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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of a proposed mixed-use development (245 Perimeter Center) in DeKalb County, Georgia. This report is being prepared as part of a submittal requesting a Special Land Use Permit (SLUP) in order to enable the development to include the residential component plus exceed the 5-story height limitation. The existing zoning is Office / Institutional (O-I). No rezoning is required to accommodate the proposed development. Because the mixed-use project will exceed 400,000 square feet, 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 site is located along the west side of Perimeter Center Parkway and the south side of Hammond Drive in DeKalb County. The site currently has access via four driveways; one along Hammond Drive and three along Perimeter Center Parkway. Upon build-out, vehicular access to the development is proposed at four locations: two existing driveways and two slightly relocated driveways.

The proposed development is expected to consist of 900 residential high-rise condominiums, a 150-key hotel, 33,000 square feet of retail space, 6,000 square feet of restaurant space, and 350,000 square feet of additional office space. The +/-13-acre site currently consists of a 237,000 square foot office building and surface parking. The existing office building will remain. The development is scheduled to be built-out in two phases; however, for the purposes of the traffic analysis, one analysis was performed for the year 2011, full build-out of the development.

Based on the existing 2007 conditions, two of the six study intersections currently operate below the acceptable Level of Service standard (LOS E) during the AM or PM peak hour.

The results of the detailed intersection analysis for the 2011 No-Build (excluding the traffic associated with 245 Perimeter Center) and 2011 Build conditions (including the traffic associated with 245 Perimeter Center) identified improvements that will be necessary in order to maintain the Level of Service standard 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:

2011 No-Build recommended improvements (includes background traffic growth and the project traffic associated with four nearby DRIs, but excludes the 245 Perimeter Center DRI project traffic):

Peachtree-Dunwoody Road @ Hammond Drive

- Install a westbound right-turn lane along Hammond Drive. (Improvement identified in DRI #740, DRI #883, DRI #1152, and DRI #1432 traffic study.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement identified in DRI #740, DRI #883, DRI #1152, and DRI #1432 traffic study.)
- Install an additional northbound left-turn lane (creating dual left-turn lanes) along Peachtree-Dunwoody Road and provide a protected-only northbound left-turn signal phase (green arrow). (Improvement identified in DRI #1152 and DRI #1432 traffic study.)

Peachtree-Dunwoody Road @ Lake Hearn Drive

- Install an additional westbound left-turn lane (creating dual left-turn lanes) along Lake Hearn Drive and provide a protected-only westbound left-turn signal phase (green arrow).

2011 Build recommended improvements (2011 No-Build conditions plus the traffic associated with the 245 Perimeter Center) development:

Peachtree-Dunwoody Road @ Hammond Drive

- Install an additional eastbound left-turn lane (creating dual-left turn lanes) along Hammond Drive and provide a protected-only eastbound left-turn signal phase (green arrow). (Improvement identified in DRI #1432 traffic study.)

Perimeter Center Parkway @ Perimeter Center West

- Restripe the intersection to provide dual northbound left-turn lanes and one shared thorough/right-turn lane along Perimeter Center West. (Improvement identified in DRI #1432 traffic study.)

The following intersection geometry and improvements are recommended at the proposed site driveways:

Hammond Drive @ Existing Driveway #1

- Design driveway so it is aligned with the proposed driveway across the street (proposed by the High Street development (DRI #1432) and the previously approved DRI #740 (Corporate Campus Expansion).
- Install a separate northbound left-turn lane and shared through/right-turn lane along the proposed driveway.
- Install a westbound left-turn lane along Hammond Drive.
- Install an eastbound right-turn lane along Hammond Drive. (Note: When Hammond Drive is widened in the future, the right-turn lane would likely become the third through lane.)
- Install a traffic signal, when warranted.

Perimeter Center Parkway @ Proposed (relocated) Right-In / Right-Out (RIRO) Driveway #2

- No improvements recommended.

Perimeter Center Parkway @ Existing Driveway #3

- No improvements recommended.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of a proposed mixed-use development (245 Perimeter Center) in DeKalb County, Georgia. This report is being prepared as part of a submittal requesting a Special Land Use Permit (SLUP) in order to enable the development to include the residential component plus exceed the 5-story height limitation. The existing zoning is Office / Institutional (O-I). No rezoning is required to accommodate the proposed development. Because the mixed-use project will exceed 400,000 square feet, 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 site is located along the west side of Perimeter Center Parkway and the south side of Hammond Drive in DeKalb County. The site currently has access via four driveways; one along Hammond Drive and three along Perimeter Center Parkway. Upon build-out, vehicular access to the development is proposed at four locations: two exiting driveways plus two slightly relocated driveways.

The proposed development is expected to consist of 900 residential high-rise condominiums, a 150-key hotel, 33,000 square feet of retail space, 6,000 square feet of restaurant space, and 350,000 square feet of additional office space. The +/-13-acre site currently consists of a 237,000 square foot office building and surface parking. The existing office building will remain. The development is scheduled to be built-out in two phases; however, for the purposes of the traffic analysis, one analysis was performed for the year 2011, full build-out of the development.

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

Table 1 245 Perimeter Center DRI Proposed Land Uses	
Residential High Rise Condominiums	900 units
Hotel	150 keys
Office Space*	350,000 SF
Retail Space	33,000 SF
Restaurant Space	6,000 SF

* New Office Space (the existing 237,000 SF office building is to remain)

Figure 1 and **Figure 2** provide a location map and an aerial photograph of the site.

1.2 Site Plan Review

The proposed mixed-use development is located along the west side of Perimeter Center Parkway and south side of Hammond Drive. The site currently consists of an office building and surface parking. The existing on-site 237,000 SF, 10-story office building will remain. The project is proposing an additional 900 high-rise residential condominium dwelling units, a 150-room hotel, 350,000 square feet of office space, 33,000 square feet of retail space, and a 6,000 square-foot restaurant. The retail, residential, and hotel portions of the development will be located along Hammond Drive and Perimeter Center Parkway, near the intersection of these two streets. A new 14-story office building will be located on the south side of the site. A proposed 8-level parking deck is proposed in the southwest corner of the site.

The project will be constructed in two phases. Phase I will consist of construction of approximately 400 dwelling units, the hotel, restaurant, approximately 2/3 of the retail space, and the north parking deck. Phase II will consist of construction of the remainder of the residential and retail portions, the office space, and the parking deck. This traffic study will include one analysis of final build-out (year 2011) conditions.

Please refer to Section 1.3 for a description of site access.

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

The site currently has access via four driveways. Upon build-out, the project is proposed to have vehicular access via four site driveways:

Driveway #1: One existing full-movement unsignalized driveway is located along Hammond Drive, approximately 785 feet west of the intersection of Hammond Drive and Perimeter Center Parkway. This existing driveway will be reconstructed to become a full-movement signalized driveway (and moved 30 feet to the east). The signalized intersection has previously been proposed by DRI #285 (Perimeter Town Center), DRI #740 (Corporate Campus Expansion), and DRI #1432 (High Street). Discussions have been held between three developers (245 Perimeter Center - Novare Group, High Street - GID Urban Development Group, and Corporate Campus Expansion - Ackerman and Company) in order to work towards the best location for the proposed signalized intersection. The proposed signalized intersection will provide ingress and egress for all three developments along both sides of Hammond Drive.

Driveway #2: An existing full-movement unsignalized driveway is located along Perimeter Center Parkway, approximately 320 feet south of the intersection of Hammond Drive and Perimeter Center Parkway. This existing driveway is proposed to be relocated to the south approximately 160 feet more. The proposed driveway will be 480 feet south of Hammond Drive and will operate as a right-in / right-out (RIRO) driveway.

Driveway #3: An existing full-movement unsignalized driveway is located along Perimeter Center Parkway approximately 630 feet south of the proposed RIRO Driveway #2. The PCID's Perimeter Center Parkway Extension project will reconstruct the driveway to remain a full-movement unsignalized intersection. This driveway will provide access to the 1,450-space parking deck that serves the entire development. It is expected this intersection may be signalized in the future.

Driveway #4: An existing service-only driveway is located approximately 365 feet south of the proposed RIRO driveway to the north. (This driveway is also approximately 190 feet south of the intersection of Perimeter Center Parkway and the unnamed street which is programmed to be signalized as part of the PCID's Perimeter Center Parkway Extension project.) The existing service-only driveway will remain and provide RIRO access. Note: Driveway #4 will not be analyzed in this report.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the Hammond Drive property frontage and in some locations along the east side of Perimeter Center Parkway opposite the site. There are projects under design and construction to enhance the pedestrian and bicycle facilities in the area. There are four projects currently under construction along Perimeter Center Parkway, between Lake Hearn Drive and Perimeter Center West, which include pedestrian sidewalks and bicycle facilities.

There are two GDOT projects along Hammond Drive which propose pedestrian and bicycle facilities. Sidewalks along Hammond Drive between SR 400 and the DeKalb County line are expected to be constructed in 2008.

Street widening to six through lanes, bicycle and sidewalks improvements are expected to be completed along Hammond Drive between the Fulton/DeKalb County line and Ashford-Dunwoody Road in 2011.

Improvements along Perimeter Center Parkway north of Hammond Drive are currently under construction. These improvements include the creation of a streetscapes / sidewalk system to complement the intersection improvements along Perimeter Center Parkway from Hammond Drive to Perimeter Center West. This improvement will provide a pedestrian-friendly path to the Dunwoody MARTA station.

The 245 Perimeter Center development will provide pedestrian access points along the street frontage to encourage pedestrian movement and will provide pedestrian access along the public street frontage in accordance with DeKalb County development requirements.

1.5 Transit Facilities

MARTA bus routes #5, #70, #87, #150, and #305 all service the area. GRTA Xpress 428 Route provides service from Panola Road in eastern DeKalb County to the MARTA Dunwoody Station.

Cobb Community Transit (CCT) Route #65 operates from the Marietta Transfer Center to the MARTA Dunwoody Transit Station during the AM and PM peak periods Monday through Friday.

Additionally, in cooperation with the Perimeter Transportation Coalition, many companies in the area operate shuttles that provide transportation between their properties, the MARTA stations, and Perimeter Mall. Some area hotels also provide on-demand shuttle services to/from local destinations.

2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the street 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, as well as population growth rates of Fulton County and DeKalb County from the 1990 to 2000 Census. A growth rate of 1.0% per year along all public streets was agreed upon during the Pre-Application meeting with GRTA staff. In addition to the background growth rate, project traffic from four DRIs in the vicinity of the project was included in the 2011 No-Build Volumes. All of the traffic associated with the following three DRIs are included in the 2011 No-Build Conditions:

- DRI #740 – Corporate Campus Expansion
- DRI #883 – Concourse Residential Condominiums
- DRI #1152 – Palisades Development

Additionally, 30% of the traffic from the DRI #1432 – High Street development was included as background traffic. This percentage was based on the build-out phasing of the High Street development (total buildout year 2017) versus the build-out year of the 245 Perimeter Center build-out year (2011).

2.2 Traffic Data Collection

Existing weekday peak hour turning movement counts were conducted at seven intersections between 7:00-9:00 AM and 4:15-6:15 PM in April and May of 2007. These intersection counts were performed while school was in session. The existing 245 Perimeter Center driveways were counted in order to determine existing site traffic volumes.

The existing weekday peak hour turning movement counts at the intersection of Peachtree-Dunwoody Road at Lake Hearn Drive were collected in July 2007. A 10% Seasonal Adjustment Factor was applied to the counts

collected at this one intersection to account for the absence of school traffic according to GRTA's recommendation.

The peak hours varied between the eight intersections as follows:

- Intersection #1: Peachtree-Dunwoody Road @ Hammond Drive (signalized)
 - (AM Peak 8:00-9:00, PM Peak 4:30-5:30)
- Intersection #2: Perimeter Center Parkway @ Hammond Drive (signalized)
 - (AM Peak 7:45-8:45, PM Peak 5:00-6:00)
- Intersection #3: Ashford-Dunwoody Road @ Hammond Drive/Ravinia Drive (signalized)
 - (AM Peak 8:00-9:00, PM Peak 4:30-5:30)
- Intersection #4: Perimeter Center Parkway @ Perimeter Center West (signalized)
 - (AM Peak 7:45-8:45, PM Peak 5:15-6:15)
- Intersection #5: Peachtree-Dunwoody Road @ Lake Hearn Drive (signalized)
 - (AM Peak 8:15-9:15, PM Peak 4:30-5:30)
- Intersection #6: Hammond Drive @ Existing Driveway #1 (unsignalized)
 - (AM Peak 8:00-9:00, PM Peak 5:00-6:00)
- Perimeter Center Parkway @ Existing Driveway (unsignalized)
 - (AM Peak 7:15-8:15, PM Peak 4:15-5:15)
- Perimeter Center Parkway @ Unnamed Street (unsignalized)
 - (AM Peak 7:15-8:15, PM Peak 4:15-5:15)

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

The proposed development is expected to consist of 900 residential high-rise condominiums, a 150-key hotel, 33,000 square feet of retail space, 6,000 square feet of restaurant space, and 350,000 square feet of additional office space. The +/-13-acre site currently consists of a 237,000 square foot office building and surface parking. The existing office building will remain.

Traffic for the project land uses was calculated using equations and rates contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Seventh Edition, 2003*. Gross trips generated are displayed below in **Table 2**.

Table 2 245 Perimeter Center DRI Gross Trip Generation						
Land Use	ITE Code	Daily Traffic	Weekday AM Peak Hour		Weekday PM Peak Hour	
		Total	Enter	Exit	Enter	Exit
Build-Out (Year 2011)						
900 Residential Condominiums	230	3,617	55	235	199	122
150 Hotel Rooms	310	969	41	27	47	42
350,000 SF of Office Space*	710	3,500	450	61	80	391
33,000 SF of Retail Space	820	1,417	21	13	60	64
6,000 SF High-Turnover (Sit-Down) Restaurant	932	763	36	33	40	26
Total		10,266	603	369	426	645

*Additional Office Space

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. Previous DRI traffic studies and the existing office distribution was also reviewed when determining trip distribution.

The traffic analysis includes the anticipated internal capture between the retail, office, hotel, and residential uses within the proposed development. Internal capture percentages for the project of 4.76% daily and 4.18% PM peak hour were calculated based on ITE's rates.

3.3 Level of Service Standards

For the purposes of this traffic impact study, the level of service standard for all analyses is LOS E. The LOS standard is based on the default value of LOS D in urban areas and reduced by one LOS to account for the proximity of this site to the fixed-guideway transit system (Dunwoody MARTA transit station). The LOS E

standard is consistent with the three previously prepared DRI transportation reports (DRI #285, #366, and #1432) and GRTA Technical Guidelines.

3.4 Study Network Determination

A general study area was determined using the 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:

- Peachtree-Dunwoody Road @ Hammond Drive (signalized)
- Hammond Drive @ Perimeter Center Parkway (signalized)
- Hammond Drive @ Ashford-Dunwoody Road (signalized)
- Perimeter Center Parkway @ Perimeter Center West (signalized)
- Peachtree-Dunwoody Road @ Lake Hearn Drive (signalized)
- Hammond Drive @ Existing Driveway #1 (unsignalized)
- Perimeter Center Parkway @ Proposed (relocated) RIRO Driveway #2 (right-in/right-out)
- Perimeter Center Parkway @ Existing Driveway #3 (unsignalized)

Each of the above listed intersections was analyzed for the Existing 2007 Condition, the 2011 No-Build Condition, and the 2011 Build Condition. The 2011 No-Build condition represents the existing traffic volumes grown at 1.0% per year for four years, plus project traffic from four DRIs in the vicinity of the development. The 2011 Build condition adds the project trips associated with the 245 Perimeter Center development to the 2011 No-Build condition.

Note: The existing Driveway #4 is a service-only driveway and was not analyzed.

3.5 Existing Facilities

Peachtree-Dunwoody Road is a four-lane divided north-south oriented roadway. The 2006 Average Daily Traffic (ADT) between Hammond Drive and Concourse Parkway was 32,090 vehicles per day (vpd) (GDOT). The 2006 ADT between Mt. Vernon Highway and Central Parkway was 20,220 vpd (GDOT).

Hammond Drive is a four-lane east-west oriented roadway. The 2007 ADT between Peachtree-Dunwoody Road and Perimeter Center Parkway was 23,508 vpd (three day average; count performed 5/9, 5/10, 5/15).

Perimeter Center Parkway is a four-lane divided north-south oriented roadway. The 2007 ADT between Hammond Drive and Perimeter Center West was 11,111 vpd (three day average; performed 5/9, 5/10, 5/15).

Perimeter Center West is a four-lane divided east-west oriented roadway. The 2006 ADT between Peachtree Center Parkway and Central Parkway was 17,430 vpd (GDOT).

Ashford-Dunwoody Road is a six-lane divided north-south oriented roadway. The 2006 ADT was 50,820 vpd (GDOT).

Lake Hearn Drive is a two-lane undivided east-west roadway that connects Ashford Dunwoody Road and Peachtree-Dunwoody Road. No GDOT counts were performed along this roadway.

Roadway	Road Type	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
Peachtree-Dunwoody Road	Two-Way	4	35	Urban Minor Arterial
Hammond Drive	Two-Way	4	35	Urban Collector Street
Ashford-Dunwoody Road	Two-Way	6	45	Urban Minor Arterial
Perimeter Center Parkway	Two-Way	4	35	Urban Local Street
Perimeter Center West	Two-Way	4	35	Urban Minor Arterial
Lake Hearn Drive	Two-Way	2	35	Urban Local Road

3.6 Programmed Projects

There are several programmed projects or projects under construction within the study area. Improvements currently under construction include streetscape, sidewalk, bicycle, traffic signal, and intersection geometric improvements along Perimeter Center Parkway, between Hammond Drive and Perimeter Center West.

Corridor and intersection improvements are programmed along Perimeter Center West, which are expected to be bid in September 2007. This project includes improvements at the intersection of Perimeter Center Parkway and Perimeter Center West. An eastbound right-turn lane along Perimeter Center West is included in this project.

The Perimeter Center Parkway Extension, including the bridge over I-285, is expected to be completed soon. As part of this project, a new median will be constructed along Perimeter Center Parkway. The 245 Perimeter Center north driveway will change from a full-movement driveway to a right-in/right-out driveway and a traffic signal will be installed at the intersection of Perimeter Center Parkway and the unnamed street. All of these projects were considered programmed projects and included in the 2011 No-Build and 2011 Build conditions analyses.

4.0 TRIP GENERATION

As stated earlier, trips associated with the proposed development were estimated using the *ITE Trip Generation Manual*, Seventh Edition (2003).

Internal capture reductions were applied to trips between the residential, office, hotel, and retail portions of the development based on ITE rates. The internal capture worksheets are included in the Appendix.

A 10% alternative mode reduction was applied for all land uses due to the development's proximity to the Dunwoody MARTA transit station, the existing MARTA, CCT, and GRTA bus routes, and the Perimeter Coalition TMA programs. The Dunwoody MARTA transit station and Perimeter mall are within walking distance of the site (across the street). Additionally, there are many local destinations within walking distance for residents, employees, and visitors to the site. Note: A 10% alternate mode reduction was agreed to for DRI #1432 (High Street) across the street.

Pass-by reductions were taken according to the *ITE Trip Generation Handbook, 2004* and GRTA guidelines for the retail portion of the development. GRTA's 10% limit test was not applied for the weekday PM peak hour because the ITE calculated pass-by trips were less than 10% of the adjacent roadway volumes.

The total trips generated and analyzed in the report are listed on the following page in **Table 3**.

Table 3 245 Perimeter Center DRI Net Trip Generation					
Land Use	Daily Traffic	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Total	Enter	Exit	Enter	Exit
Build-Out (Year 2011)					
Gross Trips	10,266	603	369	426	645
<i>Mixed-Use Reduction (Residential)</i>	<i>-177</i>	<i>0</i>	<i>0</i>	<i>-13</i>	<i>-5</i>
<i>Alternate Mode Reduction (10%) (Residential)</i>	<i>-441</i>	<i>-10</i>	<i>-26</i>	<i>-23</i>	<i>-16</i>
<i>Mixed-Use Reduction (Office)</i>	<i>-84</i>	<i>0</i>	<i>0</i>	<i>-2</i>	<i>-6</i>
<i>Alternate Mode Reduction (10%) (Office)</i>	<i>-342</i>	<i>-45</i>	<i>-6</i>	<i>-8</i>	<i>-39</i>
<i>Mixed-Use Reduction (Retail & Restaurant)</i>	<i>-191</i>	<i>0</i>	<i>0</i>	<i>-6</i>	<i>-10</i>
<i>Alternate Mode Reduction (10%) (Retail and Restaurant)</i>	<i>-199</i>	<i>-6</i>	<i>-5</i>	<i>-9</i>	<i>-8</i>
Driveway Volumes	8,832	542	332	365	561
<i>Pass-by Trips</i>	<i>-712</i>	<i>0</i>	<i>0</i>	<i>-32</i>	<i>-31</i>
New Trips	8,120	542	332	333	530

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages agreed to during the Pre-Application meeting. **Figures 4 and 5** display the expected trip percentages for the development throughout the roadway network. Separate distributions were developed for the residential and non-residential land uses. These percentages were applied to the new trips generated by the development (see Table 3, above), and the volumes were assigned to the street network. The expected peak hour turning movements generated by the proposed development are shown in **Figure 6**.

6.0 TRAFFIC ANALYSIS

6.1 Existing Traffic

The existing weekday traffic volumes are shown in **Figure 7**. (Note: Existing intersection volumes at Intersection #5 were adjusted to account for collection after school was dismissed for the summer. A +10% seasonal adjustment factor was applied based on GRTA's recommendation.) These volumes were input in Synchro 6.0 along with existing signal timings and the Existing Conditions analysis was performed. The results are displayed below in **Table 4**.

Table 4 245 Perimeter Center DRI 2007 Existing Intersection Levels of Service (delay in seconds)				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (38.5)	F (83.0)
2	Perimeter Center Parkway @ Hammond Drive	Signalized	C (20.0)	C (32.7))
3	Ashford-Dunwoody Road @ Hammond Drive	Signalized	C (31.9)	F (138.7)
4	Perimeter Center West @ Perimeter Center Parkway	Signalized	B (14.0)	C (27.0)
5	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (20.7)	D (50.5)
6	Hammond Drive @ Driveway #1	Unsignalized	B (14.5)	C (18.4)

Note: LOS Standard is LOS E.

As you can see in Table 4, of the study intersections, two currently operate at or below the acceptable Level of Service standard (LOS E).

6.2 2011 No-Build Traffic

The existing traffic volumes were grown at 1.0% per year along all roadways within the study network. In addition to background traffic growth, the project traffic at full build-out from three DRIs (#740, #883, and #1152) in the vicinity of the project was included in the 2011 No-Build Volumes and 30% of the traffic associated with DRI #1432 was incorporated into the No-Build traffic. The project traffic associated with the four DRIs was taken from the previous DRI traffic studies, where available.

Additionally, existing traffic was conservatively redistributed to account for the Perimeter Center Parkway Extension.

These volumes were input in Synchro 6.0 and analyses of the projected No-Build conditions were performed. The No-Build conditions analysis included updating the traffic signal timing in the corridors. Additionally, four programmed intersection and street improvement projects were included in the 2011 No-Build conditions analysis. Three projects include turn lanes, medians, sidewalks, signal upgrades, and streetscape improvements along Perimeter Center Parkway, between Hammond Drive and Perimeter Center West. A fourth project includes intersection improvements at Perimeter Center Parkway and Perimeter Center West. Additional project information is included in Section 7.0 of this report.

The results are displayed below in **Table 5**. The projected volumes for the year 2011 No-Build weekday conditions are shown in **Figure 8**.

Table 5 245 Perimeter Center DRI 2011 No-Build Intersection Levels of Service (delay in seconds)				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (54.2)	F (102.5)
2	Perimeter Center Parkway @ Hammond Drive	Signalized	D (37.0)	D (46.8)
3	Ashford-Dunwoody Road @ Hammond Drive	Signalized	C (28.0)	D (48.8)*
4	Perimeter Center West @ Perimeter Center Parkway	Signalized	D (49.4)	E (60.3)
5	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (27.7)	E (76.3)
6	Hammond Drive @ Driveway #1	New Signal	B (17.0)	B (17.7)

Note: LOS Standard is LOS E.

** = Re-timing of signal at Intersection #3 improved the level of service in the No-Build Condition.*

One of the intersections failed to meet acceptable Level of Service standards for the year 2011 No-Build condition. Per GRTA's Letter of Understanding guidelines, improvements were made to this intersections until the Level of Service was elevated to the Level of Service standard. It is important to note signal retiming improved the level of service at the intersection of Ashford Dunwoody @ Hammond Drive (#3). Additionally, improvements are recommended at Peachtree Dunwoody Road @ Lake Hearn Drive (#5) since the LOS at three approaches was below the acceptable Level of Service Standard.

The High Street (DRI #1432) and Corporate Campus Expansion (DRI#740) developments propose a traffic signal at the location of the existing 245 Perimeter Center driveway along Hammond Drive – Driveway #1. The No-Build conditions analysis include the proposed traffic signal and required turn lanes to allow signalization.

The 2011 No-Build with Improvements intersection analysis Levels of Service are displayed below in **Table 6**.

Table 6 245 Perimeter Center DRI 2011 No-Build with Improvements Intersection Levels of Service (delay in seconds)				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (44.5)	E (66.2)
5	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (26.0)	E (58.5)

The 2011 No-Build improvements made to the intersections are shown in Figure 8, and are listed below:

Peachtree-Dunwoody Road @ Hammond Drive

- Install a westbound right-turn lane along Hammond Drive. (Improvement identified in DRI #740, DRI #883, DRI #1152, and DRI #1432 traffic study.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement identified in DRI #740, DRI #883, DRI #1152, and DRI #1432 traffic study.)
- Install an additional northbound left-turn lane (creating dual left-turn lanes) along Peachtree-Dunwoody Road and provide a protected-only northbound left-turn signal phase (green arrow). (Improvement identified in DRI #1152 and DRI #1432 traffic study.)

Peachtree-Dunwoody Road @ Lake Hearn Drive

- Install an additional westbound left-turn lane (creating dual left-turn lanes) along Lake Hearn Drive and provide a protected-only westbound left-turn signal phase (green arrow).

6.3 2011 Build Traffic

The traffic associated with the proposed development (245 Perimeter Center) was added to the 2011 No-Build volumes and analyzed with Synchro 6.0. The results of the analyses are displayed in **Table 7**. The projected volumes for the year 2011 Build conditions are shown in **Figure 9**.

Table 7 245 Perimeter Center DRI 2011 Build Intersection Levels of Service (delay in seconds)				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (48.9)	F (82.9)
2	Perimeter Center Parkway @ Hammond Drive	Signalized	D (44.5)	D (51.6)
3	Ashford-Dunwoody Road @ Hammond Drive	Signalized	C (34.8)	E (65.0)
4	Perimeter Center West @ Perimeter Center Parkway	Signalized	D (53.8)	E (71.2)
5	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (29.6)	E (64.3)
6	Hammond Drive @ Driveway #1 / High Street (DRI #1432) Driveway	Proposed Signal	C (20.8)	C (27.6)
7	Perimeter Center Parkway @ Proposed RIRO Driveway #2	EB STOP Controlled	B (11.4)	B (10.3)
8	Perimeter Center Parkway @ Existing Driveway #3	EB STOP Controlled	C (18.9)	E (47.7)

Note: LOS Standard is LOS E.

As shown in Table 7, the intersection of Peachtree Dunwoody Road at Hammond Drive (#1) failed to meet an acceptable Level of Service standard for the year 2011 Build condition. The 2011 Build intersection volumes, laneage, and recommended intersection control is illustrated in **Figure 9**.

Per GRTA's Letter of Understanding guidelines, improvements were made to Peachtree-Dunwoody Road at Hammond Drive (#1) until the Level of Service was elevated to the Level of Service standard. Additionally, based on the projected traffic volumes of the intersection of Perimeter Center West @ Perimeter Center Parkway (#4), an improvement is recommended to provide an acceptable operation.

The 2011 Build improvements made to the intersections are shown in Figure 9, and are listed below:

Peachtree-Dunwoody Road @ Hammond Drive

- Install an additional eastbound left-turn lane (creating dual-left turn lanes) along Hammond Drive and provide a protected-only eastbound left-turn signal phase (green arrow). (Improvement identified in DRI #1432 traffic study.)

Perimeter Center Parkway @ Perimeter Center West

- Restripe the intersection to provide dual northbound left-turn lanes and one shared thorough/right-turn lane along Perimeter Center West. (Improvement identified in DRI #1432 traffic study.)

The 2011 Build with Improvements intersection analysis Levels of Service are displayed below in **Table 8**.

Table 8 245 Perimeter Center DRI 2011 Build with Improvements Intersection Levels of Service (delay in seconds)				
Intersection		Control	AM Peak Hour	PM Peak Hour
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (48.5)	D (54.6)
4	Perimeter Center West @ Perimeter Center Parkway	Signalized	D (53.8)	E (64.1)

The following intersection geometry and improvements are recommended at the proposed site driveways:

Hammond Drive @ Existing Driveway #1

- Design driveway so it is aligned with the proposed driveway across the street (proposed by the High Street development (DRI #1432) and the previously approved DRI #740 (Corporate Campus Expansion).
- Install a separate northbound left-turn lane and shared through/right-turn lane along the proposed driveway.
- Install a westbound left-turn lane along Hammond Drive.
- Install an eastbound right-turn lane along Hammond Drive. (Note: When Hammond Drive is widened in the future, the right-turn lane would likely become the third through lane.)
- Install a traffic signal, when warranted.

Perimeter Center Parkway @ Proposed (relocated) Right-In / Right Out (RIRO) Driveway #2

- No improvements recommended.

Perimeter Center Parkway @ Existing Driveway #3

- No improvements recommended.

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. Additionally Projects #4, 8, and 11 are currently under construction. The project construction plans are included in the appendix. Project #5 is planned to bid in September 2007. Information on all of the programmed projects is included in the Appendix.

1. <i>ARC# DK-217</i> <i>GDOT# 0006883</i>	Road widening along Hammond Drive from Fulton County line to Ashford-Dunwoody Road. The project will widen Hammond Drive from 4 to 6 lanes, including bicycle lanes and other pedestrian features. The expected completion year is 2011. [Page 1 in appendix]
2. <i>ARC# AR-900A, AR-900B</i> <i>GDOT# 0003534</i>	Fixed guideway Bus Rapid Transit along I-285 from Cumberland/Galleria area to Perimeter Center. The expected completion year is 2012. [Page 2 in appendix]
3. <i>ARC# AR-901A, AR-901B</i>	Fixed guideway Bus Rapid Transit along I-285 from Perimeter Center to Doraville MARTA Station. The expected completion year is 2020. [Page 3 in appendix]
4. <i>ARC# DK-307</i> <i>GDOT# 0004415</i>	Intersection improvement at Perimeter Center Parkway and Perimeter Mall Entrance. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008. [Page 4 in appendix]
5. <i>ARC# DK-308</i> <i>GDOT# 0004416</i>	Intersection improvement at Perimeter Center West and Perimeter Center Parkway. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008. [Page 5 in appendix]
6. <i>ARC# DK-311</i> <i>GDOT# 0004419</i>	Intersection improvement at Perimeter Center West and Meadow Lane/Crown Pointe Parkway. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008. [Page 6 in appendix]
7. <i>ARC# DK-315</i> <i>GDOT# 0004423</i>	Intersection improvement at Hammond Drive and Perimeter Mall Entrance. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008. [Page 7 in appendix]
8. <i>ARC# DK-316</i> <i>GDOT# 0004424</i>	Pedestrian improvements along Perimeter Center Parkway from Hammond Drive to Perimeter Center West. This project includes the creation of a streetscape/sidewalk system that will complement intersection improvements along the corridor. The expected completion year is 2008. [Page 8 in appendix]
9. <i>ARC# DK-323</i> <i>GDOT# 0004831</i>	Pedestrian improvements along Perimeter Center West from Mount Vernon Highway to Ashford-Dunwoody Road. These streetscape improvements will include new sidewalks, new street lights, and other improvements that will enhance the streetscape. The expected completion year is 2008. [Page 9 in appendix]
10. <i>ARC# DK-334</i>	Addition of fiber optic cable along several corridors in the Perimeter

<i>GDOT# 0006807</i>	Center Area to support the ITS program. The expected completion year is 2007. [Page 10 in appendix]
<i>11. ARC# DK-AR-231 GDOT# 0004480</i>	Streetscape and safety improvements near the Dunwoody MARTA station at the Hammond Drive/Perimeter Center Parkway. This project will include new sidewalks, new street lights, and other improvements that will enhance the streetscape. The expected completion year is 2008. [Page 11 in appendix]
<i>12. ARC# FN-200 GDOT# 0006817</i>	Fiber optic signal interconnection along several corridors in the Perimeter Center Area in Fulton County. The expected completion year is 2008. [Page 12 in appendix]
<i>13. ARC# FN-AR-144 GDOT# 0006984</i>	Pedestrian improvements along Peachtree-Dunwoody Road from I-285 to Abernathy Road. This includes a comprehensive streetscape/sidewalk system, including new and improved sidewalks and crosswalks along Peachtree-Dunwoody Road. The expected completion year is 2009. [Page 13 in appendix]
<i>14. ARC# FN-AR-206 GDOT# 0006267</i>	Pedestrian improvements along Peachtree-Dunwoody Road from I-285 to Glenridge Connector. This includes sidewalks and crosswalks around the Medical Center MARTA station. The expected completion year is 2007. [Page 14 in appendix]
<i>15. ARC# FN-AR-BP083 GDOT# 753300-</i>	Sidewalk construction along Hammond Drive from SR 400 to DeKalb County line. The expected completion year is 2008. [Page 15 in appendix]
<i>16. ARC# FN-198 GDOT# 0006909</i>	Intersection improvement project at Peachtree Dunwoody Road and Lake Hearn Drive. The proposed scope of work to correct deficiencies and improve the operation and safety of the intersection may include lengthening the left-turn lane and the addition of a right-turn lane, both on the westbound approach.

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the development will be provided at four driveway locations:

Driveway #1: One existing full-movement unsignalized driveway is located along Hammond Drive, approximately 785 feet west of the intersection of Hammond Drive and Perimeter Center Parkway. This existing driveway will be reconstructed to become a full-movement signalized driveway (and moved 30 feet to the east). The signalized intersection has previously been proposed by DRI #285 (Perimeter Town Center), DRI #740 (Corporate Campus Expansion), and DRI #1432 (High Street). Discussions have been held between three developers (245 Perimeter Center - Novare Group, High Street - GID Urban Development Group, and Corporate Campus Expansion - Ackerman and Company) in order to work towards the best location for the proposed signalized intersection. The proposed signalized intersection will provide ingress and egress for all three developments along both sides of Hammond Drive.

Driveway #2: An existing full-movement unsignalized driveway is located along Perimeter Center Parkway, approximately 320 feet south of the intersection of Hammond Drive and Perimeter Center Parkway. This existing driveway is proposed to be relocated to the south approximately 160 feet more. The proposed driveway will be 480 feet south of Hammond Drive and will operate as a right-in / right-out (RIRO) driveway.

Driveway #3: An existing full-movement unsignalized driveway is located along Perimeter Center Parkway approximately 630 feet south of the proposed RIRO Driveway #2. The PCID's Perimeter Center Parkway Extension project will reconstruct the driveway to remain a full-movement unsignalized intersection. This driveway will provide access to the 1,450-space parking deck that serves the entire development. It is expected this intersection may be signalized in the future.

Driveway #4: An existing service-only driveway is located approximately 365 feet south of the proposed RIRO driveway to the north. (This driveway is also approximately 190 feet south of the intersection of Perimeter Center Parkway and the unnamed street which is programmed to be signalized as part of the PCID's Perimeter Center Parkway Extension project.) The existing service-only driveway will remain and provide RIRO access. Note: Driveway #4 will not be analyzed in this report.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed development will generate trips between the residential, hotel, office, and retail uses of the development. Using the *ITE Trip Generation Handbook, 2004* as a reference, 4.76% of the gross daily trips would be internal, 4.18% of the PM peak hour trips would be internal.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

ARC's Atlanta Regional Unified Growth Policy Map identifies this area as Station Communities/Regional.

11.0 NON-EXPEDITED CRITERIA

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

The Dunwoody MARTA transit station and Perimeter mall are within walking distance of the site (across the street). Additionally, there are many local destinations within walking distance for residents, employees, and visitors to the site.

MARTA bus routes #5, #70, #87, #150, and #305 all service the area. GRTA Xpress 428 Route provides service from Panola Road in eastern DeKalb County to the MARTA Dunwoody Station.

Cobb Community Transit (CCT) Route #65 operates from the Marietta Transfer Center to the MARTA Dunwoody Transit Station during the AM and PM peak periods Monday through Friday.

Additionally, in cooperation with the Perimeter Transportation Coalition, many companies in the area operate shuttles that provide transportation between their properties, the MARTA stations, and Perimeter Mall. Some area hotels also provide on-demand shuttle services to/from local destinations.

11.2 *Vehicle Miles Traveled*

The following table displays the reduction in traffic generation due to mixed-use, pass-by trips, and alternative mode reductions.

	Build-out Total
Weekday Daily Gross Trip Generation:	10,266
(-)Mixed-use reductions (internal capture)	-452
(-)Pass-by trips	-712
(-)Alternative modes	-982
Net Trips:	8,120

11.3 Relationship Between Location of Proposed DRI and Regional Mobility

The proposed development is located within a developing urban core. The site is located within the Perimeter Center Community Improvement Districts (CID). The development is within walking distance of transit bus routes and the Dunwoody MARTA rail station. The development is located on major county streets with access to Interstate 285 and SR 400.

11.4 Relationship Between Proposed DRI and Existing or Planned Transit Facilities

The proposed DRI is located near existing transit facilities and bus stops as previously mentioned.

A planned transit facility is the fixed guideway Bus Rapid Transit along I-285 from the Cumberland/Galleria area to Perimeter Center. The project completion is expected in year 2012.

11.5 Transportation Management Area Designation

The proposed development is located within the Perimeter Transportation Coalition TMA. The developer intends to work with all necessary parties to encourage public transportation, bicycle and pedestrian traffic, and any other means to mitigate automotive traffic.

11.6 Offsite Trip Reduction and Trip Reduction Techniques

The proposed development will generate trips between the residential, hotel, office, and retail uses of the development. Using the *ITE Trip Generation Handbook, 2004* as a reference, 4.76% of the gross daily trips would be internal, 4.18% of the PM peak hour trips would be internal.

Pass-by reductions were taken according to the *ITE Trip Generation Handbook, 2004* and GRTA guidelines for the retail and restaurant portions of the development. The GRTA's 10% limit test was not applied for the weekday PM peak hour since the total pass-by trips were expected to be less than 10% of the adjacent street traffic.

An alternative mode reduction was applied for all land uses due to the development's proximity to the Dunwoody MARTA transit station, the existing MARTA, CCT, and GRTA bus routes, and the Perimeter Coalition TMA programs. Additionally, there are many local destinations within walking distance for residents, employees, and patrons of the development.

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 adequately serve the needs of the development upon build-out (2011).

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 (Perimeter Center Parkway at Hammond Drive). 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, DeKalb, Gwinnett and Cobb 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	80,996
Population in Households	186,628
Average household size	2.30
Total Workers	108,990
Workers per Household	1.35
Owner Occupied	51.57%
Rental Occupied	48.43%

As can be seen from the table above, the total population within the Area of Influence is 186,628, residing within 80,996 households (an average of 2.30 people per household). The AOI area totals 47,393 acres.

Using the above calculated average of 2.30 persons per household, it can be anticipated that the proposed DRI will house approximately 2,070 people (900 proposed dwelling units multiplied by 2.30). Based on information obtained from the Census Tracts, it is estimated that approximately 1,215 of these expected 2,070 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 (30328 Zip Code). At the time of this report, about 245 homes were listed for sale in the area, ranging in price from \$74,000 to \$2,390,000.

12.3 Development Housing Analysis

The development plan provides for houses for sale in six price ranges 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	Condominium Type 1	600	\$220,000	810
2	Condominium Type 2	90	\$290,000	121
3	Condominium Type 3	210	\$350,000	284

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, DeKalb, Gwinnett, and Cobb 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	2,749	48,794	\$27,384
Building Materials and Garden Supply	117	2,907	-
General Merchandise Stores	54	4,139	-
Food Stores	215	4,167	-
Auto Dealers and Gas Stations	204	6,602	-
Apparel and Accessory Stores	277	2,268	-
Home Furniture, Furnishings, and Equipment	439	9,234	-
Eating and Drinking Places	740	14,153	-
Miscellaneous Retail Stores	703	5,324	-
Finance	2,305	39,630	\$56,695
Banks, Savings and Lending Institutions	533	8,492	-
Securities and Commodity Brokers	352	4,810	-
Insurance Carriers and Agencies	422	15,401	-
Real Estate	934	9,345	-
Trusts, Holdings, and Other Investments			
Services	7,149	102,445	-
Hotels and Other Lodging	87	7,481	\$16,943
Personal Services	1,297	6,587	-
Business Services	2,517	36,316	\$67,594
Motion Picture and Amusement	278	2,845	\$37,577
Health Services	1,219	23,005	\$41,332
Legal Services	664	4,548	\$67,594
Education Services	231	8,952	\$40,497
Social Services	230	3,086	\$41,332
Miscellaneous, Membership Organizations and Nonclassified	625	9,624	-
Agriculture	196	1,348	\$8,259
Mining	3	31	\$28,721
Construction	768	7,479	\$46,613
Manufacturing	571	9,763	\$54,692
Transportation, Communication/Public Utilities	581	10,254	\$94,352
Wholesale Trade	622	7,097	\$61,407
Public Administration	103	1,322	\$44,814
Total	15,047	228,163	-

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 245 Perimeter Center 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 6.37% 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 1.35 workers expected per household, the required income was divided by 1.35 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	\$220,000	\$32,900	810	154,297
2	\$290,000	\$43,400	121	116,409
3	\$350,000	\$52,400	284	107,608
Percent of expected workers likely to find necessary employment within the AOI				100%

13.0 ARC'S AIR QUALITY BENCHMARK

The proposed development is expected to consist of 900 residential high-rise condominiums, a 150-key hotel, 33,000 square feet of retail space, 6,000 square feet of restaurant space, and 350,000 square feet of additional office space. The +/-13-acre site currently consists of a 237,000 square foot office building and surface parking. The existing office building will remain. The project meets the following ARC air quality VMT reductions:

ARC density target ARC criteria (1 b) for a 6% reduction because the residential component is the dominant use and there are greater than 15 dwelling units per acre. The development proposes approximately 67 dwelling units per acre.

The project's residential component is the dominant use and the office floor area is at least 10% of the gross floor area; office space is 33% of the total square feet. The development meets the ARC criteria (2 c) for a 4% reduction.

Public transportation is within walking distance, and the project is located within ½ mile of the Dunwoody MARTA rail station. The development meets the ARC criteria (4) for a 5% reduction.

The development is expected to participate with the Perimeter Transportation Coalition TMA to provide commuter and transit incentives and programs. Additionally, the TMA provides a variety of shuttles to nearby locations. The development meets the ARC criteria (5 b) for a 5% reduction.

The development will provide connections between the residential, hotel, office and retail uses within the development. Pedestrians will also be able to access other developments located along Hammond Drive and Perimeter Center Parkway, such as Perimeter Mall. This pedestrian network meets the ARC criteria (6 e) for a 5% reduction.

The proposed development meets the ARC criteria for a total 25% VMT reduction. These reductions are displayed below in **Table 13**.

Table 13 ARC VMT Reductions	
Mixed-Use Projects where Residential is the dominant use	
Greater than 15 units per acre	-6%
Mix of uses where office FAR target levels are met	-4%
Within ½ mile of a MARTA rail station	-5%
Transportation Management Association participant with shuttle	-5%
Bike/ped networks in development that meet one Density 'target' and connect to adjoining uses	-5%
Total Reductions	25%