# **TABLE OF CONTENTS**

1.0	Project Description	1
1.1 1.2 1.3	Introduction	
1.4	Transit Facilities	2
2.0	Traffic Analyses Methodology and Assumptions	3
2.1 2.2 2.3	Growth Rate Traffic Data Collection Detailed Intersection Analysis	
3.0	Study Network	4
3.1 3.2 3.3 3.4 3.5	Gross Trip Generation Trip Distribution Level of Service Standards Study Network Determination Existing Facilities	
4.0	Trip Generation	7
5.0	Trip Distribution and Assignment	7
6.0	Traffic Analysis	8
6.1 6.2 6.3	Existing 2007 Conditions Projected 2010 No-Build Conditions Projected 2010 Build Conditions	
7.0	Identification of Programmed Projects	13
8.0	Ingress/Egress Analysis	14
9.0	Internal Circulation Analysis	14
10.0	Compliance with Comprehensive Plan Analysis	14
11.0	Non-Expedited Criteria	15
11.1 11.2	Quality, Character, Convenience, and Flexibility of Transportation Options Vehicle Miles Traveled	
11.3	Relationship Between Location of Proposed DRI and Regional Mobility	15
11.4	Transportation Management Area Designation.	
11.6	Offsite Trip Reduction and Trip Reduction Techniques	
11.7	Balance of Land Uses – Jobs/Housing Balance	16
12.0	Area of Influence	
12.1	Criteria	
12.2	Study Area Determination and Characteristics	
12.3	Development Housing Analysis	
12.4	Attordable Housing Analysis	20
13.0	ARC's Air Quality Benchmark	

# LIST OF TABLES

#### On Page

Table 1:	Proposed Land Uses	. 1
Table 2:	Gross Trip Generation	.4
Table 3:	Roadway Classification	. 6
Table 4:	Net Trip Generation	.7
Table 5:	Existing 2007 Intersection Levels of Service	. 8
Table 6:	2010 No-Build Intersection Levels of Service	.9
Table 7:	2010 No-Build Intersection Levels of Service IMPROVED	10
Table 8:	2010 Build Intersection Levels of Service	11
Table 9:	2010 Build Intersection Levels of Service IMPROVED	12
Table 10:	Census Tract Info	17
Table 11:	Estimated Workers per Household	18
Table 12:	AOI Jobs and Average Salaries	19
Table 13:	Expected Workers	20
Table 14:	ARC VMT Reductions.	21

# LIST OF FIGURES

Following Page

Figure 1:	Site Location	. 1
Figure 2:	Aerial Photograph	. 1
Figure 3:	Site Plan	. 1
Figure 4:	Residential Trip Distribution	. 7
Figure 5:	Retail Trip Distribution	. 7
Figure 6:	Project Trips	. 7
Figure 7:	Existing 2007 Conditions	. 8
Figure 8:	Projected 2010 No-Build Conditions	.9
Figure 9:	Projected 2010 Build Conditions	11
Figure 10:	Programmed Improvements	13
Figure 11:	Area of Influence	17

# **EXECUTIVE SUMMARY**

This report presents the analysis of the anticipated traffic impacts associated with the proposed Centennial Vista development, a proposed approximate 2.36-acre mixed-use development located along the east side of Centennial Olympic Park Drive, along the north side of Ivan Allen Jr. Boulevard, and along the west side of the Williams Street exit to I-75/I-85. 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 is mixed-use and exceeds 400,000 gross square feet (SF), 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 418 high-rise apartment units and 14,701 SF of retail.

The development is scheduled to be completed by 2010, and this analysis will consider the full build-out of the proposed site in 2010. The site is zoned SPI-1 in the Centennial Olympic Park sub area. No rezoning is required to accommodate the proposed development. The proposed development is mixed-use with high-density residential and a retail component. The City of Atlanta NPU-M 2004-2019 Future Land Use Plan identifies the proposed site as High Density Commercial. The site currently includes vacant space and surface parking.

Capacity analyses were performed for the Existing 2007 Conditions, Projected 2010 No-Build Conditions, and Projected 2010 Build Conditions at five (5) intersections. This study network consists of:

- 1. Centennial Olympic Park Drive at North Avenue
- 2. Centennial Olympic Park Drive at Existing Driveway/Driveway 2
- 3. Centennial Olympic Park Drive at Mills Street/Driveway 1
- 4. Centennial Olympic Park at Ivan Allen Jr. Boulevard
- 5. Ivan Allen Jr. Boulevard at Williams Street

To obtain Projected 2010 No-Build Conditions, the existing traffic volumes were grown at 2.0% per year for three years along all roadway links within the study network. Additionally, project trips from the Peachtree Portal DRI #602, 55 Allen Plaza DRI #719, Post Allen Plaza DRI #1229, and Allen Plaza DRI #1537 were added to the background conditions. To obtain Projected 2010 Build Conditions, the project traffic associated with the Centennial Vista DRI development was added to the Projected 2010 No-Build Conditions.

During the 2010 No-Build and 2010 Build analyses, one (1) intersection operated below the GRTA standard. Ivan Allen Jr. Boulevard at Williams Street is projected to operate at LOS F during the AM and PM peak hours. The intersection of Ivan Allen Jr. Boulevard at Williams Street is critical to dispersing traffic onto Interstate 75/85 (Downtown Connector) as the northern leg of this intersection becomes entrance and exit ramps for the Downtown Connector. Its close proximity to the Downtown Connector. Heavy volumes of traffic moving through the intersection can create substantial delay and can cause large queues along the intersection approaches.

Additional turn lanes may be warranted; however, there is a limited amount of right-of-way cause by minimal building setbacks to the northeast, southeast, and southwest, and a bridge structure to the northwest. It may be unreasonable to construct additional turn lanes that may not physically fit within the obtainable right-of-way without major reconstruction. While this creates severe congestion in the vicinity of the proposed development, the overcapacity of the Downtown Connector is a larger challenge that calls for improvements stretching far beyond the scope of this analysis. The Williams Street Interchange Concept Study was prepared in April 2006 for Central Atlanta Progress/Atlanta Downtown Improvement District. The study examined the feasibility of reconstructing the Williams Street interchange to provide access from southbound I-75/I-85 directly to Centennial Olympic Park Drive, as well as constructing a new connection from northbound Spring Street at Ivan Allen Jr. Boulevard (formerly Alexander Street) to northbound I-75/I-85.

To obtain LOS D or better at the Ivan Allen Jr. Boulevard at Williams Street signalized intersection, the following improvements are required:

- Construct an exclusive southbound left-turn lane along Williams Street to form one (1) left-turn lane, three (3) through lanes, and one (1) right-turn lane along the southbound approach.
- Construct an additional northbound through lane along Williams Street to form four (4) northbound approach lanes with no exclusive left-turn or right-turn lanes.
- Construct two (2) westbound right-turn lanes along Ivan Allen Jr. Boulevard to form one (1) shared left-turn/through lane, one (1) through lane, and two (2) right-turn lanes along the westbound approach.

It should be noted that these improvements and the subsequent analysis are for informational purposes only, and are not recommended.

#### 2010 No-Build recommended improvements (excludes the Centennial Vista DRI project traffic):

There are no recommended improvements for the 2010 No-Build Conditions. As described above, the signalized intersection of Ivan Allen Jr. Boulevard at Williams Street currently operates with heavy delay and is projected to continue to operate with heavy delay. Please review the summary above or refer to *Section 6.2 2010 No-Build Traffic* for further explanation.

2010 Build recommended improvements (includes the Centennial Vista DRI project traffic):

- Centennial Olympic Park Drive at Mills Street/Driveway 1 (Intersection #3)
  - Provide access along Centennial Olympic Park Drive via the existing curb cut located directly across from Mills Street.
- Centennial Olympic Park Drive at Existing Driveway/Driveway 2 (Intersection #2)
  - Provide access along the Private Driveway that currently intersects Centennial Olympic Park Drive approximately 150' north of Mills Street/Driveway 1.

# **1.0 PROJECT DESCRIPTION**

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts associated with the proposed Centennial Vista development, a proposed approximate 2.36-acre mixed-use development located along the east side of Centennial Olympic Park Drive, along the north side of Ivan Allen Jr. Boulevard, and along the west side of the Williams Street exit to I-75/I-85. 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 is mixed-use and exceeds 400,000 gross square feet (SF), 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 418 high-rise apartment units and 14,701 SF of retail.

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

Table 1 Proposed Land Uses			
High-Rise Apartment	418 Dwelling Units		
Retail	14,701 Square Feet		

The development is scheduled to be completed by 2010, and this analysis will consider the full build-out of the proposed site in 2010. The site is zoned SPI-1 in the Centennial Olympic Park sub area. No rezoning is required to accommodate the proposed development. The proposed development is mixed-use with high-density residential and a retail component. The City of Atlanta NPU-M 2004-2019 Future Land Use Plan identifies the proposed site as High Density Commercial. The site currently includes vacant space and surface parking.

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 a 20-story high-rise building, with one level of retail and 19 levels of residential. Six levels of parking are proposed with a total of 818 parking spaces. There are 53 retail parking spaces provided and 765 residential parking spaces provided. The retail component of the mixed-use development is proposed on the first floor at street level along Centennial Olympic Park Drive.

**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 Centennial Vista is proposed in two full-movement locations along Centennial Olympic Park Drive. Both access driveways are proposed at existing curb cuts along Centennial Olympic Park Drive. Photos of both access locations are included in the Appendix.

Driveway 1 is proposed directly across from Mills Street, approximately 250' north of Ivan Allen Jr. Boulevard. Mills Street currently forms a signalized intersection with Centennial Olympic Park Drive and creates the eastbound approach. There is an existing driveway that currently serves the proposed site and provides access to the surface parking. The existing driveway forms the westbound approach directly across from Mills Street and is also controlled by the traffic signal. The Driveway 1 westbound approach will replace the existing paved driveway providing access to surface parking.

Driveway 2 is proposed approximately 400' north of Ivan Allen Jr. Boulevard (150' north of Mills Street/Driveway 1). There is currently an existing Private Driveway that forms an unsignalized westbound approach with Centennial Olympic Park Drive. This Private Driveway provides access to the property directly adjacent to the north, and the proposed site will connect to this existing driveway.

A total of 3 access points are proposed to the site. Access A will enter/exit the site via Driveway 1, and will provide access to the first level for the residential and retail uses. Access B and Access C will enter/exit the site via Private Driveway/Driveway 2. Access B will provide a secondary access to the first level for the residential and retail uses. Access C will enter/exit the site and retail uses. Access C will provide a residential-only access point to the second level.

### *1.4 Bicycle and Pedestrian Facilities*

Pedestrian facilities (sidewalks) currently exist along Centennial Olympic Park Drive and Ivan Allen Jr. Boulevard. The proposed development will connect to the existing sidewalks as well as provide improvements to the existing sidewalks adjacent to the site.

### 1.5 Transit Facilities

The proposed development is located along two MARTA bus routes. Route 97 (Georgia Aquarium/Zoo Atlanta) and Route 113 (Atlantic Station/Auburn Avenue) both travel along Centennial Olympic Park Drive and Ivan Allen Jr. Boulevard directly adjacent to the proposed site.

The proposed development is located approximately  $\frac{1}{4}$  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) and Route 101 (Atlanta Tourist Loop/Midtown). Additionally, 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 Downtown, 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 and retail patrons of the proposed development. A 20% alternative mode reduction (those using transportation modes such as walking, bicycling, transit, etc.) was taken for the residential and retail uses. This is consistent with the December 3, 2007 Letter of Understanding for the Centennial Vista DRI.

## 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 three 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 four (4) DRI developments were added to the projected No-Build and Build conditions:

- Peachtree Portal DRI #602
  - Build-Out Year 2007
- 55 Ivan Allen DRI #719
  - Build-Out Year 2007
- Post Allen Plaza DRI #1229
  - Build-Out Year 2010
- Allen Plaza DRI #1537
  - Build-Out Year 2011

### 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in November 2007 at five (5) intersections during the AM and PM peak periods. The morning and afternoon peak hours varied between the five (5) intersections and are listed below:

- 6. Centennial Olympic Park Drive at North Avenue
  - 8:30 9:30 AM Peak Hour, 5:00 6:00 PM Peak Hour
- 7. Centennial Olympic Park Drive at Existing Driveway/Driveway 2
  - 7:45 8:45 AM Peak Hour, 5:00 6:00 PM Peak Hour
- 8. Centennial Olympic Park Drive at Mills Street/Driveway 1
  - 7:45 8:45 AM Peak Hour, 5:00 6:00 PM Peak Hour
- 9. Centennial Olympic Park at Ivan Allen Jr. Boulevard
  - 7:45 8:45 AM Peak Hour, 5:00 6:00 PM Peak Hour
- 10. Ivan Allen Jr. Boulevard at Williams Street
  - 8:15 9:15 AM Peak Hour, 5:00 6:00 PM Peak Hour

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 418 high-rise apartment units and 14,701 SF of retail. 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 Centennial Vista DRI Gross Trip Generation							
l and Llso	ITE	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Code	Enter	Exit	Enter	Exit	Enter	Exit
	В	uild-Out (	Year 2010	)			
418 High-Rise Apartment Units	222	913	913	32	94	89	57
14,701 SF of Retail	820	976	976	31	19	85	92
Total 1,889 1,889 63 113 174 149							

### 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:

- 1. Centennial Olympic Park Drive at North Avenue (signalized)
- 2. Centennial Olympic Park Drive at Existing Driveway/Driveway 2 (unsignalized)
- 3. Centennial Olympic Park Drive at Mills Street/Driveway 1 (signalized)
- 4. Centennial Olympic Park at Ivan Allen Jr. Boulevard (signalized)
- 5. Ivan Allen Jr. Boulevard at Williams Street (signalized)

Each of the above listed intersections was analyzed for the Existing 2007 Conditions, the 2010 No-Build Conditions, and the 2010 Build Conditions. The 2010 No-Build Conditions represent the existing traffic volumes grown at 2% per year for three years along all roadway links, plus project trips from the Peachtree Portal DRI #602, 55 Allen Plaza DRI #719, Post Allen Plaza DRI #1229, and Allen Plaza DRI #1537. The 2010 Build Conditions adds the project trips associated with the Centennial Vista development to the 2010 No-Build Conditions.

### 3.5 Existing Facilities

#### North Avenue (US 29/US 278)

 North Avenue (US 29/US 278) is an east-west oriented roadway that extends from Northside Drive to Piedmont Avenue. North Avenue, without the US designation, extends westward from Northside Drive to Joseph E. Lowery Boulevard and extends eastward from Piedmont Avenue to Moreland Avenue. In the vicinity of Centennial Olympic Park Drive, North Avenue is an undivided four-lane roadway. There are left-turn lanes at the Centennial Olympic Park signalized intersection. North Avenue is classified as an Urban Principal Arterial, and the posted speed limit is 35 MPH.

Centennial Olympic Park Drive

Centennial Olympic Park Drive is a north-south oriented roadway that extends from the Georgia Tech campus to the north, to southwest Atlanta, where it intersections Nelson Street. North of Ivan Allen Jr. Boulevard, Centennial Olympic Park Drive accommodates two-way traffic and is an undivided four-lane facility with on-street parking. The facility turns into southbound one-way operation south of Ivan Allen Jr. Boulevard and merges with southbound Spring Street to form a five-lane one-way southbound facility. The facility is classified as an Urban Minor Arterial, and the posted speed limit along Centennial Olympic Park Drive is 30 MPH.

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 West 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 fourlane roadway classified as an Urban Collector Street. The posted speed limit along Ivan Allen Jr. Boulevard is 30 MPH.

#### Mills Street

• Mills Street is an east-west oriented roadway that extends from Marietta Street to Centennial Olympic Park Drive. Mills Street is a one-way road for eastbound travel. Additionally, there is on-street parking along Mills Street. The road is classified as an Urban Local Street, and a speed limit of 30 MPH was assumed for the analysis.

#### 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 fivelane 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.

Table 3 Allen Plaza DRI Roadway Classification						
Roadway	Road Type	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification		
North Avenue	Two-Way	4	35	Urban Principal Arterial		
Centennial Olympic Park Drive	One-Way / Two-Way	4 / 5	30	Urban Minor Arterial		
Ivan Allen Jr. Boulevard	Two-Way	4	35	Urban Collector Street		
Mills Street	One-Way	1	30	Urban Local Street		
Williams Street	Two-Way	4 / 6	30	Urban Collector Street		
Spring Street	One-Way	4	Not Posted	Urban Minor Arterial		

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

# 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 residential and retail uses is expected to be 10.32%, whereas total PM peak hour internal capture is expected to be 11.76%.

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

Table 4 Centennial Vista DRI Net Trip Generation						
Daily Traffic AM Peak Hour PM Peak Hour						
	Enter	Exit	Enter	Exit	Enter	Exit
В	Build-Out (Year 2010)					
Gross Project Trips	1,889	1,889	63	113	174	149
Mixed-Use Reduction	- 195	- 195	- 0	- 0	- 19	- 19
Alternative Mode Reduction	- 339	- 339	- 12	- 23	- 31	- 26
Pass-By Reduction	- 239	- 239	- 0	- 0	- 21	- 21
Net New Trips	1,116	1,116	51	90	103	83

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

# 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, 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 2007 Conditions

The observed existing peak hour traffic volumes were input in *Synchro 6.0*, along with the existing traffic signal timings obtained from the City of Atlanta. An Existing 2007 Conditions analysis was performed, and the results are displayed in **Table 5**. The existing peak hour traffic volumes are shown in **Figure 7**.

Table 5 Centennial Vista DRI Existing 2007 Intersection Levels of Service (delay in seconds)							
	Intersection Control AM Peak Hour PM Peak Hour						
1	Centennial Olympic Park Drive at North Avenue	Signal	C (22.3)	D (35.7)			
2	Centennial Olympic Park Drive at Existing Driveway/Driveway 2	Westbound STOP	A (10.0)	B (10.8)			
3	Centennial Olympic Park Drive at Mills Street/Driveway 1	Signal	A (9.0)	B (10.4)			
4	Centennial Olympic Park Drive at Ivan Allen Jr. Boulevard	Signal	B (17.2)	B (15.8)			
5	Ivan Allen Jr. Boulevard at Williams Street	Signal	E (74.3)	C (33.4)			

One (1) intersection currently operates below the acceptable Level of Service standard (LOS D) during the AM Peak Hour. The Ivan Allen Jr. Boulevard at Williams Street intersection currently operates at LOS E during the AM peak hour, mostly because the Williams Street southbound approach operates with heavy delays during the AM peak hour. The intersection's No-Build and Build AM Peak Hour LOS standard is therefore lowered to LOS E per GRTA guidelines in the Letter of Understanding (LOU).

The Ivan Allen Jr. Boulevard eastbound approach at Williams Street is currently a 2-lane approach that is striped as a shared left-turn/through lane and a shared through/right-turn lane. Based on field observations and the capacity analysis, the eastbound approach operates more as an exclusive left-turn lane and a shared through/right-turn lane. Drivers in the study network that desire to make an eastbound through movement are likely to avoid the shared left-turn/through lane, leaving only the eastbound left-turning vehicles to utilize this lane.

The results of the capacity analysis indicate the eastbound shared left-turn/through lane is a "Defacto Left Lane". *Synchro 6.0* states "the shared left lane has congestion exceeding the level of other through lanes. Synchro does not model this situation correctly. Convert a shared-through lane into an exclusive left lane to model correctly."

For all AM and PM peak hour analysis conditions (including the Existing 2007 Conditions), the intersection was analyzed with an exclusive left-turn lane and a shared through/right-turn lane along the eastbound approach of Ivan Allen Jr. Boulevard.

### 6.2 Projected 2010 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were grown at 2.0% per year for three years along all roadway links within the study network. Additionally, project trips from the Peachtree Portal DRI #602, 55 Allen Plaza DRI #719, Post Allen Plaza DRI #1229, and Allen Plaza DRI #1537 were specifically added to the background conditions. These volumes and the existing signal timings were input into *Synchro 6.0* and an analysis of the projected No-Build Conditions was performed. The results are displayed in **Table 6**. The intersection laneage and traffic volumes for the year 2010 No-Build Conditions are shown in **Figure 8**.

Table 6 Centennial Vista DRI No-Build 2010 Intersection Levels of Service (delay in seconds)							
	Intersection LOS Standard AM Peak Hour PM Peak Hour						
1	Centennial Olympic Park Drive at North Avenue	D	C (25.0)	D (39.9)			
2	Centennial Olympic Park Drive at Existing Driveway/Driveway 2	D	B (10.3)	B (11.3)			
3	Centennial Olympic Park Drive at Mills Street/Driveway 1	D	A (8.9)	B (10.4)			
4	Centennial Olympic Park Drive at Ivan Allen Jr. Boulevard	D	C (20.5)	B (17.2)			
5	Ivan Allen Jr. Boulevard at Williams Street	E - AM D - PM	F (255.4)	F (115.6)			

Maintaining existing signal timings and roadway geometry, one (1) intersection is projected to operate below the acceptable Level of Service standards for the year 2010 No-Build Conditions during both the AM and PM peak hours. The Ivan Allen Jr. Boulevard at Williams Street intersection is projected to operate at LOS F during the AM and PM peak hours.

The intersection of Ivan Allen Jr. Boulevard at Williams Street is critical to dispersing traffic onto Interstate 75/85 (Downtown Connector) as the northern leg of this intersection becomes entrance and exit ramps for the Downtown Connector. Its close proximity to the Downtown Connector makes this intersection vulnerable to reduced capacity during high volume periods on the Downtown Connector. Heavy volumes of traffic moving through the intersection can create substantial delay and can cause large queues along the intersection approaches.

Additional turn lanes may be warranted; however, there is a limited amount of right-of-way cause by minimal building setbacks to the northeast, southeast, and southwest, and a bridge structure to the northwest. It may be unreasonable to construct additional turn lanes that may not physically fit within the obtainable right-of-way without major reconstruction. While this creates severe congestion in the vicinity of the proposed development, the overcapacity of the Downtown Connector is a larger challenge that calls for improvements stretching far beyond the scope of this analysis. A Williams Street Interchange Concept Study was prepared in April 2006 for the Central Atlanta Progress/Atlanta Downtown Improvement District. Please refer to *Section 7.0 Identification of Programmed Projects* for more information.

To obtain LOS D or better at the Ivan Allen Jr. Boulevard at Williams Street signalized intersection, the following improvements are required:

- Construct an exclusive southbound left-turn lane along Williams Street to form one (1) left-turn lane, three (3) through lanes, and one (1) right-turn lane along the southbound approach.
- Construct an additional northbound through lane along Williams Street to form four (4) northbound approach lanes with no exclusive left-turn or right-turn lanes.
- Construct two (2) westbound right-turn lanes along Ivan Allen Jr. Boulevard to form one (1) shared left-turn/through lane, one (1) through lane, and two (2) right-turn lanes along the westbound approach.

The improved levels of service with the improvements listed above are shown in **Table 7** below. It should be noted that these improvements and the subsequent analysis are for informational purposes only, and are not recommended.

Table 7 Centennial Vista DRI No-Build 2010 Intersection Levels of Service IMPROVED (delay in seconds)						
	Intersection LOS Standard AM Peak Hour PM Peak Hour					
5	Ivan Allen Jr. Boulevard at Williams Street	E - AM D - PM	D (40.3)	D (45.5)		

### 6.3 Projected 2010 Build Conditions

The traffic associated with the proposed development was added to the 2010 No-Build volumes. These volumes were then input into *Synchro 6.0*, and the existing signal timings and No-Build roadway geometry were maintained. The results of the analysis are displayed in **Table 8**. The intersection laneage and traffic volumes for the year 2010 Build Conditions, as well as the recommended driveway configurations, are shown in **Figure 9**.

	Table 8 Centennial Vista DRI Build 2010 Intersection Levels of Service (delay in seconds)						
	Intersection LOS Standard AM Peak Hour PM Peak Hour						
1	Centennial Olympic Park Drive at North Avenue	D	C (25.6)	D (40.7)			
2	Centennial Olympic Park Drive at Existing Driveway/Driveway 2	D	B (10.8)	B (11.9)			
3	Centennial Olympic Park Drive at Mills Street/Driveway 1	D	B (15.7)	B (18.1)			
4	Centennial Olympic Park Drive at Ivan Allen Jr. Boulevard	D	C (23.0)	B (19.0)			
5	Ivan Allen Jr. Boulevard at Williams Street	E - AM D - PM	F (254.5)	F (121.8)			

As in the No-Build Condition, the intersection of Ivan Allen Jr. Boulevard at Williams Street is projected to operate at LOS F during both the AM and PM peak hours. Because of the reasons stated in *Section 6.2 2010 No-Build Traffic*, no geometric improvements are recommended.

To obtain LOS D or better at the Ivan Allen Jr. Boulevard at Williams Street signalized intersection, the following improvements are required:

- Construct an exclusive southbound left-turn lane along Williams Street to form one (1) left-turn lane, three (3) through lanes, and one (1) right-turn lane along the southbound approach.
- Construct an additional northbound through lane along Williams Street to form four (4) northbound approach lanes with no exclusive left-turn or right-turn lanes.
- Construct two (2) westbound right-turn lanes along Ivan Allen Jr. Boulevard to form one (1) shared left-turn/through lane, one (1) through lane, and two (2) right-turn lanes along the westbound approach.

The improved levels of service with the improvements listed above are shown in **Table 9** on the following page. It should be noted that these improvements and the subsequent analysis are for informational purposes only, and are not recommended.



Table 9 Centennial Vista DRI Build 2010 Intersection Levels of Service IMPROVED (delay in seconds)						
	Intersection LOS Standard AM Peak Hour PM Peak Hour					
5	Ivan Allen Jr. Boulevard at Williams Street	E – AM D – PM	D (41.7)	D (48.1)		

The following 2010 Build improvements are recommended:

- Centennial Olympic Park Drive at Mills Street/Driveway 1 (Intersection #3)
  - Provide access along Centennial Olympic Park Drive via the existing curb cut located directly across from Mills Street.
- Centennial Olympic Park Drive at Existing Driveway/Driveway 2 (Intersection #2)
  - Provide access along the Private Driveway that currently intersects Centennial Olympic Park Drive approximately 250' north of Mills Street/Driveway 1.

### 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 identified projects are listed below:

2007	AT-188B:	This project will continue the Ivan Allen Jr. Boulevard project that combined Simpson Street, Jones Avenue, and Alexander Street. This project will extend Ivan Allen Jr Boulevard from Luckie Street to Northside Drive. This will continue the Ivan Allen Jr Boulevard project and include a grade-separated bridge over the railroad near the Georgia World Congress Center. The same number of travel lanes will be present in this improvement, and a multiuse trail be constructed in the corridor as well.
2008:	AT-201	Peachtree Center Avenue pedestrian improvements from Decatur Street to Ralph McGill Boulevard.
2008:	AT-206	Streetscape and safety improvements on Centennial Olympic Park Drive and Marietta Street
2009:	AT-AR-247	Install streetscapes on West Peachtree Street from the Civic Center Marta Station to Hardy Ivy Park
2009:	AT-AR-249	West Peachtree Street pedestrian improvements from 14 <sup>th</sup> Street to Peachtree Street.
TBD:		Central Atlanta Progress has proposed converting West Peachtree Place from a one-way eastbound facility to a two-way facility. This improvement 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).

Information on the proposed improvements is included in the Appendix. Figure 10 shows the locations of the programmed transportation projects.

In addition to the programmed improvements shown above, there is another project in the vicinity of the proposed site that is not currently programmed. The Williams Street Interchange Concept Study was prepared in April 2006 for Central Atlanta Progress/Atlanta Downtown Improvement District. The study examined the feasibility of reconstructing the Williams Street interchange to provide access from southbound I-75/I-85 directly to Centennial Olympic Park Drive, as well as constructing a new connection from northbound Spring Street at Ivan Allen Jr. Boulevard (formerly Alexander Street) to northbound I-75/I-85.



### 8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to Centennial Vista is proposed in two full-movement locations along Centennial Olympic Park Drive. Both access driveways are proposed at existing curb cuts along Centennial Olympic Park Drive. Photos of both access locations are included in the Appendix.

Driveway 1 is proposed directly across from Mills Street, approximately 250' north of Ivan Allen Jr. Boulevard. Mills Street currently forms a signalized intersection with Centennial Olympic Park Drive and creates the eastbound approach. There is an existing driveway that currently serves the proposed site and provides access to the surface parking. The existing driveway forms the westbound approach directly across from Mills Street and is also controlled by the traffic signal. The Driveway 1 westbound approach will replace the existing paved driveway providing access to surface parking.

Driveway 2 is proposed approximately 400' north of Ivan Allen Jr. Boulevard (150' north of Mills Street/Driveway 1). There is currently an existing Private Driveway that forms an unsignalized westbound approach with Centennial Olympic Park Drive. This Private Driveway provides access to the property directly adjacent to the north, and the proposed site will connect to this existing driveway.

A total of 3 access points are proposed to the site. Access A will enter/exit the site via Driveway 1, and will provide access to the first level for the residential and retail uses. Access B and Access C will enter/exit the site via Private Driveway/Driveway 2. Access B will provide a secondary access to the first level for the residential and retail uses. Access C will enter/exit the site and retail uses. Access C will provide a residential-only access point to the second level.

### 9.0 INTERNAL CIRCULATION ANALYSIS

As explained in *Section 8.0 Ingress/Egress Analysis*, two driveways along Centennial Olympic Park Drive will provide access for the proposed development. Driveway 1 will serve as the primary driveway and provide access for both the residential and retail uses. Driveway 2 will serve as a secondary driveway and will provide access to the residential uses.

Mixed-use reductions were calculated according to the *ITE Trip Generation Handbook, 2004*. Approximately 10.32% of the gross daily trips are expected to be internal, and approximately 11.76% of the gross PM peak hour trips are expected to be internal. This is the interaction between the residential and retail land uses.

### **10.0** COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The proposed development is mixed-use with high-density residential and a retail component. The City of Atlanta NPU-M 2004-2019 Future Land Use Plan identifies the proposed site as High Density Commercial.

# 11.0 NON-EXPEDITED CRITERIA

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

The proposed development is located along two MARTA bus routes. Route 97 (Georgia Aquarium/Zoo Atlanta) and Route 113 (Atlantic Station/Auburn Avenue) both travel along Centennial Olympic Park Drive and Ivan Allen Jr. Boulevard directly adjacent to the proposed site.

The proposed development is located approximately  $\frac{1}{4}$  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) and Route 101 (Atlanta Tourist Loop/Midtown). Additionally, 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 west of Centennial Olympic Park Drive.

### 11.2 Vehicle Miles Traveled

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

	Build-out Total
Daily Gross Trip Generation:	3,778
(-)Mixed-use reductions (internal capture)	- 390
(-)Alternative modes	- 678
(-)Pass-by trips	- 478
Net Trips:	2,232

### 11.3 Relationship Between Location of Proposed DRI and Regional Mobility

The proposed development is located within Downtown Atlanta. Residents and retail 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 adjacent to Centennial Olympic Park Drive (provides access to Centennial Olympic Park, Downtown Atlanta, etc.), adjacent to Williams Street (provides access to I-75/I-85, Downtown Atlanta, etc.), and is adjacent to Ivan Allen Jr. Boulevard (provides east-west connectivity). The site is located in close proximity to Downtown, Midtown, and Georgia Tech. Other recent DRI projects in this area will provide additional residential, office, 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 (approximately 0.25 miles) 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.

### 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 10.32% of the gross daily trips will be internal and approximately 11.76% 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 residential and retail uses. 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 portion 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 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. The Williams Street ramp to/from 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

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

### 12.1 Criteria

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

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

#### 7. The proposed DRI:

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

### 12.2 Study Area Determination and Characteristics

The Area of Influence is comprised of the area within six road-miles of the proposed development. To determine the AOI, *TransCAD* was used to measure six road miles from the nearest intersection to the project (Centennial Olympic Park Drive at Mills Street). 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 11**. Information obtained from the census tracts can be seen in **Table 10**.

Table 10 Census Tract Information		
Total Households	137,617	
Population in Households	305,057	
Average household size	2.22	
Workers per Household	1.09	
Owner Occupied	42.02%	
Rental Occupied	57.98%	

As can be seen from the table above, the total population within the Area of Influence is 305,057 residing within 137,617 households (an average of 2.22 people per household). The AOI area totals 54,387 acres.

Using the above calculated average of 2.22 persons per household, it can be anticipated that the proposed DRI will house approximately 928 people (418 proposed dwelling units multiplied by 2.22). Based on information obtained from the Census Tracts, it is estimated that approximately 455 of these expected 928 residents would be workers. The remainder of this section will demonstrate the availability of jobs for these expected workers within the development at or above the necessary income level to afford housing within the DRI.

### 12.3 Development Housing Analysis

The development plan provides for apartments for rent in three price ranges within the proposed development. **Table 11**, below, displays the number of units for rent, the average rent price for those units, and the number of workers expected to reside in the homes.

Table 11 Estimated Workers per Household				
Tier	Description	Number of Units	Average Price	Number of Workers
A1	One Bedroom Apartment	218	\$1,200/month	237
A2	Two Bedroom Apartment	100	\$1,734/month	109
A3	Two Bedroom Live/Work Unit	100	\$3,700/month	109

In order to determine the number of jobs available within the AOI that would provide adequate income, information about the types of jobs within the AOI and the average salaries for these positions was collected first. Information about the types of jobs available within the AOI was obtained from Claritas, a data solutions company. A map with the boundary of the AOI was sent to Claritas, and a report containing the types of employment opportunities and number of each type of job was compiled. The Claritas report is included in the Appendix of this report. Next, the Georgia Department of Labor website was researched to obtain average salary information for the positions available within the AOI. Average salary information for jobs in Fulton and DeKalb counties was matched to the jobs existing within the AOI. This information (also available in the Appendix), along with the information provided by Claritas, is included in the **Table 12**, on the following page.

Table 12				
AOI Jobs and	AOI Jobs and Average Salaries			
Industry / Business Type	# Businesses	# Employees	Average Salary	
Retail Trade	4,322	56,874	\$28,348	
Building Materials and Garden Supply	157	4,567	-	
General Merchandise Stores	105	3,368	-	
Food Stores	346	5,229	-	
Auto Dealers and Gas Stations	249	1,775	-	
Apparel and Accessory Stores	489	3,325	-	
Home Furniture, Furnishings, and Equipment	509	4,433	-	
Eating and Drinking Places	1,344	25,421	-	
Miscellaneous Retail Stores	1123	8,756	-	
Finance	2,280	27,914	\$60,271	
Banks, Savings and Lending Institutions	430	6,074	-	
Securities and Commodity Brokers	293	4,997	-	
Insurance Carriers and Agencies	219	2,909	-	
Real Estate	1 338	13 934	-	
Trusts, Holdings, and Other Investments	1,550	15,751		
Services	12,560	209,407	-	
Hotels and Other Lodging	108	10,915	\$18,409	
Personal Services	1,943	8,848	-	
Business Services	2,943	45,501	\$70,886	
Motion Picture and Amusement	585	10,473	\$43,703	
Health Services	1,454	41,540	\$43,775	
Legal Services	1,908	16,495	\$70,886	
Education Services	379	37,335	\$38,216	
Social Services	560	9,143	\$43,775	
Miscellaneous, Membership	2.680	29,157	-	
Organizations and Nonclassified	_,			
Agriculture	329	2,321	\$3,120	
Mining	11	90	\$11,832	
Construction	1276	11,302	\$48,594	
Manufacturing	803	24,772	\$58,052	
Transportation, Communication/Public Utilities	756	30,096	\$92,102	
Wholesale Trade	781	10,070	\$62,903	
Public Administration	1,205	64,570	\$44,781	
Total	24,323	437,416	-	

## 12.4 Affordable Housing Analysis

Various mortgage calculators are available online to aid in determining affordable housing based on given incomes and income ranges. These calculators were used to determine the minimum income necessary to afford housing within the proposed Morningside development. It was assumed that no more than one third of an individual's income would be used for mortgage costs (principal + interest), that a 5.75% interest rate on a 30-year conventional loan could be obtained, and that a 10% down payment would be made. The income required to purchase a home at the approximate price range was calculated and is displayed in **Table 13**. Because there is an average of 1.09 workers expected per household, the required income was divided by 1.09 to determine the average salary each worker within the development would be expected to earn in order to provide their "fair share" of the housing costs. This methodology assumes an equal burden on all workers within the development, and is considered to be a conservative approach since it eliminates the lower paying positions within the AOI from consideration in the analysis. Table 13 also displays the number of workers expected in each price range, as well as the number of jobs available at the necessary average income level to afford housing within that price range. As can be seen in the table, there are more than enough positions available within the AOI for expected workers within the proposed development to find employment at the required income level for the two of the three levels of pricing within the development, thus satisfying the GRTA requirement of 25%.

Table 13 Expected Workers				
	Average Rent Price	Necessary Income per Expected Worker	Expected Worker per Price Range	Jobs at or above Necessary Income
A1	\$1,200/month	\$39,781	237	291,876
A2	\$1,735/month	\$57,516	109	154,848
A3	\$3,700/month	\$122,657	109	0
Percent of expected workers likely to find necessary employment within the AOI				76%

# **13.0 ARC'S AIR QUALITY BENCHMARK**

The proposed 2.36-acre development is mixed-use, containing a total of approximately 418 high-rise apartment units and 14,701 SF of retail. Because residential is the dominant use and the residential density is approximately 177 units per acre, the development meets the ARC criterion (1.B) for a 6% reduction.

There are bus stops along Ivan Allen Jr. Boulevard that are within  $\frac{1}{4}$  mile of the proposed development, as well as the Civic Center MARTA station within  $\frac{1}{2}$  mile of the proposed development (approximately 1,400'). The proximity to transit allows for a 3% reduction for bus and 5% reduction for rail (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 Centennial Olympic Park Drive and Ivan Allen Jr. Boulevard. Residents and other pedestrians will also be able to access the retail 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 15 units per acre	-6%	
Project is located within 1/4 mile of a bus stop	-3%	
Project is located within 1/2 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%	