Oakley Industrial Boulevard. Jonesboro Road contains two travel lanes in each direction and a center two-way left-turn lane. The northern portion of the road is gravel and there is no posted speed limit.

Oakley Terrace is a two-lane east-west oriented roadway. There is no posted speed limit along Oakley Terrace.

Jonesboro Road (SR 138) is a five-lane east-west oriented roadway extending west of I-85 and east of Jonesboro Road. The speed limit is 35 MPH west of Oakley Road and 45 MPH east of Oakley Road.

I-85 is an eight-lane north-south oriented interstate with posted speed limit of 65 MPH between Senoia Road and Flat Shoals Road.

Roadway	Road Type	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
Oakley Industrial Boulevard	Two-Way	2	45	Urban Collector Street
Oakley Road	Two-Way	2	Not Posted	Urban Local Street
Oakley Terrace	Two-Way	2	Not Posted	Urban Local Street
Jonesboro Road (SR 138)	Two-Way	4	35 / 45	Urban Principal Arterial
I-85	Two-Way	8	65	Urban Interstate Principal Arterial

3.6 Proposed Roadway Facilities

Section 7.0 lists seven proposed roadway projects and pedestrian/bicycle improvements in the area. None of these transportation projects were assumed in the 2010 "No-Build" conditions analysis per GRTA's guidelines.

4.0 TRIP GENERATION

As stated earlier, trips associated with the proposed development were estimated using the ITE *Trip Generation Manual*, Seventh Edition (2003), using equations where available. The total trips generated and analyzed in the report are listed below in **Table 3**.

Table 3
Oakhurst DRI
Net Trip Generation

Trips	Daily Weekday Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Build-Out (Year 2010)						
Gross Trips	1,908	1,908	61	242	229	124
Internal Capture	---	---	---	---	---	---
Pass-By Trips	---	---	---	---	---	---
New Trips	**1,908**	**1,908**	**61**	**242**	**229**	**124**

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages agreed to during the Pre-Application meeting. **Figure 4** displays the expected percentages for the development throughout the roadway network. These percentages were applied to the new trips generated by the development (see Table 3, above), and the volumes were assigned to the roadway network. The expected peak hour turning movements generated by the proposed development are shown in **Figure 5**.

6.0 TRAFFIC ANALYSIS

6.1 Existing Traffic

The existing traffic volumes are shown in **Figure 6**. These volumes were input in Synchro 6.0 and an Existing Conditions analysis was performed. The results are displayed on the following page in **Table 4**.

Table 4 Oakhurst DRI Existing 2007 Intersections Levels of Service (delay in seconds)				
Intersection		**Control**	**AM Peak Hour**	**PM Peak Hour**
1	Jonesboro Road (SR 138) @ I-85 SB Ramp	Signalized	C (30.6)	C (25.4)
2	Jonesboro Road (SR 138) @ I-85 NB Ramp	Signalized	B (15.8)	B (17.3)
3	Jonesboro Road (SR 138) @ Oakley Road	Side-Street Stop Control	E (49.9)	F (57.2)
4	Jonesboro Road (SR 138) @ Oakley Industrial Boulevard*	Signalized	D (46.3)	D (44.6)
5	Oakley Industrial Boulevard @ OakleyRoad	Side-Street Stop Control	NB: C (15.7) SB: C (21.7)	NB: C (17.3) SB: C (22.6)
6	Oakley Industrial Boulevard @ Oakley Terrace	Side-Street Stop Control	C (19.6)	C (18.2)

* Additionally, while not typically a part of the DRI process, one existing operational concern was observed during the site visit. Consideration should be made to re-stripe the northbound Oakley Industrial Boulevard approach to consist of one left-turn lane and one shared/ right-turn lane.

As **Table 4** shows one intersection currently operates below the acceptable Level of Service standard (LOS D).

6.2 2010 No-Build Traffic

The existing traffic volumes were grown at 3.5% per year along all roadway links within the study network. The 2010 No-Build traffic volumes were input in Synchro 6.0 and analyses of the projected No-Build conditions were performed. The results are displayed below in **Table 5.** The projected volumes for the year 2010 No-Build conditions are shown in **Figure 7**.

Table 5
Oakhurst DRI
2010 No-Build Intersection Levels of Service
(delay in seconds)

	Intersection	Control	AM Peak Hour	PM Peak Hour
1	Jonesboro Road (SR 138) @ I-85 SB Ramp	Signalized	D (37.6)	C (31.8)
2	Jonesboro Road (SR 138) @ I-85 NB Ramp	Signalized	B (16.7)	B (19.0)
3	Jonesboro Road (SR 138) @ Oakley Road	Side-Street Stop Control	F (73.1)*	F (86.7)*
4	Jonesboro Road (SR 138) @ Oakley Industrial Boulevard	Signalized	E (70.7)	E (63.3)
5	Oakley Industrial Boulevard @ OakleyRoad	Side-Street Stop Control	NB: C (17.9) SB: D (25.4)	NB: C (20.4) SB: D (27.7)
6	Oakley Industrial Boulevard @ Oakley Terrace	Side-Street Stop Control	C (24.0)	C (21.5)

Note: The Level of Service Standard 'D' applies to all intersections except for Jonesboro Road (SR 138) @ Oakley Road (#3) with a LOS Standard 'E'.

Note: * Long delays for side-street traffic

Two of the study intersections failed to meet acceptable Level of Service standards for the year 2010 No-Build condition. At unsignalized intersections, it is not uncommon for side-street traffic to experience delays at an intersection with a major street. It is important to note, if the current full movement access from Oakley Road at the intersection of Jonesboro Road (SR 138) were to be converted to a right-in/right-out movement, then the intersection is projected to operate at an acceptable level of service. Per GRTA's Letter of Understanding guidelines, improvements were made to one of the intersections until the Level of Service was elevated to the GRTA standard. The 2010 No-Build with Improvement intersection Levels of Service are displayed on the following page in **Table 6**.

Table 6 Oakhurst DRI 2010 No-Build with Improvements Intersection Levels of Service (delay in seconds)					
Intersection		**Control**	**LOS Standard**	**AM Peak Hour**	**PM Peak Hour**
4	Jonesboro Road (SR 138) @ Oakley Industrial Boulevard	Signalized	D	C (29.9)	C (33.8)

* Please note approximately 1200' along Oakley Road is currently gravel and we recommend that it be paved.

The 2010 No-Build improvements made to the intersection are shown in Figure 7, and are listed below by intersection:

Jonesboro Road (SR 138) @ Oakley Industrial Boulevard (Intersection #4):

- Install a third northbound approach lane along Oakley Industrial Boulevard.

6.3 2010 Build Traffic

The traffic associated with the proposed development (Oakhurst) was added to the 2010 No-Build volumes. These volumes were then input into the 2010 No-Build with Improvements roadway network and analyzed with Synchro 6.0. The results of the analyses are displayed in **Table 7**. The projected volumes for the year 2010 Build conditions are shown in **Figure 8.**

Table 7 Oakhurst DRI 2010 Build Intersection Levels of Service (delay in seconds)				
Intersection		**Control**	**AM Peak Hour**	**PM Peak Hour**
1	Jonesboro Road (SR 138) @ I-85 SB Ramp	Signalized	D (39.3)	C (34.6)
2	Jonesboro Road (SR 138) @ I-85 NB Ramp	Signalized	C (30.3)	C (20.6)
3	Jonesboro Road (SR 138) @ Oakley Road	Side-Street Stop Control	F (70.5)*	F (98.3)*
4	Jonesboro Road (SR 138) @ Oakley Industrial Boulevard	Signalized	D (38.4)	D (44.8)
5	Oakley Industrial Boulevard @ Oakley Road	Side-Street Stop Control	NB: C (18.3) SB: F (57.8)	NB: C (21.9) SB: F (51.6)
6	Oakley Industrial Boulevard @ Oakley Terrace / Driveway 1	Side-Street Stop Control	NB: E (35.6) SB: F (*)	NB: D (31.1) SB: F (*)
7	Oakley Road @ Driveway 2	Side-Street Stop Control	WB: A (9.3)	WB: B (10.2)

Note: * Long delays for side-street traffic

As shown in Table 7, three unsignalized intersections failed to meet the Level of Service standard. As mentioned previously, it is not uncommon for side-street traffic to experience delays at an unsignalized intersection with a major street, such as Jonesboro Road (SR 138) @ Oakley Road. It is important to note, if the current full movement access from Oakley Road at the intersection of Jonesboro Road (SR 138) were to be converted to a right-in/right-out movement, then the intersection is projected to operate at an acceptable level of service. Per GRTA's Letter of Understanding guidelines, improvements were made to one intersection until the Level of Service was elevated to the GRTA standard. The 2010 Build with Improvement intersection Levels of Service are displayed below in **Table 8**.

Table 8
Oakhurst DRI
2010 Build with Improvement Intersection Levels of Service
(delay in seconds)

Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
6	Oakley Industrial Boulevard @ Oakley Terrace / Driveway 1	Signalized	D	B (10.8)	A (8.8)

The 2010 Build improvements made to the intersections are shown in Figures 8, and are listed below by intersection:

Oakley Industrial Boulevard @ Oakley Road (Intersection #5)

- To satisfy GRTA's level-of-service 'D' standard, a traffic signal would need to be installed. However, a traffic signal will likely not be warranted based on the projected 2010 Build conditions due to low side street left-turning volumes. A traffic signal warrant analysis report should be performed prior to a traffic signal being installed at this location.

Oakley Industrial Boulevard @ Oakley Terrace/ Driveway 1 (Intersection #6)

- Install a southbound shared through / right-turn lane along Proposed Driveway 1.
- Install a southbound left-turn lane along Proposed Driveway 1.
- Re-stripe the northbound right-turn lane as a shared through/right-turn lane along Oakley Terrace.
- Install a traffic signal when warranted. (Note: Peak hour volume signal warrants are projected to be met in the 2010 Build year during the peak conditions; however, installation of a traffic signal at this location should be considered prior to full build-out.)

Oakley Road @ Driveway 2 (Intersection #7)

- Install 1 ingress and 1 egress lane along Proposed Driveway #2.
- No turn lane improvements along Oakley Road are recommended.5

7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

The *TIP, STIP, RTP, and GDOT's Construction Work Program* were searched for currently programmed transportation projects within the vicinity of the proposed development. Several projects are programmed for the area surrounding the study network. Information on the projects is included in the Appendix. **Figure 9** illustrates the programmed projects listed below.

1.	**GDOT #762529 STIP, CWP**	Flat Shoals Road FM Feldwood Rd to Oakley Road - Sidewalks
2.	**ARC FS-202B1, GDOT #0006913 TIP, STIP, RTP, CWP, TREX**	Oakley Industrial Boulevard from Fayetteville Road to SR 138 (Jonesboro Road) – The Project will consist of upgrading the existing Oakley Industrial Boulevard from Intersection of SR 138 to the Fayetteville Road/ Oakley Industrial Boulevard Grade Separation. The proposed project will upgrade Oakley Industrial Boulevard to three lanes (two lanes in each dirction plus a center turn lane), sidewalks, and improved shoulders and improve the intersection of Oakley Industrial Boulevard with SR 138.
3.	**ARC AR-BP065, GDOT #0000644 RTP**	SR 138 (Jonesboro Road) Bike Lanes from US 29 (Roosevelt Highway) to Buffington Road – FS-AR BP065 includes the construction of a Bicycle Lane on SR 138/ Jonesboro Road from Buffington Road to Roosevelt Highway. This project is approximately 2 miles in length. Reference FS-AR BP067A&B for related facilities.
4.	**ARC FS-202A RTP**	Oakley Industrial Boulevard Extension From SR 138 (Jonesboro Road) to Buffington Road near intersection with Flat Shoals (Page 4, 9 in Appendix)
5.	**ARC FS-202B RTP**	Oakley Industrial Boulevard From SR74 (Senoia Road) To SR 138 (Jonesboro Road) – Widening of Existing Segments and new alignment along southern portion of corridor (Page 5 in Appendix)
6.	**ARC FS-AR-183 RTP**	I-85 South at SR 138 (Jonesboro Road) (Page 6, 10, in Appendix)
7.	**ARC AR-H-152 GDOT #0003163 TIP, STIP, RTP**	I-85 South HOV Lanes from I-285 South to SR 74 (Senoia Road) in Fulton County – Addition of 1 HOV lane in both directions for 6 miles from I-285 South to SR 74. Dedicated HOV-only ramps will be provided but have not been determined at this time. The HOV lanes will be barrier-separated with median breaks in certain locations to allow for ingress and egress from the HOV lanes as well as emergency vehicle access. (Page 13 and 14 in Appendix) Also, two project plan sheets are included in Appendix)

8.0 INGRESS/EGRESS ANALYSIS

Access to the development is proposed at two locations along two public roads. The main site driveway is proposed along Oakley Industrial Boulevard and aligns directly across from Oakley Terrace. The second proposed access location is along Oakley Road approximately 500 feet north of Oakley Industrial Boulevard.

9.0 INTERNAL CIRCULATION ANALYSIS

Due to one residential use, no internal capture is proposed for this analysis.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The Fulton County Future Land Use designation for the project site is I (Industrial), and no change in designation is proposed. Therefore, the development is not consistent with the Future Land Use Map of Fulton County.

11.0 NON-EXPEDITED CRITERIA

11.1 Quality, Character, Convenience, and Flexibility of Transportation Options

The network of roads provides travel in all directions and I-85 is located approximately 1.0 mile to the west. There are currently two MARTA bus routes within the vicinity of this project but neither route currently provides bus stops within one-quarter mile of the proposed site.

11.2 Vehicle Miles Traveled

Because the proposed Oakhurst DRI is a residential development, neither mixed-use nor pass-by reductions were taken.

	Build-out Total
Daily Gross Trip Generation:	3,816
(-)Mixed-use reductions (internal capture)	N/A
(-)Pass-by trips	N/A
(-)Alternative modes	N/A
Net Trips:	3,816

11.3 Relationship Between Location of Proposed DRI and Regional Mobility

The proposed development is not located within an urban core, activity center or town center; it is not within walking distance to a rail station or transit facility; and it is not part of an infill initiative.

11.4 Relationship Between Proposed DRI and Existing or Planned Transit Facilities

Currently, two MARTA bus routes access the area: Route 89 and Blue Flyer Route 289. Both routes connect the Shannon Mall area and the Park/Ride on Flat Shoals Road with College Park Rail Station.

Because neither route currently provides bus stops within one-quarter mile of the proposed site, no alternative mode reduction is proposed.

11.5 Transportation Management Area Designation

The proposed development is not located within an established TMA.

11.6 Offsite Trip Reduction and Trip Reduction Techniques

Because no retail is proposed, no pass-by trip reductions were taken for this analysis.

11.7 Balance of Land Uses – Jobs/Housing Balance

Please refer to the Area of Influence Analysis, located in Section 12.0 of the report.

11.8 Relationship Between Proposed DRI and Existing Development and Infrastructure

The development is located in an area where the existing infrastructure is expected to be adequate to serve the needs of the development upon build-out (2010).

12.0 AREA OF INFLUENCE

This section will describe the Area of Influence (AOI) demographics, AOI average wage levels, expected DRI housing costs, and the availability of jobs within the AOI that would reasonably position employees to purchase housing within the proposed DRI.

12.1 Criteria

As part of the non-expedited review process for a DRI, an Area of Influence Analysis must be performed to determine the impact of the proposed development on the balance of housing and jobs within the immediate area surrounding the proposed development. For this proposed development expansion, the non-expedited review criterion is as follows:

This section is included to satisfy the following GRTA Non-expedited review criteria:

> 7. The proposed DRI:
>
> (c) Is located in an area of influence with employment opportunities which are such that at least twenty-five percent (25%) of the persons that are reasonably anticipated to live in the proposed DRI and are reasonably expected to be employed will have an opportunity to find employment appropriate to such persons' qualifications and experience within the Area of Influence.

12.2 Study Area Determination and Characteristics

The Area of Influence is comprised of the area within six road-miles of the proposed development. To determine the AOI, *TransCAD* was used to measure six road miles from the nearest intersection to the project (Oakley Road at Oakley Industrial Boulevard). The population and housing statistics for the AOI were determined by taking the area outlined in *TransCAD*, creating a boundary in GIS format, and overlaying the boundary with a GIS layer containing census tract information. The Area of Influence (located within Fulton, Fayette, and Clayton Counties) can be seen in **Figure 10**. Information obtained from the census tracts can be seen in **Table 9**.

Table 9 Census Tract Information	
Total Households	40,310
Population in Households	112,145
Average household size	2.74
Total Workers	24,237
Workers per Household	1.30
Owner Occupied	66.10%
Rental Occupied	33.90%

As can be seen from the table above, the total population within the Area of Influence is 112,145, residing within 40,310 households (an average of 2.74 people per household). The AOI area totals 44,182 acres.

Using the above calculated average of 2.74 persons per household, it can be anticipated that the proposed DRI will house approximately 1,671 people (610 proposed dwelling units multiplied by 2.74). Based on information obtained from the Census Tracts, it is estimated that approximately 793 of these expected 1,671 residents would be workers. The remainder of this section will demonstrate the availability of jobs for these expected workers within the development at or above the necessary income level to afford housing within the DRI.

The Atlanta Journal-Constitution website was researched to find current listings of houses for sale in the vicinity of the proposed development (30213 Zip Code). At the time of this report, about 143 homes were listed for sale in the area, ranging in price from $89,000 to $1,549,000.

12.3 Development Housing Analysis

The development plan provides for houses for sale in one price range within the proposed development. **Table 10**, below, displays the number of units for sale, the average sale price for those units, and the number of workers expected to reside in the homes.

Table 10 Estimated Workers per Household				
Tier	**Description**	**Number of Units**	**Average Price**	**Number of Workers**
1	1 Bedroom Apartment	183	$875/month	238
2	2 Bedroom Apartment	305	$935/month	397
3	3 Bedroom Apartment	122	$1,175/month	159

In order to determine the number of jobs available within the AOI that would provide adequate income, information about the types of jobs within the AOI and the average salaries for these positions was collected first. Information about the types of jobs available within the AOI was obtained from Claritas, a data solutions company. A map with the boundary of the AOI was sent to Claritas, and a report containing the types of employment opportunities and number of each type of job was compiled. The Claritas report is included in the Appendix of this report. Next, the Georgia Department of Labor website was researched to obtain average salary information for the positions available within the AOI. Average salary information for jobs in Fulton, Fayette, and Clayton counties was matched to the jobs existing within the AOI. This information (also available in the Appendix), along with the information provided by Claritas, is included in the **Table 11**, on the following page.

Table 11
AOI Jobs and Average Salaries

Industry / Business Type	# Businesses	# Employees	Average Salary
Retail Trade	442	6,910	$22,620
Building Materials and Garden Supply	19	340	-
General Merchandise Stores	24	1,083	-
Food Stores	35	588	-
Auto Dealers and Gas Stations	77	1,857	-
Apparel and Accessory Stores	49	281	-
Home Furniture, Furnishings, and Equipment	32	144	-
Eating and Drinking Places	101	2,160	-
Miscellaneous Retail Stores	104	456	-
Finance	187	1,318	$52,267
Banks, Savings and Lending Institutions	46	372	-
Securities and Commodity Brokers	8	42	-
Insurance Carriers and Agencies	35	200	-
Real Estate Trusts, Holdings, and Other Investments	99	715	-
Services	736	8,339	-
Hotels and Other Lodging	13	205	$13,175
Personal Services	252	930	-
Business Services	145	1,433	$48,589
Motion Picture and Amusement	45	345	$20,214
Health Services	48	1,764	$36,141
Legal Services	18	54	$48,589
Education Services	31	1,766	$19,416
Social Services	52	907	$36,141
Miscellaneous, Membership Organizations and Nonclassified	132	935	-
Agriculture	25	98	$47,892
Mining	1	12	$55,900
Construction	144	1,695	$39,714
Manufacturing	57	3,640	$46,406
Transportation, Communication/Public Utilities	91	1,125	$58,789
Wholesale Trade	62	737	$54,059
Public Administration	65	2,117	$39,170
Total	1,810	25,991	-

12.4 Affordable Housing Analysis

Various mortgage calculators are available online to aid in determining affordable housing based on given incomes and income ranges. These calculators were used to determine the minimum income necessary to afford housing within the proposed Oakhurst development. It was assumed that no more than one third of an individual's income would be used for mortgage costs (principal + interest), that a 6.13% interest rate on a 30-year conventional loan could be obtained, and that a 10% down payment would be made. The income required to purchase a home at the approximate price range was calculated and is displayed in **Table 12**. Because there is an average of 1.30 workers expected per household, the required income was divided by 1.30 to determine the average salary each worker within the development would be expected to earn in order to provide their "fair share" of the housing costs. This methodology assumes an equal burden on all workers within the development, and is considered to be a conservative approach since it eliminates the lower paying positions within the AOI from consideration in the analysis. Table 12 also displays the number of workers expected in each price range, as well as the number of jobs available at the necessary average income level to afford housing within that price range. As can be seen in the table, there are more than enough positions available within the AOI for expected workers within the proposed development to find employment at the required income level for the one level of pricing within the development, thus satisfying the GRTA requirement of 25%.

Table 12
Expected Workers

	Average Sale Price	Necessary Income per Expected Worker	Expected Worker per Price Range	Jobs at or above Necessary Income
1	$875/month	$24,231	238	14,900
2	$935/month	$25,892	397	14,900
3	$1,175/month	$32,538	159	14,900
Percent of expected workers likely to find necessary employment within the AOI				**100%**

13.0 ARC'S AIR QUALITY BENCHMARK

The development is an apartment development, consisting of 610 multi-family residential homes on approximately 34 acres. Residential is the only use. The development meets the ARC criteria (1 b) for a 6% reduction because the residential is the dominant use providing 18 dwelling units/acre.

Pedestrians/bicyclists will be able to connect to uses within the site, and the development meets one Density 'target'. This development meets the ARC criteria (6 d) for a 4% reduction.

The proposed development meets the ARC criteria for a total 10% VMT reduction. These reductions are displayed on the following page in **Table 13**.

Table 13 ARC VMT Reductions	
Mixed-Use Project where Residential is the dominant use	
Projects that meet the relevant density target levels; where residential is the dominant use; with approximately 18 dwelling units/acre	-6%
Bike/ped networks in development that meet one Density or Mixed Use 'target'	-4%
Total Reductions	**10%**