

MEMORANDUM

To: Mayor and City Council

From: Steve Dush, AICP

Date: May 13, 2013

Subject: **SLUP 13-051:** Pursuant to the City of Dunwoody Zoning Ordinance, applicant, HDP Acquisitions, LLC c/o Hotel Development Partners, LLC, seeks a Special Land Use Permit for a change in the maximum allowable building height. The tax parcels are 18 350 01 009, 011, and 170.



BACKGROUND

The site is located on the northern side of Perimeter Center East, on the southeast corner of Ashford Dunwoody Road and Perimeter Center North. The property is currently zoned OCRc (Office-Commercial-Residential Conditional district).

Pursuant to the City of Dunwoody Zoning Ordinance §27-925, applicant, HDP Acquisitions, LLC seeks permission on behalf of Hotel Development Partners, LLC for a Special Land Use Permit (SLUP) to increase the maximum allowable building height from two-stories to eight-stories in an OCR district, which is a modification to the existing SLUP that permits up to 10 stories. This application runs concurrently with a request for rezoning the subject property from Office-Commercial-Residential Conditional (OCRc) to Office-Commercial-Residential Conditional (OCRc) to allow for a change of previous conditions. The property consists of approximately 11.53 acres of land, located at 303, 301, and 275 Perimeter Center North, Dunwoody, Georgia 30346. The concurrent rezoning proposes modifications of the original site plan approved in 2008 with the development of a 134-room, eight (8)-story hotel, a

one (1)-story restaurant of up to 10,600 square feet, two (2) one (1)-story retail structures of up to 4,500 square feet each, and one (1)-story retail building up to 6,000 square feet where a ten (10)-story hotel, containing up to 200 rooms, and an 8,500 square foot restaurant were previously approved (Exhibit A).

ANALYSIS

When considering the proposal as submitted, the Mayor & City Council have three action options:

1. Approve the SLUP as presented; or
2. Approve the SLUP with additional conditions; or
3. Deny the request outright (this leaves the existing entitlement in place with no proposed changes as presented).

The first and third options are: approve the use consistent with the submittal documents, after finding they comply and are congruent with the terms found in the above analysis, or deny the application, for not being appropriate.

When creating conditions of approval, the choices may seem endless, but in fact are limited to those conditions which are found to have a rational nexus between the uses proposed and the conditions assigned, and those conditions which do not derivate from the established policies and procedures found in the City Code. The conditions of approval must only apply directly to the initiation of the new use as submitted.

Conditions of the Zoning Ordinance

Chapter 27, Section 27-1491 identifies the following criteria to be applied by the department of planning, the planning commission, and the city council in evaluating and deciding any application for a special land use permit. No application for a special land use permit shall be granted by the city council unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application:

- (a) Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located; ***The subject parcels are currently zoned OCRc and contain approximately 11.53 acres of land. This is somewhat adequate for all uses being proposed in order to create a mixed use development. The Office-Commercial-Residential District requires a 50' front yard setback, 40' rear yard setback, and 20' side yard setback. The setbacks being proposed, however, are a 6' front yard, 40' rear yard, and 10' side yard. The site plan also identifies a parking deficiency that must be processed before the ZBA for approval. Lastly, all suggested landscaping plans conform with the "Perimeter Public Space Standards" for the area.***
- (b) Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district; ***The proposal will establish a parity among the allowable land uses of the adjacent properties on the east side of Ashford Dunwoody Road.***

- (c) Adequacy of public services, public facilities, and utilities to serve the use contemplated; ***The current infrastructure is adequate to serve the proposed use.***
- (d) Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area; ***It may be expected that traffic is increased as a function of the development. However, the increase would be nominal and inconsequential, thus traffic congestion would not be unduly increased during peak travel times. A right turn lane is proposed to be added along Ashford Dunwoody Road to facilitate deceleration from the travel lanes.***
- (e) Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use; ***It is unlikely that adjacent land uses will be adversely affected by the volume of cars created by the proposed use.***
- (f) Ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency; ***The proposed plan provides adequate ingress and egress to the site and its structures for vehicular and pedestrian traffic.***
- (g) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration generated by the proposed use; ***The proposed use will not generate adverse impacts from excessive noise, smoke, odor, dust, or vibration towards adjoining land uses.***
- (h) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use; ***The proposed use will not create adverse impacts upon any adjoining land use due to the hours of business's operations.***
- (i) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation of the proposed use; ***The use will not be substantially different from what is currently carried out in the surrounding area, so it should not create adverse impacts on neighboring land uses.***
- (j) Whether or not the proposed plan is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located; ***The plan appears to be substantially compliant with the zoning district classification, save for the previously mentioned characteristics, for which variances are to be sought.***
- (k) Whether or not the proposed use is consistent with the policies of the comprehensive plan; ***The proposed use is consistent with the current Comprehensive Plan. The subject parcel is located in the 'Perimeter Center Area,' which is indicated to be approved for uses such as first-class office, retail, and high-end restaurants in a pedestrian and bicycle-oriented environment, consistent with the applicant's request.***

- (l) Whether or not the proposed plan provides for all required buffer zones and transitional buffer zones where required by the regulations of the district in which the use is proposed to be located; ***The proposed height of the hotel will not affect any buffer zones.***
- (m) Whether or not there is adequate provision of refuse and service areas; ***The site plan indicates adequate disposal areas for the proposed hotel as well as additional refuse and service areas for the proposed restaurant and retail sites.***
- (n) Whether the length of time for which the special land use permit is granted should be limited in duration; ***There should be no limit to the special land use permit because the use, if found to be compatible with the surrounding neighborhood, should run with the land, not with the operator. There has not been found any demonstrable benefit to creating an arbitrary time frame for when an approved use is appropriate, and when the use is no longer appropriate, in the absence of a major land use change in the neighborhood or surrounding region. Expirations for a SLUP only force the applicant to again apply, which necessitates a nearly four month-long process, only to re-initiate a use already found to be appropriate at an earlier date.***
- (o) Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of adjacent and nearby lots and buildings; ***The size, scale and massing of proposed buildings are appropriate in relation to the size of the property, which consists of approximately 11.53 acres of land. The position of the proposed additional structures is to the front and side of the hotel. They will include a one (1)-story restaurant of up to 10,600 square feet, two (2) one (1)-story retail structures of up to 4,500 square feet each, and a 6,000 square foot retail space. As a result, the combination of uses will help fulfill one of the goals of the Perimeter Center Character Area –reduce surface parking and promote livable centers.***
- (p) Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources; ***There are no known historic buildings, sites, districts, or archaeological resources in any proximity to the site, nor would any such resources be impacted by the proposed use.***
- (q) Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit. ***The proposed height of the hotel satisfies the requirements of the supplemental regulations.***
- (r) Whether or not the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building. ***The proposed height of the hotel will not create a negative shadow on any adjoining lot or building due to buildings in the area being of the same elevation.***

RECOMMENDATION

Staff recommends **approval** of the Special Land Use Permit application to increase the maximum allowable building height from two-stories to eight-stories in an OCR district with the following updated conditions from the previously submitted application materials to reconcile with the site plans dated May 20, 2013 and submitted to the City May 22, 2013:

1. The total height of the development shall not exceed: (a) an existing six (6)-story office building; (b) an existing eight (8)-story office building; (c) an existing seven (7)-story parking garage; (d) a proposed hotel not to exceed eight (8) stories; (e) a proposed one (1)-story restaurant; (f) three (3) proposed one (1)-story retail buildings; and (g) a proposed parking deck, not to exceed three (3) stories.

The Community Council heard the applicant's request to increase the allowable maximum height of a building in the OCR zoning district at their regular March meeting and recommended approval of the request, as submitted. The motion passed 6 – 0 votes.

The Planning Commission reviewed the item at a special called April meeting and voted in favor of the Special Land Use Permit with staff conditions, 7 – 0.

At the May 13, 2013 Mayor and Council Meeting, staff indicated that the applicant was working with the community to revise the plan and as such the application should be remanded to the Planning Commission in order to address amendments to the original proposal. The City Council voted in favor of this request and, as a result, this item was not heard at the May 28, 2013 Public Hearing.

The Planning Commission reviewed the revised application at their regular June meeting and voted in favor of the Special Land Use Permit, 3 – 0. Bill Grossman abstained.

Attachments

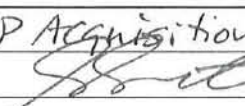
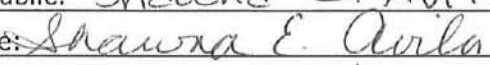
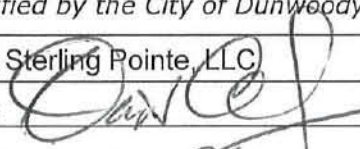
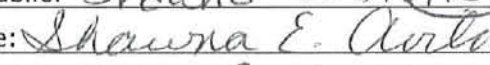
- Application Packet
- Exhibit A – 2008 Sterling Pointe Site Plan

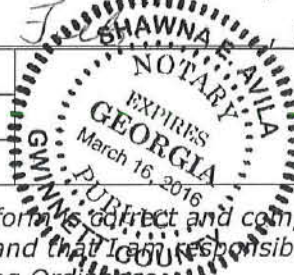


City of Dunwoody
41 Perimeter Center East
Dunwoody, GA 30346
Phone: (678) 382-6800
Fax: (770) 396-4828



Special Land Use Application

Applicant	Name: HDP Acquisitions, LLC / Hotel Development Partners, LLC c/o Kathryn M. Zickert, Esq.		
	Address: 1230 Peachtree Street, NE., Ste. 3100, Atlanta, GA 30309		
	Phone: (404) 815-3704	Fax: (404) 685-7004	Email: kmzickert@sgrlaw.com
Property Owner	Owner's Name: RB Sterling Point LLC		
	Owner's Address: P.O. Box 421185, Atlanta, GA 30342		
	Phone: 404-965-1070	Fax: 678-338-3513	Email: dcanaday@rubensteinpartners.com
Property Information	Property Address: 301, 303 and 275 Perimeter Center North		Parcel ID: 18-350-01-009, 011 and 170
	Current Zoning Classification: OCR		
	Requested Use of the property: Mixed Use		
Applicant Affidavit	To the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance.		
	Applicant's Name: HDP Acquisitions LLC / Hotel Development Partner, LLC		
	Applicant's Signature: 	Steven C. Smith	Date: 2/28/13
Notary	Sworn to and subscribed before me this 28 Day of Feb, 2013		
	Notary Public: Shawna E. Avila		
	Signature: 		
	My Commission Expires: 3-16-16		
Owner Affidavit	To the best of my knowledge, this special land use application form is correct and complete. If additional materials are determined to be necessary, I understand that I am responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinance.		
	Property Owner's Name: RB Sterling Pointe, LLC		
	Property Owner's Signature: 	Date: 2/28/13	
Notary	Sworn to and subscribed before me this 28 Day of Feb, 2013		
	Notary Public: Shawna E. Avila		
	Signature: 		
	My Commission Expires: 3-16-16		

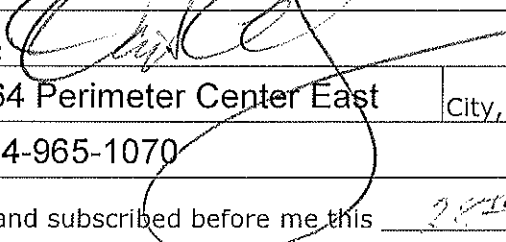


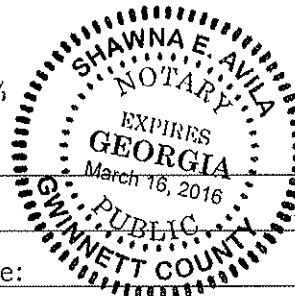


City of Dunwoody
41 Perimeter Center East
Dunwoody, GA 30346
Phone: (678) 382-6800
Fax: (770) 396-4828

Property Owner(s) Notarized Certification

The owner and petitioner acknowledge that this Land Use Petition application form is correct and complete. If additional materials are determined to be necessary, they understand that they are responsible for filing additional materials as specified by the City of Dunwoody Zoning Ordinances.

Property Owner (If Applicable)	Signature: 		Date: 2/28/13
	Address: 64 Perimeter Center East		City, State: Atlanta, Georgia
	Phone: 404-965-1070		
	Sworn to and subscribed before me this 28th day of Feb., 2013		
	Notary Public: Shawna E. Avila		
Property Owner (If Applicable)	Signature:		Date:
	Address:		City, State:
	Phone:		
	Sworn to and subscribed before me this _____ day of _____, 20____		
	Notary Public:		
Property Owner (If Applicable)	Signature:		Date:
	Address:		City, State:
	Phone:		
	Sworn to and subscribed before me this _____ day of _____, 20____		
	Notary Public:		





City of Dunwoody
41 Perimeter Center East
Dunwoody, GA 30346
Phone: (678) 382-6800
Fax: (770) 396-4828

Notary Public:

Applicant/Petitioner Notarized Certification

Petitioner states under oath that: (1) he/she is the executor or Attorney-In-Fact under a Power-of-Attorney for the owner (attach a copy of the Power-of-Attorney letter and type name above as "Owner"); (2) he/she has an option to purchase said property (attach a copy of the contract and type name of owner above as "Owner"); (3) he/she has an estate for years which permits the petitioner to apply (attach a copy of lease and type name of owner above as "Owner").

Applicant / Petitioner	Signature:		Date:
	Address:	City, State:	Zip:
	Phone:		
	Sworn to and subscribed before me this _____ day of _____, 20____		
Notary Public:			
Attorney / Agent	Signature: <i>Hottel M Zedler</i>		Date:
	Address: 1230 Peachtree St., NE, Ste. 3100	City, State: Atlanta, GA	Zip: 30309
	Phone: (404) 815-3704		
	Sworn to and subscribed before me this <u>28th</u> day of <u>Feb</u> , 20 <u>13</u>		
Notary Public: <i>Shawna E. Avila</i>			

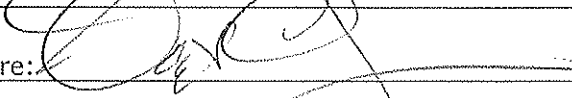




City of Dunwoody
 41 Perimeter Center East
 Dunwoody, GA 30346
 Phone: (678) 382-6800
 Fax: (770) 396-4828

Statement

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission? ☐ YES ☒ NO

Applicant / Owner	Signature: 
	Address: 64 Perimeter Center East, Atlanta, Ga 30346
	Date: 2/28/13

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount



City of Dunwoody
41 Perimeter Center East
Dunwoody, GA 30346
Phone: (678) 382-6800
Fax: (770) 396-4828

Statement

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission? ☐ YES ☒ NO

Applicant / Owner	Signature: <i>[Signature]</i> <i>HDP Acquisitions LLC / Hotel Development Partners LLC</i>
	Address: <i>3414 Peachtree Rd NE Ste 1075 Atlanta, GA 30326</i>
	Date: <i>2/28/13</i>

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount



City of Dunwoody
41 Perimeter Center East
Dunwoody, GA 30346
Phone: (678) 382-6800
Fax: (770) 396-4828

Campaign Disclosure Statement

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission? ☐ YES ☒ NO

Applicant / Owner	Signature: <u>Kathryn M. Zickert</u> Kathryn M. Zickert
	Address: 1230 Peachtree Street, NE, Ste. 3100, Atlanta, GA 30309
	Date: <u>2-28-13</u>


If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

City of Dunwoody
 41 Perimeter Center East
 Dunwoody, GA 30346
 Phone: (678) 382-6800
 Fax: (770) 396-4828

Campaign Disclosure Statement

Have you, within the two years immediately preceding the filing of this application, made campaign contributions aggregating \$250.00 or more to a member of the City of Dunwoody City Council or a member of the City of Dunwoody Planning Commission? ☐ YES ☒ NO

Applicant / Owner	Signature:  Dennis J. Webb, Jr.
	Address: 1230 Peachtree St., NE, Ste. 3100, Atlanta, GA 30309
	Date: 2-28-13

If the answer above is yes, please complete the following section:

Date	Government Official	Official Position	Description	Amount

LEGAL DESCRIPTION:

ALL THAT CERTAIN LOT, TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 350 OF THE 18th DISTRICT OF DEKALB COUNTY, GEORGIA AND HAVING THE FOLLOWING METES AND BOUNDS TO WIT:

TO FIND THE TRUE POINT OF BEGINNING, COMMENCE AT THE CORNER COMMON TO LAND LOTS 347, 348, 349 & 350, THENCE ALONG THE SOUTH LINE OF LAND LOT 350, BEING ALSO THE NORTH LINE OF LAND LOT 347, SOUTH 89 DEGREES 53 MINUTES 41 SECONDS EAST (S89°53'41"E) A DISTANCE OF 246.90' TO A POINT; THENCE CONTINUING ALONG THE SOUTH LINE OF LAND LOT 350, NORTH 88 DEGREES 39 MINUTES 19 SECONDS EAST (N88°39'19"E) A DISTANCE OF 39.56' TO A POINT ON THE EASTERLY RIGHT-OF-WAY OF ASHFORD-DUNWOODY ROAD (120' FT PUBLIC RW); THENCE ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ASHFORD-DUNWOODY ROAD NORTH 00 DEGREES 47 MINUTES 41 SECONDS WEST (N00°47'41"W) A DISTANCE OF 74.90' TO A #4 REBAR SET, SAID POINT BEING THE TRUE POINT-OF-BEGINNING, (P.O.B.); THENCE TURNING AND CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ASHFORD-DUNWOODY ROAD NORTH 02 DEGREES 13 MINUTES 21 SECONDS EAST (N02°13'21"E) A DISTANCE OF 28.65' TO A CONCRETE MONUMENT FOUND; THENCE TURNING AND CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ASHFORD-DUNWOODY ROAD NORTH 07 DEGREES 01 MINUTES 08 SECONDS EAST (N07°01'08"E) A DISTANCE OF 153.50' TO A #5 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ASHFORD-DUNWOODY ROAD NORTH 02 DEGREES 05 MINUTES 35 SECONDS EAST (N02°05'35"E) A DISTANCE OF 128.50' TO A #5 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY LINE OF ASHFORD-DUNWOODY ROAD, ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2606.84' AND ARC LENGTH OF 132.86' BEING SUBTENDED BY A CHORD BEARING NORTH 00 DEGREES 49 MINUTES 19 SECONDS EAST (N00°49'19"E) A CHORD DISTANCE OF 132.84' TO A #4 REBAR SET FOR A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF PERIMETER CENTER NORTH (VARIABLE RW - PRIVATE ROAD); THENCE TURNING AND CONTINUING ALONG THE SOUTHERLY LINE OF PERIMETER CENTER NORTH ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 89.04' AND ARC LENGTH OF 46.01' BEING SUBTENDED BY A CHORD BEARING NORTH 14 DEGREES 09 MINUTES 42 SECONDS EAST (N14°09'42"E) A CHORD DISTANCE OF 45.50' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF PERIMETER CENTER NORTH ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 89.04' AN ARC DISTANCE OF 46.05' BEING SUBTENDED BY A CHORD BEARING NORTH 43 DEGREES 47 MINUTES 44 SECONDS EAST (N43°47'44"E) A CHORD DISTANCE OF 45.54 FEET TO A POINT; THENCE TURNING AND

CONTINUING ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF PERIMETER CENTER NORTH ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 20.00' AND ARC LENGTH OF 38.85' BEING SUBTENDED BY A CHORD BEARING NORTH 69 DEGREES 17 MINUTES 57 SECONDS EAST (N69°17'57"E) A CHORD DISTANCE OF 33.02' TO A POINT; THENCE TURNING AND CONTINUING ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF PERIMETER CENTER NORTH ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 89.04' AN ARC DISTANCE OF 9.78' BEING SUBTENDED BY A CHORD BEARING NORTH 83 DEGREES 07 MINUTES 52 SECONDS EAST (N83°07'52"E) A CHORD DISTANCE OF 9.77 FEET TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF PERIMETER CENTER NORTH ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 916.03' AND ARC LENGTH OF 94.04' BEING SUBTENDED BY A CHORD BEARING NORTH 83 DEGREES 20 MINUTES 47 SECONDS EAST (N83°20'47"E) A CHORD DISTANCE OF 94.00' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF PERIMETER CENTER NORTH ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 536.12' AN ARC LENGTH OF 205.62' BEING SUBTENDED BY A CHORD BEARING NORTH 69 DEGREES 25 MINUTES 13 SECONDS EAST (N69°25'13"E) A CHORD DISTANCE OF 204.36' TO A #5 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG SAID LINE NORTH 57 DEGREES 05 MINUTES 28 SECONDS EAST (N57°05'28"E) A DISTANCE OF 82.18' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE NORTH 62 DEGREES 52 MINUTES 26 SECONDS EAST (N62°52'26"E) A DISTANCE OF 41.34' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE AND ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 210.18', AN ARC LENGTH OF 188.89' AND BEING SUBTENDED BY A CHORD BEARING SOUTH 87 DEGREES 45 MINUTES 18 SECONDS EAST (S87°45'18"E) A CHORD DISTANCE OF 182.60' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 62 DEGREES 10 MINUTES 32 SECONDS EAST (S62°10'32"E) A DISTANCE OF 35.00' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 42 DEGREES 35 MINUTES 30 SECONDS EAST (S42°35'30"E) A DISTANCE OF 25.95' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 45 DEGREES 46 MINUTES 29 SECONDS EAST (S45°46'29"E) A DISTANCE OF 338.31' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE AND ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 441.96', AN ARC LENGTH OF 17.60' AND BEING SUBTENDED BY A CHORD BEARING SOUTH 45 DEGREES 04 MINUTES 15 SECONDS EAST (S45°04'15"E) A CHORD DISTANCE OF 17.60' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE AND ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 581.00', AN ARC LENGTH OF 156.56' AND BEING SUBTENDED BY A CHORD BEARING SOUTH 36 DEGREES 20

#M.2.

MINUTES 18 SECONDS EAST (S36°20'18"E) A CHORD DISTANCE OF 156.09' TO A #4 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 28 DEGREES 34 MINUTES 05 SECONDS EAST (S28°34'05"E) A DISTANCE OF 208.99' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE AND ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 188.29, AN ARC LENGTH OF 77.71' AND BEING SUBTENDED BY A CHORD BEARING SOUTH 16 DEGREES 56 MINUTES 58 SECONDS EAST (S16°56'58"E) A CHORD DISTANCE OF 77.16' TO A #4 REBAR FOUND; THENCE TURNING AND LEAVING SAID RIGHT-OF-WAY LINE AND CONTINUING ALONG THE LINE OF NOW OR FORMERLY GEORGIA POWER NORTH 76 DEGREES 07 MINUTES 10 SECONDS WEST (N76°07'10"W) A DISTANCE OF 163.18' TO A #4 REBAR SET; THENCE TURNING AND CONTINUING ALONG SAID LINE NORTH 01 DEGREES 24 MINUTES 31 SECONDS WEST (N01°24'31"W) A DISTANCE OF 208.98' TO A CONCRETE MONUMENT FOUND; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 88 DEGREES 29 MINUTES 24 SECONDS WEST (S88°29'24"W) A DISTANCE OF 374.77' TO A CONCRETE MONUMENT FOUND; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 01 DEGREES 26 MINUTES 02 SECONDS EAST (S01°26'02"E) A DISTANCE OF 108.83' TO A #5 REBAR FOUND; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 41 DEGREES 58 MINUTES 54 SECONDS WEST (S41°58'54"W) A DISTANCE OF 145.39' TO A POINT; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 85 DEGREES 22 MINUTES 04 SECONDS WEST (S85°22'04"W) A DISTANCE OF 196.89' TO A CRIMPED TOP FOUND; THENCE TURNING AND CONTINUING ALONG SAID LINE SOUTH 88 DEGREES 39 MINUTES 19 SECONDS WEST (S88°39'19"W) A DISTANCE OF 372.59' TO A #4 REBAR SET; SAID POINT BEING THE POINT-OF-BEGINNING, (P.O.B.)

SAID TRACT CONTAINING 11.53 ACRES OR 502,065 SQUARE FEET.

RECEIVED
5/29/13
CPT

L
D

AMENDED
STATEMENT OF INTENT

and

Other Material Required by
The City of Dunwoody
for the
Modification of Conditions (SLUP-13-051)

of
HDP Acquisitions LLC
c/o Hotel Development Partners, LLC

For

\pm 11.53 Acres of Land
located in
Land Lot 350, 18th District, DeKalb County
Address: 303, 301 and 275 Perimeter Center North

Submitted for Applicant by:

Kathryn M. Zickert
Dennis J. Webb, Jr.
Smith, Gambrell & Russell, LLP
Promenade II Suite 3100
1230 Peachtree Street, NE
Atlanta, Georgia 30309
404-815-3500

I. INTRODUCTION

The Applicant seeks a Modification of Conditions imposed by DeKalb County in Case Numbers Z-08-15025 and SLUP-08-15024 upon an 11.53 acre tract known as Sterling Point and located in the southeast quadrant of the intersection of Ashford-Dunwoody Road and Perimeter Parkway North (hereafter the "Subject Property"). Specifically, the Applicant seeks a modification of the site plan and conditions approved therein so as to allow for the development of an up to 134-room, eight (8)-story hotel, a one (1)-story restaurant of up to 10,600 square feet, two (2) one (1)-story retail structures of up to 4,500 square feet each, a one (1)-story retail structure of up to 6,000 square feet and a parking deck of up to three (3) levels.

The 2008 approvals contemplated similar uses, allowing for a ten (10)-story, 200 unit hotel and an 8,500 square foot free-standing restaurant. The current site plan re-orientes the location of the hotel on-site, increases the amount of restaurant space by potentially 2,100 square feet and increases the amount of retail space by up to 15,000 square feet. The previous site plan and conditions approved by DeKalb County in 2008 are attached as Exhibit A. The current proposed plan is attached as Exhibit B. All other provisions in the 2008 conditions of approval shall remain intact.

The Applicant is agreeable to self-imposed conditions of approval of this modification as follows:

A. Zoning Conditions

1. The development shall substantially comply with the Site Plan dated May 20, 2013, prepared by McFarland-Dyer & Associates.
2. Curbcut access from Ashford-Dunwoody Road shall be restricted to a right-in turning movement.
3. Setbacks shall be measured from existing right-of-way, versus any future right-of-way which the City might demand incidental to development.

4. The development shall contain a hotel not to exceed eight (8)-stories with up to 134 rooms; a restaurant with up to 10,600 feet of space; additional retail space of no more than 15,000 square feet of space; an existing eight (8) story office building; an existing six (6)-story office building; an existing seven (7) level parking garage; and a new parking deck of up to three (3) levels. The total number of parking spaces shall not be less than 1,261.
5. The development shall contain a bike rack.
6. Neon, gas, flashing, animated, sound emitting, or rotating signs are prohibited. The Developer shall follow the 2007 Perimeter CID Public Standards for "Boulevards" for all signs in the public right-of-way.
7. Developer will provide sidewalks along its property frontage along Ashford-Dunwoody Road and Perimeter Center North per PCID standards.
8. Outdoor seating shall be allowed in the front of the hotel and restaurant. Sidewalks adjacent to the area of outdoor seating shall have a minimum of eight (8)-foot wide clear walkways for pedestrians.
9. The Developer shall follow the 2007 Perimeter CID Public Standards for "Boulevards" for all lighting it installs in the public right-of-way.
10. All utilities shall be underground. All street lighting shall be installed with an underground feed.
11. Developer shall follow the "Best Practice Management for Erosion Guidelines" and shall be particularly sensitive to erosion control along the property lines.
12. Water Quality for this newly re-developed portion of Sterling Pointe shall meet the minimum requirements of Georgia Stormwater Management Manual or the City of Dunwoody.
13. All HVAC equipment located on the roofs of buildings shall be screened from the view of pedestrians on public right-of-way.
14. Signs located at the entrances to the development shall be monument style signs and shall be externally lit.
15. Parts of the Property may be conveyed as separate tracts and to separate owners with different ownership structures under the zoning plan.
16. Should there be a conveyance of part of the property to different owners, all zoning conditions and variances shall remain applicable to any portion

of the conveyed Property, regardless of what future person or entity owns the subdivided Property.

17. Conveyance of part of the property to different owners shall not require any changes to the zoning plan for the Development nor any variances. The newly-created property lines which arise from these conveyances are not required to observe setback, buffer or other requirements provided the building layout for the project as a whole continues to comply substantially with the submitted plan and existing condition of the site.

B. SLUP Condition:

1. The total height of the development shall not exceed: (a) an existing six (6)-story office building; (b) an existing eight (8)-story office building; (c) an existing seven (7)-story parking garage; (d) a proposed hotel not to exceed eight (8) stories; (e) a proposed one (1)-story restaurant; (f) three (3) proposed one (1)-story retail buildings; and (g) a proposed parking deck, not to exceed three (3) stories.

II. HISTORY

This 11.53 acre tract originally was zoned O-I and developed as part of the Taylor and Mathis Plan for Perimeter Center for one six (6)-story office building, one eight (8)-story office building, a seven (7)-story parking deck, and a surface parking lot with 512 spaces.

In 1998, a 3.45 acre portion of the property which faces Ashford-Dunwoody Road was zoned from OI to C-1 to allow for the development of two (2) restaurants along the Ashford-Dunwoody frontage. They were never developed.

In 2008, the entire tract was rezoned from O-I and C-1 to OCR per Z-08-15025. Further, a Special Land Use Permit was approved (SLUP-08-15024) to allow building heights of up to ten (10)-stories.

Both the 1998 and 2008 zoning approvals were conditioned upon substantial DHA input into the zoning process. DHA's focus then, as it remains today, was to make the site "pedestrian friendly" by orienting users close to Ashford-Dunwoody Road, creating outdoor seating and other gathering areas, and by providing substantial street scape treatment.

III. SLUP IMPACT ANALYSIS

A. Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located.

The Subject Property consists of ±11.53 acres, which is more than adequate for the use contemplated. The Subject Property is currently developed with an eight (8)-story office building and a six (6)-story office building, among other things. Additionally, it has been approved for the development of (1) a ten (10)-story, 200-room hotel; (2) an 8,500 square foot free-standing restaurant; and (3) a two (2) level parking deck, among other things (Z-08-15025; SLUP-08-15024). The development proposed represents a modest increase in use from what has already been approved for the Subject Property. Those approvals authorized a reduction in the required yards and off-street parking. The development proposed will provide required yards and off-street parking generally consistent with the previous approval.

B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district.

This proposal contemplates additional hotel, restaurant and retail space in an area already designated for such uses. The conversion of surface parking into usable buildings is highly desirable and fully consistent with surrounding development patterns. The proposed height fits with the existing office buildings. Location of retail uses on Ashford-Dunwoody is also consistent, and improvement of pedestrian access is enhanced as well.

C. Adequacy of public services, public facilities, and utilities to serve the use contemplated.

Utilities are available to serve the site. There will be no school-age children generated as a consequence of this development and therefore no impact on schools.

#M.2.

- D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic-carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area.

The Subject Property is located in the southeast quadrant of the intersection of Ashford-Dunwoody Road and Perimeter Parkway North. The Applicant has submitted a traffic impact study with this application that demonstrates that the existing roadway network has sufficient traffic carrying capacity for the development proposed.

- E. Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use.

The Applicant has submitted a traffic impact study with this application that demonstrates that the proposed development will create no adverse effects.

- F. Ingress and egress to the Subject Property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency.

The proposed development adequately accommodates ingress and egress and provides for pedestrian and automotive safety as well as convenience, traffic flow and control and access in the event of an emergency.

- G. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration generated by the proposed use.

The proposed use is not inherently dusty, smelly, smoky or vibrating.

- H. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use.

The hours of operation proposed are consistent with the hours of operation on neighboring properties in the Perimeter Center area.

I. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation and the proposed use.

The property is adjoined by only one parcel – an unmanned Georgia Power Substation to the south, which will not be affected in any way. The remainder of the Subject Property abuts public right-of-way.

J. Whether or not the proposed plan is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located.

See Section A above.

K. Whether or not the proposed use is consistent with the policies of the comprehensive plan.

This proposal is compliant with the City's Land Use Plan. Perimeter Center as a whole is designated as its own "Character Area" on the Dunwoody Comprehensive Plan. It is a regional center which is intended to contain first-class office, retail and restaurants in a pedestrian and bicycle-oriented environment. This particular tract, given its existing surface parking lot, expressly is denoted as a potential development opportunity within this regional setting.

There are a number of goals for the Perimeter Center Character Area which will be served by this project if approved:

- Encourage hotel and convention development near MARTA to foster commerce;
- Create bicycle and pedestrian options to connect with the rest of the City;
- Promote/establish new connectivity objections set forth in the plan;
- Maximize use of existing infrastructure and minimize conversion of undeveloped land at the urban periphery;
- Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities should be made available in each community;
- Each region should promote and preserve a regional identity or sense of place; and

#M.2.

- The businesses encouraged to develop should be suitable in terms of job skills required, long-term sustainability, and linkages to other economic activities in the regions.

Finally, there are also land use policies and goals served by this project:

- Preserve character of existing residential neighborhoods;
- Encourage a mix of compatible land uses in future infill development;
- Promote walk-and-bike-ability;
- Promote conversion of surface parking to other land uses; and
- Promote reduction of parking minimums while setting maximums in commercial zones.

- L. **Whether or not the proposed plan provides for all required buffer zones and transitional buffer zones where required by the regulations of the district in which the use is proposed to be located.**

Yes.

- M. **Whether or not there is adequate provision of refuse and service areas.**

Yes. Such facilities will be provided and, if necessary, screened.

- N. **Whether the length of time for which the special land use permit is granted should be limited in duration.**

No. It will be impossible to secure funding needed to build the facility if it faces termination within a certain period of time.

- O. **Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the Subject Property and in relation to the size, scale and massing of the adjacent and nearby lots and buildings.**

Yes. The size, scale and massing of proposed buildings are comparable (1) to those already on the Subject Property and/or already approved for the Subject Property; and (2) those found on neighboring properties all over the Perimeter Center area.

- P. **Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.**

No. To the applicant's knowledge this site does not contain historic buildings, chimney, farmhouses, remains of Spruill family residences or any specific archaeological resources. It is a surface parking lot.

Q. Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit.

Not applicable.

R. Whether or not the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.

No. See Section I above.

IV. PRESERVATION OF CONSTITUTIONAL RIGHTS

As owner of the property, the Applicant respectfully submits that the current zoning classification of and rules relative to the property owner's right to use the Subject Property established in the City of Dunwoody Zoning Ordinance, to the extent they prohibit this use, constitute an arbitrary, irrational abuse of discretion and unreasonable use of the zoning power because they bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the property owners in violation of the due process and equal protection rights of the property owner guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia. Further, the failure to allow this use would constitute a taking of the owner's private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

Further, the Applicant respectfully submits that the City Council's failure to approve the requested Special Land Use Permit would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the property owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of

the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

A refusal to allow the development in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

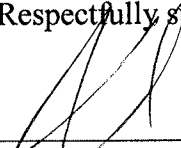
A refusal to allow the development in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A. § 36-66-1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

V. CONCLUSION

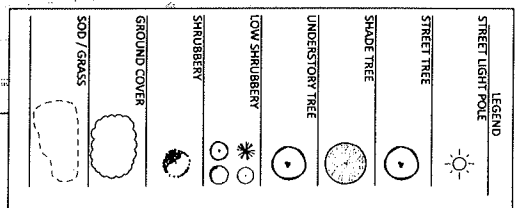
For the foregoing reasons, the Applicant respectfully requests that the Modification of Conditions of Approval at issue be approved. The Applicant also invites and welcomes any comments from Staff or other officials of the City of Dunwoody so that such recommendations or input might be incorporated as conditions of approval of this Application.

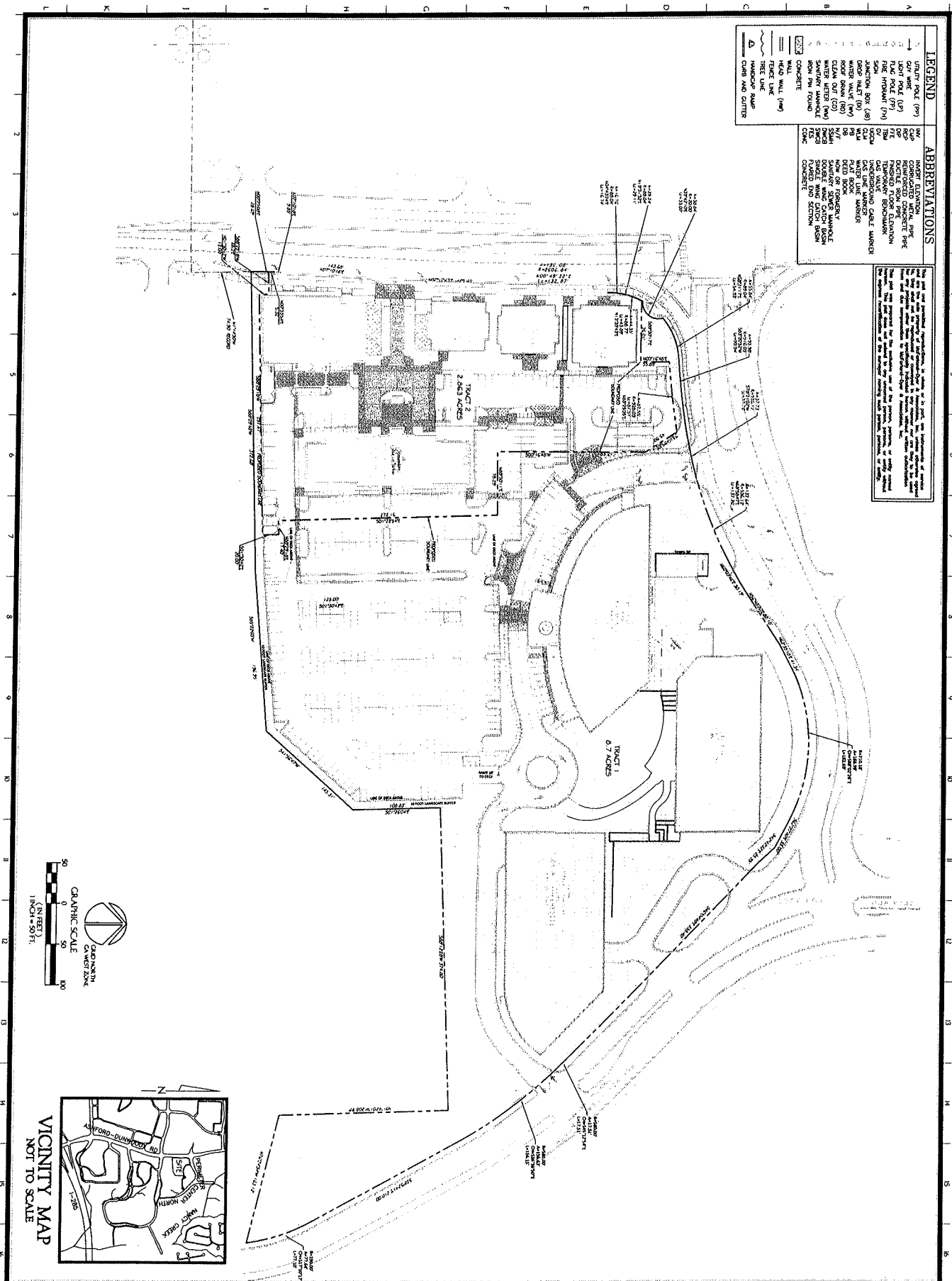
This 22nd day of May, 2013.

Respectfully submitted,



Kathryn M. Zickert
Dennis J. Webb, Jr.
Attorneys for Applicant





CONDITIONS (SLUP-13-051)

1. The total height of the development shall not exceed: (a) an existing six (6)-story office building; (b) an existing eight (8)-story office building; (c) an existing seven (7)-story parking garage; (d) a proposed hotel not to exceed eight (8) stories; (e) a proposed one (1)-story restaurant; (f) three (3) proposed one (1)-story retail buildings; and (g) a proposed parking deck, not to exceed three (3) stories.

CONDITIONS (SLUP-13-051)

1. The total height of the development shall not exceed: (a) an existing six (6)-story office building; (b) an existing eight (8)-story office building; (c) an existing seven (7)-story parking garage; (d) a proposed hotel not to exceed eight (8) stories; (e) a proposed one (1)-story restaurant; (f) ~~two~~three (23) proposed one (1)-story retail buildings; ~~(g) a proposed one (1)-story retail outlet attached to the hotel; and (hand~~ (g) a proposed ~~two (2)-level parking deck, not to exceed three (3) stories.~~

RECEIVED
5/22/13

TRAFFIC IMPACT ANALYSIS

STERLING POINTE DEVELOPMENT

Hotel, Restaurant & Retail

Prepared By:
GCA, Inc.
1800 Peachtree Street, NW
Suite 825
Atlanta, Georgia 30309
404-355-4010

Prepared For:
Hotel Development Partners, LLC
3414 Peachtree Road NE
Suite 1075
Atlanta, GA. 30326
404-842-1422



May 2013

TABLE OF CONTENTS

Introduction 1

Existing Traffic Volumes 4

Methodology 6

Trip Distribution..... 6

Trip Generation 8

Traffic Distribution From Site..... 9

Trip Assignment to Roadway Network..... 10

Capacity Analysis..... 12

Results of Capacity Analysis..... 13

Existing LOS 14

LOS With Existing Plus Generated Traffic..... 14

Right in Driveway Analysis 14

Conclusions 16

Recommendations 16

LIST OF FIGURES

Figure 1 - Site Location	2
Figure 2 - Site Plan	3
Figure 3 - Average Daily Volumes.....	4
Figure 4 – Turning Movement Volumes	5
Figure 5 – AM Peak Distribution.....	7
Figure 6 – PM Peak Distribution	8
Figure 7 – Distribution of Traffic at Site	10
Figure 8 – Assignment of Generated Traffic to Roadway Network.....	11
Figure 9 – Existing Plus Generated Traffic	12
Figure 10 – Proposed Striping at Driveway.....	15

LIST OF TABLES

Table 1 – Trip Generation for the Proposed Development.....	9
Table 2 – Level of Service Criteria for Signalized intersections	13
Table 3 – Calculated Intersection Levels of Service	14

Introduction

The purpose of this study is to evaluate the traffic impact of the proposed new development of Sterling Pointe in Dunwoody, Georgia. The site, located in the southeast quadrant of the intersection of Ashford Dunwoody Road and Perimeter Center North, is presently occupied by a 512-space surface parking lot. It is anticipated that the new development proposed by Hotel Development Partners, LLC includes a 134-room hotel, a 10,600 square foot restaurant, two 4,500 square foot free-standing retail shops, and another 6,000 square foot free-standing retail shop. The proposed development will consist of 1,261 surface and deck parking spaces, which will serve the proposed development as well as two existing office buildings adjacent to the site of the proposed development.

Study Area

After consultation with City of Dunwoody traffic engineering staff, the following streets and intersections were included in the traffic impact study:

- Ashford Dunwoody Road and Perimeter Center North/Perimeter Center Terrace
- Ashford Dunwoody Road and Perimeter Center East/West
- Ashford Dunwoody Road between Perimeter Center North/Perimeter Center Terrace and Perimeter Center East/West
- Perimeter Center North, east of Ashford Dunwoody Road

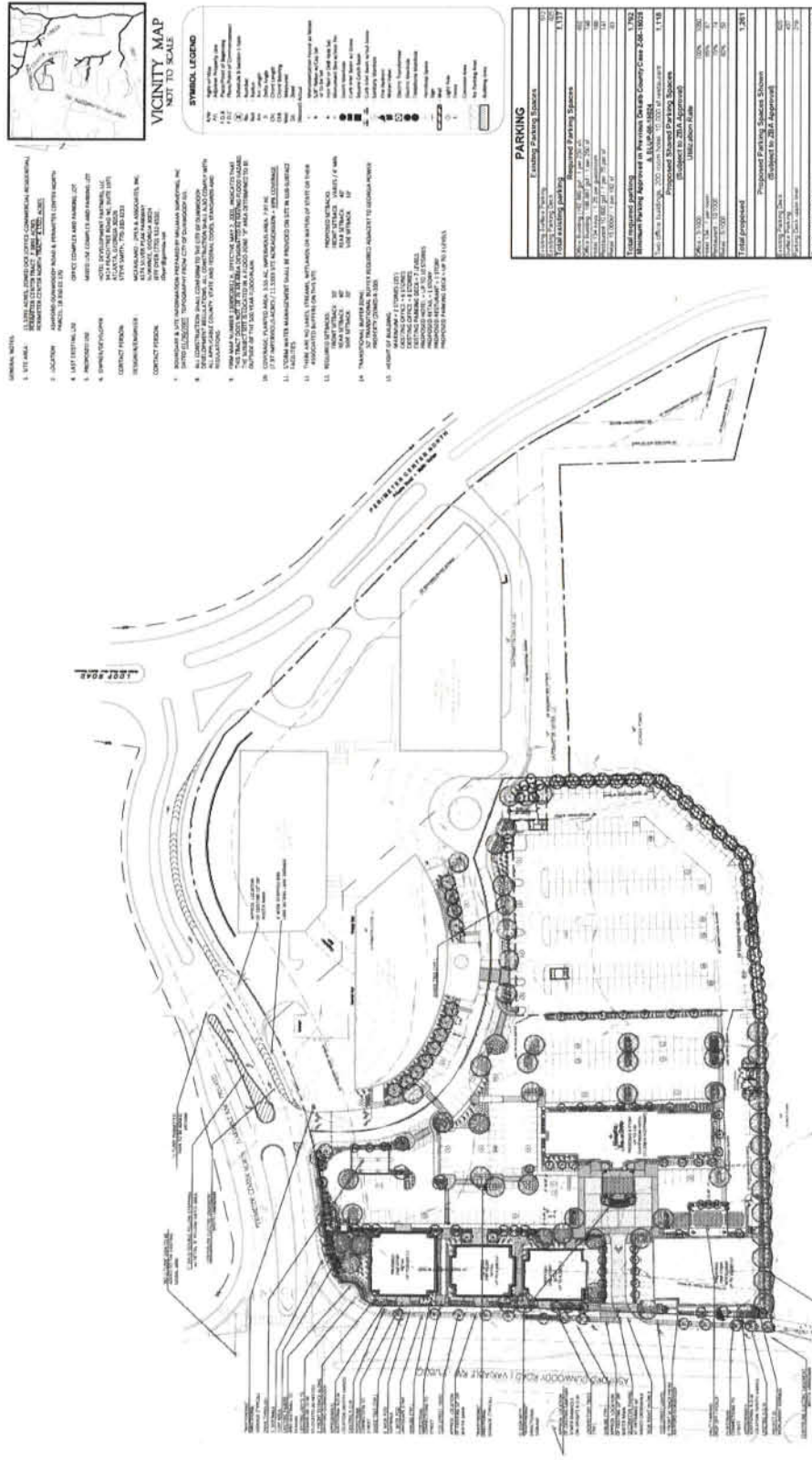
Existing Land Use

The site is presently a 512-space surface parking lot. The area surrounding the site has land uses that include office, commercial and retail. There is a MARTA rail station at Hammond Drive and Perimeter Center Parkway, which is approximately $\frac{2}{3}$ mile from the site. Figure 1 shows an aerial view of the site.

Figure 1 - Site Location**Proposed Land Use**

The proposed land use for the site consists of a hotel, a quality restaurant, and three free-standing retail shops. Figure 2 shows the site plan.

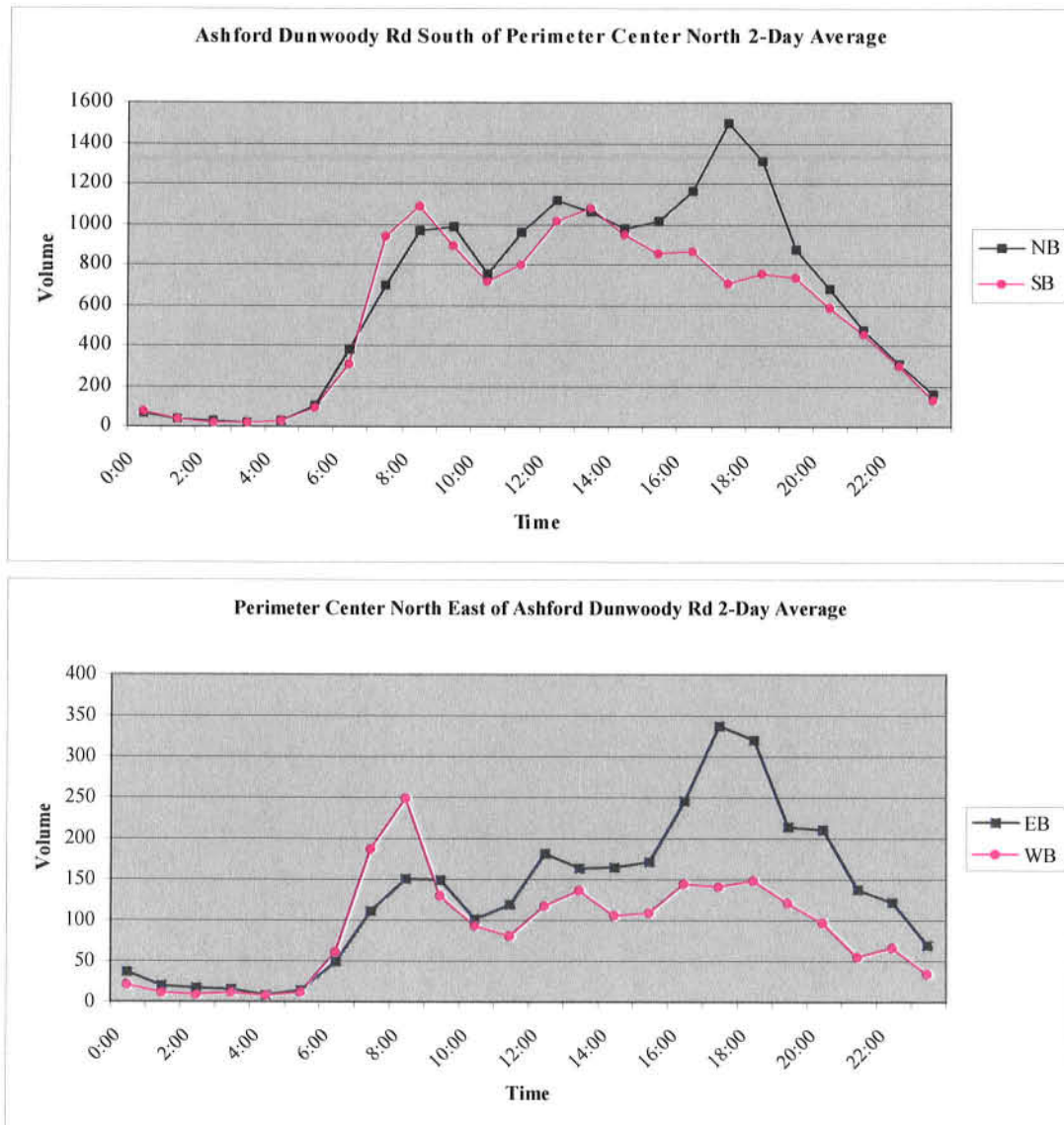
Figure 2 - Site Plan



Existing Traffic Volumes

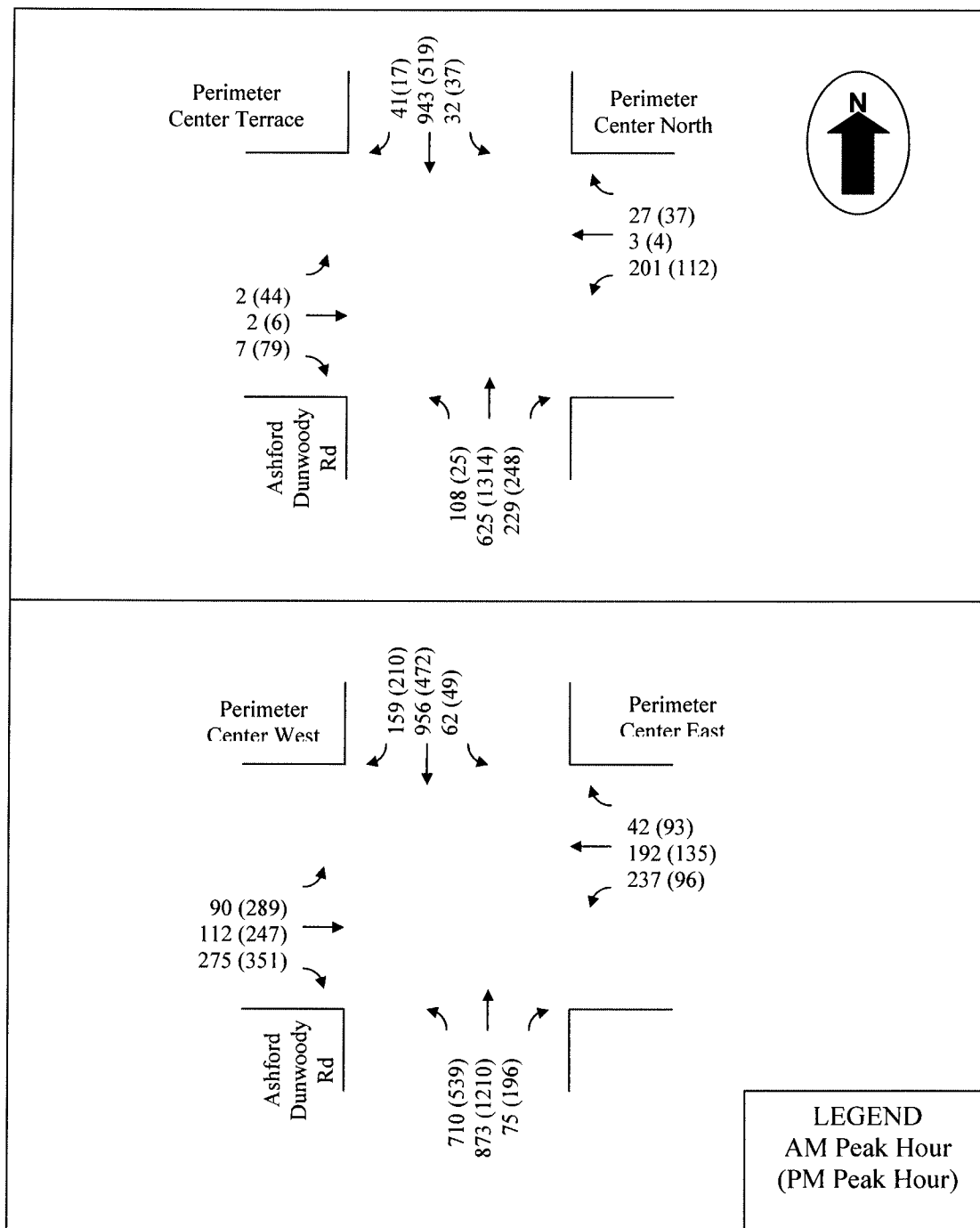
Two-day directional counts were conducted on Ashford Dunwoody Road south of Perimeter Center North and on Perimeter Center North just east of Ashford Dunwoody Road on Tuesday, January 8 and Wednesday, January 9. Figure 3 shows graphs of the average volumes of the two days for each location.

Figure 3 - Average Daily Volumes



Peak hour turning movement traffic counts were conducted at the study intersections on Tuesday, January 8. Figure 4 shows summaries of those counts. Full copies are included in the Appendix.

Figure 4 – Turning Movement Volumes



Methodology

Initial evaluations were made to assess the current conditions in the vicinity of the development. The peak hour turning movement counts, which were conducted at the study intersections, were used to determine base traffic conditions. Capacity analyses were performed to identify the level of service that currently exists at each intersection.

The *Trip Generation Manual*, published by the Institute of Transportation Engineers, was used to estimate the traffic that will be generated by the development. The new traffic was then distributed and assigned to the existing roadway network. The distribution of new traffic was based on the existing travel patterns derived from the traffic counts and the expected routes to and from the development.

After the generated traffic for the development was distributed and assigned, it was superimposed upon the existing traffic volumes. Capacity analyses were then conducted to evaluate the roadways with existing traffic and existing plus generated traffic.

Trip Distribution

There is a MARTA rail station $\frac{2}{3}$ mile from the site that will provide access to the site and provide some reduction in the generated trips. The Georgia Regional Transportation Authority (GRTA) allows a reduction of up to 20% for some combinations of transit proximity and land use. Based upon the existing office buildings that share the development site, an internal capture of 10% would appear to be very reasonable. However, in view of the importance of the number of trips to be generated by this development and their corresponding effect on the level of service (LOS) of the adjacent intersections, no reduction was taken in this study. Therefore, this report presents a worst-case scenario with regard to traffic impact. The actual average daily impact can be expected to be less than the impact shown in this study.

Trip distribution patterns for hotel and restaurant components of this development are projected to be different. A significant portion of the hotel traffic can be expected to come from I-285 via Ashford Dunwoody Road, as many of the patrons can be expected to come from the airport and/or interstate highway system. Another major route for hotel patrons from the north is expected to be from SR 400 by way of Perimeter Center West.

In contrast, the retail and restaurant traffic is expected to primarily come from the surrounding office, commercial and residential areas. Accordingly, two distribution patterns were developed, one for the hotel and one for the retail and restaurant. The pattern for the hotel is based heavily on engineering judgment and is expected to remain the same during both the AM and PM peak hours. The retail and restaurant pattern is based upon the existing distribution of traffic in the vicinity of the site. The area traffic patterns are different during the AM and PM peak hours, so different distribution patterns were developed to reflect the time of day variations. Figure 5 shows the AM peak pattern and Figure 6 shows the PM peak pattern.

Figure 5 – AM Peak Distribution

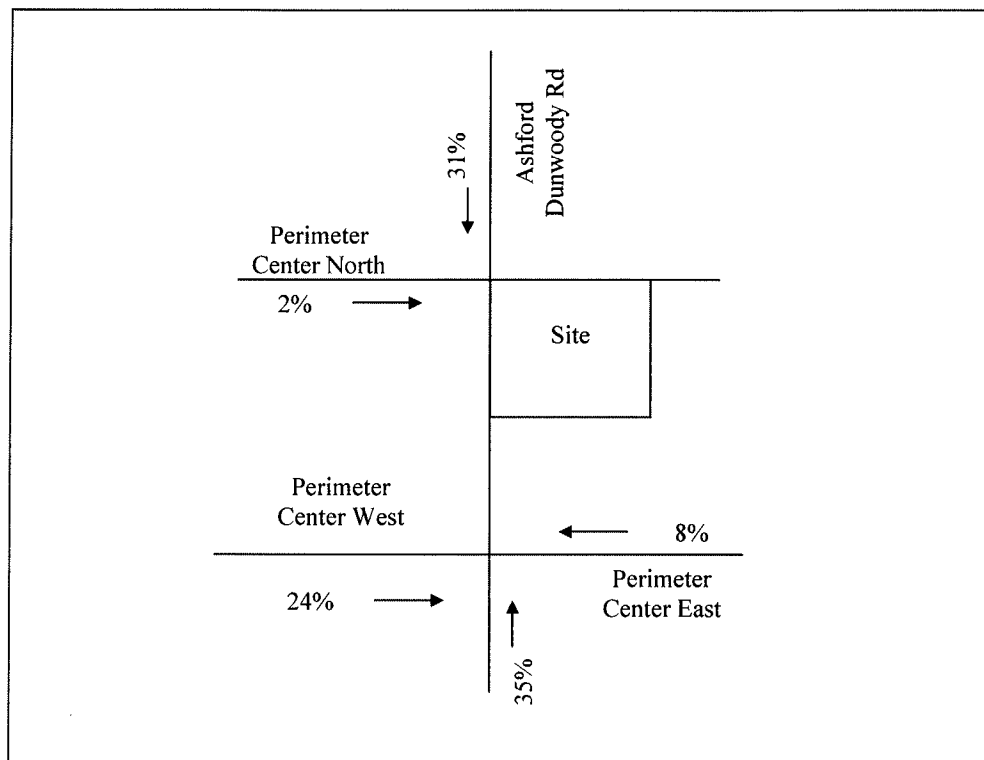
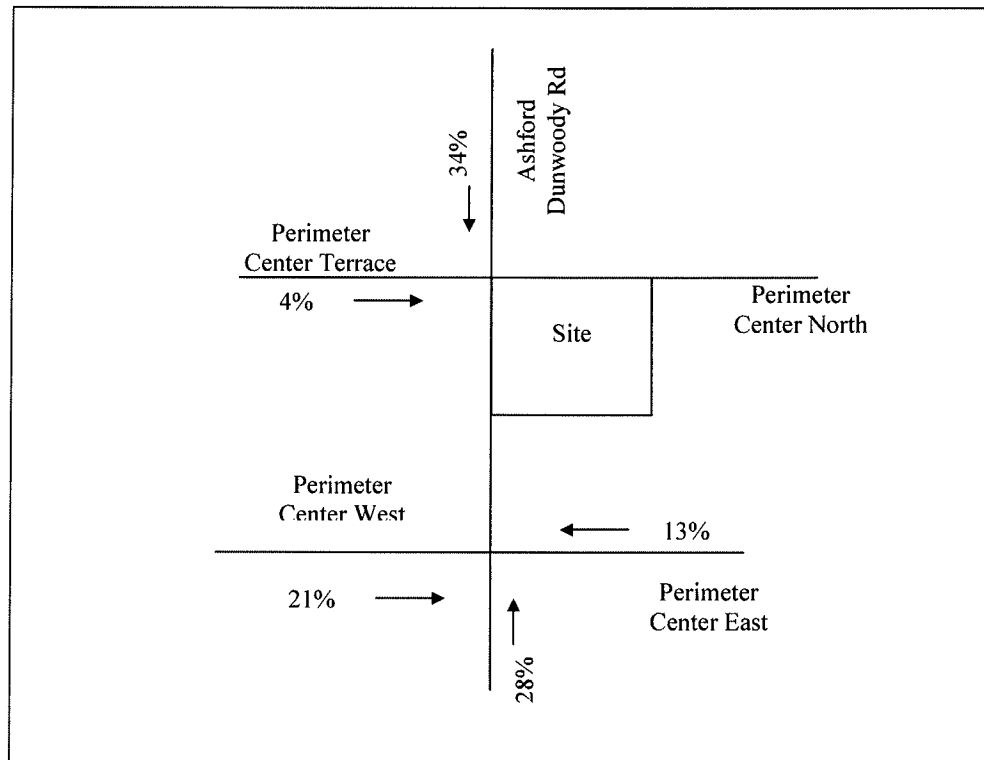


Figure 6 – PM Peak Distribution

Trip Generation

Estimates of traffic that are projected to be generated by the proposed development were based upon data contained in the *Trip Generation Manual* (TGM), published by the Institute of Transportation Engineers (ITE). That document is a compilation of trip generation data that have been gathered from counts of traffic entering and exiting developments after their completion.

The ITE data provides trip rates that can be applied to the size of a development to derive trip generation projections. The data are listed by type of land use. Since the Sterling Pointe development will consist of a hotel, retail space and a restaurant, the data used were taken from TGM Categories 310-Hotel, 814-Specialty Retail, and 831-Quality Restaurant. TGM software was used to facilitate the trip generation process.

Table 1 provides the resulting estimates of peak hour trip generation for the proposed development.

Table 1 – Trip Generation for the Proposed Development

Code	Category	Amount	Time	Entering	Exiting
310	Hotel	134 Rooms	AM Peak Hour	36	23
			PM Peak Hour	34	31
814	Specialty Retail	4,500 sq. ft.	AM Peak Hour	0	0
			PM Peak Hour	14	18
814	Specialty Retail	4,500 sq. ft.	AM Peak Hour	0	0
			PM Peak Hour	14	18
814	Specialty Retail	6,000 sq. ft.	AM Peak Hour	0	0
			PM Peak Hour	16	20
831	Quality Restaurant	10,600 sq. ft.	AM Peak Hour	8	3
			PM Peak Hour	54	26
	Total		AM Peak Hour	44	26
			PM Peak Hour	132	113

The Quality Restaurant will not be open for breakfast, so the traffic generated by the restaurant during the AM peak period will be very low. Likewise, the Specialty Retail will not be open during the AM peak period.

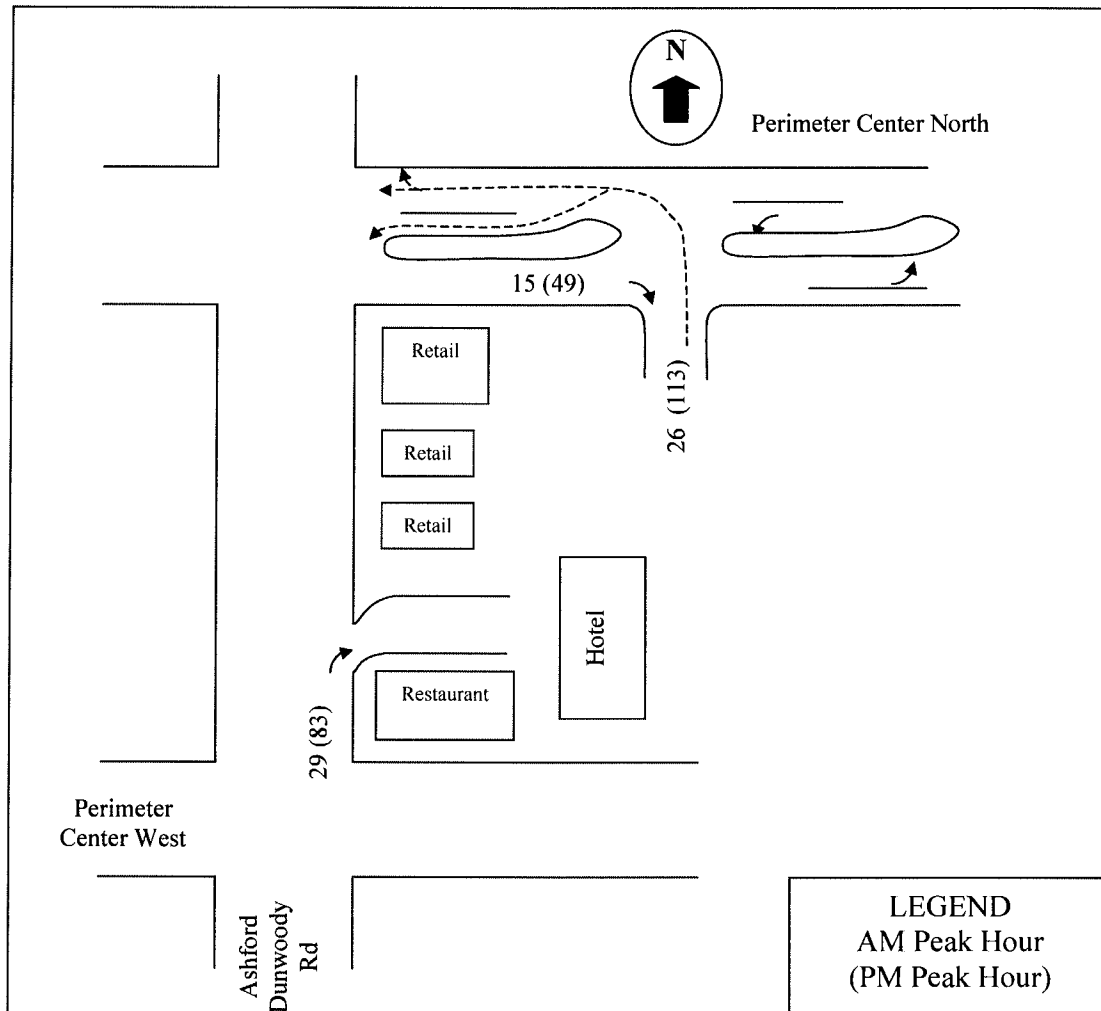
The site has excellent access to the existing office buildings located just east of the site, as well as the developments on the west side of Ashford Dunwoody Road. This will promote foot traffic in the area, attracting pedestrians and reducing vehicular traffic. However, to evaluate the worst-case scenario, no reductions in vehicular traffic were utilized in preparing this report.

Traffic Distribution From Site

The site presently has driveway access only on Perimeter Center North. As such, people wishing to access the hotel, restaurant or retail shops would have to somehow intuitively drive past the site, turn right into Perimeter Center North, turn right into the Sterling Pointe driveway and meander through the parking lot to get to their desired destination. This indirect point of access would make it difficult for drivers, particularly those from out of town, to find and gain access to the hotel. The added traffic generated that would be driving through the parking lot introduces safety issues for pedestrians, also. In order to make access easier and reduce the vehicle/pedestrian conflicts in the parking lot, the developer proposes to construct a right-in driveway on Ashford Dunwoody Road.

Based upon traffic patterns in the area and anticipated origins and destinations of the patrons of the retail, restaurant and hotel, it is projected that approximately 67% of the generated trips would enter the site by way of the proposed right-in driveway on Ashford Dunwoody Road during the AM peak and 62% would enter there during the PM peak. Figure 7 shows the distribution of traffic at the site.

Figure 7 – Distribution of Traffic at Site



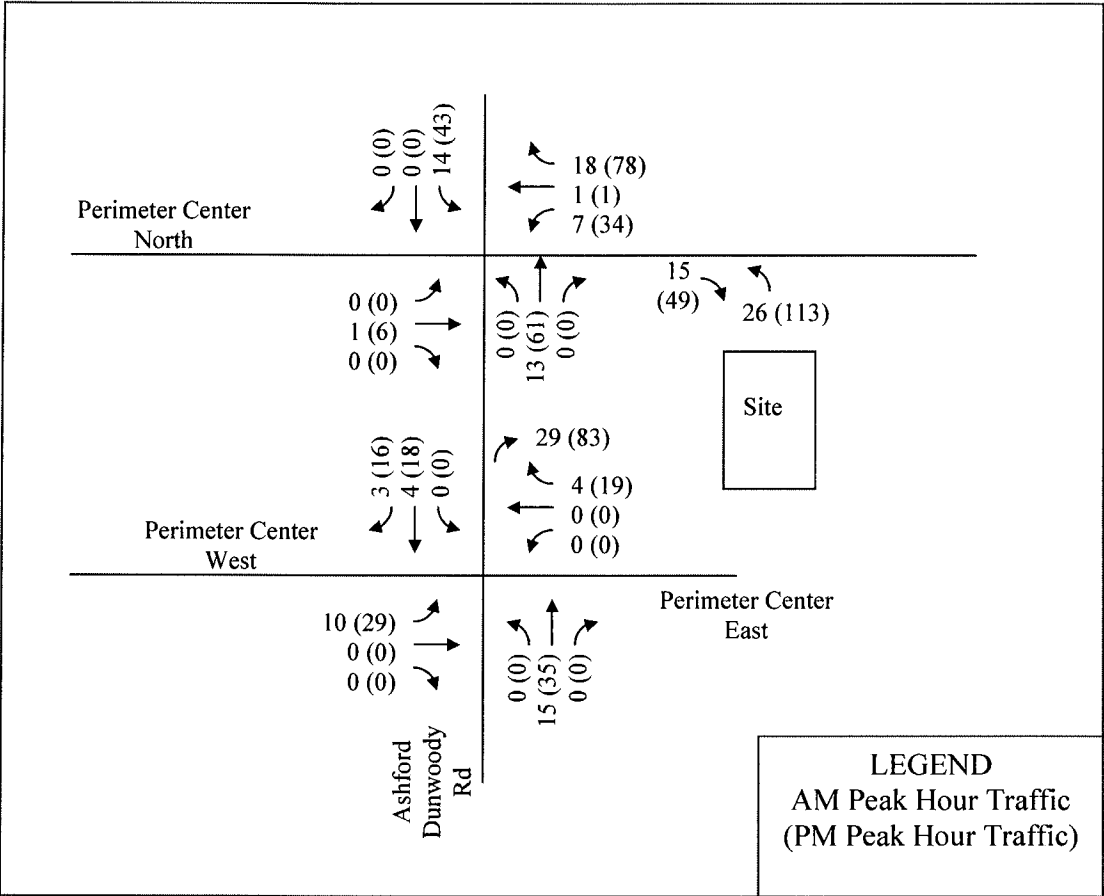
Trip Assignment to Roadway Network

After the magnitude of trip generation is established, it is then necessary to determine the routing of the new trips. As stated previously, for this study it is assumed that travel patterns of hotel trips will be predominantly oriented towards SR 400 and the Interstate Highway system. Restaurant trips are projected to follow existing traffic patterns in the area.

The assignment of generated traffic was a manual process that began at the site and moved outward from the site throughout the study area. Traffic exiting the site in the morning rush hour was evaluated first. The existing volumes obtained from the counts that were conducted at the study intersections were evaluated to determine the percentages traveling in each direction. These percentages were a factor in determining

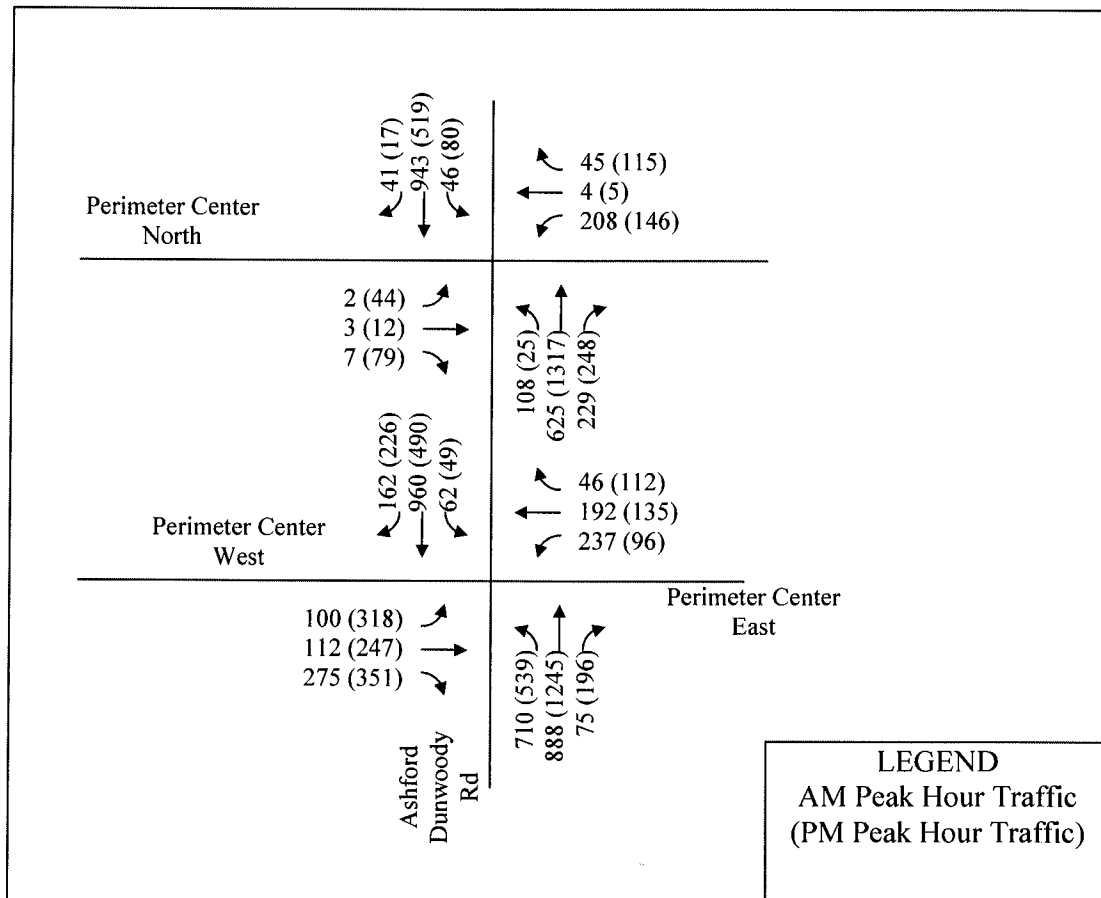
which direction to assign the generated traffic as it entered and left the site. Figure 8 shows the site-generated traffic as it was assigned to the roadway network.

Figure 8 – Assignment of Generated Traffic to Roadway Network



After the site-generated volumes were developed and plotted, the existing volumes from the traffic counts were added. Figure 9 shows the site-generated traffic plus the existing volumes.

Figure 9 – Existing Plus Generated Traffic



Capacity Analysis

Capacity analysis was performed to evaluate each of the study intersections with existing and existing plus generated traffic. Procedures outlined in the *Highway Capacity Manual* (HCM) were used to conduct the capacity analyses. Synchro software was used to facilitate the analysis process. Copies of the Synchro outputs are included in the Appendix. GCA did not have access to the existing signal timings when preparing this report, so Synchro was used to optimize the timings.

The HCM defines level of service (LOS) in terms of the amount of control delay experienced by road users. The LOS definitions for signalized intersections are provided in Table 2.

Table 2 – Level of Service Criteria for Signalized intersections

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10
B	$> 10 \text{ and } \leq 20$
C	$> 20 \text{ and } \leq 35$
D	$> 35 \text{ and } \leq 55$
E	$> 55 \text{ and } \leq 80$
F	> 80

The HCM indicates that levels of service “A” through “E” are considered to be acceptable to most drivers. Level of service “F” indicates long delays that most drivers generally consider to be unacceptable.

LOS is defined in terms of the amount of control delay experienced by road users and is rated on a grading scale of “A” (excellent) through “F” (unacceptable). National guidelines indicate that LOS “A” through “E” are considered acceptable to most drivers. LOS “F” indicates long delays that most drivers generally consider to be unacceptable. LOS “D” is typically desired to be an acceptable goal. LOS “D” and “E” are common in urban areas both on arterials and in central business districts (CBD) particularly during peak periods. It is often thought that a LOS of “D” or “E” indicates that the maximum utilization of the roadway system is being achieved.

Results of Capacity Analysis

In addition to LOS, the amount of delay and the volume to capacity (V/C) ratios are useful indicators of the operation of an intersection. Table 3 shows those values that were calculated for the study intersections.

Table 3 – Calculated Intersection Levels of Service

Intersection	Condition	Time	LOS	Delay (sec)	V/C
Ashford Dunwoody Rd & Perimeter Center North	Existing	AM	B	12.2	0.42
	Existing + Generated	AM	B	13.2	0.42
	Existing	PM	B	12.1	0.53
	Existing + Generated	PM	B	15.6	0.54
Ashford Dunwoody Rd & Perimeter Center West	Existing	AM	D	35.8	0.67
	Existing + Generated	AM	D	35.7	0.67
	Existing	PM	C	23.4	0.77
	Existing + Generated	PM	C	27.1	0.85

Note: In some instances delay is shown to decrease after generated traffic is added. That is because the algorithm does not always react predictably to very small changes in volume. Those decreases should be disregarded.

Existing LOS

As illustrated by the table, the intersections presently operate at acceptable LOS during the peak periods.

LOS With Existing Plus Generated Traffic

The amount of traffic generated by the development is minimal, compared to the existing on-street traffic. As a result, the effect on the LOS is small. In no instance did the letter LOS change after the site traffic was added. Predictably, delay did not increase by more than four (4) seconds at any intersection and there are very small increases in the V/C ratios as a result of the proposed development.

Right in Driveway Analysis

The proposed site plan includes a right in driveway on Ashford Dunwoody Road. Right in driveways are generally considered to be rather benign, with little or no adverse effect on other traffic. The developer has also prepared a parking lot plan to provide more direct access from the driveway on Perimeter Center North to the proposed hotel, restaurant and retail sites.

The site plan layout maximizes the deceleration bay lengths along Ashford Dunwoody Road for the right in driveway into his development as well as the right turn bay for the Perimeter Center North intersection. For the right in driveway into the new development, it is proposed that pavement markings be installed on Ashford Dunwoody Road at the proposed right in driveway to clarify traffic movements. Painted arrows on the pavement would guide traffic from the deceleration lane into the inbound lane at the driveway. Figure 10 illustrates these concepts schematically.

The City of Dunwoody proposes to reduce the number of lanes in each direction on Perimeter Center North in the area east of the Sterling Pointe driveway from two to one and add bicycle lanes. That change would not affect this traffic study as no projected Sterling Pointe traffic was assigned to that segment of roadway.

Conclusions

Good and convenient access is a critical factor in the success or failure of a development such as Sterling Pointe. As we all know, it is very frustrating, particularly for out of town and first time patrons to finally be within sight of a hotel or restaurant and not see a way to enter the parking area. In fact, that can be an important factor in deciding whether to complete the trip or go to a more convenient facility. And it would be a factor in deciding whether to return in the future.

GCA feels that a right in driveway on Ashford Dunwoody Road is very important to the success of the Sterling Pointe redevelopment project. This report has shown that the Sterling Pointe development with such a driveway would not change the levels of service at the Ashford Dunwoody Road/Perimeter Center North or Ashford Dunwoody/Perimeter Center West intersections. Delay would increase insignificantly. GCA recommends that a right in driveway be approved for Sterling Pointe on Ashford Dunwoody Road as shown in the site plan in this report.

The traffic that will be generated by the proposed Sterling Pointe hotel, restaurant and retail stores will have a very small, almost unnoticeable effect on the roadway network. The two signalized intersections already operate at acceptable LOS during the AM and PM peak periods with existing traffic and will continue to operate virtually unchanged with the addition of the site traffic.

Recommendations

Recommendations concerning the proposed right in driveway for the Sterling Pointe development include the following:

























That the right in driveway on Ashford Dunwoody Road be constructed as illustrated in Figure 10.

1. That a raised crosswalk with pavers be constructed across the right in driveway.
2. That Yield To Pedestrians signs be installed on the inbound lane at the crosswalk.
3. That signing internal to the site be installed to direct traffic wishing to go south to use the driveway on Perimeter Center North.
4. That a median opening be constructed on Perimeter Center North at the development driveway. The opening should include a westbound left turn lane into the development driveway.
5. That the short left turn lane on Perimeter Center North at the median opening east of the site driveway be extended back to the driveway.

HCM Signalized Intersection Capacity Analysis

1: Perimeter Center Terr & Ashford Dunwoody Rd

AM Existing
2/11/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	2	7	201	3	27	108	625	229	32	943	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1681	1688	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	0.95	1.00	0.24	1.00	1.00	0.37	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1681	1688	1583	444	3539	1583	695	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	2	8	218	3	29	117	679	249	35	1025	45
RTOR Reduction (vph)	0	0	0	0	0	26	0	0	65	0	0	13
Lane Group Flow (vph)	2	2	8	111	110	3	117	679	184	35	1025	32
Turn Type	Split		Free	Split		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8	2		2	6		6
Actuated Green, G (s)	1.3	1.3	140.0	14.5	14.5	14.5	112.2	103.6	103.6	100.7	96.1	96.1
Effective Green, g (s)	1.3	1.3	140.0	14.5	14.5	14.5	112.2	103.6	103.6	100.7	96.1	96.1
Actuated g/C Ratio	0.01	0.01	1.00	0.10	0.10	0.10	0.80	0.74	0.74	0.72	0.69	0.69
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	16	17	1583	174	175	164	470	2619	1171	535	2429	1087
v/s Ratio Prot	c0.00	0.00		c0.07	0.07		c0.02	c0.19		0.00	c0.29	
v/s Ratio Perm			0.01			0.00	0.18		0.12	0.04		0.02
v/c Ratio	0.12	0.12	0.01	0.64	0.63	0.02	0.25	0.26	0.16	0.07	0.42	0.03
Uniform Delay, d1	68.8	68.8	0.0	60.2	60.2	56.4	8.4	5.9	5.4	7.4	9.7	7.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.22	0.13	1.00	1.00	1.00
Incremental Delay, d2	3.5	3.1	0.0	7.5	6.9	0.0	0.2	0.2	0.3	0.1	0.5	0.1
Delay (s)	72.3	71.9	0.0	67.7	67.1	56.4	3.0	1.5	1.0	7.4	10.2	7.1
Level of Service	E	E	A	E	E	E	A	A	A	A	B	A
Approach Delay (s)		24.0			66.1			1.5			10.0	
Approach LOS		C			E			A			B	

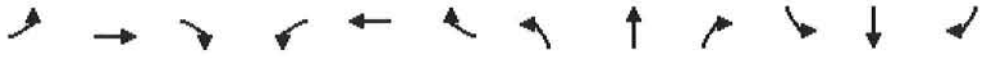












Intersection Summary

HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

#M.2.

HCM Signalized Intersection Capacity Analysis 2: Perimeter Center West & Ashford Dunwoody Rd

AM Existing
2/11/2013

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	112	275	237	192	42	710	873	75	62	956	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	5085	1583
Flt Permitted	0.62	1.00	1.00	0.54	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1156	3539	1583	999	3539	1583	3433	3539	1583	1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	122	299	258	209	46	772	949	82	67	1039	173
RTOR Reduction (vph)	0	0	0	0	0	36	0	0	42	0	0	49
Lane Group Flow (vph)	98	122	299	258	209	10	772	949	40	67	1039	124
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		8			2			6
Actuated Green, G (s)	29.0	18.0	140.0	46.0	31.0	31.0	43.0	69.0	69.0	13.0	39.0	39.0
Effective Green, g (s)	29.0	18.0	140.0	46.0	31.0	31.0	43.0	69.0	69.0	13.0	39.0	39.0
Actuated g/C Ratio	0.21	0.13	1.00	0.33	0.22	0.22	0.31	0.49	0.49	0.09	0.28	0.28
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	288	455	1583	460	784	351	1054	1744	780	164	1417	441
v/s Ratio Prot	0.03	0.03		c0.10	0.06		c0.22	0.27		0.04	c0.20	
v/s Ratio Perm	0.04		0.19	c0.09		0.01			0.03			0.08
v/c Ratio	0.34	0.27	0.19	0.56	0.27	0.03	0.73	0.54	0.05	0.41	0.73	0.28
Uniform Delay, d1	46.6	55.1	0.0	37.0	45.1	42.7	43.4	24.6	18.5	59.9	45.8	39.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.80	0.62
Incremental Delay, d2	3.2	1.4	0.3	4.9	0.8	0.2	4.5	1.2	0.1	6.9	3.2	1.5
Delay (s)	49.8	56.5	0.3	41.9	45.9	42.9	47.9	25.8	18.6	64.0	39.9	26.0
Level of Service	D	E	A	D	D	D	D	C	B	E	D	C
Approach Delay (s)		22.8			43.6			34.9			39.3	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM Average Control Delay			35.8				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			68.5%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Perimeter Center Terr & Ashford Dunwoody Rd

PM Existing

2/11/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	6	79	112	4	37	25	1317	248	37	519	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1681	1690	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.43	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1681	1690	1583	796	3539	1583	272	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	7	86	122	4	40	27	1432	270	40	564	18
RTOR Reduction (vph)	0	0	0	0	0	37	0	0	62	0	0	4
Lane Group Flow (vph)	48	7	86	63	63	3	27	1432	208	40	564	14
Turn Type	Split		Free	Split		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8	2		2	6		6
Actuated Green, G (s)	8.5	8.5	160.0	11.3	11.3	11.3	120.5	118.1	118.1	127.9	121.8	121.8
Effective Green, g (s)	8.5	8.5	160.0	11.3	11.3	11.3	120.5	118.1	118.1	127.9	121.8	121.8
Actuated g/C Ratio	0.05	0.05	1.00	0.07	0.07	0.07	0.75	0.74	0.74	0.80	0.76	0.76
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	94	99	1583	119	119	112	614	2612	1168	275	2694	1205
v/s Ratio Prot	c0.03	0.00		c0.04	0.04		0.00	c0.40		c0.01	0.16	
v/s Ratio Perm			0.05			0.00	0.03		0.13	0.11		0.01
v/c Ratio	0.51	0.07	0.05	0.53	0.53	0.03	0.04	0.55	0.18	0.15	0.21	0.01
Uniform Delay, d1	73.7	72.0	0.0	71.8	71.8	69.2	6.0	9.2	6.3	12.0	5.4	4.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.73	0.73	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.3	0.1	4.2	4.2	0.1	0.0	0.5	0.2	0.2	0.2	0.0
Delay (s)	78.3	72.3	0.1	76.0	76.0	69.3	3.6	7.3	4.8	12.2	5.6	4.6
Level of Service	E	E	A	E	E	E	A	A	A	B	A	A
Approach Delay (s)		30.3			74.4			6.9			6.0	
Approach LOS		C			E			A			A	

























Intersection Summary

HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

#M.2.

HCM Signalized Intersection Capacity Analysis 2: Perimeter Center West & Ashford Dunwoody Rd

PM Existing
2/11/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	289	247	351	96	135	93	539	1210	196	49	472	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	5085	1583
Flt Permitted	0.47	1.00	1.00	0.59	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	866	3539	1583	1093	3539	1583	3433	3539	1583	1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	314	268	382	104	147	101	586	1315	213	53	513	228
RTOR Reduction (vph)	0	0	0	0	0	89	0	0	110	0	0	152
Lane Group Flow (vph)	314	268	382	104	147	12	586	1315	103	53	513	76
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		8			2			6
Actuated Green, G (s)	22.6	13.8	80.0	14.4	9.6	9.6	18.9	38.8	38.8	6.6	26.5	26.5
Effective Green, g (s)	22.6	13.8	80.0	14.4	9.6	9.6	18.9	38.8	38.8	6.6	26.5	26.5
Actuated g/C Ratio	0.28	0.17	1.00	0.18	0.12	0.12	0.24	0.48	0.48	0.08	0.33	0.33
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	346	610	1583	237	425	190	811	1716	768	146	1684	524
v/s Ratio Prot	c0.10	0.08		0.03	0.04		c0.17	c0.37		0.03	0.10	
v/s Ratio Perm	c0.15		0.24	0.05		0.01			0.07			0.05
v/c Ratio	0.91	0.44	0.24	0.44	0.35	0.06	0.72	0.77	0.13	0.36	0.30	0.14
Uniform Delay, d1	26.4	29.6	0.0	28.6	32.3	31.2	28.1	16.9	11.3	34.7	19.9	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	0.85	1.00
Incremental Delay, d2	26.3	0.5	0.4	1.3	0.5	0.1	3.2	3.3	0.4	1.5	0.5	0.6
Delay (s)	52.7	30.1	0.4	29.9	32.8	31.4	31.3	20.2	11.7	39.9	17.3	19.4
Level of Service	D	C	A	C	C	C	C	C	B	D	B	B
Approach Delay (s)		25.7			31.5			22.4			19.4	
Approach LOS		C			C			C			B	

Intersection Summary

























HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: Perimeter Center Terr & Ashford Dunwoody Rd

AM Existing + Generated

5/14/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	3	7	208	4	45	108	625	229	46	943	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1681	1688	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	0.95	1.00	0.23	1.00	1.00	0.37	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1681	1688	1583	437	3539	1583	693	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	3	8	226	4	49	117	679	249	50	1025	45
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	66	0	0	13
Lane Group Flow (vph)	2	3	8	115	115	5	117	679	183	50	1025	32
Turn Type	Split		Free	Split		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8	2		2	6		6
Actuated Green, G (s)	1.3	1.3	140.0	14.9	14.9	14.9	111.8	103.1	103.1	98.7	94.0	94.0
Effective Green, g (s)	1.3	1.3	140.0	14.9	14.9	14.9	111.8	103.1	103.1	98.7	94.0	94.0
Actuated g/C Ratio	0.01	0.01	1.00	0.11	0.11	0.11	0.80	0.74	0.74	0.71	0.67	0.67
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	16	17	1583	179	180	168	480	2606	1166	525	2376	1063
v/s Ratio Prot	0.00	c0.00		c0.07	0.07		c0.02	c0.19		0.00	c0.29	
v/s Ratio Perm			0.01			0.00	0.17		0.12	0.06		0.02
v/c Ratio	0.12	0.18	0.01	0.64	0.64	0.03	0.24	0.26	0.16	0.10	0.43	0.03
Uniform Delay, d1	68.8	68.8	0.0	60.0	60.0	56.1	8.9	6.0	5.5	8.3	10.6	7.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.21	0.14	1.00	1.00	1.00
Incremental Delay, d2	3.5	4.9	0.0	7.7	7.2	0.1	0.2	0.2	0.2	0.1	0.6	0.1
Delay (s)	72.3	73.7	0.0	67.7	67.2	56.2	3.3	1.4	1.0	8.3	11.2	7.8
Level of Service	E	E	A	E	E	E	A	A	A	A	B	A
Approach Delay (s)		28.1			65.5			1.6			10.9	
Approach LOS		C			E			A			B	

Intersection Summary

























HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

#M.2.

HCM Signalized Intersection Capacity Analysis 2: Perimeter Center West & Ashford Dunwoody Rd

AM Existing + Generated

3/12/2013

























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	112	275	237	192	46	710	888	75	62	960	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	5085	1583
Flt Permitted	0.62	1.00	1.00	0.54	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1156	3539	1583	999	3539	1583	3433	3539	1583	1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	122	299	258	209	50	772	965	82	67	1043	176
RTOR Reduction (vph)	0	0	0	0	0	39	0	0	42	0	0	50
Lane Group Flow (vph)	109	122	299	258	209	11	772	965	40	67	1043	126
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		8			2			6
Actuated Green, G (s)	29.0	18.0	140.0	46.0	31.0	31.0	43.0	69.0	69.0	13.0	39.0	39.0
Effective Green, g (s)	29.0	18.0	140.0	46.0	31.0	31.0	43.0	69.0	69.0	13.0	39.0	39.0
Actuated g/C Ratio	0.21	0.13	1.00	0.33	0.22	0.22	0.31	0.49	0.49	0.09	0.28	0.28
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	288	455	1583	460	784	351	1054	1744	780	164	1417	441
v/s Ratio Prot	0.03	0.03		c0.10	0.06		c0.22	0.27		0.04	c0.21	
v/s Ratio Perm	0.05		0.19	c0.09		0.01			0.03			0.08
v/c Ratio	0.38	0.27	0.19	0.56	0.27	0.03	0.73	0.55	0.05	0.41	0.74	0.29
Uniform Delay, d1	46.9	55.1	0.0	37.0	45.1	42.7	43.4	24.8	18.5	59.9	45.8	39.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.79	0.60
Incremental Delay, d2	3.8	1.4	0.3	4.9	0.8	0.2	4.5	1.3	0.1	6.9	3.2	1.5
Delay (s)	50.6	56.5	0.3	41.9	45.9	42.9	47.9	26.0	18.6	62.7	39.4	25.4
Level of Service	D	E	A	D	D	D	D	C	B	E	D	C
Approach Delay (s)		23.6			43.6			35.0			38.7	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM Average Control Delay			35.7				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			68.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Perimeter Center Terr & Ashford Dunwoody Rd

PM Existing + Generated

5/14/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	12	79	146	5	115	25	1317	248	80	519	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1681	1690	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.42	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	1681	1690	1583	791	3539	1583	255	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	13	86	159	5	125	27	1432	270	87	564	18
RTOR Reduction (vph)	0	0	0	0	0	115	0	0	68	0	0	5
Lane Group Flow (vph)	48	13	86	81	83	10	27	1432	202	87	564	13
Turn Type	Split		Free	Split		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free			8	2		2	6		6
Actuated Green, G (s)	8.5	8.5	160.0	13.2	13.2	13.2	114.3	111.9	111.9	126.3	119.9	119.9
Effective Green, g (s)	8.5	8.5	160.0	13.2	13.2	13.2	114.3	111.9	111.9	126.3	119.9	119.9
Actuated g/C Ratio	0.05	0.05	1.00	0.08	0.08	0.08	0.71	0.70	0.70	0.79	0.75	0.75
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	94	99	1583	139	139	131	580	2475	1107	300	2652	1186
v/s Ratio Prot	c0.03	0.01		0.05	c0.05		0.00	c0.40		c0.02	0.16	
v/s Ratio Perm			0.05			0.01	0.03		0.13	0.21		0.01
v/c Ratio	0.51	0.13	0.05	0.58	0.60	0.08	0.05	0.58	0.18	0.29	0.21	0.01
Uniform Delay, d1	73.7	72.2	0.0	70.7	70.8	67.8	8.0	12.1	8.3	17.3	6.0	5.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.66	0.25	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.6	0.1	6.1	6.7	0.3	0.0	0.6	0.2	0.5	0.2	0.0
Delay (s)	78.3	72.8	0.1	76.8	77.6	68.0	3.7	8.7	2.3	17.8	6.2	5.1
Level of Service	E	E	A	E	E	E	A	A	A	B	A	A
Approach Delay (s)		32.1			73.2			7.6			7.6	
Approach LOS		C			E			A			A	

Intersection Summary

























HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

#M.2.

HCM Signalized Intersection Capacity Analysis 2: Perimeter Center West & Ashford Dunwoody Rd

PM Existing + Generated

3/12/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	318	247	351	96	135	112	539	1245	196	49	490	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	5085	1583
Flt Permitted	0.46	1.00	1.00	0.59	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	864	3539	1583	1093	3539	1583	3433	3539	1583	1770	5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	346	268	382	104	147	122	586	1353	213	53	533	246
RTOR Reduction (vph)	0	0	0	0	0	108	0	0	112	0	0	167
Lane Group Flow (vph)	346	268	382	104	147	14	586	1353	101	53	533	79
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		8			2			6
Actuated Green, G (s)	23.5	14.7	80.0	14.3	9.5	9.5	18.9	37.8	37.8	6.7	25.6	25.6
Effective Green, g (s)	23.5	14.7	80.0	14.3	9.5	9.5	18.9	37.8	37.8	6.7	25.6	25.6
Actuated g/C Ratio	0.29	0.18	1.00	0.18	0.12	0.12	0.24	0.47	0.47	0.08	0.32	0.32
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	367	650	1583	236	420	188	811	1672	748	148	1627	507
v/s Ratio Prot	c0.12	0.08		0.03	0.04		c0.17	c0.38		0.03	0.10	
v/s Ratio Perm	c0.16		0.24	0.05		0.01			0.06			0.05
v/c Ratio	0.94	0.41	0.24	0.44	0.35	0.08	0.72	0.81	0.13	0.36	0.33	0.16
Uniform Delay, d1	26.2	28.8	0.0	28.7	32.4	31.4	28.1	18.0	11.9	34.6	20.7	19.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.06	2.67
Incremental Delay, d2	32.4	0.4	0.4	1.3	0.5	0.2	3.2	4.3	0.4	1.5	0.5	0.6
Delay (s)	58.6	29.3	0.4	30.0	32.9	31.5	31.3	22.4	12.3	32.8	22.5	52.5
Level of Service	E	C	A	C		C	C	C	B	C	C	D
Approach Delay (s)		28.4			31.6			23.8			32.0	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #1 AshfordDunwoody@PerimeterCenWAM

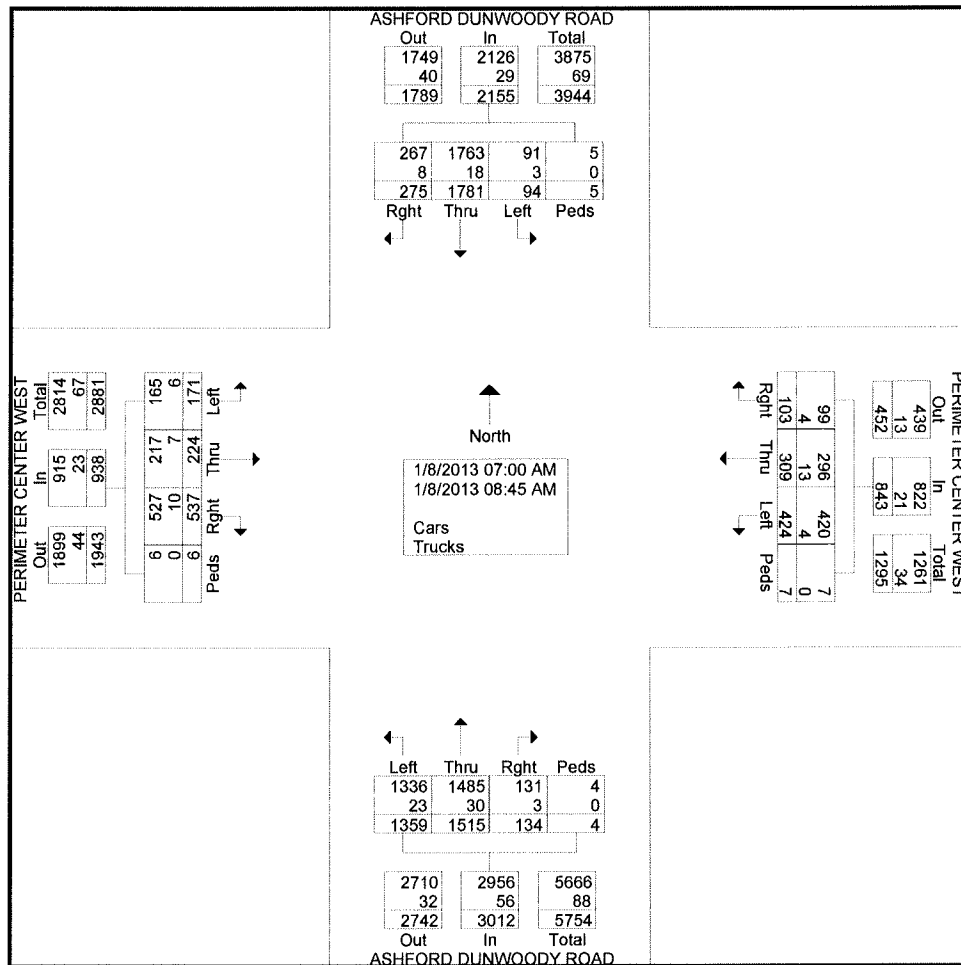
Site Code :

Start Date : 1/8/2013

Page No : 1

Groups Printed- Cars - Trucks

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER WEST Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER WEST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	132	28	1	168	34	19	12	0	65	164	158	12	1	335	23	21	52	0	96	664
07:15 AM	8	193	24	1	226	53	27	22	0	102	160	140	15	0	315	17	28	62	0	107	750
07:30 AM	9	280	33	0	322	47	31	16	0	94	174	154	17	0	345	14	27	72	3	116	877
07:45 AM	14	254	32	0	300	51	53	7	0	111	169	201	22	0	392	26	25	71	0	122	925
Total	38	859	117	2	1016	185	130	57	0	372	667	653	66	1	1387	80	101	257	3	441	3216
08:00 AM	21	236	44	1	302	63	57	12	0	132	188	210	14	1	413	19	28	72	3	122	969
08:15 AM	15	241	48	0	304	65	39	9	3	116	186	246	20	1	453	23	30	70	0	123	996
08:30 AM	12	225	35	1	273	58	43	14	4	119	167	216	19	0	402	22	29	62	0	113	907
08:45 AM	8	220	31	1	260	53	40	11	0	104	151	190	15	1	357	27	36	76	0	139	860
Total	56	922	158	3	1139	239	179	46	7	471	692	862	68	3	1625	91	123	280	3	497	3732
Grand Total	94	1781	275	5	2155	424	309	103	7	843	1359	1515	134	4	3012	171	224	537	6	938	6948
Apprch %	4.4	82.6	12.8	0.2		50.3	36.7	12.2	0.8		45.1	50.3	4.4	0.1		18.2	23.9	57.2	0.6		
Total %	1.4	25.6	4	0.1	31	6.1	4.4	1.5	0.1	12.1	19.6	21.8	1.9	0.1	43.4	2.5	3.2	7.7	0.1	13.5	
Cars	91	1763	267	5	2126	420	296	99	7	822	1336	1485	131	4	2956	165	217	527	6	915	6819
% Cars	96.8	99	97.1	100	98.7	99.1	95.8	96.1	100	97.5	98.3	98	97.8	100	98.1	96.5	96.9	98.1	100	97.5	98.1
Trucks	3	18	8	0	29	4	13	4	0	21	23	30	3	0	56	6	7	10	0	23	129
% Trucks	3.2	1	2.9	0	1.3	0.9	4.2	3.9	0	2.5	1.7	2	2.2	0	1.9	3.5	3.1	1.9	0	2.5	1.9



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

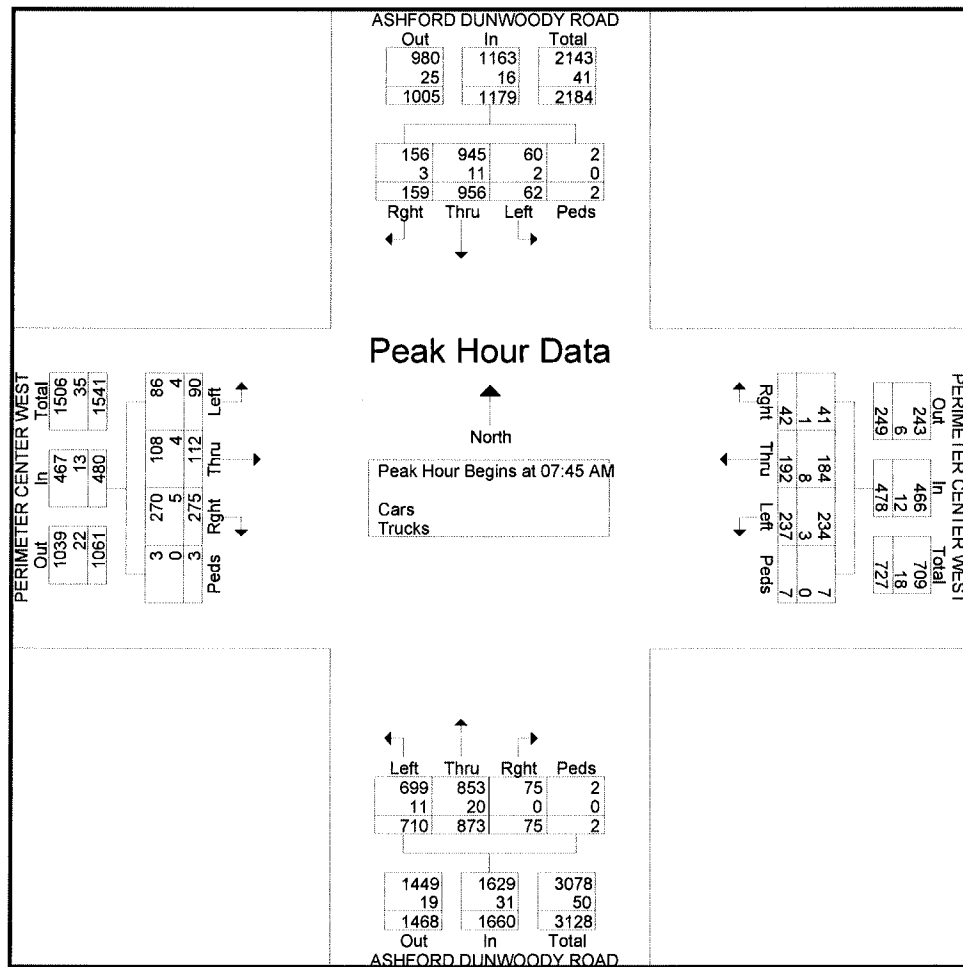
File Name : #1 AshfordDunwoody@PerimeterCenWAM

Site Code :

Start Date : 1/8/2013

Page No : 2

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER WEST Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER WEST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	254	32	0	300	51	53	7	0	111	169	201	22	0	392	26	25	71	0	122	925
08:00 AM	21	236	44	1	302	63	57	12	0	132	188	210	14	1	413	19	28	72	3	122	969
08:15 AM	15	241	48	0	304	65	39	9	3	116	186	246	20	1	453	23	30	70	0	123	996
08:30 AM	12	225	35	1	273	58	43	14	4	119	167	216	19	0	402	22	29	62	0	113	907
Total Volume	62	956	159	2	1179	237	192	42	7	478	710	873	75	2	1660	90	112	275	3	480	3797
% App. Total	5.3	81.1	13.5	0.2		49.6	40.2	8.8	1.5		42.8	52.6	4.5	0.1		18.8	23.3	57.3	0.6		
PHF	.738	.941	.828	.500	.970	.912	.842	.750	.438	.905	.944	.887	.852	.500	.916	.865	.933	.955	.250	.976	.953
Cars	60	945	156	2	1163	234	184	41	7	466	699	853	75	2	1629	86	108	270	3	467	3725
% Cars	96.8	98.8	98.1	100	98.6	98.7	95.8	97.6	100	97.5	98.5	97.7	100	100	98.1	95.6	96.4	98.2	100	97.3	98.1
Trucks	2	11	3	0	16	3	8	1	0	12	11	20	0	0	31	4	4	5	0	13	72
% Trucks	3.2	1.2	1.9	0	1.4	1.3	4.2	2.4	0	2.5	1.5	2.3	0	0	1.9	4.4	3.6	1.8	0	2.7	1.9



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #1 AshfordDunwoody@PerimeterCenWPM

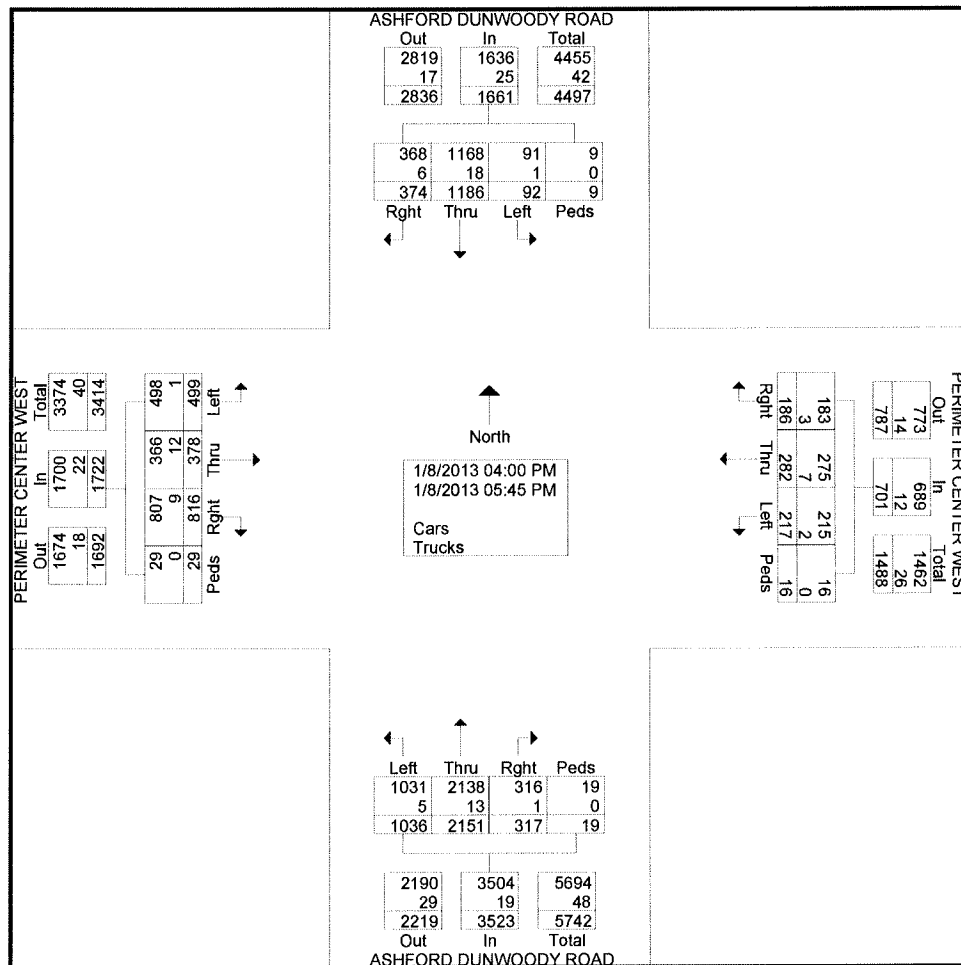
Site Code :

Start Date : 1/8/2013

Page No : 1

Groups Printed- Cars - Trucks

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER WEST Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER WEST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	9	205	43	0	257	34	27	21	0	82	123	227	22	2	374	56	24	131	2	213	926
04:15 PM	16	160	47	4	227	32	35	27	1	95	136	206	34	1	377	44	29	103	6	182	881
04:30 PM	6	194	43	1	244	25	45	28	1	99	111	260	27	2	400	53	32	133	3	221	964
04:45 PM	12	155	31	1	199	30	40	17	3	90	127	248	38	6	419	57	46	98	5	206	914
Total	43	714	164	6	927	121	147	93	5	366	497	941	121	11	1570	210	131	465	16	822	3685
05:00 PM	9	167	52	1	229	30	33	21	1	85	141	294	31	1	467	70	38	118	6	232	1013
05:15 PM	9	131	37	0	177	32	21	23	2	78	146	305	50	1	502	71	63	118	1	253	1010
05:30 PM	15	82	53	0	150	15	44	26	5	90	121	324	53	1	499	71	68	43	5	187	926
05:45 PM	16	92	68	2	178	19	37	23	3	82	131	287	62	5	485	77	78	72	1	228	973
Total	49	472	210	3	734	96	135	93	11	335	539	1210	196	8	1953	289	247	351	13	900	3922
Grand Total	92	1186	374	9	1661	217	282	186	16	701	1036	2151	317	19	3523	499	378	816	29	1722	7607
Apprch %	5.5	71.4	22.5	0.5		31	40.2	26.5	2.3		29.4	61.1	9	0.5		29	22	47.4	1.7		
Total %	1.2	15.6	4.9	0.1	21.8	2.9	3.7	2.4	0.2	9.2	13.6	28.3	4.2	0.2	46.3	6.6	5	10.7	0.4	22.6	
Cars	91	1168	368	9	1636	215	275	183	16	689	1031	2138	316	19	3504	498	366	807	29	1700	7529
% Cars	98.9	98.5	98.4	100	98.5	99.1	97.5	98.4	100	98.3	99.5	99.4	99.7	100	99.5	99.8	96.8	98.9	100	98.7	99
Trucks	1	18	6	0	25	2	7	3	0	12	5	13	1	0	19	1	12	9	0	22	78
% Trucks	1.1	1.5	1.6	0	1.5	0.9	2.5	1.6	0	1.7	0.5	0.6	0.3	0	0.5	0.2	3.2	1.1	0	1.3	1



#M.2.

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

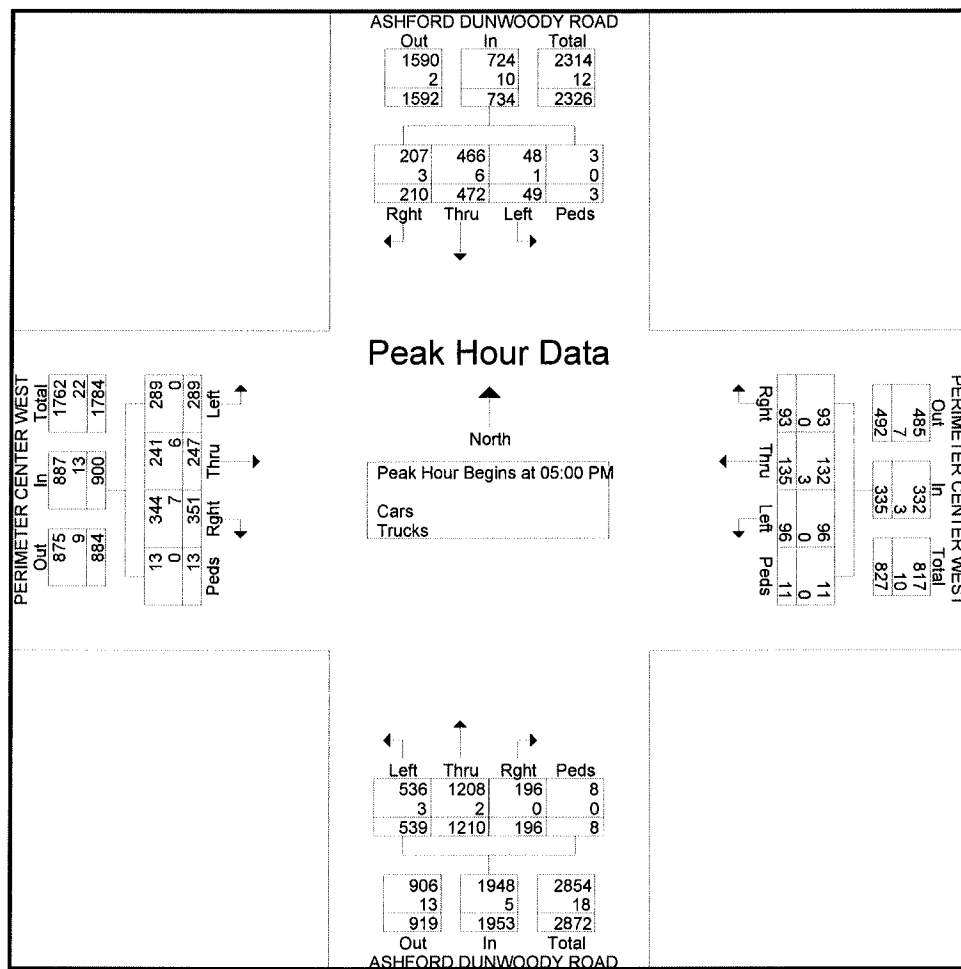
File Name : #1 AshfordDunwoody@PerimeterCenWPM

Site Code :

Start Date : 1/8/2013

Page No : 2

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER WEST Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER WEST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	167	52	1	229	30	33	21	1	85	141	294	31	1	467	70	38	118	6	232	1013
05:15 PM	9	131	37	0	177	32	21	23	2	78	146	305	50	1	502	71	63	118	1	253	1010
05:30 PM	15	82	53	0	150	15	44	26	5	90	121	324	53	1	499	71	68	43	5	187	926
05:45 PM	16	92	68	2	178	19	37	23	3	82	131	287	62	5	485	77	78	72	1	228	973
Total Volume	49	472	210	3	734	96	135	93	11	335	539	1210	196	8	1953	289	247	351	13	900	3922
% App. Total	6.7	64.3	28.6	0.4		28.7	40.3	27.8	3.3		27.6	62	10	0.4		32.1	27.4	39	1.4		
PHF	.766	.707	.772	.375	.801	.750	.767	.894	.550	.931	.923	.934	.790	.400	.973	.938	.792	.744	.542	.889	.968
Cars	48	466	207	3	724	96	132	93	11	332	536	1208									
% Cars	98.0	98.7	98.6	100	98.6	100	97.8	100	100	99.1	99.4	99.8	100	100	99.7	100	97.6	98.0	100	98.6	99.2
Trucks	1	6	3	0	10	0	3	0	0	3	3	2	0	0	5	0	6	7	0	13	31
% Trucks	2.0	1.3	1.4	0	1.4	0	2.2	0	0	0.9	0.6	0.2	0	0	0.3	0	2.4	2.0	0	1.4	0.8



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #2 AshfordDunwoody@PerimeterCentTerrAM

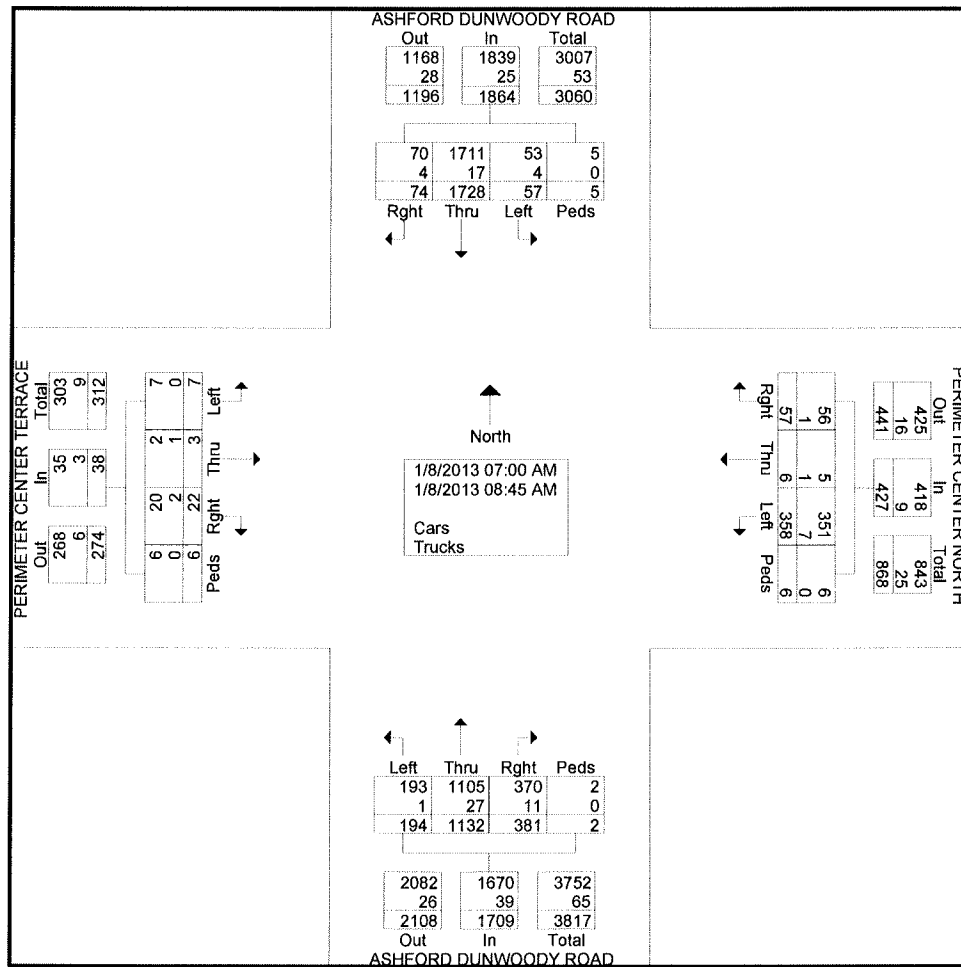
Site Code :

Start Date : 1/8/2013

Page No : 1

Groups Printed- Cars - Trucks

Start Time	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER NORTH Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER TERRACE Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	144	8	2	156	21	1	9	2	33	23	124	39	0	186	0	1	5	0	6	381
07:15 AM	7	186	6	0	199	40	1	5	2	48	20	106	37	0	163	0	0	3	1	4	414
07:30 AM	7	260	10	0	277	50	1	8	0	59	21	124	34	0	179	2	0	3	3	8	523
07:45 AM	7	229	7	0	243	50	0	12	1	63	28	140	55	2	225	0	1	3	1	5	536
Total	23	819	31	2	875	161	3	34	5	203	92	494	165	2	753	2	2	14	5	23	1854
08:00 AM	6	236	12	2	256	47	1	2	0	50	25	160	49	0	234	1	1	0	0	2	542
08:15 AM	8	258	12	1	279	52	2	5	1	60	26	188	56	0	270	1	0	2	0	3	612
08:30 AM	11	220	10	0	241	52	0	8	0	60	29	137	69	0	235	0	0	2	0	2	538
08:45 AM	9	195	9	0	213	46	0	8	0	54	22	153	42	0	217	3	0	4	1	8	492
Total	34	909	43	3	989	197	3	23	1	224	102	638	216	0	956	5	1	8	1	15	2184
Grand Total	57	1728	74	5	1864	358	6	57	6	427	194	1132	381	2	1709	7	3	22	6	38	4038
Apprch %	3.1	92.7	4	0.3		83.8	1.4	13.3	1.4		11.4	66.2	22.3	0.1		18.4	7.9	57.9	15.8		
Total %	1.4	42.8	1.8	0.1	46.2	8.9	0.1	1.4	0.1	10.6	4.8	28	9.4	0	42.3	0.2	0.1	0.5	0.1	0.9	
Cars	53	1711	70	5	1839	351	5	56	6	418	193	1105	370	2	1670	7	2	20	6	35	3962
% Cars	93	99	94.6	100	98.7	98	83.3	98.2	100	97.9	99.5	97.6	97.1	100	97.7	100	66.7	90.9	100	92.1	98.1
Trucks	4	17	4	0	25	7	1	1	0	9	1	27	11	0	39	0	1	2	0	3	76
% Trucks	7	1	5.4	0	1.3	2	16.7	1.8	0	2.1	0.5	2.4	2.9	0	2.3	0	33.3	9.1	0	7.9	1.9



#M.2.

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

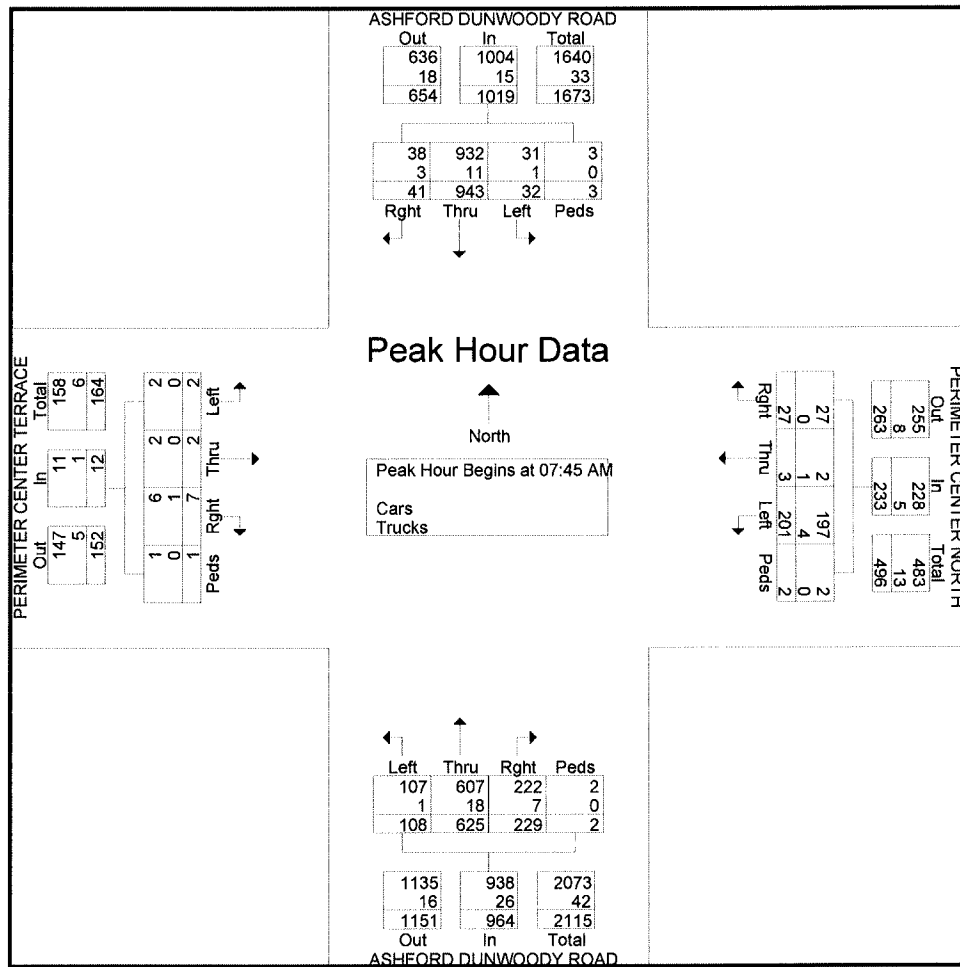
File Name : #2 AshfordDunwoody@PerimeterCentTerrAM

Site Code :

Start Date : 1/8/2013

Page No : 2

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER NORTH Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER TERRACE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	229	7	0	243	50	0	12	1	63	28	140	55	2	225	0	1	3	1	5	536
08:00 AM	6	236	12	2	256	47	1	2	0	50	25	160	49	0	234	1	1	0	0	2	542
08:15 AM	8	258	12	1	279	52	2	5	1	60	26	188	56	0	270	1	0	2	0	3	612
08:30 AM	11	220	10	0	241	52	0	8	0	60	29	137	69	0	235	0	0	2	0	2	538
Total Volume	32	943	41	3	1019	201	3	27	2	233	108	625	229	2	964	2	2	7	1	12	2228
% App. Total	3.1	92.5	4	0.3		86.3	1.3	11.6	0.9		11.2	64.8	23.8	0.2		16.7	16.7	58.3	8.3		
PHF	.727	.914	.854	.375	.913	.966	.375	.563	.500	.925	.931	.831	.830	.250	.893	.500	.500	.583	.250	.600	.910
Cars	31	932	38	3	1004	197	2	27	2	228	107	607	222	2	938	2	2	6	1	11	2181
% Cars	96.9	98.8	92.7	100	98.5	98.0	66.7	100	100	97.9	99.1	97.1	96.9	100	97.3	100	100	85.7	100	91.7	97.9
Trucks	1	11	3	0	15	4	1	0	0	5	1	18	7	0	26	0	0	1	0	1	47
% Trucks	3.1	1.2	7.3	0	1.5	2.0	33.3	0	0	2.1	0.9	2.9	3.1	0	2.7	0	0	14.3	0	8.3	2.1



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #2 AshfordDunwoody@PerimeterCentTerrPM

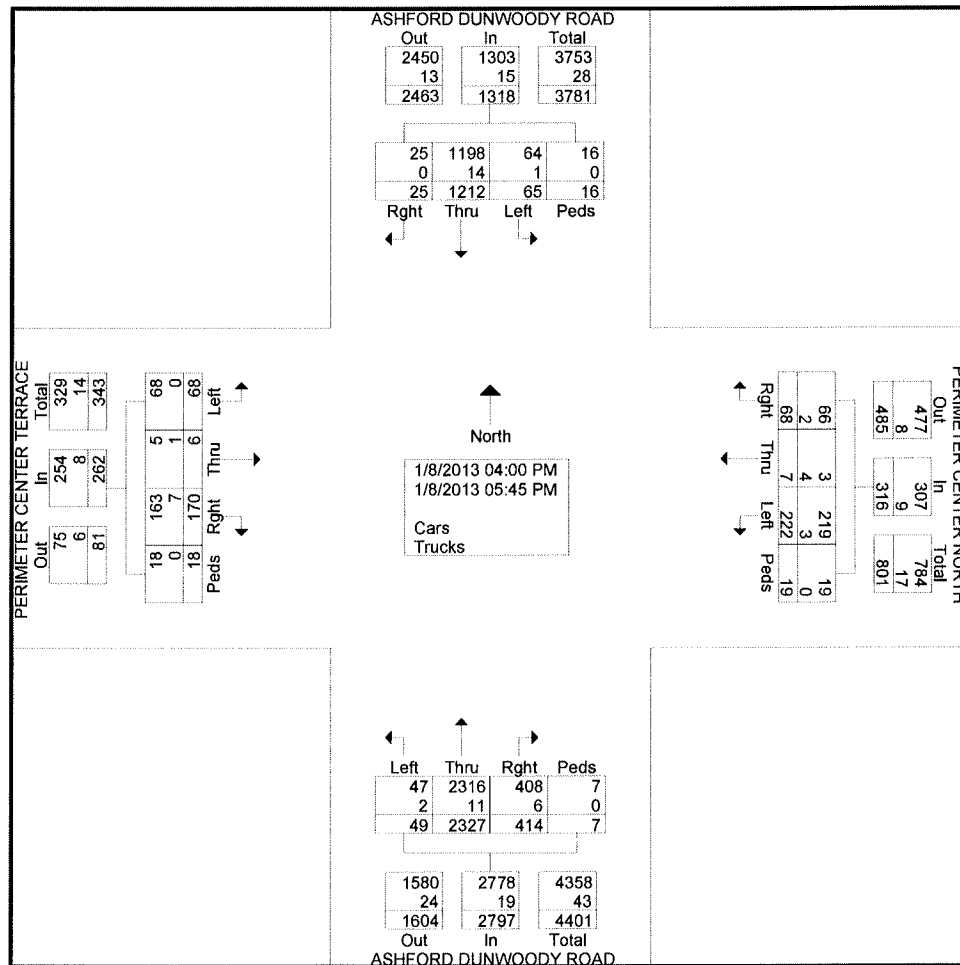
Site Code :

Start Date : 1/8/2013

Page No : 1

Groups Printed- Cars - Trucks

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER NORTH Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER TERRACE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	9	189	2	2	202	32	2	6	2	42	6	232	43	3	284	9	0	31	1	41	569
04:15 PM	3	187	2	2	194	21	0	11	0	32	3	240	41	0	284	4	0	19	1	24	534
04:30 PM	7	171	0	2	180	27	1	7	3	38	10	266	44	0	320	8	0	26	1	35	573
04:45 PM	9	146	4	1	160	30	0	7	1	38	5	272	38	1	316	3	0	15	3	21	535
Total	28	693	8	7	736	110	3	31	6	150	24	1010	166	4	1204	24	0	91	6	121	2211
05:00 PM	10	143	6	1	160	44	1	12	1	58	10	298	61	0	369	17	2	29	2	50	637
05:15 PM	10	127	6	2	145	18	0	3	2	23	4	359	60	0	423	5	1	17	2	25	616
05:30 PM	8	104	0	5	117	23	3	12	7	45	5	322	70	0	397	17	2	20	6	45	604
05:45 PM	9	145	5	1	160	27	0	10	3	40	6	338	57	3	404	5	1	13	2	21	625
Total	37	519	17	9	582	112	4	37	13	166	25	1317	248	3	1593	44	6	79	12	141	2482
Grand Total	65	1212	25	16	1318	222	7	68	19	316	49	2327	414	7	2797	68	6	170	18	262	4693
Apprch %	4.9	92	1.9	1.2		70.3	2.2	21.5	6		1.8	83.2	14.8	0.3		26	2.3	64.9	6.9		
Total %	1.4	25.8	0.5	0.3	28.1	4.7	0.1	1.4	0.4	6.7	1	49.6	8.8	0.1	59.6	1.4	0.1	3.6	0.4	5.6	
Cars	64	1198	25	16	1303	219	3	66	19	307	47	2316	408	7	2778	68	5	163	18	254	4642
% Cars	98.5	98.8	100	100	98.9	98.6	42.9	97.1	100	97.2	95.9	99.5	98.6	100	99.3	100	83.3	95.9	100	96.9	98.9
Trucks	1	14	0	0	15	3	4	2	0	9	2	11	6	0	19	0	1	7	0	8	51
% Trucks	1.5	1.2	0	0	1.1	1.4	57.1	2.9	0	2.8	4.1	0.5	1.4	0	0.7	0	16.7	4.1	0	3.1	1.1



#M.2.

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, Ga 30012
404-374-1283

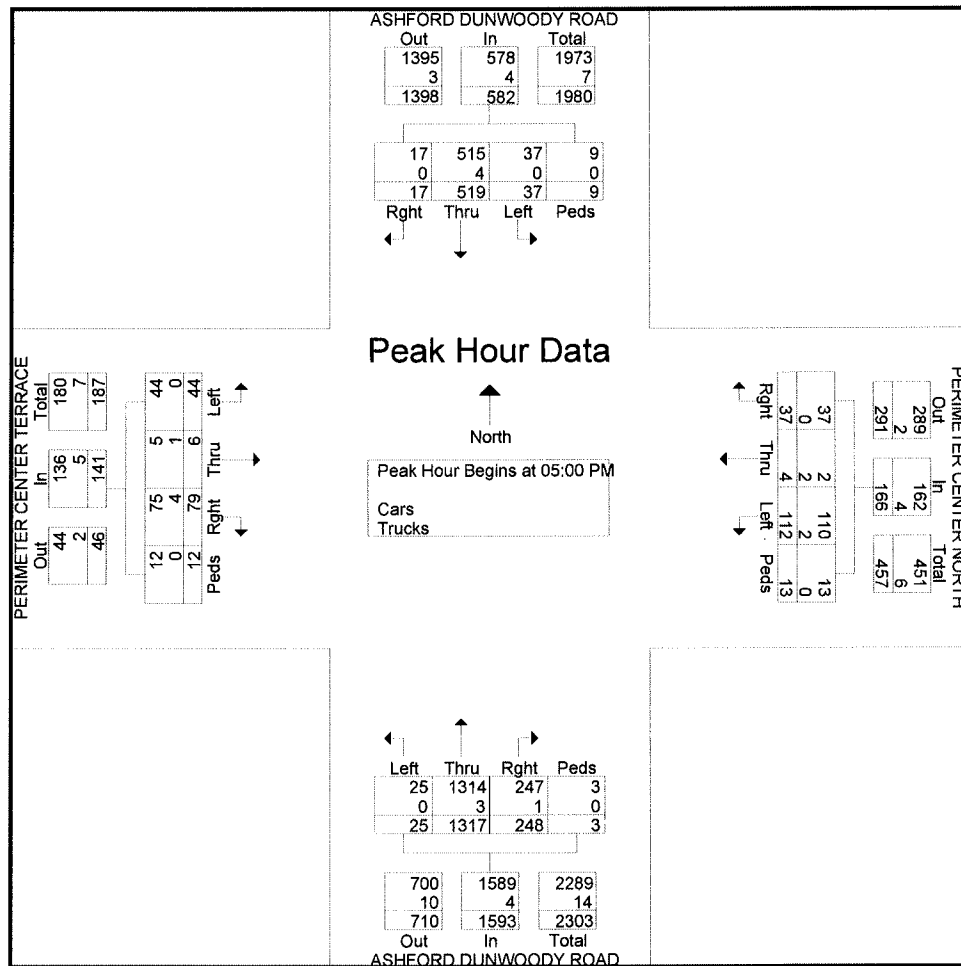
File Name : #2 AshfordDunwoody@PerimeterCentTerrPM

Site Code :

Start Date : 1/8/2013

Page No : 2

	ASHFORD DUNWOODY ROAD Southbound					PERIMETER CENTER NORTH Westbound					ASHFORD DUNWOODY ROAD Northbound					PERIMETER CENTER TERRACE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	143	6	1	160	44	1	12	1	58	10	298	61	0	369	17	2	29	2	50	637
05:15 PM	10	127	6	2	145	18	0	3	2	23	4	359	60	0	423	5	1	17	2	25	616
05:30 PM	8	104	0	5	117	23	3	12	7	45	5	322	70	0	397	17	2	20	6	45	604
05:45 PM	9	145	5	1	160	27	0	10	3	40	6	338	57	3	404	5	1	13	2	21	625
Total Volume	37	519	17	9	582	112	4	37	13	166	25	1317	248	3	1593	44	6	79	12	141	2482
% App. Total	6.4	89.2	2.9	1.5		67.5	2.4	22.3	7.8		1.6	82.7	15.6	0.2		31.2	4.3	56	8.5		
PHF	.925	.895	.708	.450	.909	.636	.333	.771	.464	.716	.625	.917	.886	.250	.941	.647	.750	.681	.500	.705	.974
Cars	37	515	17	9	578	110	2	37	13	162	25	1314									
% Cars	100	99.2	100	100	99.3	98.2	50.0	100	100	97.6	100	99.8	99.6	100	99.7	100	83.3	94.9	100	96.5	99.3
Trucks	0	4	0	0	4	2	2	0	0	4	0	3	1	0	4	0	1	4	0	5	17
% Trucks	0	0.8	0	0	0.7	1.8	50.0	0	0	2.4	0	0.2	0.4	0	0.3	0	16.7	5.1	0	3.5	0.7



All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1

Station ID: 1

ASHFORD DUNWOODY ROAD SOUTH OF
PERIMETER CENTER TERRACE

Latitude: 0' 0.000 Undefined

Start Time	08-Jan-13 Tue	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		32	256		
12:15		18	248		
12:30		16	287		
12:45		10	302	76	1093
01:00		13	247		
01:15		12	274		
01:30		8	284		
01:45		15	266	48	1071
02:00		7	250		
02:15		7	277		
02:30		3	242		
02:45		4	224	21	993
03:00		6	225		
03:15		3	247		
03:30		6	249		
03:45		6	302	21	1023
04:00		2	286		
04:15		9	284		
04:30		3	288		
04:45		16	306	30	1164
05:00		11	366		
05:15		13	376		
05:30		36	426		
05:45		46	376	106	1544
06:00		60	403		
06:15		72	300		
06:30		104	313		
06:45		168	306	404	1322
07:00		180	252		
07:15		167	206		
07:30		164	178		
07:45		224	169	735	805
08:00		240	186		
08:15		256	198		
08:30		229	170		
08:45		215	131	940	685
09:00		246	148		
09:15		252	107		
09:30		226	113		
09:45		230	113	954	481
10:00		190	84		
10:15		174	91		
10:30		182	67		
10:45		183	62	729	304
11:00		174	51		
11:15		201	34		
11:30		264	36		
11:45		274	30	913	151
Total		4977	10636		
Percent		31.9%	68.1%		

#M.2.

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Page 2

Site Code: 1
Station ID: 1
ASHFORD DUNWOODY ROAD SOUTH OF
PERIMETER CENTER TERRACE
Latitude: 0' 0.000 Undefined

Start Time	09-Jan-13 Wed	NB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		14	295		
12:15		22	272		
12:30		11	288		
12:45		15	293	62	1148
01:00		5	254		
01:15		10	282		
01:30		7	251		
01:45		12	268	34	1055
02:00		12	240		
02:15		4	242		
02:30		14	262		
02:45		5	218	35	962
03:00		6	216		
03:15		3	246		
03:30		1	260		
03:45		5	282	15	1004
04:00		6	257		
04:15		2	264		
04:30		3	321		
04:45		11	311	22	1153
05:00		11	327		
05:15		8	390		
05:30		28	384		
05:45		52	352	99	1453
06:00		54	373		
06:15		66	318		
06:30		113	314		
06:45		135	296	368	1301
07:00		129	288		
07:15		159	259		
07:30		172	220		
07:45		200	184	660	951
08:00		250	163		
08:15		258	192		
08:30		230	165		
08:45		252	152	990	672
09:00		268	142		
09:15		266	128		
09:30		230	112		
09:45		249	90	1013	472
10:00		200	83		
10:15		190	85		
10:30		194	72		
10:45		198	67	782	307
11:00		178	64		
11:15		260	29		
11:30		266	45		
11:45		300	28	1004	166
Total		5084	10644		
Percent		32.3%	67.7%		
Grand Total			10061	21280	
Percent			32.1%	67.9%	
ADT			ADT 15,670		AADT 15,670

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 1.5
Station ID: 1.5
ASHFORD DUNWOODY SOUTH OF
PERIMETER CENTER TERRACE
Latitude: 0' 0.000 Undefined

Start Time	08-Jan-13 Tue	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		33	259		
12:15		20	243		
12:30		18	250		
12:45		9	269	80	1021
01:00		13	268		
01:15		6	269		
01:30		7	288		
01:45		5	252	31	1077
02:00		4	246		
02:15		3	247		
02:30		4	260		
02:45		6	201	17	954
03:00		6	242		
03:15		4	221		
03:30		1	203		
03:45		4	195	15	861
04:00		3	237		
04:15		8	226		
04:30		8	238		
04:45		11	178	30	879
05:00		12	218		
05:15		20	160		
05:30		38	152		
05:45		22	175	92	705
06:00		40	182		
06:15		52	202		
06:30		86	206		
06:45		134	181	312	771
07:00		158	216		
07:15		208	162		
07:30		304	198		
07:45		280	156	950	732
08:00		276	172		
08:15		288	152		
08:30		264	126		
08:45		252	130	1080	580
09:00		234	122		
09:15		232	118		
09:30		206	102		
09:45		220	104	892	446
10:00		196	90		
10:15		170	68		
10:30		173	65		
10:45		180	61	719	284
11:00		148	48		
11:15		189	29		
11:30		198	26		
11:45		198	30	733	133
Total		4951	8443		
Percent		37.0%	63.0%		

#M.2.

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Page 2

Site Code: 1.5
Station ID: 1.5
ASHFORD DUNWOODY SOUTH OF
PERIMETER CENTER TERRACE
Latitude: 0' 0.000 Undefined

Start Time	09-Jan-13 Wed	SB		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		16	238		
12:15		22	246		
12:30		13	248		
12:45		11	278	62	1010
01:00		15	285		
01:15		4	282		
01:30		11	274		
01:45		8	236	38	1077
02:00		4	211		
02:15		9	234		
02:30		8	246		
02:45		7	258	28	949
03:00		6	230		
03:15		4	204		
03:30		5	224		
03:45		3	192	18	850
04:00		6	215		
04:15		4	206		
04:30		6	234		
04:45		10	190	26	845
05:00		12	210		
05:15		18	149		
05:30		34	168		
05:45		38	184	102	711
06:00		31	188		
06:15		60	170		
06:30		79	194		
06:45		126	178	296	730
07:00		159	200		
07:15		226	185		
07:30		278	189		
07:45		265	169	928	743
08:00		244	154		
08:15		290	150		
08:30		302	136		
08:45		262	143	1098	583
09:00		262	136		
09:15		211	127		
09:30		218	98		
09:45		196	110	887	471
10:00		194	115		
10:15		194	90		
10:30		163	64		
10:45		167	40	718	309
11:00		166	46		
11:15		230	30		
11:30		237	34		
11:45		235	19	868	129
Total		5069	8407		
Percent		37.6%	62.4%		
Grand Total			10020	16850	
Percent			37.3%	62.7%	
ADT			ADT 13,435		AADT 13,435

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 2
Station ID: 2
PERIMETER CENTER NORTH EAST OF
ASHFORD DUNWOODY ROAD
Latitude: 0' 0.000 Undefined

Start Time	08-Jan-13 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	34			8	22				
12:15		8	46			6	24				
12:30		11	49			4	30				
12:45		3	54	39	183	3	36	21	112	60	295
01:00		4	53			3	32				
01:15		7	38			2	30				
01:30		3	42			4	38				
01:45		8	34	22	167	2	36	11	136	33	303
02:00		6	46			5	29				
02:15		2	41			1	22				
02:30		6	34			2	22				
02:45		5	42	19	163	2	31	10	104	29	267
03:00		8	36			5	30				
03:15		5	36			3	21				
03:30		3	42			1	38				
03:45		2	48	18	162	1	23	10	112	28	274
04:00		0	64			0	40				
04:15		2	62			3	32				
04:30		2	64			1	36				
04:45		4	58	8	248	6	36	10	144	18	392
05:00		7	85			4	59				
05:15		0	87			1	27				
05:30		4	101			5	40				
05:45		3	78	14	351	3	31	13	157	27	508
06:00		6	94			6	45				
06:15		7	88			8	39				
06:30		16	67			14	34				
06:45		14	80	43	329	26	39	54	157	97	486
07:00		28	54			33	35				
07:15		30	57			42	20				
07:30		22	45			58	32				
07:45		35	56	115	212	58	28	191	115	306	327
08:00		39	68			64	28				
08:15		35	43			60	20				
08:30		50	49			67	28				
08:45		46	42	170	202	64	17	255	93	425	295
09:00		36	46			30	20				
09:15		44	26			34	7				
09:30		33	25			28	9				
09:45		33	32	146	129	30	12	122	48	268	177
10:00		26	30			28	22				
10:15		24	30			20	14				
10:30		36	28			19	16				
10:45		20	28	106	116	32	16	99	68	205	184
11:00		21	20			12	12				
11:15		25	20			14	11				
11:30		34	16			19	6				
11:45		39	22	119	78	21	8	66	37	185	115
Total		819	2340			862	1283			1681	3623
Percent		25.9%	74.1%			40.2%	59.8%			31.7%	68.3%

#M.2.

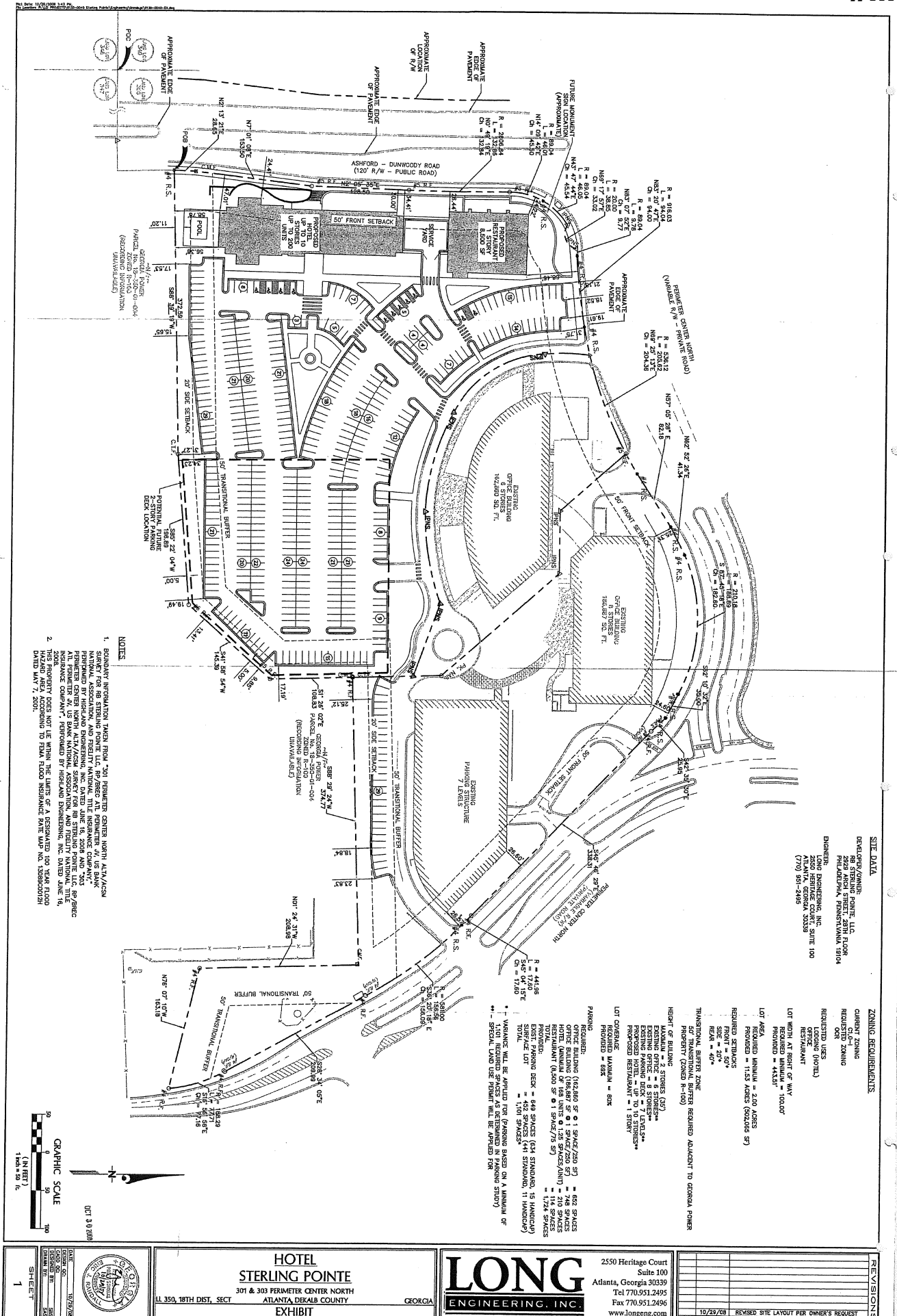
All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Page 2

Site Code: 2
Station ID: 2
PERIMETER CENTER NORTH EAST OF
ASHFORD DUNWOODY ROAD
Latitude: 0' 0.000 Undefined

Start Time	09-Jan-13 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	54			2	30				
12:15		13	44			11	28				
12:30		8	32			4	34				
12:45		4	50	34	180	3	30	20	122	54	302
01:00		6	49			3	42				
01:15		3	51			2	34				
01:30		2	30			2	34				
01:45		6	30	17	160	4	26	11	136	28	296
02:00		8	37			4	28				
02:15		1	44			0	28				
02:30		4	43			3	21				
02:45		2	42	15	166	0	30	7	107	22	273
03:00		4	35			4	30				
03:15		5	47			3	20				
03:30		2	46			3	34				
03:45		1	52	12	180	2	21	12	105	24	285
04:00		1	59			0	39				
04:15		2	66			1	41				
04:30		1	68			2	32				
04:45		4	50	8	243	2	32	5	144	13	387
05:00		3	72			2	39				
05:15		1	86			1	28				
05:30		4	74			6	26				
05:45		6	92	14	324	1	31	10	124	24	448
06:00		8	96			8	38				
06:15		14	69			6	22				
06:30		13	74			20	37				
06:45		20	72	55	311	34	42	68	139	123	450
07:00		18	66			32	34				
07:15		26	50			32	30				
07:30		25	56			68	36				
07:45		38	44	107	216	50	26	182	126	289	342
08:00		34	58			53	33				
08:15		28	60			64	26				
08:30		31	48			74	24				
08:45		38	53	131	219	52	17	243	100	374	319
09:00		44	38			34	13				
09:15		42	42			40	18				
09:30		32	33			31	14				
09:45		34	32	152	145	32	16	137	61	289	206
10:00		32	34			23	20				
10:15		22	39			25	18				
10:30		20	24			19	20				
10:45		22	30	96	127	20	6	87	64	183	191
11:00		23	24			23	9				
11:15		30	10			30	6				
11:30		32	14			22	12				
11:45		34	12	119	60	20	4	95	31	214	91
Total		760	2331			877	1259			1637	3590
Percent		24.6%	75.4%			41.1%	58.9%			31.3%	68.7%
Grand Total		1579	4671			1739	2542			3318	7213
Percent		25.3%	74.7%			40.6%	59.4%			31.5%	68.5%
ADT		ADT 5,266				AADT 5,266					



STATE OF GEORGIA
CITY OF DUNWOODY

ORDINANCE 2013-XX-XX

AN ORDINANCE TO AMEND THE CITY OF DUNWOODY ZONING MAP FOR ZONING CONDITIONS OF LOT PARCEL NUMBER 18 350 01 009, 011 AND 170 IN CONSIDERATION OF SPECIAL LAND USE PERMIT 13-051 (295/301/303 Perimeter Center North, Dunwoody, Georgia 30346)

WHEREAS: Notice to the public regarding said modification to conditions of zoning has been duly published in The Dunwoody Crier, the Official News Organ of the City of Dunwoody, Georgia; and

WHEREAS, the Special Land Use Permit 13-051 is requested pursuant to Sections 27-925 of the City of Dunwoody Zoning Ordinance to allow a change in the maximum building allowed height on the Property and in conjunction with the Rezoning of said property from OCR-c to OCR-c to change conditions, as detailed in Zoning Action RZ-13-051; and

WHEREAS: Owner of the Property requests for the maximum allowed building height on the Property to be changed from 2 stories to 8 stories to allow for an 8-story Hotel, which modifies the existing SLUP that allowed up to 10-stories.

NOW THEREFORE, The Mayor and City Council of the City of Dunwoody hereby ORDAINES and APPROVES the Special Land Use Permit 13-051 of this said property in order to increase the maximum allowed height of 2-stories to 8-stories, with the following conditions updated from the applicants February 28, 2013 SLUP application, reconciled with the March 14, 2013 Site Plan that is the condition of the Property:

1. The total height of the development shall not exceed: (a) an existing six (6)-story office building; (b) an existing eight (8)-story office building; (c) an existing seven (7)-story parking garage; (d) a proposed hotel not to exceed eight (8) stories; (e) a proposed one (1)-story restaurant; (f) three (3) proposed one (1)-story retail buildings; and (g) a proposed parking deck not to exceed three (3) stories.

SO ORDAINED AND EFFECTIVE, this ____ day of _____, 2013.

Approved by:

Michael G. Davis, Mayor

#M.2.

STATE OF GEORGIA
CITY OF DUNWOODY

Attest:

ORDINANCE 2013-XX-XX

Approved as to Form and Content

Sharon Lowery, City Clerk

City Attorney

SEAL