

*Transportation Analysis*

# **236 Perimeter Mixed-Use DRI #1582 DeKalb County, Georgia**

*Prepared for:*

Barry Real Estate Companies

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## TABLE OF CONTENTS

1.0	Project Description.....	1
1.1	Introduction .....	1
1.2	Site Plan Review .....	1
1.3	Site Access .....	2
1.4	Bicycle and Pedestrian Facilities .....	2
1.5	Transit Facilities .....	2
2.0	Traffic Analyses Methodology and Assumptions .....	3
2.1	Growth Rate.....	3
2.2	Traffic Data Collection.....	3
2.3	Detailed Intersection Analysis.....	4
3.0	Study Network .....	4
3.1	Gross Trip Generation .....	4
3.2	Trip Distribution.....	4
3.3	Level of Service Standards .....	5
3.4	Study Network Determination .....	5
3.5	Existing Facilities .....	5
3.6	Programmed Projects.....	6
4.0	Trip Generation.....	6
5.0	Trip Distribution and Assignment.....	7
6.0	Traffic Analysis.....	7
6.1	Existing Traffic .....	7
6.2	2011 No-Build Traffic.....	8
6.3	2011 Build Traffic.....	10
6.4	2011 Build Traffic – ALTERNATIVE ANALYSIS .....	12
7.0	Identification of Programmed Projects .....	14
8.0	Ingress/Egress Analysis .....	15
9.0	Internal Circulation Analysis .....	16
10.0	Compliance with Comprehensive Plan Analysis .....	16
11.0	Non-Expedited Criteria .....	16
11.1	Quality, Character, Convenience, and Flexibility of Transportation Options .....	16
11.2	Vehicle Miles Traveled .....	16
11.3	Relationship Between Location of Proposed DRI and Regional Mobility .....	16
11.4	Relationship Between Proposed DRI and Existing or Planned Transit Facilities .....	16
11.5	Transportation Management Area Designation .....	17
11.6	Offsite Trip Reduction and Trip Reduction Techniques .....	17
11.7	Balance of Land Uses – Jobs/Housing Balance .....	17
11.8	Relationship Between Proposed DRI and Existing Development and Infrastructure .....	17

12.0	Area of Influence .....	17
12.1	<i>Criteria</i> .....	17
12.2	<i>Study Area Determination and Characteristics</i> .....	17
12.3	<i>DRI Employment and Salary Figures</i> .....	18
12.4	<i>AOI Occupied Housing Figures</i> .....	19
13.0	ARC's Air Quality Benchmark .....	22

## LIST OF TABLES

	<u>Page</u>
Table 1: Proposed Land Uses .....	1
Table 2: Gross Trip Generation .....	4
Table 3: Net Trip Generation.....	7
Table 4: 2007 Existing Intersection Levels of Service .....	8
Table 5: 2011 No-Build Intersection Levels of Service .....	9
Table 6: 2011 No-Build with Improvements Intersection Levels of Service .....	9
Table 7: 2011 Build Intersection Levels of Service: With Driveway #2 as LIRIRO .....	11
Table 8: 2011 Build with Improvements Intersection Levels of Service .....	12
Table 9: 2011 Build Intersection Levels of Service: Alternative with Driveway #2 as RIRO .....	13
Table 10: Employment, Salary, and Affordable Housing Payment by Occupation .....	18
Table 11: Number of Households in the DRI by Range of Monthly Income .....	19
Table 12: Selected Monthly Costs for All Occupied Housing Units in the AOI.....	19
Table 13: Comparison of Workers' Monthly Household Incomes in the DRI and Monthly Costs of Housing Units in the AOI .....	20
Table 14: ARC VMT Reductions .....	21

## LIST OF FIGURES

	<u>Following Page</u>
Figure 1: Site Location.....	1
Figure 2: Site Aerial.....	1
Figure 3: Site Plan.....	2
Figure 4A: Hotel Distribution with LIRIRO.....	7
Figure 4B: Office and Retail Distribution with LIRIRO .....	7
Figure 5A: Alternative: Hotel Distribution with RIRO .....	7
Figure 5B: Alternative: Office and Retail Distribution with RIRO.....	7
Figure 6A: Project Trips with LIRIRO .....	7
Figure 6B: Alternative: Project Trips with RIRO.....	7
Figure 7: Existing 2007 Conditions .....	7
Figure 8: No-Build 2011 Conditions .....	7
Figure 9A: Build 2011 Conditions with LIRIRO .....	10
Figure 9B: Alternative: Build 2011 Conditions with RIRO .....	12
Figure 10: Area of Influence.....	17

## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of a proposed mixed-use development (236 Perimeter Mixed-Use) in DeKalb County, Georgia. This report is being prepared as part of a submittal requesting a rezoning from C-1 (Commercial) to O-I (Office / Institutional). Additionally, a Special Land Use Permit (SLUP) is required to enable the development to exceed the 5-story height limitation. 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 east side of Perimeter Center Parkway and the south side of Hammond Drive in DeKalb County. The site currently has access via four driveways. Upon buildout, the project is proposed to have vehicular access via three site driveways; a right-in / right-out driveway along Hammond Drive, a full movement driveway along Goldkist Road, and a left-in / right-in / right-out (LIRIRO) driveway along Perimeter Center Parkway. An alternative analysis was also performed assuming the driveway along Perimeter Center Parkway as a right-in / right-out (RIRO) driveway.

The proposed development is expected to consist of a 200-room hotel, 600,000 square feet of office space, and 22,000 square feet of retail space. The 25-story office building will abut Hammond Drive in the northern portion of the development. The 18-story hotel tower will be located in the middle of the development, connected to a 10-level parking deck. Store-front retail will exist in the base of each tower. The MARTA rail line passes directly over the surface parking area on the eastern side of the site. The development is scheduled to be built-out in a single phase by year 2011.

Based on the existing 2007 conditions, two of the five 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 236 Perimeter Mixed-Use) and 2011 Build conditions (including the traffic associated with 236 Perimeter Mixed-Use) 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 236 Perimeter Mixed-Use DRI project traffic):*

### Peachtree-Dunwoody Road @ Hammond Drive (Intersection #1)

- Install a westbound right-turn lane along Hammond Drive. (Improvement identified in the DRI #740, DRI #883, DRI #1152, DRI #1432, and DRI #1520 traffic studies.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement identified in the DRI #740, DRI #883, DRI #1152, DRI #1432, and DRI #1520 traffic studies.)
- 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 the DRI #1152, DRI #1432, and DRI #1520 traffic studies.)
- 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 the DRI #1432 and DRI #1520 traffic studies.)

Peachtree-Dunwoody Road @ Lake Hearn Drive (*Intersection #4*)

- 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). (Improvement identified in the DRI #1520 traffic study.)

*2011 Build recommended improvements (2011 No-Build conditions plus the traffic associated with the 236 Perimeter Mixed-Use) development:*

Perimeter Center Parkway @ Hammond Drive (*Intersection #1*)

- Install an additional northbound left-turn lane (creating dual-left turn lanes) along Perimeter Center Parkway and provide a protected-only northbound left-turn signal phase (green arrow).

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

Hammond Drive @ RIRO Driveway #1 (*Intersection #6*)

- Install an eastbound right-turn lane along Hammond Drive. (Note: When Hammond Drive is widened in the future, the right-turn lane may become the third through lane.)
- (Note: Additional right-of-way will be required along Hammond Drive to provide for the right-turn lane.)

Perimeter Center Parkway @ LIRIRO Driveway #2 (*Intersection #7*)

- Reconstruct the median to provide a southbound left-turn lane with the maximum available storage length (approximately 125').
- (Note: Additional right-of-way will be required along the Perimeter Center Parkway site frontage to provide for the southbound left-turn lane.)
- (Note: If Driveway #2 is a right-in/right-out driveway, then no southbound left-turn lane would be needed.)

## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of a proposed mixed-use development (236 Perimeter Mixed-Use) in DeKalb County, Georgia. This report is being prepared as part of a submittal requesting a rezoning from C-1 (Commercial) to O-I (Office / Institutional). Additionally, a Special Land Use Permit (SLUP) is required to enable the development to exceed the 5-story height limitation. 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 east side of Perimeter Center Parkway and the south side of Hammond Drive in DeKalb County. The site currently has access via four driveways. Upon buildout, the project is proposed to have vehicular access via three site driveways; a right-in / right-out driveway along Hammond Drive, a full movement driveway along Goldkist Road, and a left-in / right-in / right-out (LIRIRO) driveway along Perimeter Center Parkway. An alternative analysis was also performed assuming the driveway along Perimeter Center Parkway as a right-in / right-out (RIRO) driveway.

The proposed development is expected to consist of a 200-room hotel, 600,000 square feet of office space, and 22,000 square feet of retail space. The 25-story office building will abut Hammond Drive in the northern portion of the development. The 18-story hotel tower will be located in the middle of the development, connected to a 10-level parking deck. Store-front retail will exist in the base of each tower. The MARTA rail line passes directly over the surface parking area on the eastern side of the site. The development is scheduled to be built-out in a single phase by year 2011.

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

<b>Table 1</b> <b>236 Perimeter Mixed-Use DRI</b> <b>Proposed Land Uses</b>	
Hotel	200 rooms
Office Space	600,000 SF
Retail Space	22,000 SF

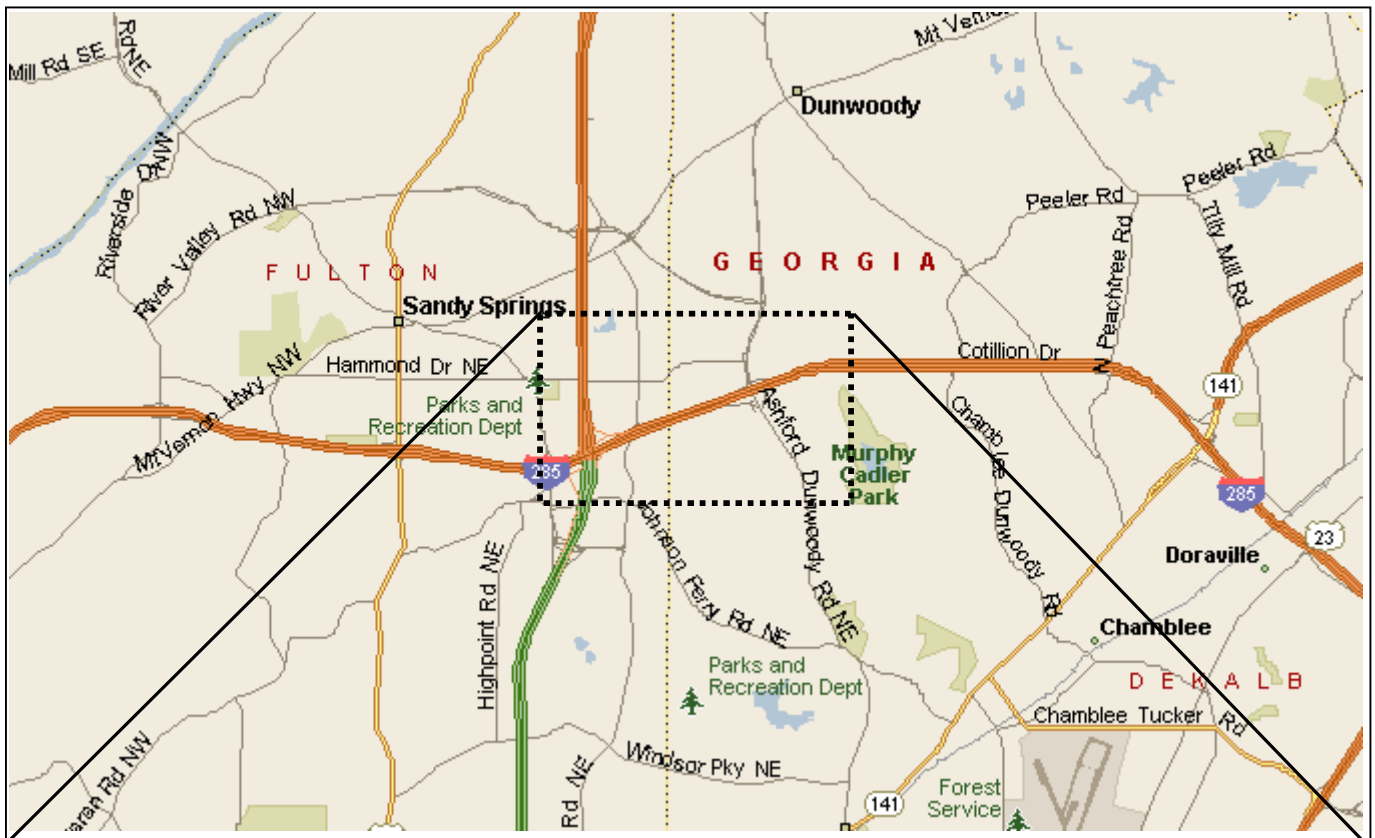
**Figure 1** and **Figure 2** provide a location map and an aerial photograph of the site.

### 1.2 Site Plan Review

The proposed mixed-use development is located along the east side of Perimeter Center Parkway and south side of Hammond Drive. The site currently consists of two restaurants, Chequers and Fudruckers, and surface parking. The existing buildings will be demolished. The project is proposing a 200-room hotel, 600,000 square feet of office space, and 22,000 square feet of retail space. The 25-story office building will abut Hammond Drive in the northern portion of the development. The 18-story hotel tower will be located in the middle of the development, connected to a 10-level parking deck. Store-front retail will exist in the base of each tower. The MARTA track passes directly over the surface parking area on the eastern side of the site.

The development is scheduled to be built-out in a single phase by year 2011. Please refer to Section 1.3 for a description of site access.





 <p>Kimley-Horn and Associates, Inc.</p>	<p><b>236 Perimeter Mixed-Use DRI Transportation Analysis</b></p>	<p><b>Site Location</b></p>	<p><b>Figure 1</b></p>
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## 236 Perimeter Mixed-Use DRI Transportation Analysis

Site Aerial

Figure 2



**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 buildout, the project is proposed to have vehicular access via three site driveways. DeKalb County is the permitting agency for all site driveways.

*Driveway #1:* An existing RIRO driveway is proposed along Hammond Drive just west of the MARTA track support column. This driveway will provide access to the parking deck and to the surface parking lot.

*Driveway #2:* A driveway is proposed along Perimeter Center Parkway in proximity of the existing driveway. This driveway is proposed to be located approximately 315 feet south of the intersection of Hammond Drive at Perimeter Center Parkway. This driveway is proposed to provide access to the vehicular drop-off area for the office and hotel and provide parking deck access. The development proposes a southbound left-turn lane for vehicles entering the site. The proposed 2011 Build conditions analyzed Driveway #2 as a left-in / right-out / right-in (LIRIRO) driveway. An alternative analysis was performed assuming this driveway as a right-in / right-out (RIRO) driveway.

*Driveway #3:* An existing full-movement driveway (existing) is proposed along Goldkist Road. This driveway will provide parking deck access. (Note: A median opening and traffic signal are currently under construction along Perimeter Center Parkway at Goldkist Road.).

### *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 adjacent to 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. Road widening to six through lanes, and 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 236 Perimeter Mixed-Use 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. Additionally, the proposed store-front retail along Perimeter Center Parkway will contribute to the overall experience for pedestrians in the area.

### *1.5 Transit Facilities*

The Dunwoody MARTA transit station is within walking distance of the site (across the street). The visibility of the MARTA track passing directly over the eastern portion of the site will most likely remind visitors and staff of the proposed development that transit facilities are a viable option that should be considered. 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 five DRIs in the vicinity of the project was included in the 2011 No-Build Volumes. All of the traffic associated with the following four DRIs are included in the 2011 No-Build Conditions:

- DRI #740 – Corporate Campus Expansion
- DRI #883 – Concourse Residential Condominiums
- DRI #1152 – Palisades Development
- DRI #1520 – 245 Perimeter Center

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 236 Perimeter Mixed-Use build-out year (2011).

### *2.2 Traffic Data Collection*

Existing weekday peak hour turning movement counts were conducted at five 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 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 five 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: Peachtree-Dunwoody Road @ Lake Hearn Drive (signalized)
  - (AM Peak 8:15-9:15, PM Peak 4:30-5:30)

- Intersection #5: Perimeter Center Parkway @ Goldkist Road (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 a 200-room hotel, 600,000 square feet of office space, and 22,000 square feet of retail space.

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 2 236 Perimeter Mixed-Use 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)						
200 Hotel Rooms	310	1,417	59	38	63	55
600,000 SF of Office Space	710	5,301	692	94	128	623
22,000 SF of Retail Space	820	945	14	9	40	43
Total		7,663	765	141	231	721

### 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 were also reviewed when determining trip distribution.

The traffic analysis includes the anticipated internal capture between the retail, office, and hotel uses within the proposed development. Internal capture percentages for the project of 3.89% daily and 2.52% 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 four previously prepared DRI transportation reports (DRI #285, #366, #1432, and DRI #1520) 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 after 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)
- Peachtree-Dunwoody Road @ Lake Hearn Drive (signalized)
- Perimeter Center Parkway @ Goldkist Road (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 five DRIs in the vicinity of the development. The 2011 Build condition adds the project trips associated with the 236 Perimeter Mixed-Use development to the 2011 No-Build condition. The project driveways were analyzed in the 2011 Build condition only.

### 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 20,220vpd (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).

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.

Goldkist Road is a four-lane undivided east-west oriented roadway the provides access to the former Goldkist office and to the Marriott Hotel. Goldkist Road is considered a private road.

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 West	Two-Way	4	35	Urban Minor Arterial
Lake Hearn Drive	Two-Way	2	35	Urban Local Road
Goldkist Road	Two-Way	4	25	Private 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.

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 236 Perimeter Mixed-Use driveways along Perimeter Center Parkway will change from full-movement driveways to right-in/right-out driveways and a traffic signal will be installed at the intersection of Perimeter Center Parkway and Goldkist Road. (Note: Additional permitting will be required to provide for the southbound left-in access at the driveway once the median along Perimeter Center Parkway is installed.) 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 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) and DRI #1520 (245 Perimeter Center) both across the street from the 236 Perimeter Mixed-Use Development.

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**.

<b>Table 3</b> <b>236 Perimeter Mixed-Use DRI</b> <b>Net Trip Generation</b>					
<b>Land Use</b>	<b>Daily Traffic</b>	<b>Weekday AM Peak Hour</b>		<b>Weekday PM Peak Hour</b>	
	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>
<b>Build-Out (Year 2011)</b>					
<b>Gross Trips</b>	<b>7,663</b>	<b>765</b>	<b>141</b>	<b>231</b>	<b>721</b>
<i>Mixed-Use Reduction (Hotel)</i>	<i>-116</i>	<i>0</i>	<i>0</i>	<i>-6</i>	<i>-4</i>
<i>Alternate Mode Reduction (10%) (Hotel)</i>	<i>-130</i>	<i>-6</i>	<i>-4</i>	<i>-6</i>	<i>-5</i>
<i>Mixed-Use Reduction (Office)</i>	<i>-54</i>	<i>0</i>	<i>0</i>	<i>-1</i>	<i>-2</i>
<i>Alternate Mode Reduction (10%) (Office)</i>	<i>-525</i>	<i>-69</i>	<i>-9</i>	<i>-13</i>	<i>-62</i>
<i>Mixed-Use Reduction (Retail)</i>	<i>-128</i>	<i>0</i>	<i>0</i>	<i>-5</i>	<i>-6</i>
<i>Alternate Mode Reduction (10%) (Retail)</i>	<i>-82</i>	<i>-1</i>	<i>-1</i>	<i>-4</i>	<i>-4</i>
<b>Driveway Volumes</b>	<b>6,628</b>	<b>689</b>	<b>127</b>	<b>196</b>	<b>638</b>
<i>Pass-by Trips</i>	<i>-444</i>	<i>0</i>	<i>0</i>	<i>-20</i>	<i>-20</i>
<b>New Trips</b>	<b>6,184</b>	<b>689</b>	<b>127</b>	<b>176</b>	<b>618</b>

## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

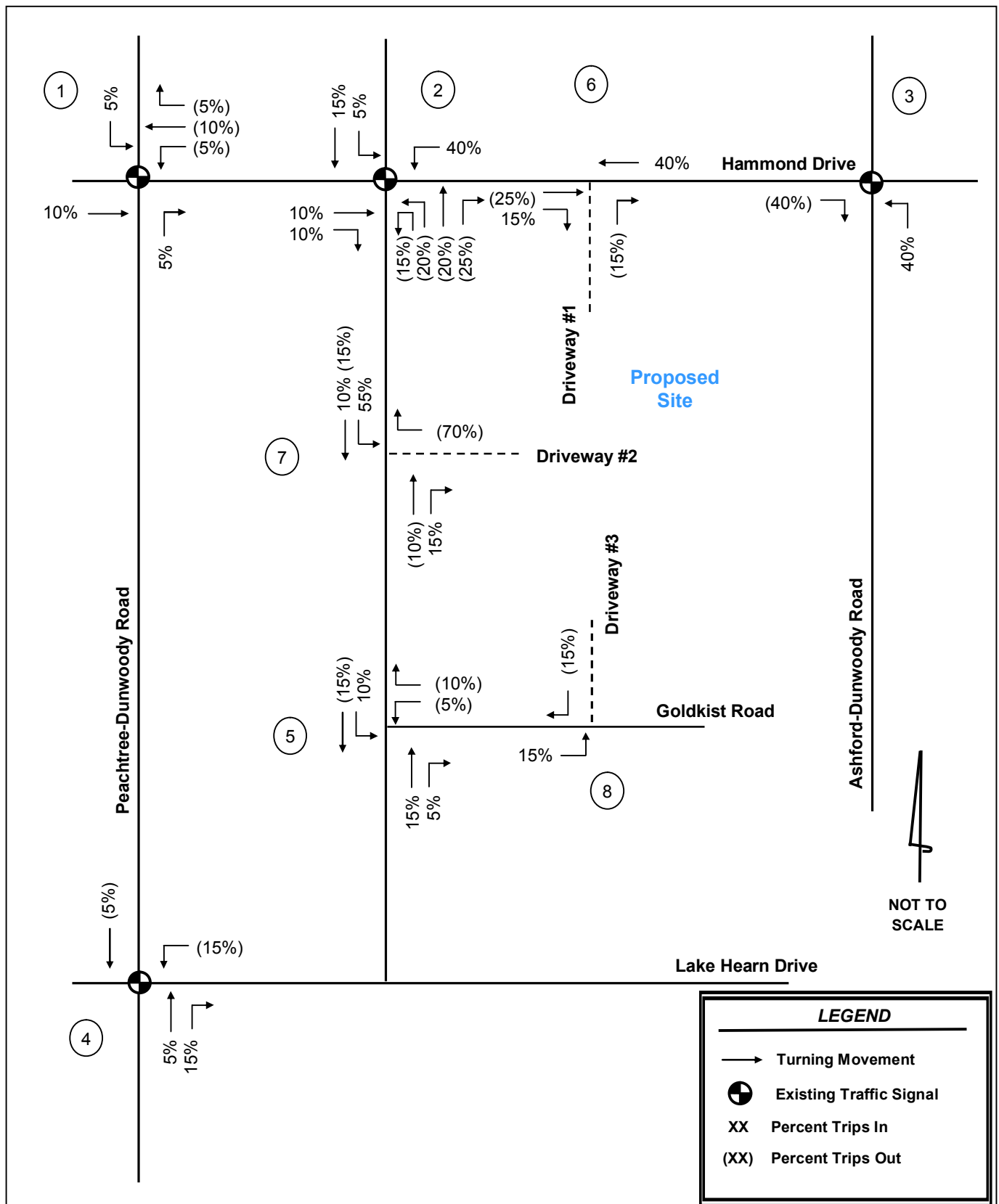
New trips were distributed onto the roadway network using the percentages agreed to during the Pre-Application meeting. Separate distributions were developed for the hotel land use and the office / retail land uses. These percentages were applied to the new trips generated by the development (see Table 3, above), and the volumes were assigned to the street network. **Figures 4A and 4B** display the expected trip percentages for the development throughout the roadway network, assuming Driveway #2 to be a LIRIRO driveway, (allowing a south-bound left-in movement). **Figures 5A and 5B** display the expected trip percentages for the development throughout the roadway network, assuming Driveway #2 to be a RIRO driveway. The expected peak hour turning movements generated by the proposed development are shown in **Figures 6A and 6B**. **Figure 6A** illustrates the project trips with the proposed LIRIRO driveway. **Figure 6B** illustrates the project trips with the alternative RIRO driveway.

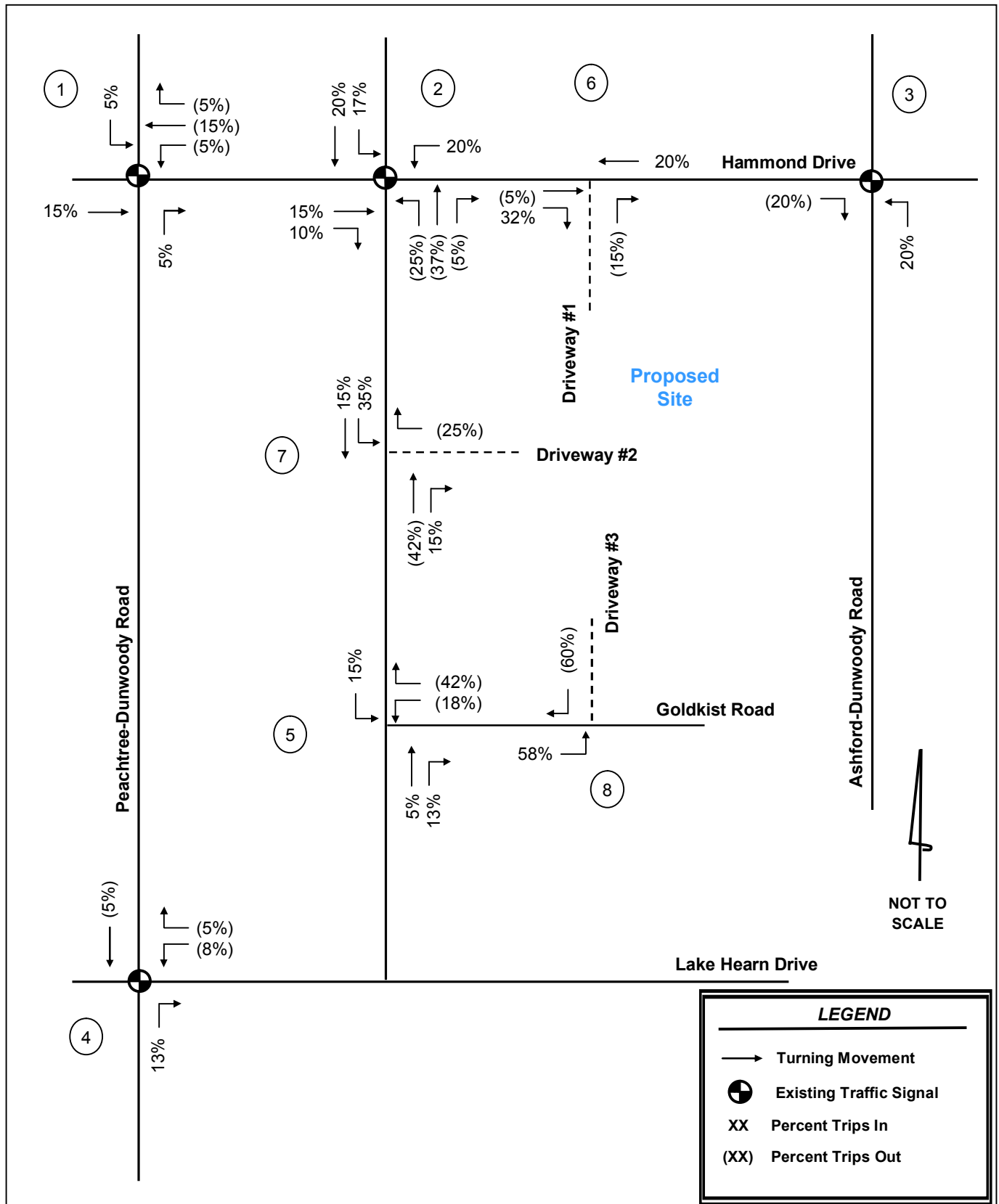
## 6.0 TRAFFIC ANALYSIS

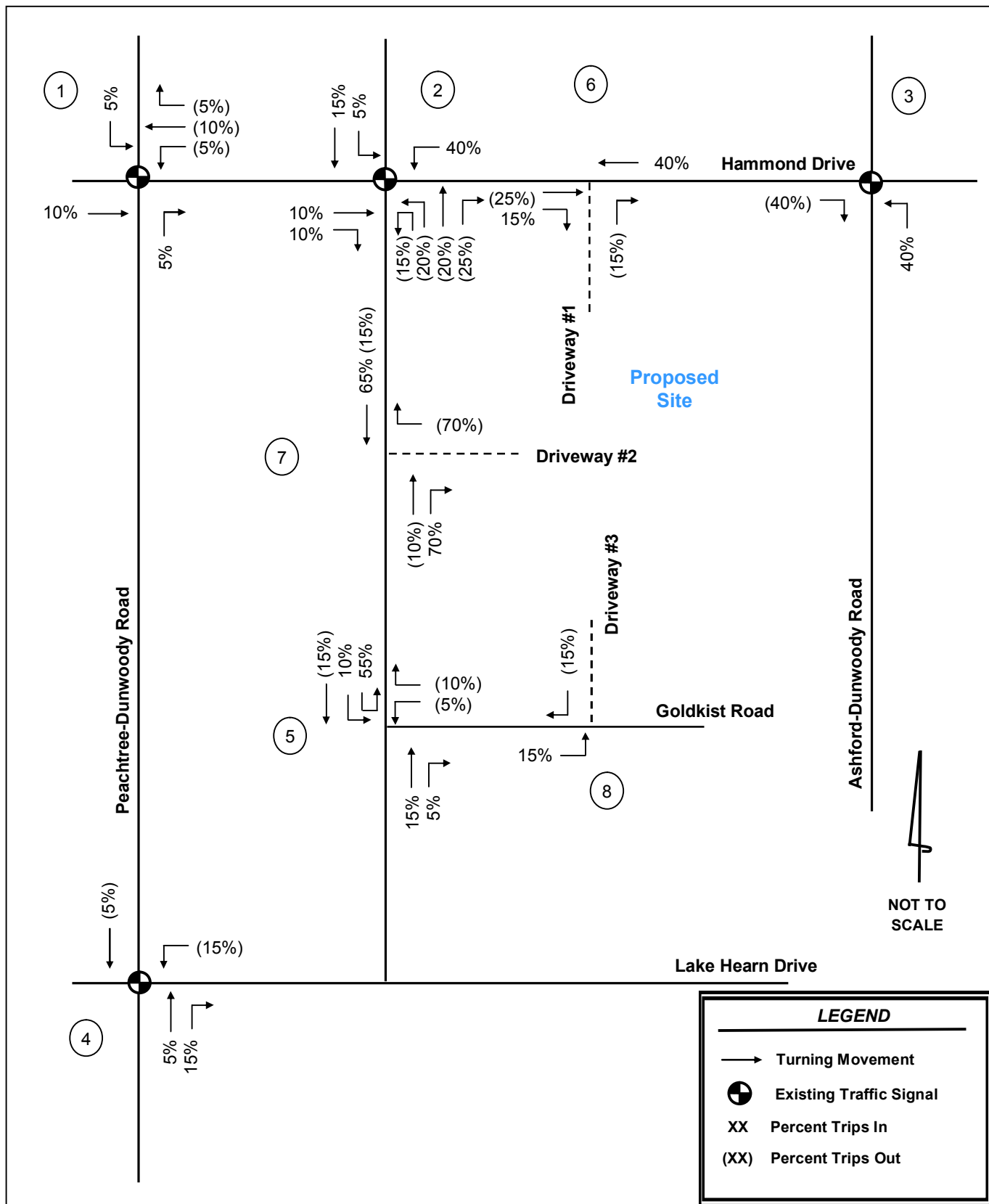
### 6.1 Existing Traffic

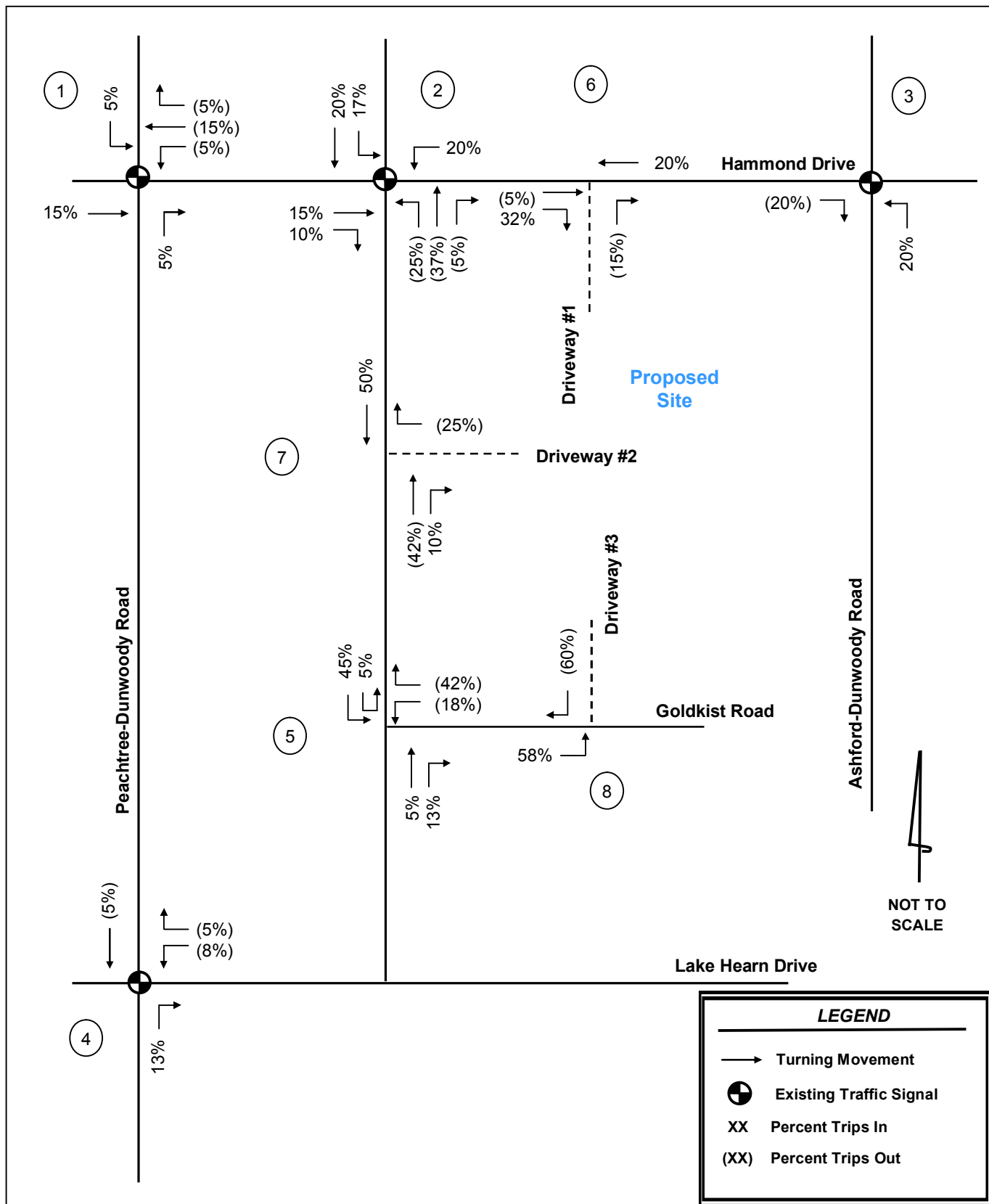
The existing weekday traffic volumes are shown in **Figure 7**. (Note: Existing intersection volumes at Intersection #4 were adjusted to account for collection after school was dismissed for the summer. A +10% seasonal adjustment factor was applied based on GRTA's recommendation.) These volumes were 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**.

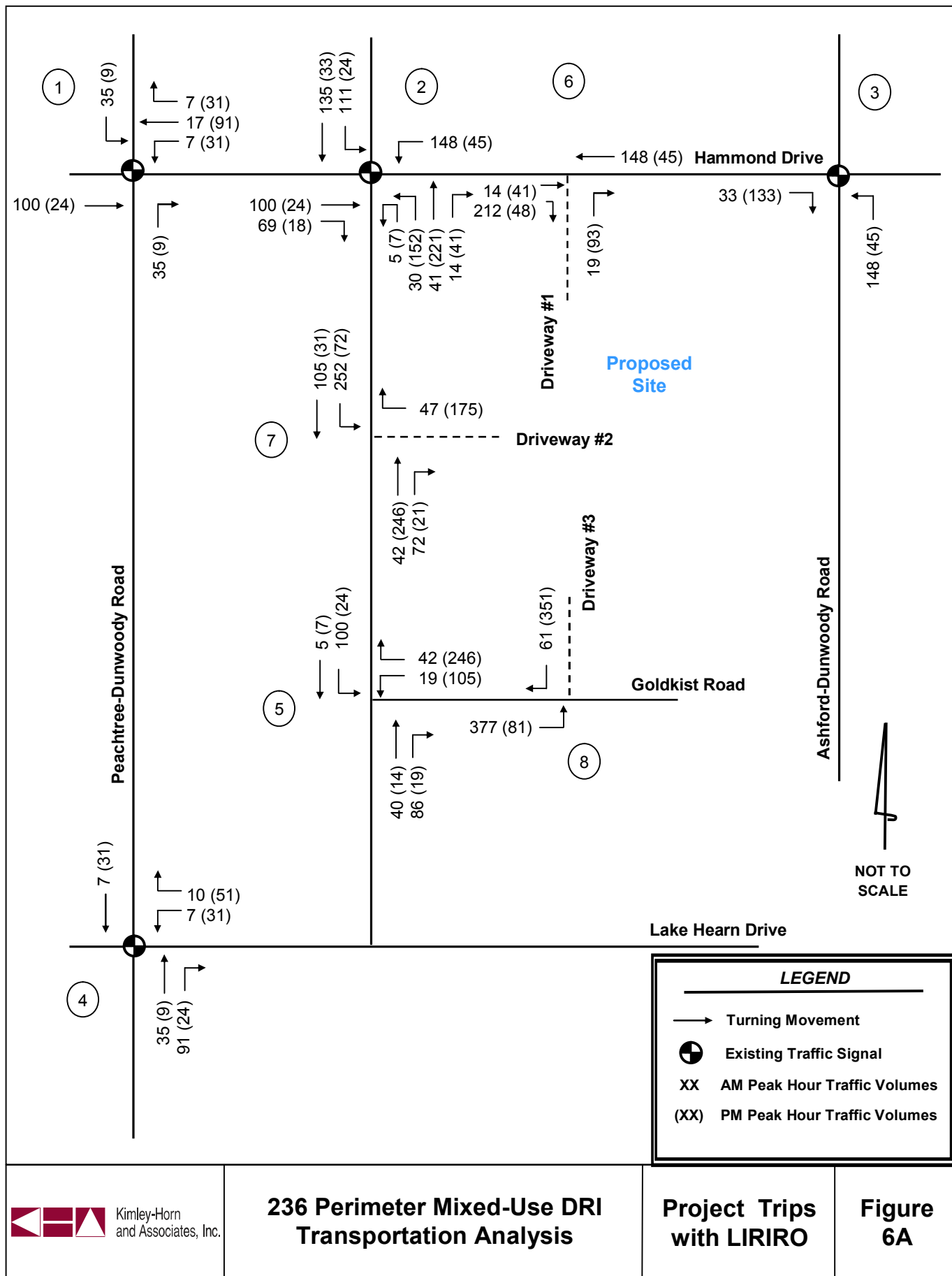


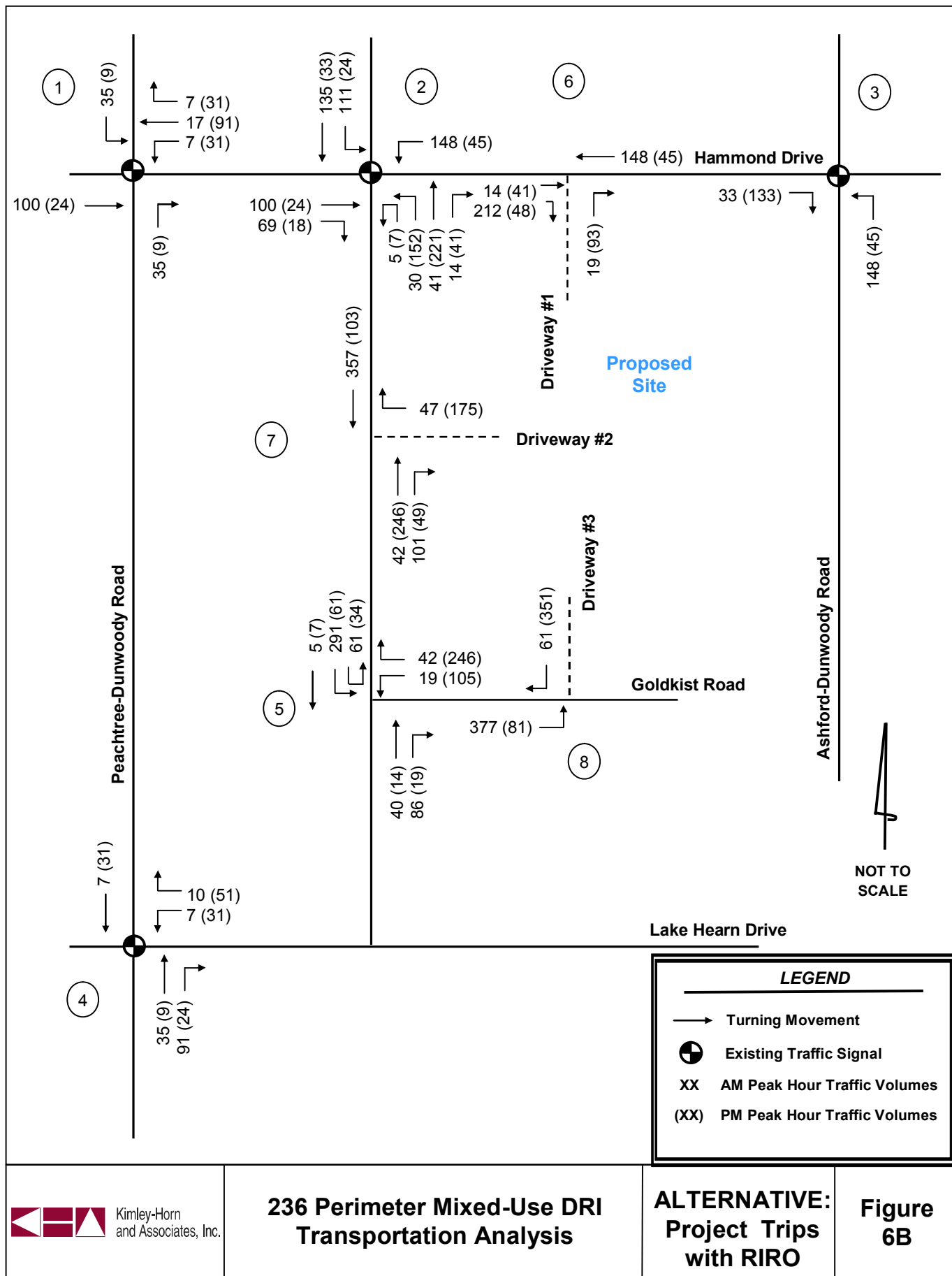


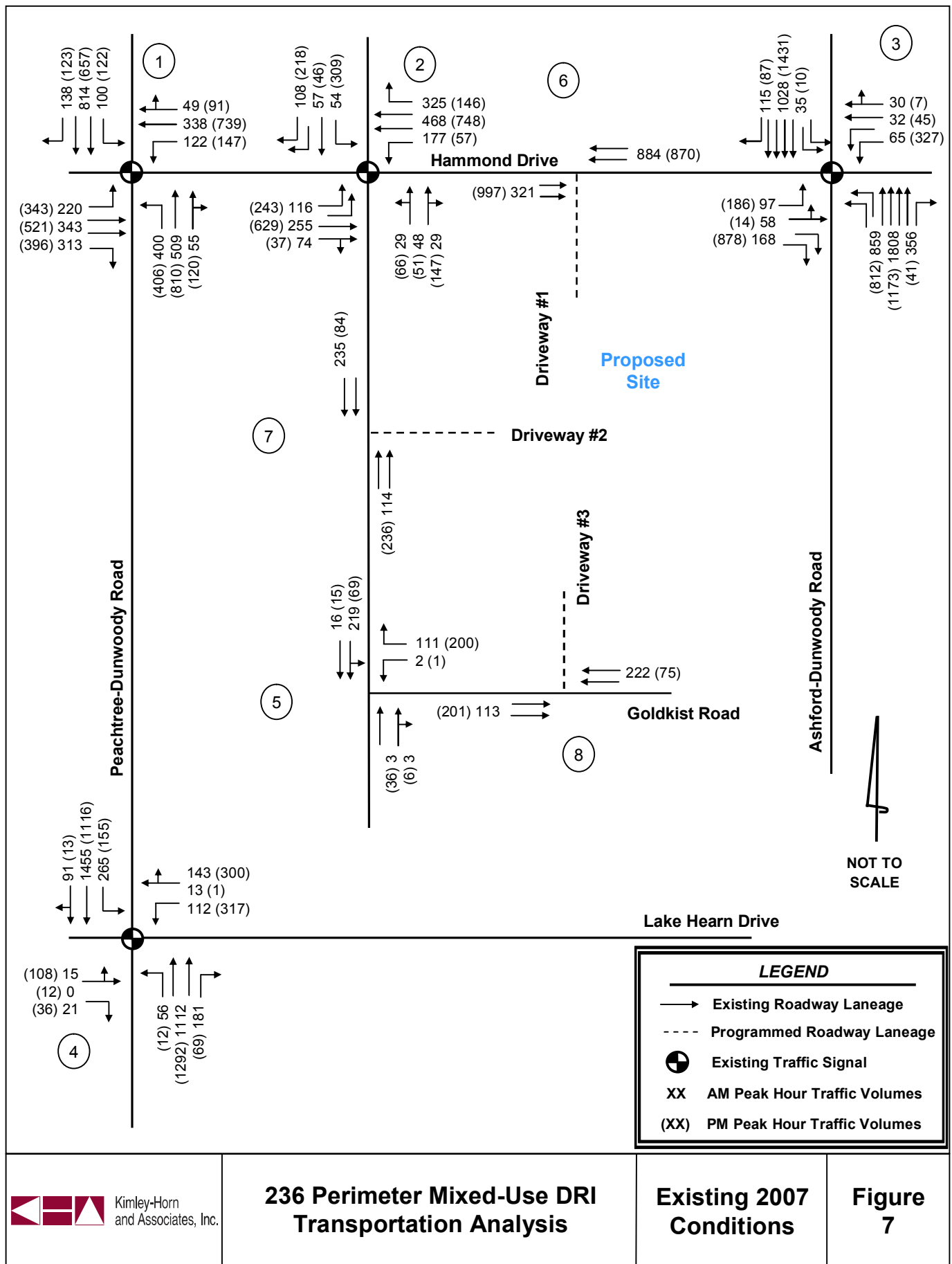












<b>Table 4</b> <b>236 Perimeter Mixed-Use DRI</b> <b>2007 Existing Intersection Levels of Service</b> <b>(delay in seconds)</b>				
<b>Intersection</b>		<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (39.2)	F (82.0)
2	Perimeter Center Parkway @ Hammond Drive	Signalized	C (20.0)	C (31.8)
3	Ashford-Dunwoody Road @ Hammond Drive	Signalized	D (36.7)	D (46.3)
4	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (20.7)	D (50.5)
5	Perimeter Center Parkway and Goldkist Road	Unsignalized	A (9.0)	A (9.5)

*Note: LOS Standard is LOS E.*

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

## 6.2 2011 No-Build Traffic

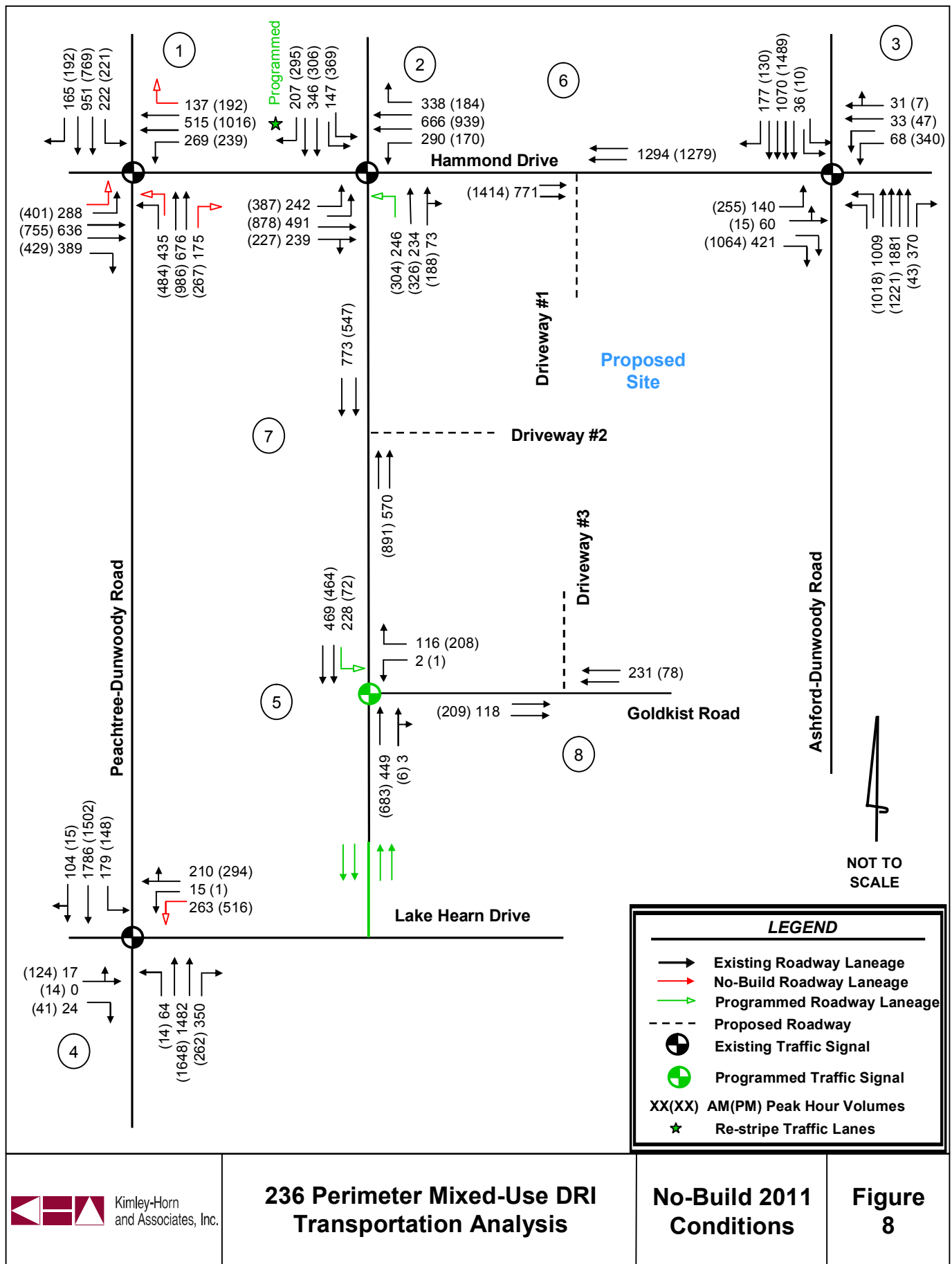
The existing traffic volumes were grown at 1.0% per year along all roadways within the study network. In addition to background traffic growth, the project traffic at full build-out from four DRIs (#740, #883, #1152, and #1520) in the vicinity of the project was included in the 2011 No-Build Volumes and 30% of the traffic associated with DRI #1432 was incorporated into the No-Build traffic. The project traffic associated with the five 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, three programmed intersection and street improvement projects were included in the 2011 No-Build conditions analysis, including turn lanes, medians, sidewalks, signal upgrades, and streetscape improvements along Perimeter Center Parkway, between Hammond Drive 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**.





<b>Table 5</b> <b>236 Perimeter Mixed-Use DRI</b> <b>2011 No-Build Intersection Levels of Service</b> <b>(delay in seconds)</b>				
<b>Intersection</b>		<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (48.6)	F (113.1)
2	Perimeter Center Parkway @ Hammond Drive	Signalized	D (42.3)	D (53.5)
3	Ashford-Dunwoody Road @ Hammond Drive	Signalized	C (34.8)	E (65.0)
4	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	E (55.5)	F (82.0)
5	Perimeter Center Parkway and Goldkist Road	New Signal	A (5.5)	B (12.9)

*Note: LOS Standard is LOS E.*

Two 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 these intersections until the Level of Service was elevated to the Level of Service standard.

The Perimeter Center Parkway extension plans include the installation of a traffic signal at the Perimeter Center Parkway / Goldkist Road intersection. 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**.

<b>Table 6</b> <b>236 Perimeter Mixed-Use DRI</b> <b>2011 No-Build with Improvements Intersection Levels of Service</b> <b>(delay in seconds)</b>				
<b>Intersection</b>		<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (48.6)	D (52.1)
4	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (29.6)	E (64.3)

*Note: LOS Standard is LOS E.*

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

*Peachtree-Dunwoody Road @ Hammond Drive (Intersection #1)*

- Install a westbound right-turn lane along Hammond Drive. (Improvement identified in the DRI #740, DRI #883, DRI #1152, DRI #1432, and DRI #1520 traffic studies.)
- Install a northbound right-turn lane along Peachtree-Dunwoody Road. (Improvement identified in the DRI #740, DRI #883, DRI #1152, DRI #1432, and DRI #1520 traffic studies.)
- 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 the DRI #1152, DRI #1432, and DRI #1520 traffic studies.)
- 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 the DRI #1432 and DRI #1520 traffic studies.)

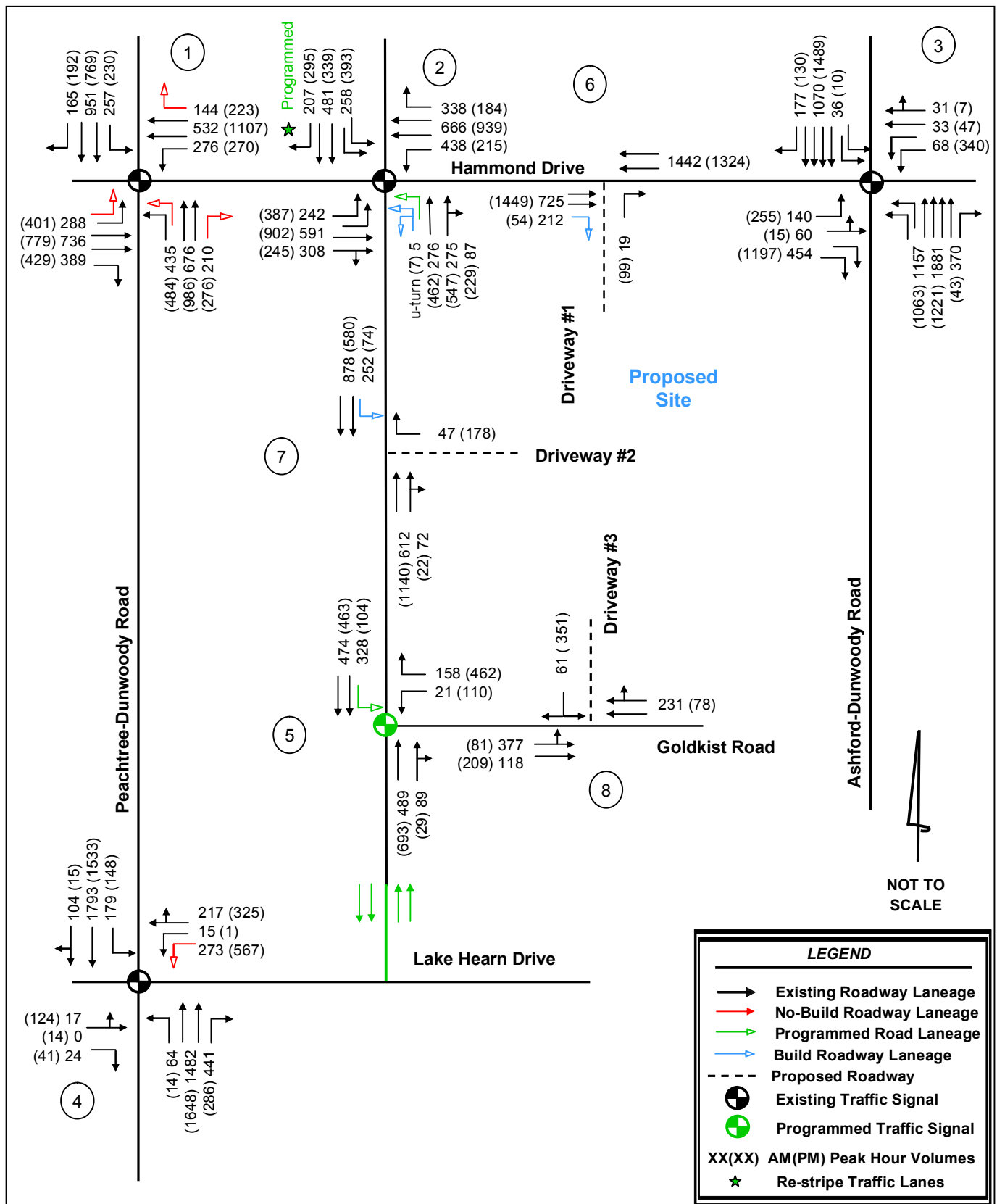
*Peachtree-Dunwoody Road @ Lake Hearn Drive (Intersection #4)*

- 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). (Improvement identified in the DRI #1520 traffic study.)

### **6.3 2011 Build Traffic**

The traffic associated with the proposed development (236 Perimeter Mixed-Use) 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 9A**.

The proposed 2011 Build conditions analyzed Driveway #2 as a left-in / right-in / right-out (LIRIRO) driveway along Perimeter Center Parkway.



<b>Table 7</b> <b>236 Perimeter Mixed-Use DRI</b> <b>2011 Build Intersection Levels of Service</b> <b>WITH DRIVEWAY #2 AS LIRIRO</b> <b>(delay in seconds)</b>				
<b>Intersection</b>		<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
1	Peachtree-Dunwoody Road @ Hammond Drive	Signalized	D (50.8)	E (55.9)
2	Perimeter Center Parkway @ Hammond Drive	Signalized	E (63.5)	F (82.9)
3	Ashford-Dunwoody Road @ Hammond Drive	Signalized	D (49.4)	E (77.1)
4	Peachtree-Dunwoody Road @ Lake Hearn Drive	Signalized	C (30.4)	E (71.1)
5	Perimeter Center Parkway and Goldkist Road	Signalized	B (18.1)	C(32.5)
6	Hammond Drive @ RIRO Driveway #1	NB STOP Controlled	A (9.6)	B (14.2)
7	Perimeter Center Parkway @ LIRIRO Driveway #2	WB STOP Controlled	B (11.3)	C (16.6)
8	Goldkist Road @ Full-Movement Driveway #3	SB STOP Controlled	A (9.3)	B (10.6)

*Note: LOS Standard is LOS E.*

As shown in Table 7, the intersection of Perimeter Center Parkway at Hammond Drive (#2) failed to meet an acceptable Level of Service standard for the year 2011 Build condition. Per GRTA's Letter of Understanding guidelines, improvements were made to Perimeter Center Parkway at Hammond Drive (#2) until the Level of Service was elevated to the Level of Service standard.

The 2011 Build intersection volumes, laneage, and recommended intersection control is illustrated in Figure 9A.

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

Perimeter Center Parkway at Hammond Drive (*Intersection #2*)

- Install an additional northbound left-turn lane (creating dual-left turn lanes) along Perimeter Center Parkway and provide a protected-only northbound left-turn signal phase (green arrow).

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

<b>Table 8</b> <b>236 Perimeter Mixed-Use DRI</b> <b>2011 Build with Improvements Intersection Levels of Service</b> <b>(delay in seconds)</b>				
<b>Intersection</b>		<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
2	Perimeter Center Parkway @ Hammond Drive	Signalized	D (53.4)	E (72.4)

*Note: LOS Standard is LOS E.*

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

*Hammond Drive @ RIRO Driveway #1 (Intersection #6)*

- Install an eastbound right-turn lane along Hammond Drive. (Note: When Hammond Drive is widened in the future, the right-turn lane may become the third through lane.)
- (Note: Additional right-of-way will be required along Hammond Drive to provide for the right-turn lane.)

*Perimeter Center Parkway @ LIRIRO Driveway #2 (Intersection #7)*

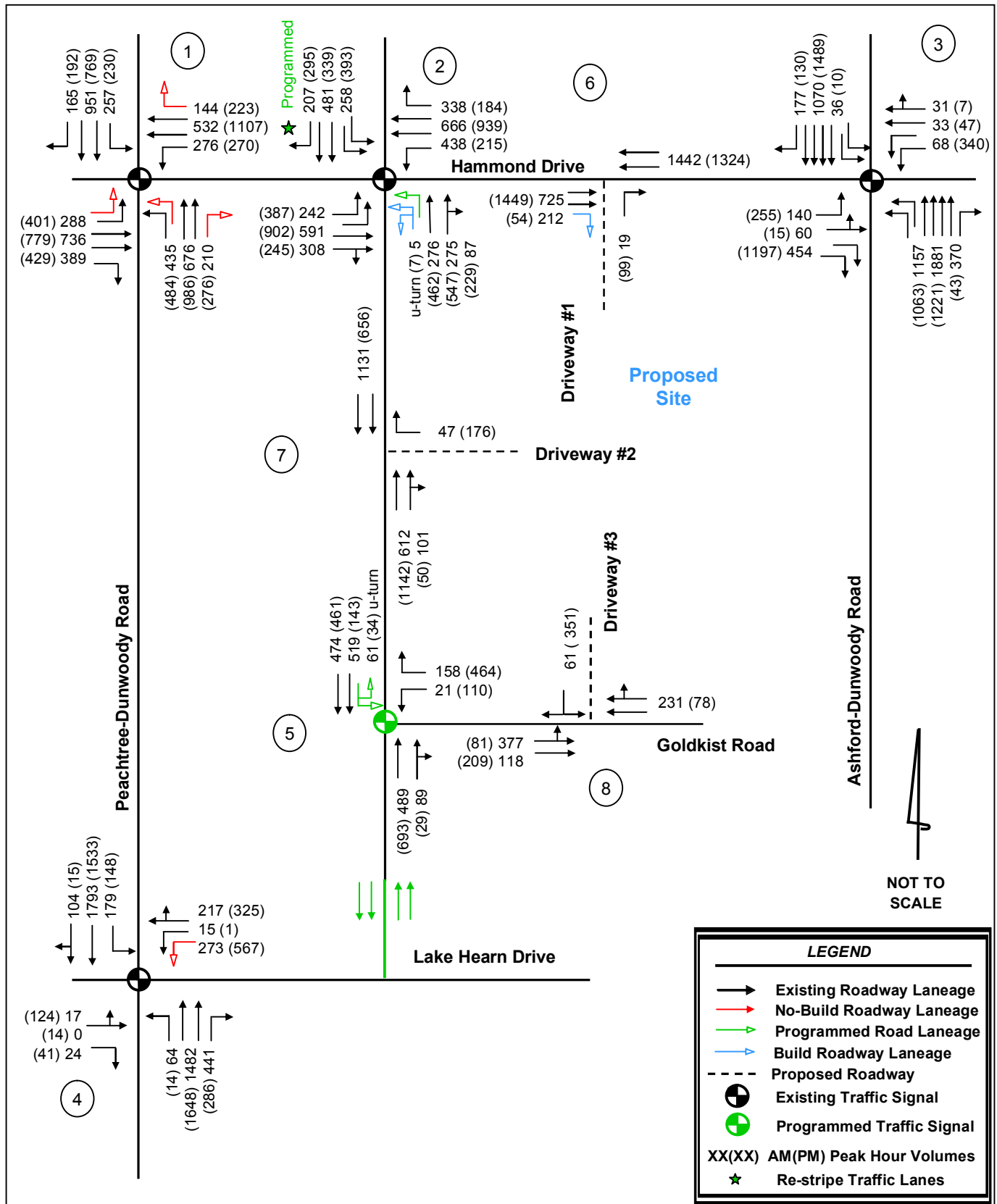
- Reconstruct the median to provide a southbound left-turn lane with the maximum available storage length (approximately 125').
- (Note: Additional right-of-way will be required along the Perimeter Center Parkway site frontage to provide for the southbound left-turn lane.)
- (Note: If Driveway #2 is a right-in/right-out driveway, then no southbound left-turn lane would be needed.)

## 6.4 2011 Build Traffic – ALTERNATIVE ANALYSIS

The alternative analysis was performed assuming Driveway #2 as a right-in / right-out (RIRO) driveway along Perimeter Center Parkway.

The only intersection volumes that change in the alternative scenario are Perimeter Center Parkway at Driveway #2 (Intersection #7) and Perimeter Center Parkway at Goldkist Road (Intersection #5).

The traffic associated with the proposed development (236 Perimeter Mixed-Use) was added to the 2011 No-Build volumes and analyzed with Synchro 6.0. The results of the analyses are displayed in **Table 9**. The projected volumes for the year 2011 Build conditions are shown in **Figure 9B**.



<b>Table 9</b> <b>236 Perimeter Mixed-Use DRI</b> <b>2011 Build Intersection Levels of Service</b> <b>ALTERNATIVE WITH DRIVEWAY #2 AS RIRO</b> <b>(delay in seconds)</b>				
<b>Intersection</b>		<b>Control</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
5	Perimeter Center Parkway and Goldkist Road	Signalized	D (41.5)	C(33.1)
7	Perimeter Center Parkway @ RIRO Driveway #2	WB STOP Controlled	B (11.4)	C (16.9)

*Note: LOS Standard is LOS E.*

As shown in Table 9, the intersections affected by the redistribution of project traffic are expected to operate at acceptable Levels of Service in the 2011 Build Condition. Since the above two intersections are the only two that are expected to change in this scenario, the intersection of Perimeter Center Parkway at Hammond Drive (#2) will continue to fail to meet an acceptable Level of Service standard for the year 2011 Build condition with Driveway #2 as a RIRO driveway. Thus, the same improvements listed above for the previous scenario are still applicable. Intersection volumes, laneage, and recommended intersection control with the 2011 Build Driveway #2 as a RIRO is illustrated in Figure 9B.

#### Comparison of Driveway #2 Access Impacts

An advantage of providing the southbound left-turn movement into the site at Driveway #2 is reducing the southbound left-turn and u-turn traffic volumes at the signalized intersection of Perimeter Center Parkway at Goldkist Road. The level of service at the signalized intersection is LOS B during the AM peak hour. The benefit of the southbound left-turn lane is most evident during the AM peak hour since this is the heavy entering period of the day. The vehicles utilizing the southbound left-turn into the site at Driveway #2 are expected to find gaps in the northbound through traffic, in part due to the upstream traffic signal at Goldkist Road.

If a southbound left-turn is not provided at Driveway #2, all southbound left-turn traffic and u-turn traffic (heading to the proposed Driveway #2 entrance) will be located at the signalized intersection of Perimeter Center Parkway at Goldkist Road. The level of service at the signalized intersection is expected to be LOS D during the AM peak hour (compared to LOS B).

It should be noted, in order to provide the southbound left-turn lane at Driveway #2, the northbound travel lanes along Perimeter Center Parkway, between Goldkist Road and Hammond Drive, would be shifted towards the east (towards the site). To accommodate these improvements, additional right-of-way along the Perimeter Center Drive site frontage would be required.



## 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. Information on all of the programmed projects is included in the Appendix.

1.       ARC# DK-217 GDOT# 0006883	<b>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.</b>
2.       ARC# AR-900A, AR-900B GDOT# 0003534	Fixed guideway Bus Rapid Transit along I-285 from Cumberland/Galleria area to Perimeter Center. The expected completion year is 2012.
3.       ARC# AR-901A, AR-901B	Fixed guideway Bus Rapid Transit along I-285 from Perimeter Center to Doraville MARTA Station. The expected completion year is 2020.
4.       ARC# DK-307 GDOT# 0004415	Intersection improvement at Perimeter Center Parkway and Perimeter Mall Entrance. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008 and this project is currently under construction.
5.       ARC# DK-308 GDOT# 0004416	Intersection improvement at Perimeter Center West and Perimeter Center Parkway. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008.
6.       ARC# DK-311 GDOT# 0004419	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.
7.       ARC# DK-315 GDOT# 0004423	Intersection improvement at Hammond Drive and Perimeter Mall Entrance. This improvement includes signal and crosswalk upgrades. The expected completion year is 2008.
8.       ARC# DK-316 GDOT# 0004424	<b>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 and this project is currently under construction.</b>
9.       ARC# DK-323 GDOT# 0004831	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.
10.      ARC# DK-334 GDOT# 0006807	Addition of fiber optic cable along several corridors in the Perimeter Center Area to support the ITS program. The expected completion year is 2007.

11. <b>ARC# DK-AR-231</b> <b>GDOT# 0004480</b>	<b>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 and this project is currently under construction.</b>
12.      ARC# FN-200 GDOT# 0006817	Fiber optic signal interconnection along several corridors in the Perimeter Center Area in Fulton County. The expected completion year is 2008.
13.      ARC# FN-AR-144 GDOT# 0006984	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.
14.      ARC# FN-AR-206 GDOT# 006267	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.
15.      ARC# FN-AR-BP083 GDOT# 753300-	Sidewalk construction along Hammond Drive from SR 400 to DeKalb County line. The expected completion year is 2008 and this project is currently under design.

## 8.0 INGRESS/EGRESS ANALYSIS

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

The site currently has access via four driveways. Upon buildout, the project is proposed to have vehicular access via three site driveways and one service driveway. DeKalb County is the permitting agency for all site driveways.

*Driveway #1:* An existing RIRO driveway is proposed along Hammond Drive just west of the MARTA track support column. This driveway will provide access to the parking deck and to the surface parking lot.

*Driveway #2:* A driveway is proposed along Perimeter Center Parkway in proximity of the existing driveway. This driveway is proposed to be located approximately 315 feet south of the intersection of Hammond Drive at Perimeter Center Parkway. This driveway is proposed to provide access to the vehicular drop-off area for the office and hotel and provide parking deck access. The development proposed a southbound left-turn lane for vehicles entering the site. The proposed 2011 Build conditions analyzed Driveway #2 as a left-in / right-out / right-in (LIRIRO) driveway. An alternative analysis was performed assuming this driveway as a right-in / right-out (RIRO) driveway.

*Driveway #3:* An existing full-movement driveway (existing) is proposed along Goldkist Road. (Note: A median opening and traffic signal are currently under construction along Perimeter Center Parkway at Goldkist Road.) This driveway will provide parking deck access.

A RIRO service driveway (existing) is proposed along Hammond Drive in the approximate location of the existing driveway for loading, unloading, and trash facilities. This service driveway is not 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, 3.89% of the gross daily trips would be internal, 2.52% 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 is within walking distance of the site (across the street). The visibility of the MARTA track passing directly over the eastern portion of the site will most likely remind visitors and staff of the proposed development that transit facilities are a viable option that should be considered. 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:	7,663
(-)Mixed-use reductions (internal capture)	-298
(-)Pass-by trips	-737
(-)Alternative modes	-444
Net Trips:	6,184

### 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, 3.89% of the gross daily trips would be internal, 2.52% 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 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.

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. 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**

The proposed development, 236 Perimeter Mixed Use, is expected to consist of 200 hotel rooms, and 22,000 SF of retail space, and 600,000 SF of office space. Due to the nature of the development, it will be classified as "predominantly employment" for purposes of the 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 (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**.

The total population within the Area of Influence is 186,628, residing within 80,996 households (an average of 2.30 people per household). There are approximately 108,990 workers in the AOI for an average of 1.35 workers per household. The AOI area over the four counties totals 47,393 acres.

### 12.3 DRI Employment and Salary Figures

The DRI is expected to employ approximately 2,224 workers in the following land uses: General Office, Hotel, and Retail. The numbers of workers for the office, hotel, 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 2,000 office employees. For the retail land use, 1 employee per 500 SF results in 44 retail employees. Hotel land uses are expected to employ approximately 0.9 workers per hotel room.

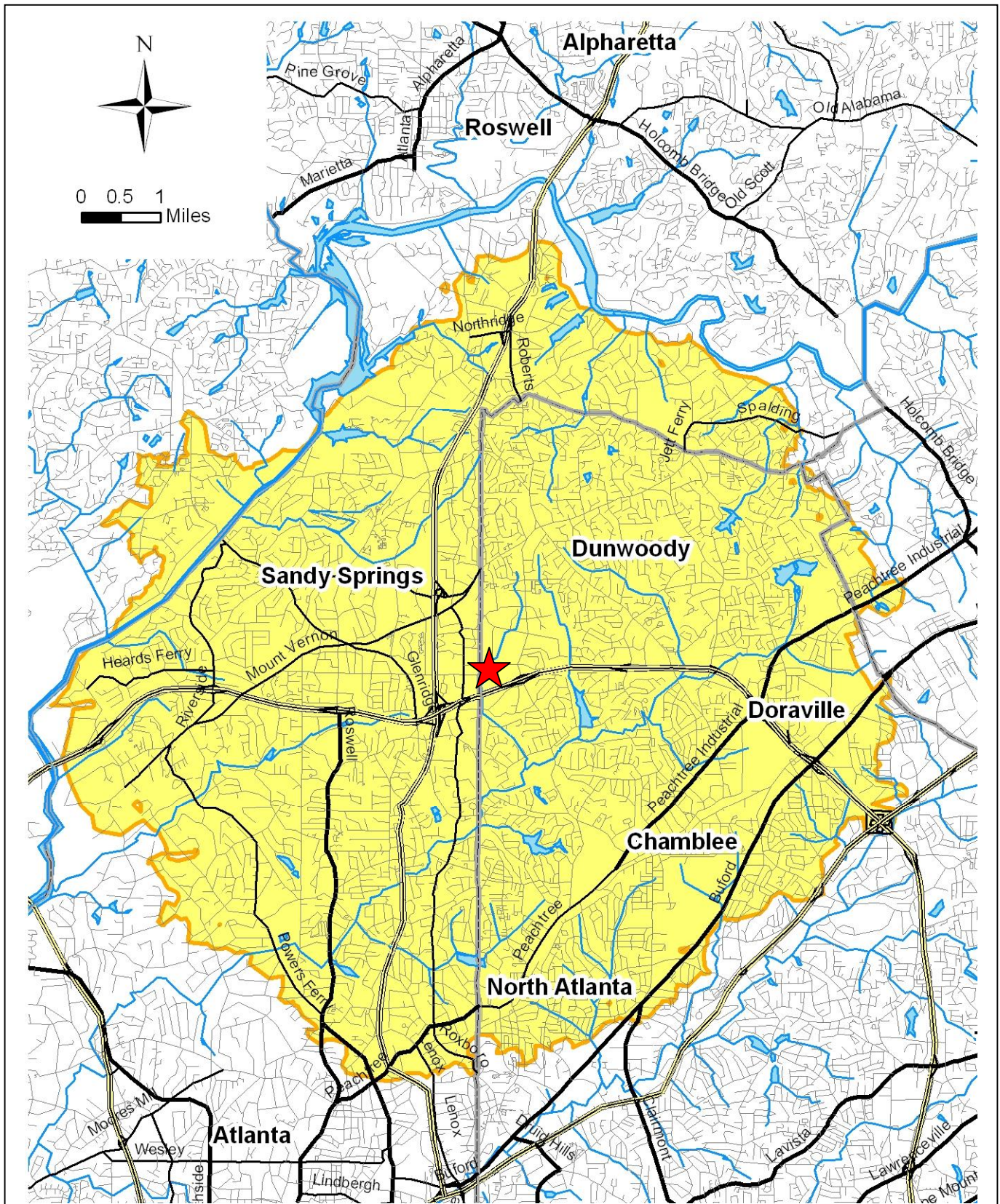
For the office land use, employees are assumed to work in the following occupations: management, technical, office and administrative support, computers, and business and financial operations. The specialty retail land use includes retail managers and retail salespersons. For the hotel land use, it is assumed that employment will be comprised of the following occupations: lodging managers, bellhops, housekeepers, desk clerks, and food preparers and servers.

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:

11-9081	Lodging Managers
35-0000	Food Preparation and Serving Related Occupations
37-2012	Maids and Housekeeping Cleaners
39-6011	Baggage Porters and Bellhops
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 1.35 multiplied by the salary in each bracket. It is assumed then that each household has 1.35 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.





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

<b>Land Use</b>	<b>Occupation</b>	<b>Employees</b>	<b>Monthly Employee Salary</b>	<b>Monthly Household Salary</b>	<b>Affordable Housing Payment</b>
General Office	Management Occupations	400	\$7,690	\$10,382	\$3,114
	Technical Occupations	500	\$5,020	\$6,777	\$2,033
	Office and Administrative Support	200	\$2,541	\$3,430	\$1,029
	Computer Occupations	400	\$5,501	\$7,426	\$2,228
	Business and Financial Operations	500	\$5,049	\$6,816	\$2,045
Hotel	Lodging Managers	36	\$5,446	\$7,352	\$2,206
	Baggage Porters and Bellhops	9	\$1,539	\$2,078	\$623
	Maids and Housekeeping Cleaners	45	\$1,419	\$1,916	\$575
	Hotel, Motel, and Resort Desk Clerks	45	\$1,445	\$1,951	\$585
	Maintenance and Repair, General	9	\$2,781	\$3,754	\$1,126
	Food Preparation and Serving	36	\$1,403	\$1,895	\$568
Specialty Retail	Managers of Retail Sales	4	\$2,937	\$3,965	\$1,189
	Retail Salespersons	40	\$1,932	\$2,608	\$782
<b>Total Employees</b>		<b>2,224</b>	-	-	-

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**

<b>Range of Monthly Income for Housing</b>	<b>Number of Households</b>
\$499 or less	0
\$500 to \$599	126
\$600 to \$699	9
\$700 to \$799	40
\$800 to \$899	0
\$900 to \$999	0
\$1,000 to \$1,249	213
\$1,250 to \$1,499	0
\$1,500 to \$1,999	0
\$2,000 or more	1,836
<b>Total</b>	<b>2,224</b>

## 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 55,000 owner-occupied units and 60,000 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.

<b>Table 12</b> <b>Selected Monthly Costs for All Occupied Housing Units in the AOI</b>			
<b>Monthly Dollar Range</b>	<b>Owner-Occupied Housing Units in the AOI</b>	<b>Renter-Occupied Housing Units in the AOI</b>	<b>Total Occupied Housing Units in the AOI</b>
\$499 or less	0	4,999	4,999
\$500 to \$599	2,234	4,601	6,835
\$600 to \$699	2,126	9,918	12,044
\$700 to \$799	2,575	13,491	16,066
\$800 to \$899	2,769	9,590	12,359
\$900 to \$999	2,763	5,068	7,831
\$1,000 to \$1,249	7,838	6,830	14,668
\$1,250 to \$1,499	5,673	2,334	8,007
\$1,500 to \$1,999	10,019	1,875	11,894
\$2,000 or more	18,639	1,014	19,653
<b>Total</b>	<b>54,636</b>	<b>59,720</b>	<b>114,356</b>

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**.

<b>Table 13</b> <b>Comparison of Workers' Monthly Household Incomes in the DRI and Monthly Costs of Housing Units in the AOI</b>			
<b>Monthly Dollar Range</b>	<b>Total Occupied Housing Units in the AOI</b>	<b>Number of DRI Households with One or More Workers Working in the DRI</b>	<b>Difference in Number of Housing Units in AOI and Number of Households with Workers in DRI</b>
\$499 or less	4,999	0	4,999
\$500 to \$599	6,835	126	6,709
\$600 to \$699	12,044	9	12,035
\$700 to \$799	16,066	40	16,026
\$800 to \$899	12,359	0	12,359
\$900 to \$999	7,831	0	7,831
\$1,000 to \$1,249	14,668	213	14,455
\$1,250 to \$1,499	8,007	0	8,007
\$1,500 to \$1,999	11,894	0	11,894
\$2,000 or more	19,653	1,836	17,817
<b>Total</b>	<b>114,356</b>	<b>2,224</b>	<b>112,132</b>



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.

### 13.0 ARC'S AIR QUALITY BENCHMARK

The proposed development is expected to consist of a 200-room hotel, 600,000 square feet of office space, and 22,000 square feet of retail space. The +/-3.88-acre site currently consists of two restaurants and surface parking. All buildings will be demolished prior to the development. The project meets the following ARC air quality VMT reductions:

ARC density target ARC criteria (1 a) for a 6% reduction because the office component is the dominant use and there is a floor area ratio greater than 0.8. The development proposes approximately a 3.5 floor area ratio.

Public transportation is within walking distance, and the project is located within ½ mile of the Dunwoody MARTA transit 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 c) for a 5% reduction.

The development will provide connections between the 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 21% VMT reduction. These reductions are displayed below in **Table 14**.

<b>Table 14</b> <b>ARC VMT Reductions</b>	
<b><i>Mixed-Use Projects where Office is the dominant use</i></b>	
Greater than 0.8 floor area ratio	-6%
Within ½ mile of a MARTA transit 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%
<b>Total Reductions</b>	<b>21%</b>