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Memorandum

To: Mr. Vikram Mehra

From: Abdul K. Amer, P.E.

Date: March 22th 2012

Subject: Trip Generation Memo for Ashford at Brookhaven

The purpose of this memo is to determine the trip generation characteristics of the proposed residential development, Ashford at Brookhaven, which will be located off Dresden Drive in DeKalb County, Georgia. This proposed development will consist of 215 apartment dwelling units and will be served by access points on Dresden Drive and Fernwood Circle.

Trip generation for the project was based on the rates and equations published in the 8th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. A trip generation is a tool used by transportation professionals who are interested in estimating the number of trips generated by a proposed development. Trips are defined as a single or one-directional travel movement with either the origin or destination of the trip inside the study site. Trips are expressed in trips per unit of development. In this case, the volumes are expressed as trips per dwelling unit. Equations provide a direct estimation of trips based upon development units being multiplied in a mathematical relationship. The total trip generation was based on the following ITE Land Use: *220 – Apartment.* The calculated total trip generation for the site is shown in Table 1 for the AM and PM peak hours.

TABLE 1
TRIP GENERATION

Land Use	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Total	Enter	Exit	Total	2-way
220 – Apartment	215 units	22	87	109	88	48	136	1,426

The trip generation rates in Table 1 have been calculated for the AM and PM peak hours. The peak hours consist of the four consecutive 15-minute interval volumes that summed to produce the highest volumes on the adjacent roadway between the hours of 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. These times are commonly thought of as the "rush hours" for most areas and constitute the period with highest trip generation rates for most developments of this type. As shown in Table 1, the development will generate 109 new trips (22 entering trips plus 87 exiting trips) during the AM peak hour and 136 new trips (88 entering trips plus 48 exiting trips) in the PM peak hour. A site plan showing the proposed development has been included in the Appendix.

APPENDIX

Land Use: 220
Apartment

Description

Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadraplexes and all types of apartment buildings. The studies included in this land use did not identify whether the apartments were low-rise, mid-rise, or high-rise. Low-rise apartment (Land Use 221), high-rise apartment (Land Use 222) and mid-rise apartment (Land Use 223) are related uses.

Additional Data

This land use included data from a wide variety of units with different sizes, price ranges, locations and ages. Consequently, there was a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

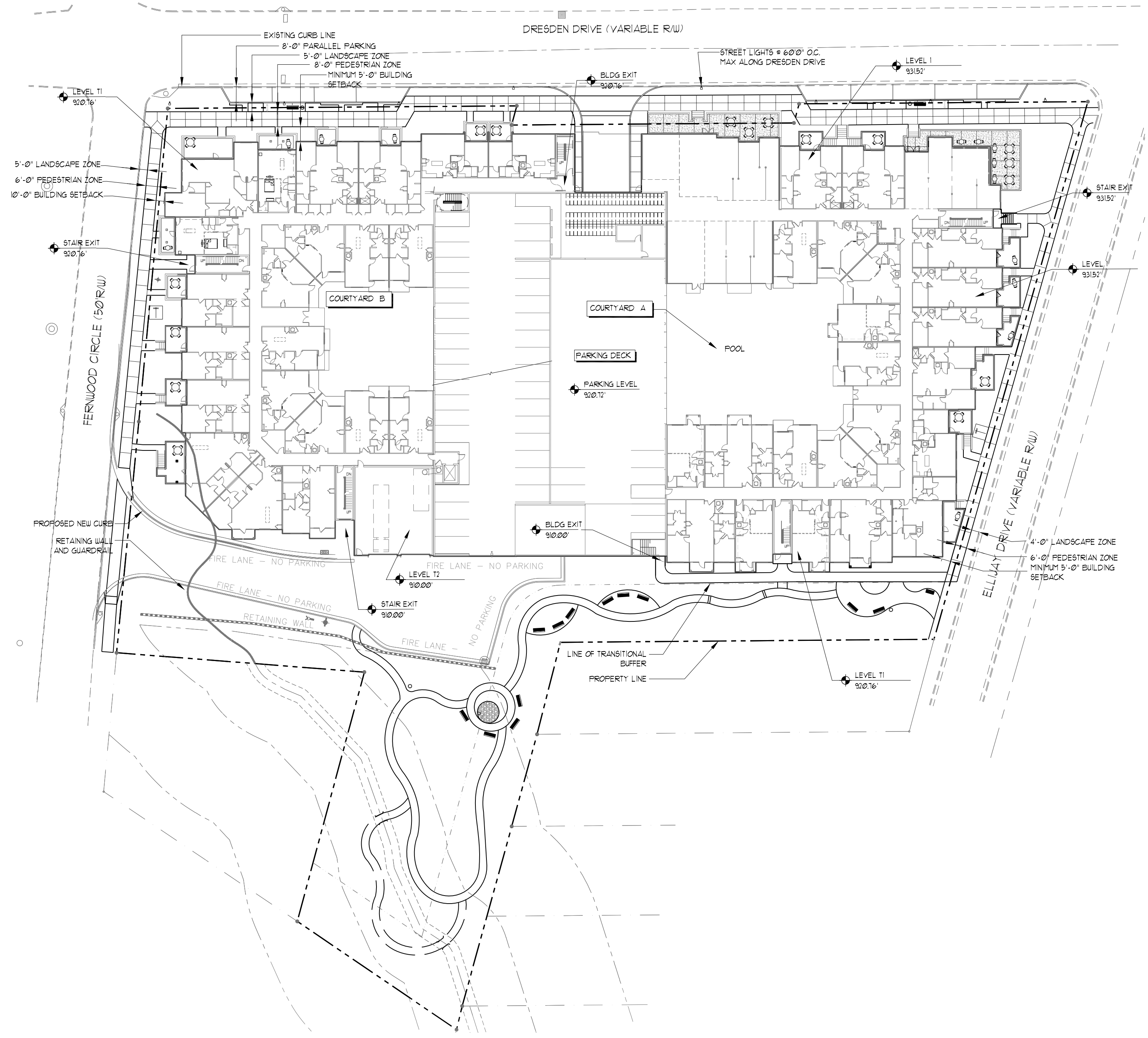
The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed between the late 1960s and the 2000s throughout the United States and Canada.

Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

2, 4, 5, 6, 9, 10, 11, 12, 13, 14, 16, 19, 20, 34, 35, 40, 72, 91, 100, 108, 188, 192, 204, 211, 253, 283, 357, 436, 525, 530, 579, 583, 638



1 ARCHITECTUAL SITE PLAN
SCALE: 1" = 20'-0"

0 10' 20' 40'
SCALE: 1" = 20'

SITE DEVELOPMENT DATA

GENERAL REQUIREMENTS				
ZONING DISTRICT CLASSIFICATION	O-I-T			
PROPOSED BUILDING USE	MULTI-FAMILY RESIDENTIAL/RETAIL			
PERMITTED USE	☒ YES		☐ NO	
ACCESSORY USE	☒ YES		☐ NO	
SPECIAL ZONING REQUIREMENTS	☒ YES (SEE REMARKS)		☐ NO	
RECORDED LOT NUMBER				
LOT FRONTAGE	MINIMUM		ACTUAL	
LOT WIDTH	MINIMUM		ACTUAL	
LOT AREA (NET)	MINIMUM		ACTUAL	7.81 ACRES / 340,204 SQ. FT.
GROSS LAND AREA (G.L.A.)	144,636 SF			
RIGHT-OF-WAYS				
NORTH BOUNDARY	DRESDEN DRIVE		☐ NOT APPLICABLE	
SOUTH BOUNDARY	FIRE ACCESS ROAD		☐ NOT APPLICABLE	
EAST BOUNDARY	ELLIJAY DRIVE		☐ NOT APPLICABLE	
WEST BOUNDARY	FERNWOOD CIRCLE		☐ NOT APPLICABLE	
PROPOSED BUILDING FOOTPRINT	54,771 SF			
BUILDING LOT COVERAGE	PERMITTED	80%	ACTUAL	38% (X SF)
FLOODPLAIN RESTRICTIONS			☒ NOT APPLICABLE	
PUBLIC SPACE REQUIREMENTS			☒ NOT APPLICABLE	
FENESTRATION			☒ NOT APPLICABLE	
USABLE OPEN SPACE				
ELEMENTS OF USABLE OPEN SPACE (OUTDOOR LIVING SPACE)				
LANDSCAPE RIGHT-OF-WAY			☐ NOT APPLICABLE	
GROUND LEVEL LANDSCAPE / HARDSCAPE AREAS	SEE LANDSCAPE PLAN		☐ NOT APPLICABLE	
INTERIOR COURTYARDS	10,821 SF		☐ NOT APPLICABLE	
IMPROVED ROOF AREAS			☒ NOT APPLICABLE	
EXTERIOR BALCONIES			☐ NOT APPLICABLE	
TOTAL USEABLE OPEN SPACE PROVIDED				
TOTAL USEABLE OPEN SPACE REQUIRED (U.O.S.R. x G.L.A.)				
OFF-STREET PARKING				
OWNER REQUIREMENTS				
LEASING OFFICE / AMENITIES	STANDARD	N/A	COMPACT	N/A
RESIDENT PARKING	STANDARD	N/A	COMPACT	N/A
GUEST PARKING	STANDARD	N/A	COMPACT	N/A
TOTAL OWNER REQUIRED PARKING	ONE SPACE PER BEDROOM			
ZONING REQUIREMENTS				
LEASING OFFICE / AMENITIES	STANDARD	0	COMPACT	0
RESIDENT PARKING	STANDARD	322	COMPACT	40%
GUEST PARKING	STANDARD	13	COMPACT	0
TOTAL ZONING REQUIRED PARKING	213 / 344 (PROVIDED)			
ACCESSIBLE PARKING				
MINIMUM REQUIRED ACCESSIBLE PARKING	2% = 7 TOTAL SPACES			
VAN ACCESSIBLE PARKING	2		REQD. HEADROOM	8'-2"
TOTAL ACCESSIBLE PARKING	7			
PARKING SPACES PROVIDED (REFER TO SHEET SP-01)				
REGULAR PARKING	STANDARD	246	COMPACT	96
"STANDARD" ACCESSIBLE PARKING	7			
VAN ACCESSIBLE PARKING	2			
TOTAL PROVIDED	344 (@ PARKING DECK)			
SITE ACCESSIBILITY				
ACCESSIBLE ROUTE (WITHIN THE BOUNDARY OF THE SITE TO AN ACCESSIBILE ENTRANCE)				
CURB RAMPS				
ACCESSIBLE PARKING	☒ PROVIDED		☐ N/A (SEE REMARKS)	
STREETS AND/OR DRIVEWAYS	☒ PROVIDED		☐ N/A (SEE REMARKS)	
MINIMUM WIDTH	☐ 36" W/ 60"x60" PASSING AREA		☒ 5'-0" CLEAR	
SLOPE	☒ 1 : 20 MAXIMUM		☒ 1 : 12 MAX. W/ HANDRAILS	
PARKING				
LOCATION (ACC. PARKING TO BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE TO AN ACCESSBLE ENTRANCE)				
ACCESS AISLES				
STANDARD ACCESSIBLE SPACES	☒ 5'-0" (MINIMUM)		☐ OTHER (SEE REMARKS)	
VAN ACCESSIBLE SPACES	☒ 8'-0" (MINIMUM)		☐ OTHER (SEE REMARKS)	
SIGNAGE	☒ POLE MOUNTED		☐ WALL MOUNTED	
PASSENGER LOADING ZONE(S)	☒ PROVIDED		☐ NOT REQUIRED	
BUILDING HEIGHT REQUIREMENTS				
PERMITTED BUILDING HEIGHT	60'-0" PER O-I-T CODE			
PROPOSED BUILDING HEIGHT				
TRANSITIONAL HEIGHT PLANE	☒ YES (SEE ELEVATIONS)		☐ NOT APPLICABLE	
BUILDING SETBACKS				
NORTH BOUNDARY - DRESDEN DRIVE	25' (5' LANDSCAPE, 10' SIDEWALK, 10' LANDSCAPE)			
SOUTH BOUNDARY - FIRE ACCESS ROAD				
EAST BOUNDARY - ELLIJAY DRIVE	10' (4' LANDSCAPE, 6' SIDEWALK, 5'MIN'-15'MAX LANDSCAPE)			
WEST BOUNDARY - FERNWOOD DRIVE	10' (4' LANDSCAPE, 6' SIDEWALK, 5'MIN'-15'MAX LANDSCAPE)			
REQUIRED BUFFERS				
SIDEWALK CLEAR ZONE	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
TREE PLANTING ZONE	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
LANDSCAPE BUFFER	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
SCREENING / FENCING	☐ YES (REF. SITE PLAN)		☒ NOT APPLICABLE	
TRANSITIONAL YARD	☐ YES (REF. SITE PLAN)		☒ NOT APPLICABLE	
EASEMENTS				
UTILITY / STORM SEWER	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
ACCESS FIRE	☒ YES (REF. SITE PLAN)		☒ NOT APPLICABLE	
OTHER (PED ACCESS EASEMENT)	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
SITE AMENITIES				
STREET TREES / LANDSCAPE	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
PAVERS / HARDSCAPE	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
FURNISHINGS (BENCHES , TRASH RECEPTICALS, ETC.)	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
STREET LIGHTING	☒ YES (REF. LIGHTING PLAN)		☐ NOT APPLICABLE	
OTHER	☐ YES (REF. SITE PLAN)		☒ NOT APPLICABLE	
OFF-STREET LOADING				
REQUIRED NUMBER OF SPACES / SIZE	NA			
MINIMUM HEIGHT	14'-0" CLEAR HEADROOM MIN.			
MOPED / BICYCLE PARKING — 43 REQ'D SPACES	☒ YES (REF. SITE PLAN)		☐ NOT APPLICABLE	
FIRE DEPARTMENT ACCESS				
SIAMESE CONNECTION	☒ REMOTE (@ ACCESS ROAD)		☒ BUILDING (BLDG. I, II AND III)	
BUILDING ACCESS / FIRE LANE	☒ YES (REF. F.A. PLAN)		☐ N/A (SEE REMARKS)	
PARKING DECK ACCESS	☐ PUMPER TRUCK		☒ N/A	
REMARKS				
REQUIRED TOTAL OPEN SPACE 28,927 SF = 20% MINIMUM OF TOTAL PARCEL				
REQUIRED TOTAL BIYCLCLE PARKING SPACES = 43 OR 1 FOR EVERY 5 PARKING SPACES - 60 SPACES				
LOCATED WITHIN PARKING DECK				

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CONSULTANT

SEAL

PROJECT
ASHFORD
AT BROOKHAVEN
ATLANTA, GA

FOR

Hines
5 RAVINIA DRIVE
ATLANTA, GA
770-206-5303

△ ISSUE — DATE

DATE	02/10/2012
JOB NUMBER	1118901
DRAWN BY	DM
CHECKED BY	MG
SHEET TITLE	ARCHITECTURAL SITE PLAN
SHEET NUMBER	SP-01
COMMENTS	DESIGN DEVELOPMENT SET