

Kimball Bridge Road Tract
City of Alpharetta, Georgia
Project Trip Generation Comparison

Existing Zoning

Trip Generation Analysis (9th Ed.)									
Existing Zoning									
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Proposed Site Traffic									
210	Single-Family Detached Housing	0 d.u.	0	0	0	0	0	0	0
230	Residential Condominium/Townhouse	0 d.u.	0	0	0	0	0	0	0
710	General Office Building	211,515 s.f.	2,320	348	306	42	315	54	261
912	Drive-in Bank*	4,000 s.f.	593	48	27	21	97	49	48
Gross Trips			2,913	396	333	63	412	103	309

Source: Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Ed., 2012

* A bank was assumed for the 2-acre outparcel under existing zoning conditions.

Proposed Use (CUP)

Trip Generation Analysis (9th Ed.)									
Proposed Zoning									
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Proposed Site Traffic									
210	Single-Family Detached Housing	59 d.u.	646	51	13	38	65	41	24
230	Residential Condominium/Townhouse	37 d.u.	271	23	4	19	27	18	9
710	General Office Building	0 s.f.	0	0	0	0	0	0	0
912	Drive-in Bank	0 s.f.	0	0	0	0	0	0	0
Gross Trips			917	74	17	57	92	59	33

Source: Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 9th Ed., 2012

Comparison Summary

The proposed Kimball Bridge Road Tract residential development is projected to generate less development traffic compared to the projected development traffic with build-out of the existing property's zoning.

The proposed land uses and densities are projected to generate approximately 69% fewer daily trips, 81% fewer AM peak hour trips, and 78% fewer PM peak hour trips, compared to the land uses and densities under existing zoning.