Transportation Analysis

24 & 50 Allen Plaza
DRI# 1537
City of Atlanta, Georgia

Prepared for:
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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts associated with the proposed 24 and 50 Allen Plaza development, a proposed approximate 4.96-acre mixed-use development located in the two blocks bounded by Ivan Allen, Jr. Boulevard to the north, Simpson Street to the south, Spring Street to the east, and Williams Street to the west. Additionally, the two blocks are split by West Peachtree Place, with 50 Allen Plaza to the north of West Peachtree Place and 24 Allen Plaza to the south. This report is being prepared as part of a submittal requesting a Special Administrative Permit (SAP) from the City of Atlanta, Georgia. Because the project will contain over 400,000 square feet of mixed-use floor area, the proposed development is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. This document is being submitted under non-expedited review.

The proposed development is expected to consist of a total of approximately 1,331,000 square feet (SF) of office space, 39,000 SF of specialty retail space, and a 45,000 SF grocery store. The density per building is listed below:

24 Allen Plaza (approximately 2.46 acres)

- 450,000 SF of office space
- 20,000 SF of specialty retail space
- 45,000 SF grocery store

50 Allen Plaza (approximately 2.5 acres)

- 881,000 SF of office space
- 19,000 SF of specialty retail space

The development is scheduled to be completed in two phases, with 24 Allen Plaza being completed in 2010 and 50 Allen Plaza being completed in 2011. This analysis will consider only the final build-out of 2011. The site is zoned SPI-1 in the Centennial Olympic Park sub area. No rezoning is required to accommodate the proposed development. The 2004-2019 City of Atlanta Future Land-Use Map designates this area as Mixed-Use, so the development complies with the designated land-use. The 24 Allen Plaza site currently consists of surface parking; the 50 Allen Plaza site is currently vacant and serving as a construction staging area for the adjacent W Hotel.

The results of the detailed intersection analysis for the 2011 No-Build Conditions (includes 2% per year background traffic growth, plus the trips associated with DRI #602 (Peachtree Portal), DRI #719 (55 Allen Plaza), and DRI #1229 (Post Allen Plaza), but excludes trips generated by the 24 and 50 Allen Plaza development identify that three study intersections will operate below the level of service (LOS) standard. These intersections are the Williams Street @ Ivan Allen, Jr. Boulevard intersection, the Williams Street @ Simpson Street intersection, and the Spring Street @ Simpson Street intersection. Improvements are listed below:

2011 No-Build recommended improvements (excludes the 24 and 50 Allen Plaza DRI project traffic):

- Williams Street @ Ivan Allen, Jr. Boulevard (existing traffic signal)
    - The primary source of delay at this intersection is southbound approach in the AM peak hour and northbound approach in the PM peak hour, corresponding with people exiting and entering I-75/85 in each period. An exclusive southbound left-turn lane with permissive + protected phasing would improve the AM peak hour LOS to the standard of D; however, right-of-way and physical limitations (building to the east and bridge to the west) prevent the execution of this improvement.

- Williams Street @ Simpson Street
    - Install a traffic signal, and coordinate the signal timings with the surrounding intersections.

- Spring Street @ Simpson Street
    - Install a traffic signal, and coordinate the signal timings with the surrounding intersections.

- All study intersections
    - Optimize the signal splits and offsets.

As in the No-Build Condition, the intersection of Williams Street @ Ivan Allen Jr. Boulevard is projected to operate at LOS F during both the AM and PM peak hours. Because of the reasons stated in *Section 6.2 2011 No-Build Traffic,* no geometric improvements or signalization of this intersection is recommended.

The intersection of Williams Street @ West Peachtree Place is also projected to operate at LOS F in the PM peak hour. This projected operational level can be mitigated by optimizing signal timings at the intersection.

Additionally, the northbound (exiting) approach of Driveway 2 (24 Allen Plaza) is projected to operate at LOS F. Delay is not uncommon for side-street approaches at unsignalized intersections, as vehicles may experience some difficulty entering the mainline during peak hours of travel. Additionally, the proposed driveway was modeled with one entry lane and one exit lane, while the proposed design will consist of two entry lanes and two exit lanes; however, one entry lane will lead to the sub-grade parking while the other leads to above ground parking within the same structure. Each entry lane would be accessible from either direction, and each exit lane would allow turning movements in either direction. This scenario was not able to be accurately modeled in Synchro, so a single-lane approach was used to conservatively simulate potential delays associated with each lane alternating vehicle exits.

2011 Build recommended improvements (includes the 24 and 50 Allen Plaza DRI project traffic):

Driveway 1 @ Williams Street

- Provide one westbound egress lane only.

Driveway 2 / Driveway 4 @ West Peachtree Place

- Provide one northbound ingress lane only into 50 Allen Plaza (Driveway 2).
- Provide two southbound ingress lanes and two northbound egress lanes into/out of 24 Allen Plaza (Driveway 4).

Driveway 3 @ West Peachtree Place

- Provide one northbound ingress lane and two southbound egress lanes into/out of 50 Allen Plaza.

Driveway 5 @ Spring Street

- Provide one eastbound egress lane and one westbound ingress lane into 24 Allen Plaza.

Additionally, signal timings should be optimized for all intersections (and corresponding corridors) within the study network.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts associated with the proposed 24 and 50 Allen Plaza development, a proposed approximate 4.96-acre mixed-use development located in the two blocks bounded by Ivan Allen, Jr. Boulevard to the north, Simpson Street to the south, Spring Street to the east, and Williams Street to the west. Additionally, the two blocks are split by West Peachtree Place, with 50 Allen Plaza to the north of West Peachtree Place and 24 Allen Plaza to the south. This report is being prepared as part of a submittal requesting a Special Administrative Permit (SAP) from the City of Atlanta, Georgia. Because the project will contain over 400,000 square feet of mixed-use floor area, the proposed development is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. This document is being submitted under non-expedited review.

The proposed development is expected to consist of a total of approximately 1,331,000 square feet (SF) of office space, 39,000 SF of specialty retail space, and a 45,000 SF grocery store.

A summary of the proposed land-uses and densities, by building, is provided below in **Table 1.**

Table 1
Allen Plaza DRI
Proposed Land Uses

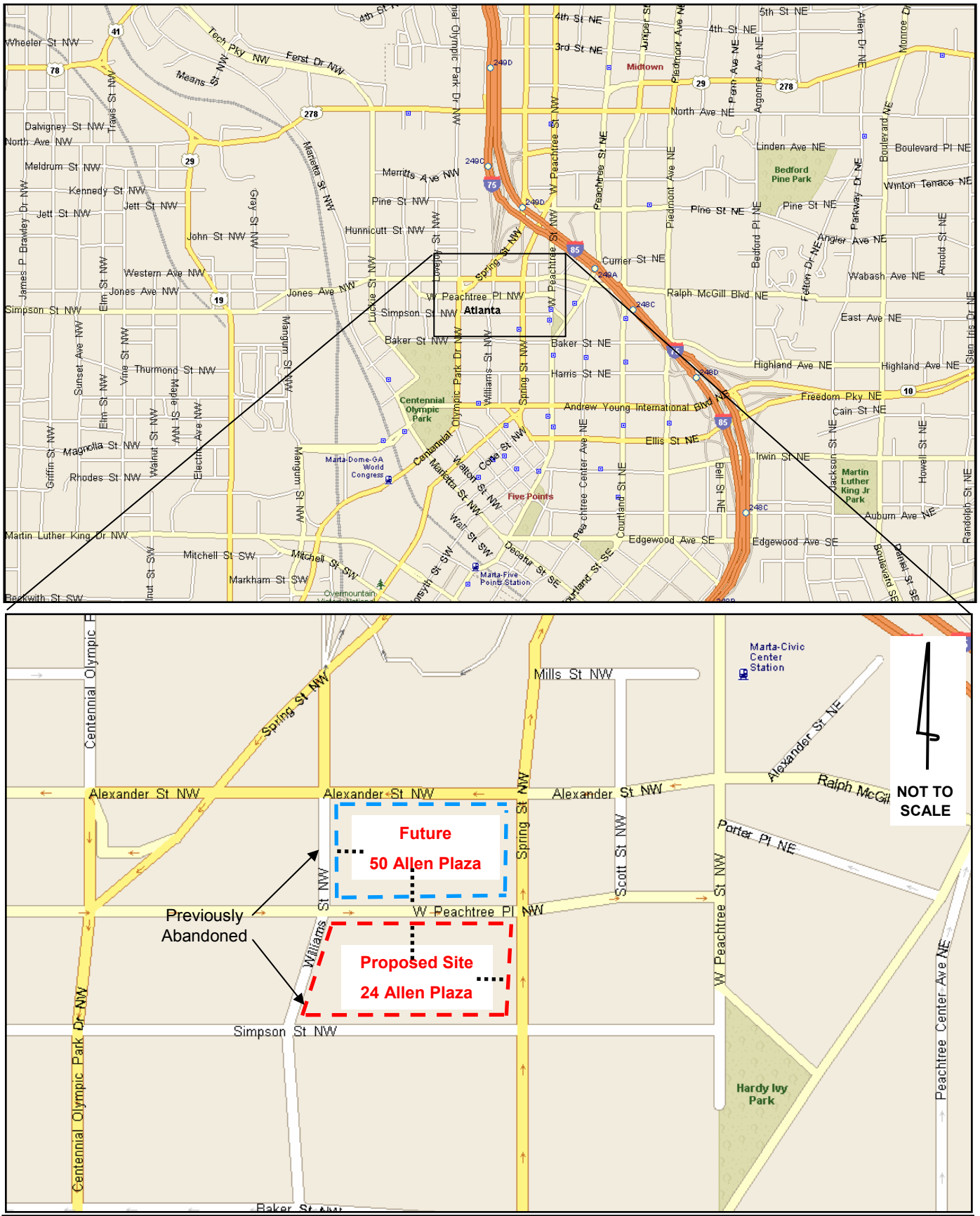
24 Allen Plaza	50 Allen Plaza
450,000 SF office building	881,000 SF office building
20,000 SF of specialty retail space	19,000 SF of specialty retail space
45,000 SF grocery store	-

The development is scheduled to be completed in two phases, with 24 Allen Plaza being completed in 2010 and 50 Allen Plaza being completed in 2011. This analysis will consider only the final build-out of 2011. The site is zoned SPI-1in the Centennial Olympic Park sub area. No rezoning is required to accommodate the proposed development. The 2004-2019 City of Atlanta Future Land-Use Map designates this area as Mixed-Use, so the development complies with the designated land-use. The 24 Allen Plaza site currently consists of surface parking; the 50 Allen Plaza site is currently vacant and serving as a construction staging area for the adjacent W Hotel.

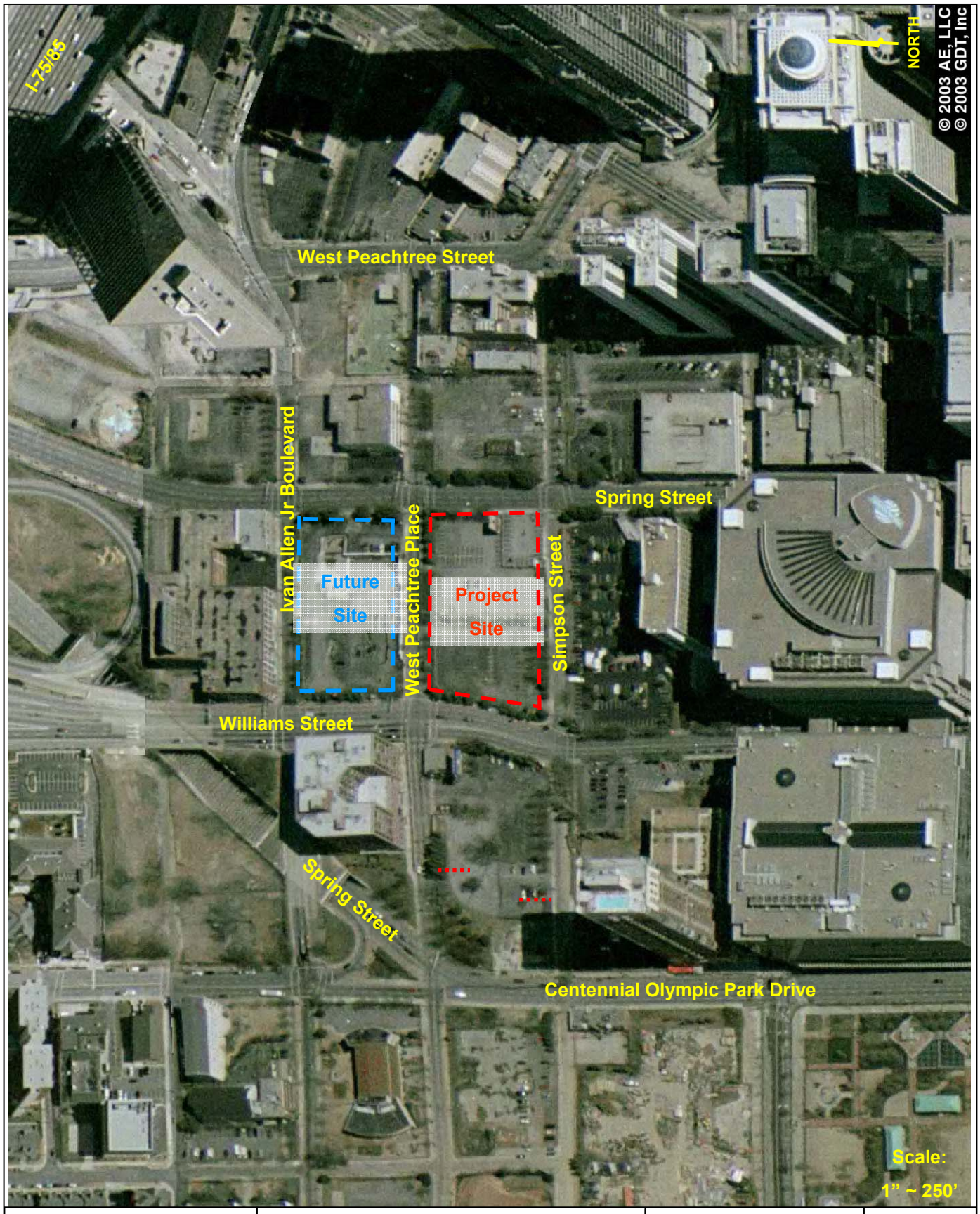
Figure 1 and **Figure 2** provide a location map and an aerial photograph of the site.

1.2 Site Plan Review

The development plan consists of two high-rise mixed-use (office and retail) buildings above structure parking. Each building will have sub-grade and above ground parking areas with separate entry and exit points. Due to the size and shape of the two individual parcels, interconnection of the above-grade and sub-grade parking is not feasible. The proposed site plan incorporates the streetscape improvements consistent with plans being developed by Central Atlanta Progress, providing improved pedestrian facilities along the borders of each parcel. Loading and service for both buildings is proposed to be shared within the 24 Allen Plaza site, with an underground tunnel connection to 50 Allen Plaza. Additionally, compactor loading spaces will be provided within the 50 Allen Plaza



Kimley-Horn and Associates, Inc.	**Allen Plaza DRI Transportation Analysis**	**Site Location Map**	**Figure 1**



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Aerial Photograph	Figure 2

site. The 24 Allen Plaza service court is proposed to have access along West Peachtree Place in addition to the site driveways, while access to the compactors for 50 Allen Plaza is proposed to be shared with Driveway 3. Ground floor retail is proposed on the all sides of the development, with the exception of West Peachtree Place.

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 DRI Review Package.

1.3 Site Access

Vehicular access to 24 Allen Plaza is proposed in two locations; one full-movement driveway along West Peachtree Place and one left-in/left-out driveway along Spring Street. The West Peachtree Place Driveway will consist of two lanes in and two lanes out, with one lane in each direction providing access to the sub-grade parking and one lane in each direction providing access to the above-ground parking. It is anticipated that the sub-grade parking will serve the retail and grocery store use, while the above ground parking will serve office patrons. The above ground parking will allow interconnection between the West Peachtree Place Driveway and the Spring Street Driveway.

Vehicular access to 50 Allen Plaza is proposed in three locations, a full-movement driveway along West Peachtree Place, an additional entrance only driveway along West Peachtree Place, and an exit only driveway along Williams Street. The entrance and exit only driveways will serve sub-grade parking, while the West Peachtree Place Driveway will serve the above ground parking. These two access points will not be interconnected due to physical constraints created by the shallow depth of the site.

A small service court will serve compactors for 50 Allen Plaza from West Peachtree Place and will share a driveway with general vehicular traffic. Primary service 50 Allen Plaza will be located in a shared service court within 24 Allen Plaza along West Peachtree Place. The buildings will be connected by an underground service tunnel.

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along Williams Street, Spring Street, Ivan Allen, Jr. Boulevard, Simpson Street, and West Peachtree Place. The proposed development will connect to the existing sidewalks as well as provide improvements to the existing sidewalks adjacent to the site. Additionally, a streetscape project and enhanced pedestrian connection to the Civic Center MARTA Station is planned for Simpson Street.

1.5 Transit Facilities

The proposed development is located approximately ¼ mile southwest of the Civic Center MARTA station at West Peachtree Street. This station lies on the North-South MARTA rail line (10 – 20 minute headways) which intersects the East-West rail line (to the south) at the Five Points station. Two MARTA bus routes operate from this station including the following: Route 100 – Atlanta Tourist Loop / Downtown (30-minute headways) and Route 101 – Atlanta Tourist Loop / Midtown (30-minute headways).

Also over twenty Cobb County Transit (CCT), Gwinnett County Transit (GCT) and Georgia Regional Transportation Authority (GRTA) express bus routes serve the station. See the attached route maps for a complete listing and detailed route descriptions.

Pedestrian facilities are currently in place along all adjacent roadways. Given the numerous transit options within the vicinity of the project (for both residential and non-residential trips), the overall project location within the densely developing area of Midtown, and new bike and pedestrian facilities highlighted by the ARC and GDOT,

transit and alternative modes are a viable option for many of the residents, workers, and other patrons of the new development. Proposed alternative mode reductions for land uses are as follows for the proposed development: 20% office, 75% retail, 75% grocery. This is consistent with the October 3, 2006 Letter of Understanding for the adjacent Post Allen Plaza DRI #1229. Other nearby approved DRI's (7th Street – DRI #905, Twelve 14th Street – DRI #937, 1163 West Peachtree Street – DRI #1054, and Midtown Heights – 1296), also included alternative mode reductions ranging from 20% - 24%.

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 a growth rate of 2% per year for two years along all adjacent roadways was agreed upon during the methodology meeting with GDOT and City of Atlanta staff. In addition to the 2% per year growth rate, the project trips from the Peachtree Portal DRI #602 (build-out year of 2007), 55 Allen Plaza DRI #719 (build-out year of 2007), and Post Allen Plaza DRI #1229 (build-out year of 2010) were specifically added to the background conditions.

2.2 Traffic Data Collection

Year 2007 weekday peak hour turning movement counts were conducted at two unsignalized intersections and five signalized intersections during the AM and PM peak periods.

The morning and afternoon peak hours varied between the seven (7) intersections and are listed below:

- Williams Street @ Ivan Allen Jr (Signalized) (AM Peak 8:15-9:15, PM Peak 5:00-6:00)
- Williams Street @ W. Peachtree Place (Signalized) (AM Peak 8:30-9:30, PM Peak 5:00-6:00)
- Williams Street @ Simpson Street (Unsignalized) (AM Peak 8:0-9:00, PM Peak 5:00-6:00)
- Spring Street @ Simpson Street (Unsignalized) (AM Peak 8:30-9:30, PM Peak 5:00-6:00)
- Spring Street @ W. Peachtree Place (Signalized) (AM Peak 8:15-9:15, PM Peak 5:15-6:15)
- Spring Street @ Ivan Allen Jr. (Signalized) (AM Peak 8:15-9:15, PM Peak 5:00-6:00)
- W. Peachtree Street @ W. Peachtree Place (Signalized) (AM Peak 7:45-8:45, PM Peak 4:15-5:15)

These study intersections are listed in *Section 3.4 Study Network Determination*.

Existing land uses currently generate very low vehicular and pedestrian traffic; therefore existing driveway volume count reductions were not made.

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 approximately 1,331,000 square feet (SF) of office space, 39,000 SF of specialty retail space, and a 45,000 SF grocery store.

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
Allen Plaza DRI
Gross Trip Generation

Land Use	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
Build-Out (Year 2011)							
1,331,000 SF office space	*710*	4,895	4,895	1,309	179	267	1,303
39,000 SF specialty retail	*814*	853	853	147	160	51	64
45,000 SF grocery store	*850*	2,202	2,202	95	61	253	243
Total		**7,950**	**7,950**	**1,551**	**400**	**571**	**1,610**

3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on a review of the land uses in the area (aerial mapping), engineering judgment, and methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

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 GRTA's 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, typically LOS D) be considered for analysis. The study area was agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff, and includes the following intersections:

- Williams Street @ Ivan Allen Jr (Signalized)
- Williams Street @ W. Peachtree Place (Signalized)
- Williams Street @ Simpson Street (Unsignalized)
- Spring Street @ Simpson Street (Unsignalized)
- Spring Street @ W. Peachtree Place (Signalized)
- Spring Street @ Ivan Allen Jr. (Signalized)
- W. Peachtree Street @ W. Peachtree Place (Signalized)
- All general use site driveways (so service access was analyzed)

Each of the above listed intersections was analyzed for the Existing 2007 Conditions, the 2011 No-Build Conditions, and the 2011 Build Conditions. The 2011 No-Build Conditions represents the existing traffic volumes grown at 2% per year in addition to projected traffic from the Peachtree Portal DRI #602 (build-out year of 2007), 55 Allen Plaza DRI #719 (build-out year of 2007), and Post Allen Plaza DRI #1229 (build-out year of 2010) were specifically added to the background conditions. The 2011 Build Conditions adds the projected trips associated with the 24 Allen Plaza and 50 Allen Plaza development to the 2011 No-Build Conditions.

3.5 Existing Facilities

Williams Street

- Williams Street is a north-south oriented roadway that extends from Peachtree Street in Downtown Atlanta to its merge with Interstate 75/85 to the north. Williams Street is an undivided four-lane roadway south of Simpson Street. From Simpson Street to West Peachtree Place, the facility is an undivided five-lane roadway. North of West Peachtree Place, Williams Street is an undivided six-lane facility classified as an Urban Collector Street. The posted speed limit along Williams Street is 30 MPH.

Spring Street

- Spring Street is a four-lane, one-way northbound facility that extends from Andrew Young International Boulevard north until its intersection with West Peachtree Street, just north of Pine Street. Spring Street is classified as an Urban Minor Arterial and has no posted speed limit in the vicinity of the proposed project. A speed limit of 35 MPH was assumed for the analysis.

Simpson Street

- Simpson Street is an east-west oriented roadway which, until recently, extended from Marietta Street to West Peachtree Street. The portion of Simpson Street west of COP Drive was recently abandoned in order to accommodate development associated with the World of Coca Cola and the Georgia Aquarium. A portion of Simpson Street also exists west of the study area that extends to west Atlanta. From COP Drive to Williams Street, the road is an undivided two-lane roadway. From Williams Street to West

Peachtree Street, the road is an undivided two-lane roadway with on-street parking on the south side of the road. Simpson Street is classified as an Urban Local Street. There is no posted speed limit along Simpson Street; therefore, a speed of 25 MPH was used in the capacity analysis.

Ivan Allen, Jr. Boulevard

- Ivan Allen Jr. Boulevard (Formerly Alexander Street) is an east-west oriented roadway that extends from Luckie Street to the west, to Peachtree Street to the east, where it turns into Ralph McGill Boulevard. In the vicinity of the proposed development, Ivan Allen Jr. Boulevard is an undivided four-lane roadway classified as an Urban Collector Street. The posted speed limit along Ivan Allen Jr. Boulevard is 30 MPH.

West Peachtree Place

- Until recently, West Peachtree Place traveled from Ivan Allen Jr. Boulevard at McAfee Street to West Peachtree Street; however, the portion west of COP Drive has been abandoned in order to accommodate development associated with the World of Coca Cola and the Georgia Aquarium to the west of COP Drive. West Peachtree Place is an eastbound one-way, three-lane roadway from COP Drive to Williams Street. From Williams Street, the road is an eastbound one-way, two-lane roadway with on-street parking on the north side of the road. West Peachtree Place is classified as an Urban Local Street. There is no posted speed limit along West Peachtree Place; therefore, a speed of 25 MPH was used in the capacity analysis.

Roadway classification descriptions are provided in **Table 3**.

Table 3
Allen Plaza DRI
Roadway Classification

Roadway	Road Type	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
West Peachtree Place	One-Way	2	Not Posted	Urban Local Street
Simpson Street	Two-Way	2	Not Posted	Urban Local Street
Williams Street	Two-Way	4-6	30	Urban Collector Street
Ivan Allen Jr. Boulevard	Two-Way	4	35	Urban Collector Street
Spring Street	One-Way	4	Not Posted	Urban Minor Arterial

4.0 TRIP GENERATION

As stated earlier, trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Seventh Edition, 2003*, using equations where available.

Mixed-use vehicle trip reductions were taken according to the *ITE Trip Generation Handbook, June 2004*. Total daily internal capture and vehicle trip reduction between the office, retail, and grocery uses is expected to be 8.92%, whereas total PM peak hour internal capture is expected to be 3.48%.

Alternative transportation mode (walking, bicycle, and transit) reductions were applied at 20% for the office space, 75% for the retail space, and 40% for the grocery space, as agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

Pass-by vehicle trip reductions were taken for the proposed retail uses at 34% daily and 34% PM peak hour rates following the internal capture and alternative mode reductions. These values are consistent with those recommended in the *ITE Trip Generation Handbook, 2004*.

The total (net) trips generated and analyzed in this report are listed in **Table 4**.

Table 4
Allen Plaza DRI
Net Trip Generation

	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Build-Out (Year 2011)						
Gross Project Trips	**7,950**	**7,950**	**1,551**	**400**	**571**	**1,610**
Mixed-Use Reduction	*-709*	*-709*	*-0*	*-0*	*-38*	*-38*
Alternative Mode Reduction	*-2,444*	*-2,444*	*-410*	*-180*	*-176*	*-386*
Pass-By Reduction	*-892*	*-892*	*-0*	*-0*	*-50*	*-50*
Net New Trips	**3,905**	**3,905**	**1,141**	**220**	**307**	**1,136**

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

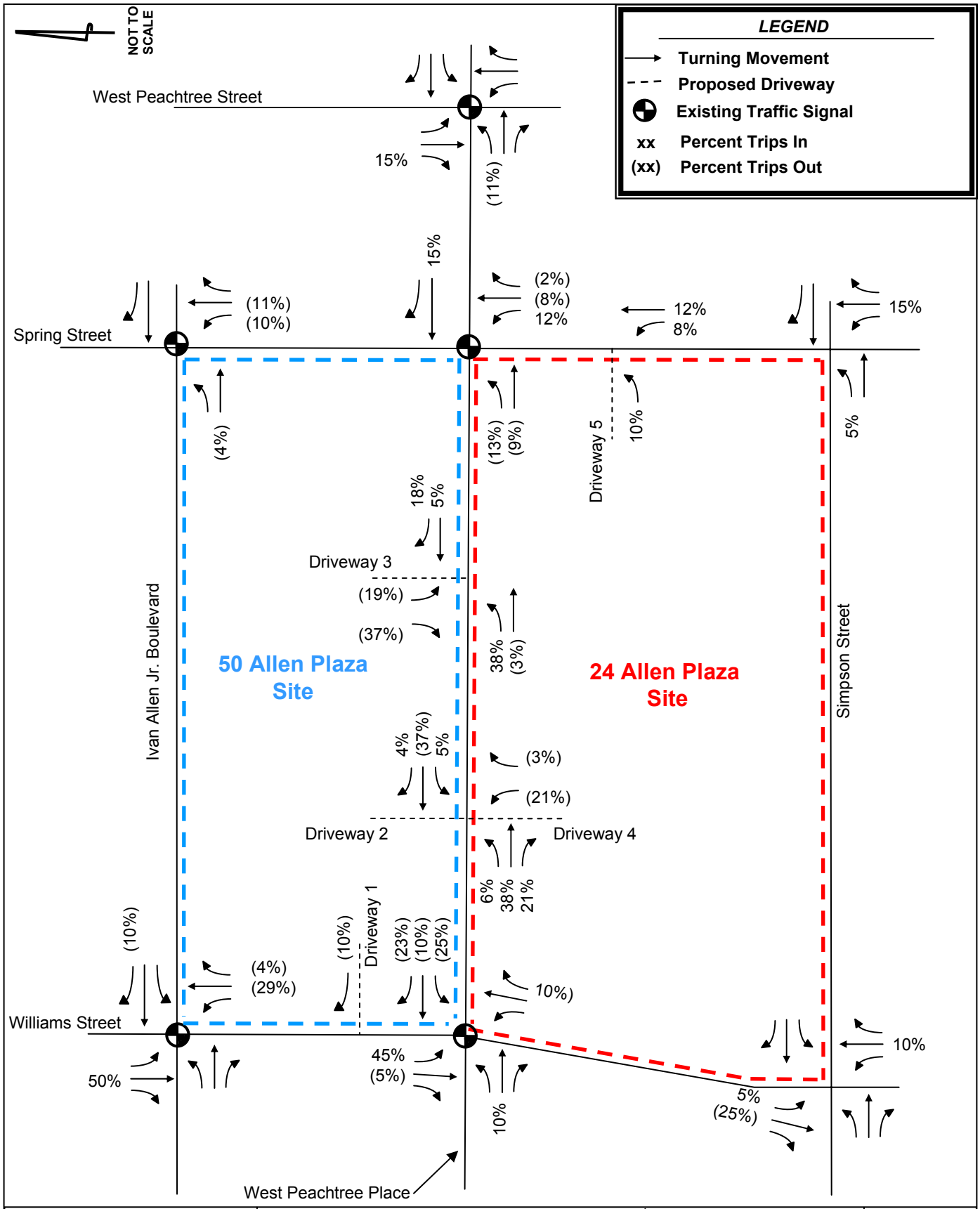
New trips were distributed onto the roadway network using the percentages agreed to during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff. **Figure 4** and **Figure 5** display the expected residential and non-residential trip percentages for the development throughout the roadway network. These percentages were applied to the new trips generated by the development (see Table 4, 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 6**.

6.0 TRAFFIC ANALYSIS

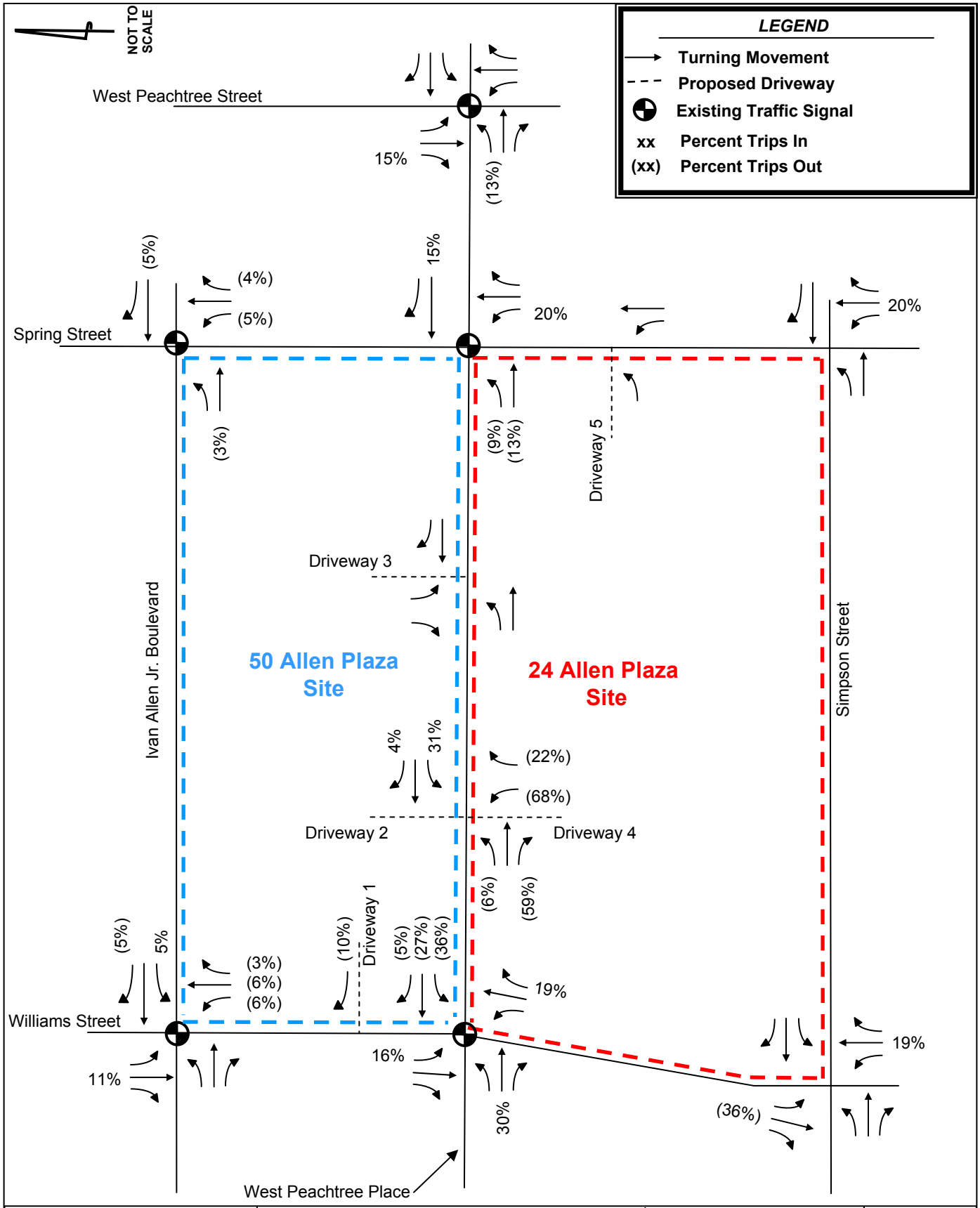
6.1 Existing Traffic

The observed existing peak hour traffic volumes (as well as pedestrian volumes and heavy vehicle factors) were input in *Synchro 6.0*, along with the existing traffic signal cycle lengths, splits, and offsets, and an Existing 2006 Conditions analysis was performed. The results are displayed below in **Table 5**.

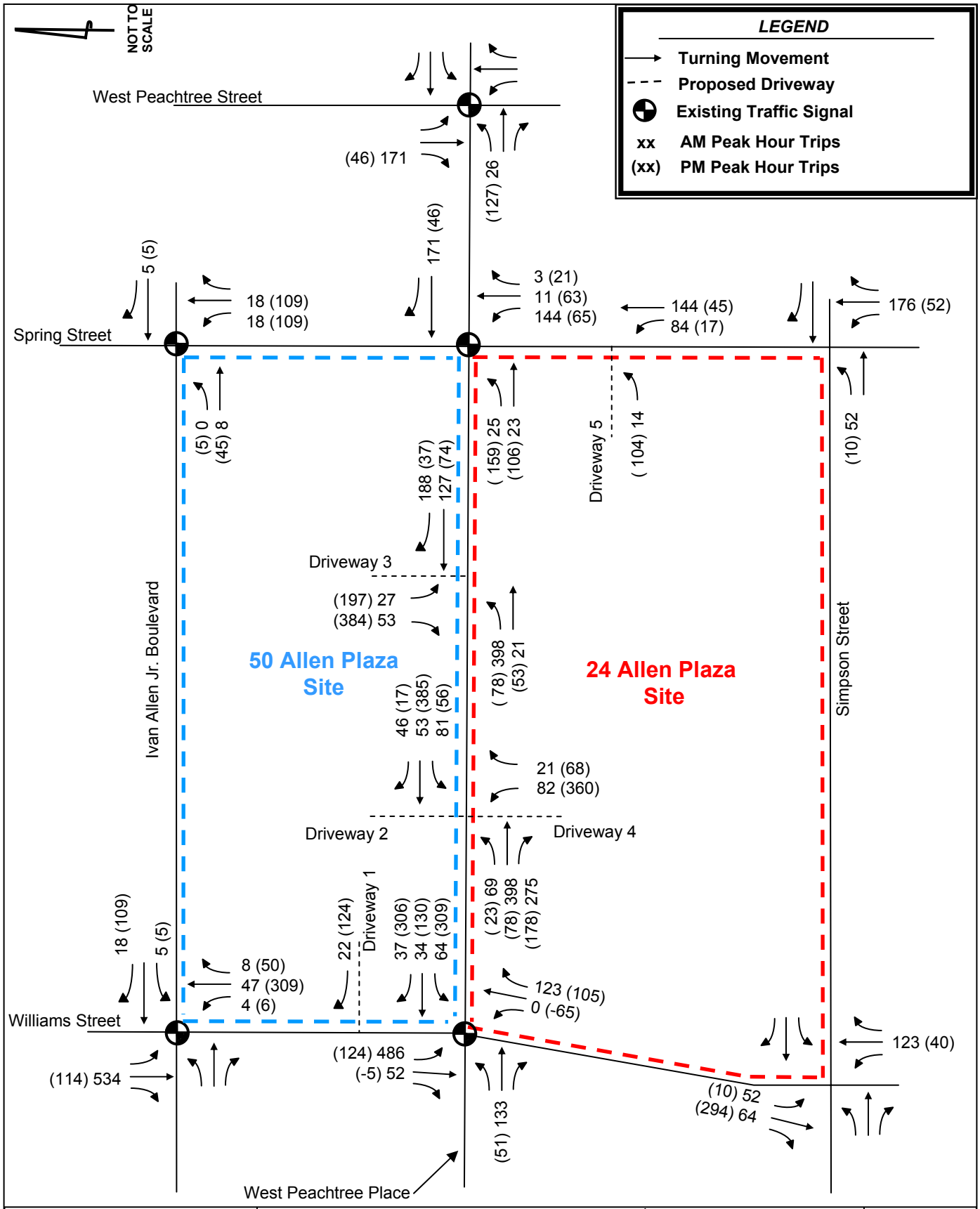
The existing peak hour traffic volumes are shown in **Figure 7**.



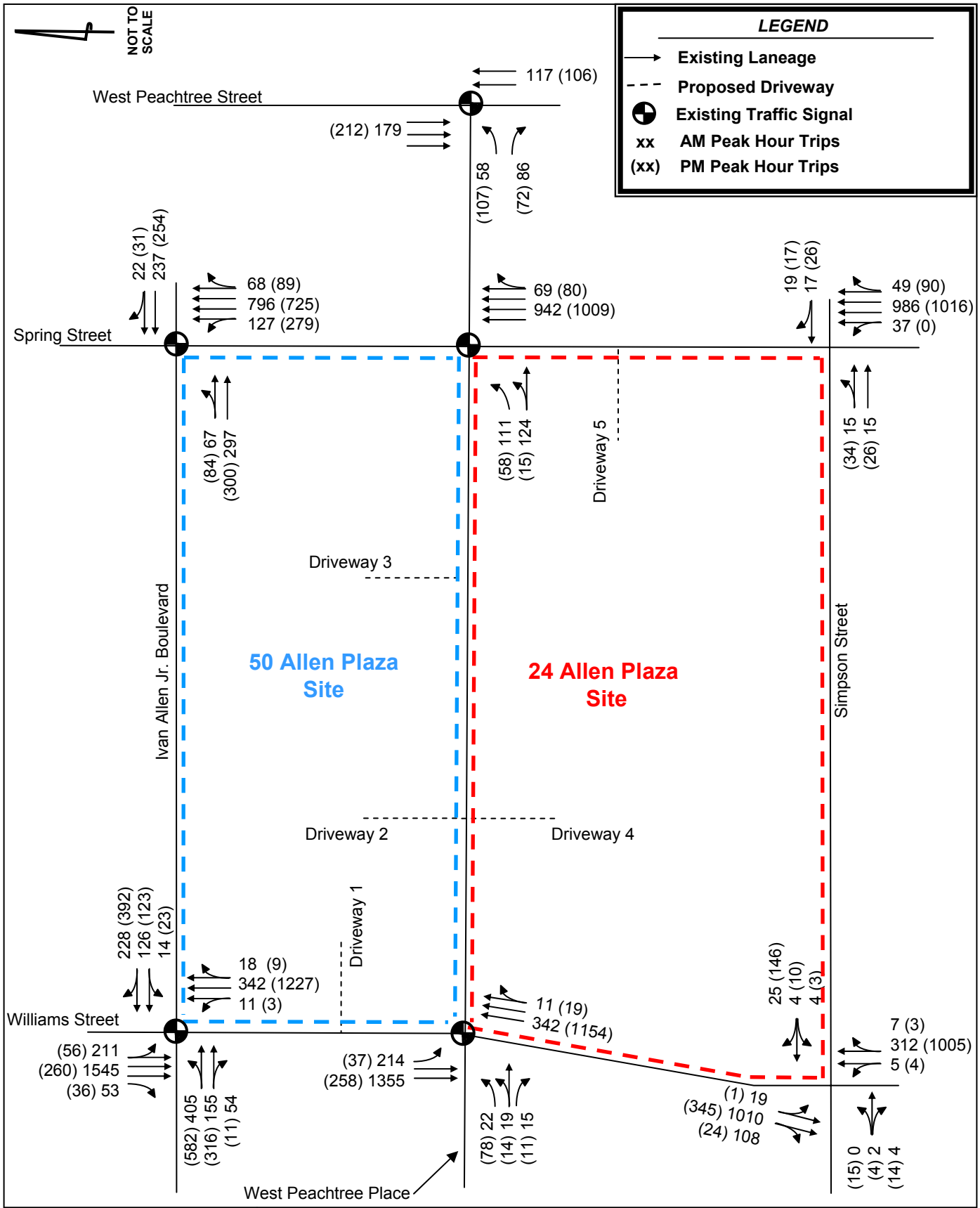
Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Office Trip Distribution	Figure 4



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Retail Trip Distribution	Figure 5



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Project Trips	Figure 6



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Existing 2007 Conditions	Figure 7

Table 5
Allen Plaza DRI
Existing 2007 Intersection Levels of Service
(delay in seconds)

Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Williams Street @ Ivan Allen Jr.	Signalized	D	D (35.9)	C (26.3)
2	Williams Street @ W. Peachtree Place	Signalized	D	B (18.2)	B (15.9)
3	Williams Street @ Simpson Street	Side-Street Stop Control	D	EB – C WB – C	EB – E WB – D
4	Spring Street @ Simpson Street	Side-Street Stop Control	D	EB – C WB – C	EB – C WB – C
5	Spring Street @ W. Peachtree Place	Signalized	D	B (15.2)	A (6.7)
6	Spring Street @ Ivan Allen Jr.	Signalized	D	C (31.1)	C (29.0)
7	W. Peachtree Street @ W. Peachtree Place	Signalized	D	A (5.8)	C (26.1)

One intersection currently operates below the acceptable Level of Service standard (LOS D) during the PM Peak Hour. The eastbound approach of the unsignalized Williams Street @ Simpson Street intersection currently operates at LOS E during the PM peak hour. The intersection's No-Build and Build PM Peak Hour LOS standard is therefore lowered to LOS E per GRTA guidelines in the Letter of Understanding (LOU).

6.2 2011 No-Build Traffic

To account for growth in the vicinity of the proposed development, the existing traffic volumes were grown at 2.0% per year, for two years, along all roadway links within the study network. Additionally, estimated project trips from the Peachtree Portal DRI #602 (build-out year of 2007), 55 Allen Plaza DRI #719 (build-out year of 2007), and Post Allen Plaza DRI #1229 (build-out year of 2010) were specifically added to the background conditions. These volumes and the existing signal cycle lengths, splits, and offsets were input into *Synchro 6.0* and an analysis of the projected No-Build Conditions was performed. The results are displayed below in **Table 6**.

Table 6
Allen Plaza DRI
2011 No-Build Intersection Levels of Service
(delay in seconds)

Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Williams Street @ Ivan Allen Jr.	Signalized	D	F (166.7)	E (77.1)
2	Williams Street @ W. Peachtree Place	Signalized	D	B (14.9)	B (17.7)
3	Williams Street @ Simpson Street	Side-Street Stop Control	AM – D PM – E	EB – F WB – F	EB – F WB – F
4	Spring Street @ Simpson Street	Side-Street Stop Control	D	EB – D WB – D	EB – D WB – E
5	Spring Street @ W. Peachtree Place	Signalized	D	B (13.5)	A (8.5)
6	Spring Street @ Ivan Allen Jr.	Signalized	D	D (36.2)	C (34.3)
7	W. Peachtree Street @ W. Peachtree Place	Signalized	D	A (6.3)	C (22.5)

Maintaining existing signal timings and roadway geometry, three intersections are projected to operate below the acceptable Level of Service standards for the year 2011 No-Build Conditions during both the AM and PM peak hours.

The intersection of Williams Street @ Ivan Allen, Jr. Boulevard is projected to operate at LOS F in the AM peak hour and LOS E in the PM Peak hour; the eastbound and westbound approaches of the intersection of Williams Street @ Simpson Street are projected to operate at an LOS F during both the AM and PM peak hours; and the westbound approach of the Spring Street @ Simpson Street intersection is projected to operate at LOS E during the PM peak hour.

It is not uncommon for side street traffic at unsignalized intersections to experience low Levels of Service; however, these intersections are part of a planned project to upgrade pedestrian features along Simpson Street and provide a better connection to the Civic Center MARTA Station. These two unsignalized intersections are programmed for signalization in the future, and traffic signals are recommended to improve the LOS.

The primary source of delay at the Williams Street @ Ivan Allen, Jr. Boulevard intersection is the southbound approach in the AM peak hour and northbound approach in the PM peak hour, corresponding with people exiting and entering I-75/85 in each period. An exclusive southbound left-turn lane with permissive + protected phasing would improve the AM peak hour LOS to the standard of D; however, right-of-way and physical limitations (building to the east and bridge to the west) prevent the execution of this improvement. Therefore, no geometric improvements are recommended at this intersection. A summary of recommended improvements is included below:

- Williams Street @ Simpson Street
  - Install a traffic signal, and coordinate the signal timings with the surrounding intersections.

- Spring Street @ Simpson Street
  - Install a traffic signal, and coordinate the signal timings with the surrounding intersections.

- All study intersections
    - Optimize the signal splits and offsets.

Improved levels of service are included in **Table 7** below.

Table 7
Allen Plaza DRI
2011 No-Build Intersection Levels of Service IMPROVED
(delay in seconds)

Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Williams Street @ Ivan Allen Jr.	Signalized	D	F (94.8)	E (61.8)
2	Williams Street @ W. Peachtree Place	Signalized	D	A (5.9)	C (20.4)
3	Williams Street @ Simpson Street	Signalized	AM – D PM – E	B (17.3)	C (32.7)
4	Spring Street @ Simpson Street	Signalized	D	A (7.2)	B (11.7)
5	Spring Street @ W. Peachtree Place	Signalized	D	B (18.4)	A (7.3)
6	Spring Street @ Ivan Allen Jr.	Signalized	D	C (29.4)	C (27.5)
7	W. Peachtree Street @ W. Peachtree Place	Signalized	D	A (6.4)	C (20.6)

The projected intersection laneage and traffic volumes for the year 2011 No-Build Conditions are shown in **Figure 8**.

6.3 2011 Build Traffic

The traffic associated with the proposed development was added to the 2011 No-Build volumes. These volumes were then input into *Synchro 6.0,* and optimized 2011 No-Build signal timings and roadway geometry were maintained, with the exception of West Peachtree Place.

Central Atlanta Progress has proposed converting West Peachtree Place from a one-way eastbound facility to a two-way facility. This development would incorporate the changes from Williams Street to Spring Street as a 3-lane facility (one travel lane in each direction with a center two-way left-turn lane). The results of the analysis are displayed in **Table 8**.

Site driveways will be referred to as follows:

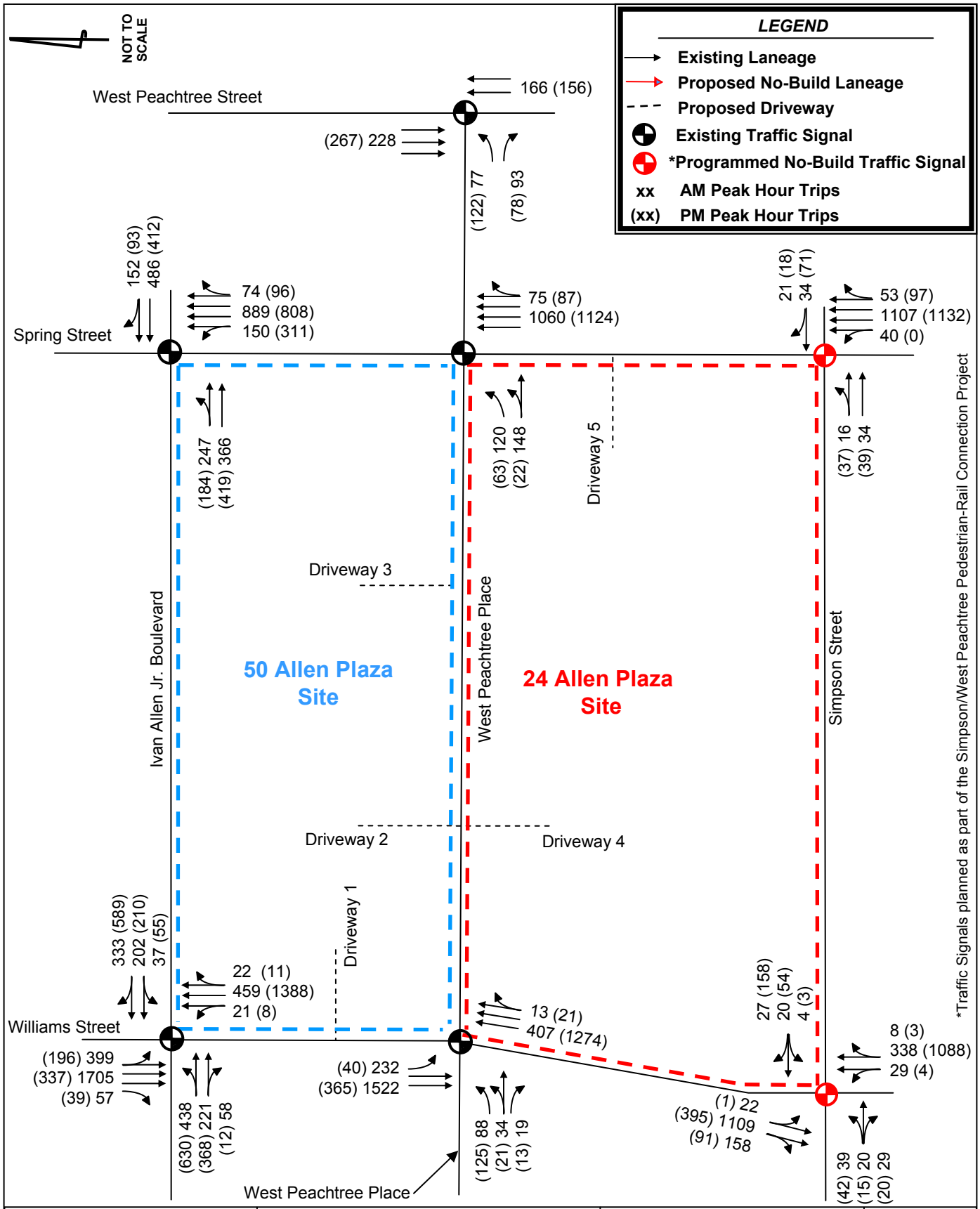
Driveway 1 = Williams Street right-out/exit-only driveway (50 Allen Plaza)

Driveway 2 = West Peachtree Place @ Entrance Only (50 Allen Plaza)

Driveway 3 = West Peachtree Place full-movement driveway (50 Allen Plaza)

Driveway 4 = West Peachtree Place full-movement driveway (24 Allen Plaza)

Driveway 5 = Spring Street left-in/left-out driveway (24 Allen Plaza)



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Projected 2011 No-Build Conditions	Figure 8

Table 8
Allen Plaza DRI
2011 Build Intersection Levels of Service
(delay in seconds)

Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Williams Street @ Ivan Allen Jr.	Signalized	D	F (168.2)	F (122.4)
2	Williams Street @ W. Peachtree Place	Signalized	D	D (43.4)	F (119.6)
3	Williams Street @ Simpson Street	Signalized	AM – D PM – E	A (9.1)*	C (21.2)
4	Spring Street @ Simpson Street	Signalized	D	A (9.4)	B (11.7)
5	Spring Street @ W. Peachtree Place	Signalized	D	C (31.1)	C (20.7)
6	Spring Street @ Ivan Allen Jr.	Signalized	D	C (29.3)	C (27.4)*
7	W. Peachtree Street @ W. Peachtree Place	Signalized	D	A (7.5)	C (24.6)
8	Williams Street @ Driveway 1	Unsignalized	D	WB – A	WB – B
9	W. Peachtree Place @ Driveway 2 / Driveway 4	Unsignalized	D	NB – F	NB – F
10	W. Peachtree Place @ Driveway 3	Unsignalized	D	SB – D	SB – B
11	Spring Street @ Driveway 5	Unsignalized	D	n/a	n/a

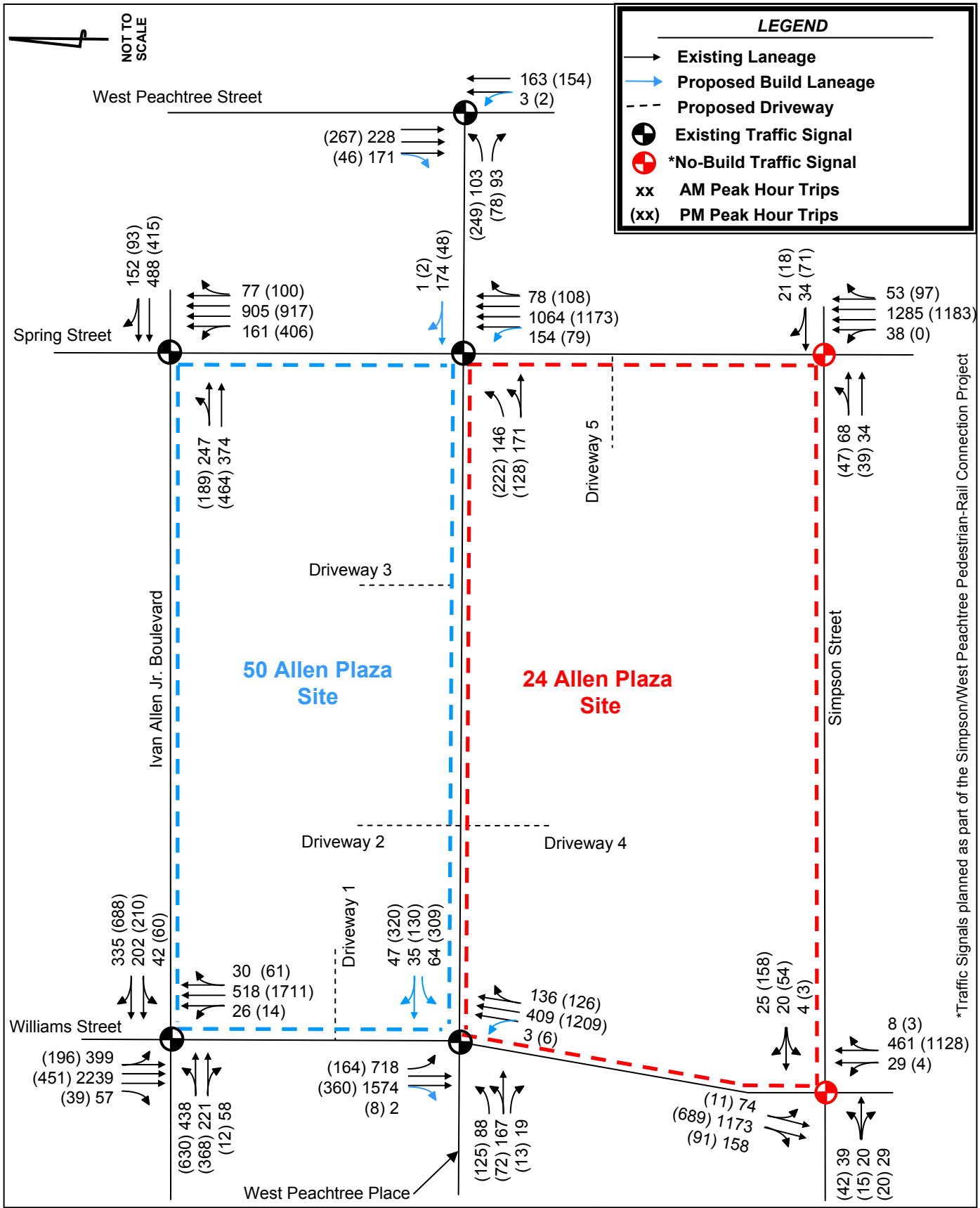
**Delay is slightly lower in Build Conditions versus No-Build Conditions. This is attributed to the fact that overall delay is based on delay per vehicle. Since there is an increase in project trips in the Build Conditions to movements with little delay, overall delay decreases.*

As in the No-Build Condition, the intersection of Williams Street @ Ivan Allen Jr. Boulevard is projected to operate at LOS F during both the AM and PM peak hours. Because of the reasons stated in *Section 6.2 2011 No-Build Traffic,* no geometric improvements or signalization of this intersection is recommended.

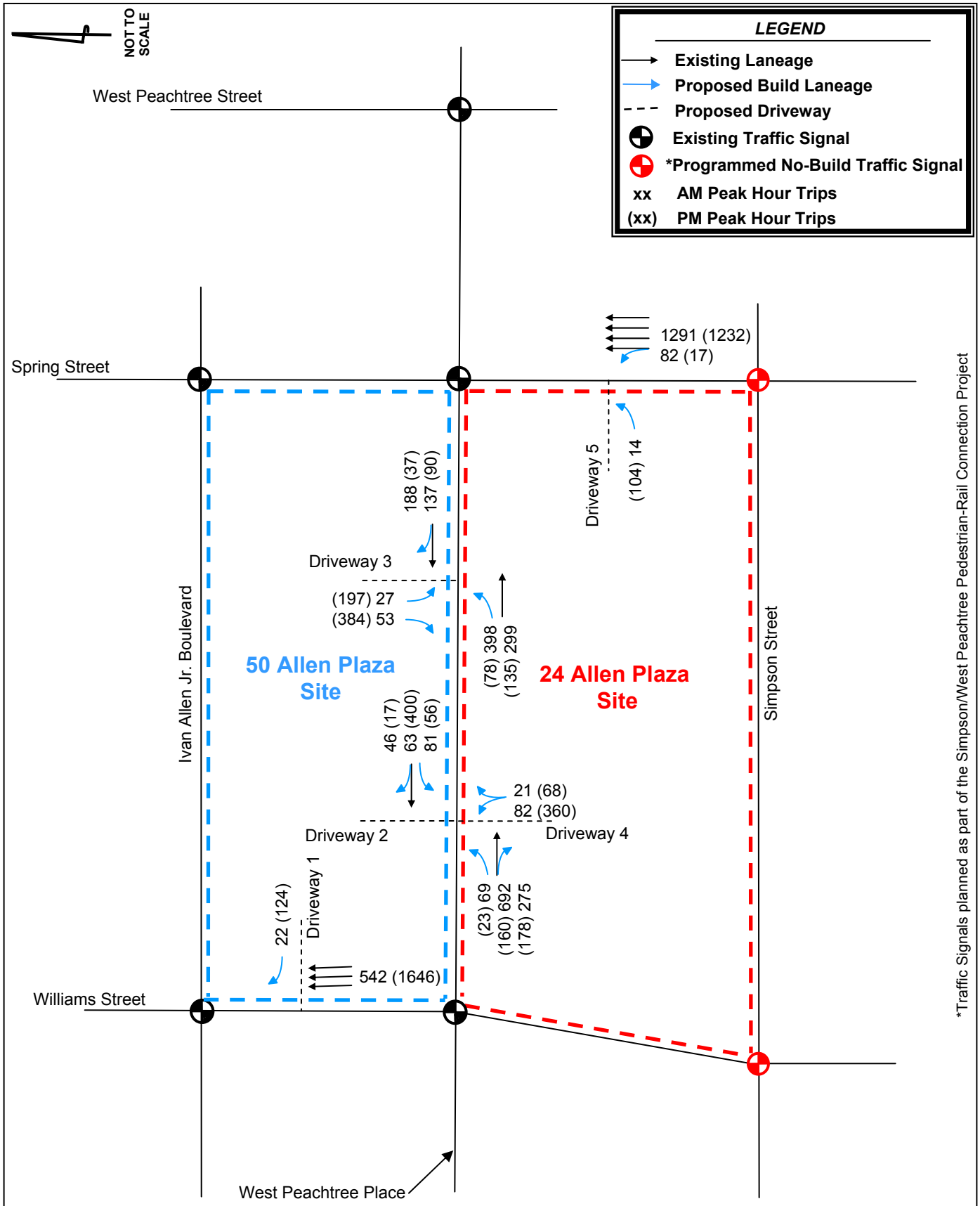
The intersection of Williams Street @ West Peachtree Place is also projected to operate at LOS F in the PM peak hour. This projected operational level can be mitigated by optimizing signal timings at the intersection.

Additionally, the northbound (exiting) approach of Driveway 4 (24 Allen Plaza) is projected to operate at LOS F. Delay is not uncommon for side-street approaches at unsignalized intersections, as vehicles may experience some difficulty entering the mainline during peak hours of travel. Additionally, the proposed driveway was modeled with one entry lane and one exit lane, while the proposed design will consist of two entry lanes and two exit lanes; however, one entry lane will lead to the sub-grade parking while the other leads to above ground parking within the same structure. Each entry lane would be accessible from either direction, and each exit lane would allow turning movements in either direction. This scenario was not able to be accurately modeled in Synchro, so a single-lane approach was used to conservatively simulate potential delays associated with each lane alternating vehicle exits.

The projected 2011 Build traffic volumes and recommended driveway configurations are shown in **Figure 9** and **Figure 10**, and are listed below.



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Projected 2011 Build Conditions	Figure 9



Kimley-Horn and Associates, Inc.	**Allen Plaza DRI Transportation Analysis**	**Projected 2011 Build Conditions (Site Driveways)**	**Figure 10**

Driveway 1 @ Williams Street

- Provide one westbound egress lane only.

Driveway 2 / Driveway 4 @ West Peachtree Place

- Provide one northbound ingress lane only into 50 Allen Plaza (Driveway 2).
- Provide two southbound ingress lanes and two northbound egress lanes into/out of 24 Allen Plaza (Driveway 4).

Driveway 3 @ West Peachtree Place

- Provide one northbound ingress lane and two southbound egress lanes into/out of 50 Allen Plaza.

Driveway 5 @ Spring Street

- Provide one eastbound egress lane and one westbound ingress lane into 24 Allen Plaza.

Additionally, signal timings should be optimized for all intersections (and corresponding corridors) within the study network.

Table 9
Allen Plaza DRI
2011 Build Intersection Levels of Service IMPROVED
(delay in seconds)

Intersection		Control	LOS Standard	AM Peak Hour	PM Peak Hour
1	Williams Street @ Ivan Allen Jr.	Signalized	D	F (161.7)	F (94.1)
2	Williams Street @ W. Peachtree Place	Signalized	D	C (23.9)	D (44.2)
3	Williams Street @ Simpson Street	Signalized	AM – D PM – E	A (8.9)	B (19.2)
4	Spring Street @ Simpson Street	Signalized	D	A (9.3)	B (12.1)
5	Spring Street @ W. Peachtree Place	Signalized	D	C (32.8)	C (20.7)
6	Spring Street @ Ivan Allen Jr.	Signalized	D	C (27.4)	C (24.8)
7	W. Peachtree Street @ W. Peachtree Place	Signalized	D	B (12.8)	C (21.2)
8	Williams Street @ Driveway 1	Unsignalized	D	WB – A	WB – B
9	W. Peachtree Place @ Driveway 2 / Driveway 4	Unsignalized	D	NB – F	NB – F
10	W. Peachtree Place @ Driveway 3	Unsignalized	D	SB – D	SB – B
11	Spring Street @ Driveway 5	Unsignalized	D	n/a	n/a

6.4 Queue Analysis

As requested in the August 6, 2007 Letter of Understanding from GRTA, a queue analysis has been performed for the proposed site driveways and adjacent intersections. The results are provided below.

AM Peak Hour Queues

Driveway 1

- Westbound 95th % queue = 2'

Driveway 2

- Eastbound left-turn 95th % queue = 4'

Driveway 3

- Eastbound left-turn 95th % queue = 44'
- Southbound left-turn 95th % queue = 37'

Driveway 4

- Northbound 95th % queue = 238' (NOTE: As modeled as a single lane exit)
- Westbound left-turn 95th % queue = 19'

Driveway 5

- Eastbound left-turn 95th % queue = n/a (too many lanes along mainline for unsignalized analysis)

Williams Street @ West Peachtree Place

- Northbound 95th % queue = 250', 50th % queue = 201'
- Southbound left-turn 95th % queue = METERED by upstream intersection, 50th % queue = 154'
- Eastbound 95th % queue = 263', 50th % queue = 200'
- Westbound left-turn 95th % queue = 140', 50th % queue = 69'

Spring Street @ West Peachtree Place

- Northbound 95th % queue = 126', 50th % queue = 90'
- Eastbound 95th % queue = 213', 50th % queue = 171'
- Westbound 95th % queue = 269', 50th % queue = 186'

PM Peak Hour Queues

Driveway 1

- Westbound 95th % queue = 16'

Driveway 2

- Eastbound left-turn 95th % queue = 2'

Driveway 3

- Eastbound left-turn 95th % queue = 5'
- Southbound left-turn 95th % queue = 58'

Driveway 4

- Northbound 95th % queue = 763' (NOTE: As modeled as a single lane exit)
- Westbound left-turn 95th % queue = 4'

Driveway 5

- Eastbound left-turn 95th % queue = n/a (too many lanes along mainline for unsignalized analysis)

Williams Street @ West Peachtree Place

- Northbound 95th % queue = 592', 50th % queue = 524'
- Southbound left-turn 95th % queue = 239', 50th % queue = 130'
- Eastbound 95th % queue = 225', 50th % queue = 134'
- Westbound 95th % queue = 482', 50th % queue = 343'

Spring Street @ West Peachtree Place

- Northbound 95th % queue = 179', 50th % queue = 121'
- Eastbound 95th % queue = 291', 50th % queue = 227'
- Westbound 95th % queue = 108', 50th % queue = 58'

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. The three identified projects are listed below:

GDOT#0006952 ARC#AT-188B

- This project will reroute traffic by permanently closing segments of Jones, Simpson, and Alexander Streets and combining them into a single roadway between Northside Drive and West Peachtree Street. The same number of through lanes that are currently in the corridor will be present after the improvement. A multiuse trail will be constructed in the corridor as well. This project covers Phase 2 from Luckie Street and Northside Drive. AT-188A is a companion project to this one.

GDOT#0004394 ARC#AT-206

- This project will implement streetscape and safety improvements recommended in the City Center Livability Project LCI Study. Improvements include replacing existing sidewalks; installing landscaping, pedestrian lighting and street furniture; creating on-street parking with parking meters, and enhancing the existing streetscape; providing ADA-compliant sidewalks and ramps on deficient streets; providing high visibility crosswalk markings at all crosswalks; and providing new sidewalks where none exist or are in poor condition. The project will focus on Marietta Street and Centennial Olympic Park Drive.

GDOT#0006978 ARC#ATAR247

- Install streetscapes on West Peachtree St. from Civic Center MARTA station to Hardy Ivy Park and on Simpson St. from West Peachtree St. to Centennial Olympic Park Dr. Project elements include: improved/new sidewalks and ramps; curb improvements; high visibility crosswalks; landscaping including street trees, pedestrian and street lighting, trash cans, banners; creating on-street parking

Information on the proposed improvements is included in the Appendix. **Figure 11** shows the locations of the programmed transportation projects.

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to 24 Allen Plaza is proposed in two locations; one full-movement driveway along West Peachtree Place and one left-in/left-out driveway along Spring Street. The West Peachtree Place Driveway will consist of two lanes in and two lanes out, with one lane in each direction providing access to the sub-grade parking and one lane in each direction providing access to the above-ground parking. It is anticipated that the sub-grade parking will serve the retail and grocery store use, while the above ground parking will serve office patrons. The above ground parking will allow interconnection between the West Peachtree Place Driveway and the Spring Street Driveway.

Vehicular access to 50 Allen Plaza is proposed in three locations, a full-movement driveway along West Peachtree Place, an additional entrance only driveway along West Peachtree Place, and an exit only driveway along Williams Street. The entrance and exit only driveways will serve sub-grade parking, while the West Peachtree Place Driveway will serve the above ground parking. These two access points will not be interconnected due to physical constraints created by the shallow depth of the site.

Each site driveway is projected to operate at or above the level of service standard, with the exception of the northbound egress maneuver from 24 Allen Plaza (Driveway 4). As discussed previously, modeling this driveway configuration accurately was not possible using Synchro. Additionally, it is not uncommon for side-street approaches at unsignalized intersections to operate with delay during the peak hour of traffic.

It is recommended that clear signing be provided to alert drivers exiting this driveway of the adjacent exiting vehicles. Additionally, a metering system may be desirable to alternate right-of-way for the exiting maneuver.

9.0 INTERNAL CIRCULATION ANALYSIS

The proposed development consists of two vehicular driveways for 24 Allen Plaza and two vehicular driveways for 50 Allen Plaza. One driveway for 24 Allen Plaza is proposed along West Peachtree Place that would provide two lanes of ingress and two lanes of egress – one pair to sub-grade parking and one pair to above ground parking. The above ground parking for 24 Allen Plaza would also be accessible via the proposed driveway along Spring Street; however, the two parking areas would not be interconnected. The sub grade parking is currently planned to serve the retail uses for 24 Allen Plaza, while the above ground parking would serve the office use.

For 50 Allen Plaza, a full-movement driveway is proposed along West Peachtree Place, along with an entrance-only driveway. The full-movement driveway would serve the above ground parking, while the entrance-only driveway would serve the sub-grade parking. The egress for the sub-grade parking is proposed to exit along Williams Street, at a right-out only access (to be enforced by a median along Williams Street). The two parking areas would not be interconnected due to physical constraints associated with the lot size and configuration and functionality of the parking deck.

Kimley-Horn and Associates, Inc.	Post Allen Plaza I DRI Transportation Analysis	Programmed Improvements	Figure 11

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The proposed development is mixed-use and consistent with the City of Atlanta 2004-2019 Future Land Use Plan, which designates the site as Mixed Use.

11.0 NON-EXPEDITED CRITERIA

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

The proposed development is located approximately ¼ mile southwest of the Civic Center MARTA station at West Peachtree Street. This station lies on the North-South MARTA rail line (10 – 20 minute headways) which intersects the East-West rail line (to the south) at the Five Points station. Two MARTA bus routes operate from this station including the following: Route 100 – Atlanta Tourist Loop / Downtown (30-minute headways) and Route 101 – Atlanta Tourist Loop / Midtown (30-minute headways).

Also over twenty Cobb County Transit (CCT), Gwinnett County Transit (GCT) and Georgia Regional Transportation Authority (GRTA) express bus routes serve the station. See the attached route maps for a complete listing and detailed route descriptions.

Pedestrian facilities are currently in place along all adjacent roadways, and bicycle facilities exist along Ivan Allen, Jr. Boulevard.

11.2 Vehicle Miles Traveled

The following table displays the reduction in traffic generation due to alternative mode reductions.

	Build-out Total
Daily Gross Trip Generation:	**15,900**
(-)Mixed-use reductions (internal capture)	*-1,418*
(-)Alternative modes	*-4,888*
(-)Pass-by trips	*-1,784*
Net Trips:	**7,810**

11.3 Relationship Between Location of Proposed DRI and Regional Mobility

The proposed development is located within Downtown Atlanta. Office workers and visitors as well as retail and grocery patrons will have access to MARTA bus and rail service as well as an existing and to-be improved pedestrian network. The site is located along Williams Street, which provides access to Interstate 75/85, as well as Spring Street, which provides access to Midtown Atlanta. Many recent redevelopment projects in this area also provide a number of residential, retail, and restaurant choices within walking distance.

11.4 Relationship Between Proposed DRI and Existing or Planned Transit Facilities

The proposed development is within walking distance to the Civic Center MARTA rail station, which serves two MARTA bus routes, Cobb Community Transit routes, Gwinnett County Transit Routes, and GRTA Express Bus

routes. There is currently a project through Central Atlanta Progress to enhance the pedestrian connectivity to the Civic Center MARTA station. No new transit options are currently programmed for the immediate project area.

11.5 Transportation Management Area Designation

The proposed development is located within the Central Atlanta Progress/Atlanta Downtown Improvement District Transportation Management Association jurisdiction. The downtown TMA focuses on providing commuter incentives, public education, technical services, and other benefits for residents and commuters.

11.6 Offsite Trip Reduction and Trip Reduction Techniques

Mixed-use and pass-by trip reductions were taken according to the *ITE Trip Generation Handbook, 2003*. Approximately 8.92% of the gross daily trips will be internal and approximately 3.48%.of the gross PM peak hour trips will be internal. A 20% alternative mode reduction (those using transportation modes such as walking, bicycling, transit, etc.) was taken for the office land use, a 40% mode reduction taken for the grocery store land use, and a 75% reduction taken for the retail land use. Additionally, for the projected new daily and PM peak hour trips, a 34% daily and PM peak pass-by reduction was used for the proposed retail and grocery portion of the development.

11.7 Balance of Land Uses – Jobs/Housing Balance

Please refer to the Area of Influence Analysis, located in *Section 13.0* of this report.

11.8 Relationship Between Proposed DRI and Existing Development and Infrastructure

The project site is within the City of Atlanta's urban core and central business district and is near to transit and interstate facilities. Additionally, the project site is surrounded by several multi-lane roadway facilities providing access to nearby office, residential, retail, restaurant, and entertainment venues; however, the Williams Street ramp to Interstate 75/85 is projected to operate inefficiently during peak hours of traffic. Conceptual alternatives have been proposed to reconfigure this interchange to provide access to the interstate from Spring Street and alleviate congestion. It is recommended that these plans be investigated further, as improvements to individual intersections and surrounding surface streets are not likely due to physical constraints.

12.0 AREA OF INFLUENCE

The proposed development, 24 Allen Plaza, is expected to consist of 881,000 SF of office space and 19,000 SF of specialty retail. Due to the nature of the development, it is classified as "predominantly employment" for the purposes of this AOI. The following section will describe the Area of Influence demographics, DRI average wage levels, expected AOI housing costs, and the opportunity for workers who are employed in the DRI to find housing within the AOI.

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 development. For this proposed development classified as "predominantly employment," the non-expedited review criterion is as follows:

> The proposed DRI:
>
> > (b) Is located in an Area of Influence where the proposed DRI is reasonably anticipated to contribute to the balancing of land uses within the Area of Influence such that twenty-five

percent (25%) of the persons that are reasonably anticipated to be employed in the proposed DRI have the opportunity to live 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 (Spring Street at West Peachtree Place). 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 and DeKalb counties) can be seen in **Figure 12**.

The total population within the Area of Influence is 338,465, residing within 138,574 households (an average of 2.22 people per household). There are approximately 150,520 workers in the AOI for an average of 1.09 workers per household. The AOI area over the two counties totals 54,736 acres.

12.3 DRI Employment and Salary Figures

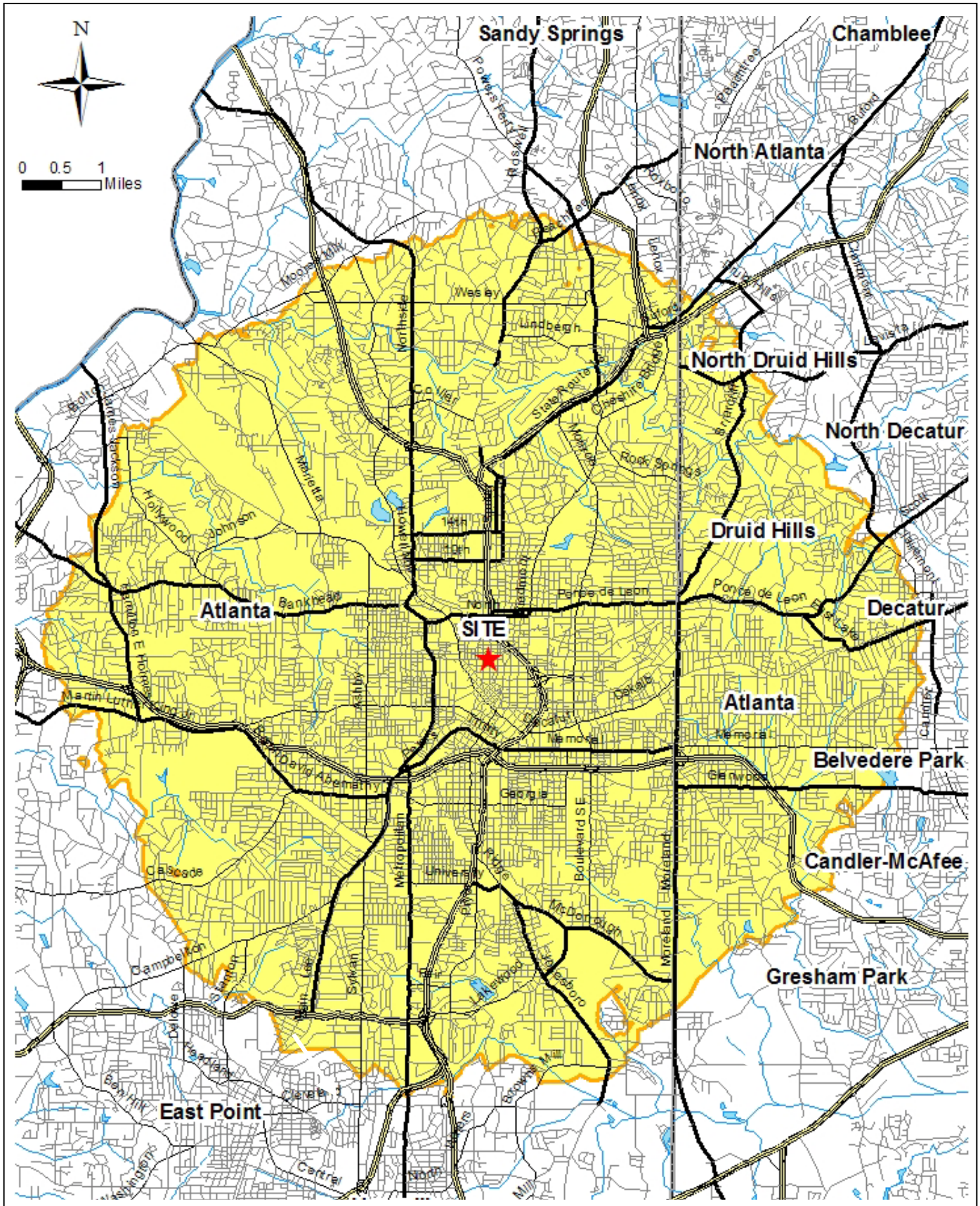
The DRI is expected to employ approximately 2,971 workers in the following land uses: General Office and Specialty Retail. The numbers of workers for the office and shopping center land uses are based on assumptions provided in the *Area of Influence (AOI) Guidebook for Non-Expedited Reviews, April 2003*. For the office land use, 1 employee per 300 SF yields 1,850 office employees. For the specialty retail land use, 1 employee per 560 SF results in 43 retail employees.

For the office land use, employees are assumed to work in the following occupations: management, technical, office and administrative support, computers, and business and financial operations. The specialty retail land use includes retail managers and retail salespersons.

Using the departmental and occupational guidelines provided by the client, along with the U.S. Department of Labor's *May 2005 Metropolitan Area Occupational Employment and Wage Estimates Atlanta-Sandy Springs-Marietta, GA*, salaries were approximated for each occupation. The following occupational codes were used for the above jobs:

11-0000	Management Occupations
13-0000	Business and Financial Operations Occupations
15-0000	Computer Occupations
17-0000	Technical Occupations
41-1011	Managers of Retail Sales
41-2031	Retail Salespersons
43-0000	Office and Administrative Support Occupations

Household salary was calculated based on the computed workers per household ratio of 1.09 multiplied by the salary in each bracket. It is assumed then that each household has 1.09 workers who contribute to the monthly household salary. The affordable housing payment is calculated as 30% of the monthly household salary, as based on GRTA's *Area of Influence (AOI) Guidebook for Non-Expedited Reviews*. **Table 10** displays the department positions, the numbers of employees in each occupation, the monthly employee and household salaries, and the respective affordable housing payments.



Kimley-Horn and Associates, Inc.	Allen Plaza DRI Transportation Analysis	Area of Influence	Figure 12

Table 10
Employment, Salary, and Affordable Housing Payment by Occupation

Land Use	Occupation	Employees	Monthly Employee Salary	Monthly Household Salary	Affordable Housing Payment
General Office	Management Occupations	587	$7,690	$8,382	$2,515
	Technical Occupations	734	$5,020	$5,472	$1,642
	Office and Administrative Support	294	$2,541	$2,770	$831
	Computer Occupations	587	$5,501	$5,996	$1,799
	Business and Financial Operations	734	$5,049	$5,504	$1,651
Specialty Retail	Managers of Retail Sales	7	$2,937	$3,201	$960
	Retail Salespersons	27	$1,932	$2,106	$632
Total Employees		**2,971**	-	-	-

Given the above calculated salaries, each household is eligible for a specific housing tier within the Area of Influence. **Table 11** below displays the number of households that fall into each tier based on the household salary.

Table 11
Number of Households in the DRI by Range of Monthly Income

Range of Monthly Income for Housing	Number of Households
$499 or less	0
$500 to $599	0
$600 to $699	27
$700 to $799	0
$800 to $899	300
$900 to $999	0
$1,000 to $1,249	0
$1,250 to $1,499	0
$1,500 to $1,999	2,056
$2,000 or more	587
Total	**2,971**

12.4 AOI Occupied Housing Figures

An analysis of existing occupied housing was conducted based on 2000 Census data for owner- and renter-occupied housing. A GIS analysis identified approximately 53,000 owner-occupied units and 77,000 renter-occupied units in the AOI. **Table 12** below displays the housing units in comparable price tiers as are shown in **Table 11**. Owner-occupied housing includes housing with and without a mortgage. Renter-occupied housing includes all rental units with the exception of those with no cash rent.

Table 12 Selected Monthly Costs for All Occupied Housing Units in the AOI			
Monthly Dollar Range	**Owner-Occupied Housing Units in the AOI**	**Renter-Occupied Housing Units in the AOI**	**Total Occupied Housing Units in the AOI**
$499 or less	13,848	35,053	48,901
$500 to $599	3,196	10,615	13,811
$600 to $699	3,323	8,315	11,638
$700 to $799	3,520	6,698	10,218
$800 to $899	3,160	5,498	8,658
$900 to $999	2,861	3,824	6,685
$1,000 to $1,249	7,136	4,420	11,556
$1,250 to $1,499	5,142	1,929	7,071
$1,500 to $1,999	6,937	1,333	8,270
$2,000 or more	9,241	493	9,734
Total	**53,401**	**76,815**	**130,216**

Using the households in the DRI per price tier information in **Table 11** and the renter / owner distribution of occupied housing in the AOI in **Table 12** above, a comparison was done to analyze the available housing by price range within the AOI against the number of households per price tier expected within the proposed DRI. This comparison is shown below in **Table 13**.

Table 13 Comparison of Workers' Monthly Household Incomes in the DRI and Monthly Costs of Housing Units in the AOI			
Monthly Dollar Range	**Total Occupied Housing Units in the AOI**	**Number of DRI Households with One or More Workers Working in the DRI**	**Difference in Number of Housing Units in AOI and Number of Households with Workers in DRI**
$499 or less	48,901	0	48,901
$500 to $599	13,811	0	13,811
$600 to $699	11,638	27	11,611
$700 to $799	10,218	0	10,218
$800 to $899	8,658	300	8,358
$900 to $999	6,685	0	6,685
$1,000 to $1,249	11,556	0	11,556
$1,250 to $1,499	7,071	0	7,071
$1,500 to $1,999	8,270	2,056	6,214
$2,000 or more	9,734	587	9,147
Total	**130,216**	**2,971**	**133,571**

As can be seen from **Table 13**, adequate housing opportunities exist for all wage-earning levels in the DRI for both owner and renter properties. Additionally, because the salaries of the employees are concentrated at the

upper limits of the price tiers, considerable extra housing is available in lower price tiers if a household desires to choose a more conservative price range. Given this information, over 25% of the employees of the DRI have an opportunity to reside within the Area of Influence.

14.0 ARC'S AIR QUALITY BENCHMARK

The proposed development is mixed-use, containing a total of approximately 1,331,000 square feet (SF) of office space, 39,000 SF of specialty retail space, and a 45,000 SF grocery Because office is the dominant use and the floor area ratio (FAR) is greater than 0.8, the development meets the ARC criterion (1.A)for a 6% reduction.

There are bus stops along Ivan Allen Jr. Boulevard that are within ¼ mile of the proposed development, as well as the Civic Center MARTA station within ½ mile of the proposed development (approximately 1,600'). The proximity to transit allows for a 3% reduction for bus and 5% reduction for rail (an 8% total reduction).

The proposed development is located within the Central Atlanta Progress/Atlanta Downtown Improvement District Transportation Management Association jurisdiction. The downtown TMA focuses on providing commuter incentives, public education, technical services, and other benefits for residents and commuters. This allows for a 3% reduction.

Additionally, the proposed development will connect with the existing sidewalks along Williams Street, Spring Street, Ivan Allen Jr. Boulevard, West Peachtree Place, and Simpson Street. Pedestrians will also be able to access retail or office uses within the proposed development. This pedestrian network (combined with the development exceeding a density threshold) meets the ARC criteria for a 5% reduction.

The proposed development meets the ARC criteria for a total 22% VMT reduction. These reductions are displayed below in **Table 14**.

Table 14
ARC VMT Reductions

Mixed-Use Projects where Residential is the dominant use	
Greater than 0.8 FAR	-6%
Project is located within ¼ mile of a bus stop	-3%
Project is located within ½ mile of a rail station	-5%
Located within a Transportation Management Association	-3%
Bike/Ped network that meets density 'target' and connects to adjacent uses	-5%
Total Reductions	**22%**