

MEMORANDUM

To: Jake Meek, *Toll Brothers*

From: Harrison Forder, P.E., *Kimley-Horn and Associates, Inc.*
John D. Walker, P.E., PTOE, *Kimley-Horn and Associates, Inc.*

Date: February 1, 2024

RE: ***Toll Brothers Johns Creek – Hospital Parkway Tract, City of Alpharetta, GA
Trip Generation Memorandum***

Kimley-Horn is pleased to provide this memorandum regarding the trip generation for the proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* development. The site is currently undeveloped. The *Toll Brothers Johns Creek – Hospital Parkway Tract* development proposes to develop 60 townhomes on a 6.74-acre site. The site is located at 6350 Hospital Parkway in the City of Johns Creek, Georgia.

PROJECT OVERVIEW

As currently envisioned, the development will consist of 60 townhomes. Access to the development will be provided at one location along Hospital Parkway, to line up with Ebix Drive. This intersection currently operates under side-street stop control (through traffic on Hospital Parkway does not stop). Crosswalks are provided across all approaches of the intersection, with Rapid Rectangular Flashing Beacon (RRFB) indicators for the crosswalk across Hospital Parkway.

The proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* is located approximately 500 feet northeast of the Emory Johns Creek Hospital. In 2022, Emory Johns Creek Hospital was rezoned to increase the allowable density on site. The traffic impacts of this development was analyzed in the *Emory Johns Creek Hospital Expansion DRI #3542* (Kimley-Horn, 2022), reviewed by GRTA and ARC.

The purpose of this memorandum is to provide trip generation data for the proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* development and offer an opinion on a potential site access configuration. **Figure 1** provides a location map. **Figure 2** provides an aerial imagery of the project site.

TRIP GENERATION

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development and the distribution and assignment of that traffic through the study roadway network.

Anticipated trip generation for the proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* development was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, 2021. The analysis generated the project trips using the Single-Family Attached Housing land use (ITE 215).

The project trip generation for the proposed development on a standard weekday is summarized in **Table 1**.

Table 1: Gross Trip Generation											
Land Use	ITE Code	Density	Daily Traffic			AM Peak			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
<i>Single-Family Attached Housing</i>	215	60 units	406	203	203	26	8	18	32	18	14

*Note: No reductions for mixed-use, alternative mode, or pass-by were taken in order to present a conservative analysis.

Based on the trip generation shown in **Table 1**, the proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* development is projected to generate approximately 406 daily trips (203 in; 203 out), 26 AM peak hour trips, and 32 PM peak hour trips on an average weekday. This traffic is expected to exit the site using Hospital Parkway.

Project traffic associated with the *Emory Johns Creek Hospital Expansion DRI #3542* was obtained from the approved DRI traffic study. The expansion contemplated a total of 621,553 SF of new hospital space, and 458,749 SF of new medical office space. The proposed expansion is expected to generate approximately 23,086 new daily trips, 1,837 AM peak hour trips, and 1,994 PM peak hour trips per the DRI traffic study. Approximately 30% of the total site traffic is expected to utilize Hospital Parkway past the proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* development. As a result, approximately 6,926 daily trips, 552 AM peak hour trips, and 598 PM peak hour trips on this section of road will be attributable to the Emory Johns Creek Hospital Expansion. The comparison between the *Toll Brothers Johns Creek – Hospital Parkway Tract* development and the Emory Johns Creek Hospital Expansion is summarized in **Table 2**.

Table 2: Trip Generation Comparison			
Development	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
<i>Toll Brothers Johns Creek – Hospital Parkway Tract</i>	406	26	32
<i>Emory Johns Creek Hospital Expansion</i>	6,926	552	598
Percent Difference	94%	95%	95%

As shown in **Table 2**, on an event day, the proposed the *Toll Brothers Johns Creek – Hospital Parkway Tract* development is projected to approximately 95% less traffic than the Emory Johns Creek Hospital Expansion. As a result, it is expected that the *Toll Brothers Johns Creek – Hospital Parkway Tract* development will have a minimal impact on Hospital Parkway when compared to other approved developments along the roadway.

SITE ACCESS OPINION

Based on the proposed site plan and trip generation of the site, a full traffic impact study is not required for the development. In lieu of a full traffic impact study, Kimley-Horn offers the following recommendations to consider to improve the site access of the development:

- Restripe the existing gore area along Hospital Parkway as a right-turn deceleration lane entering the site.
- Consider installing stop signs along Hospital Parkway to create all-way stop-controlled intersections, matching the intersection configuration at Hospital Parkway and the Emory Johns Creek driveway, located approximately 650 feet northwest of the Ebix Way intersection.

The above improvements will improve safety for both vehicles and pedestrians. The improvements are summarized below in **Figure 1**.

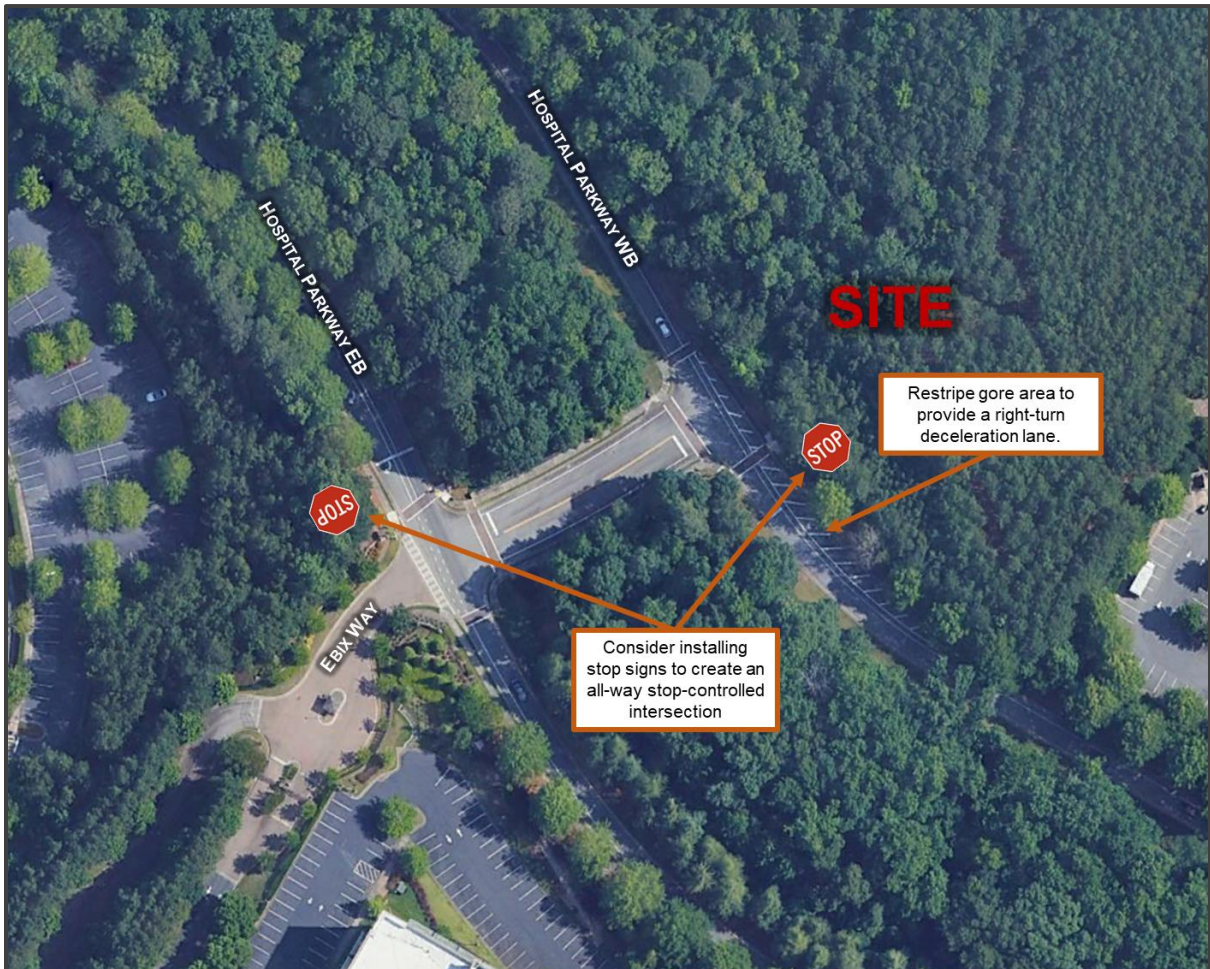


Figure 1: Site Access Improvement Considerations

SUMMARY

As currently envisioned, the *Toll Brothers Johns Creek – Hospital Parkway Tract* development is proposed to consist of 60 townhomes on approximately 6.74-acres. The site is currently undeveloped. The site is located at 6350 Hospital Parkway in the City of Johns Creek, Georgia.

Based on the trip generation, the proposed *Toll Brothers Johns Creek – Hospital Parkway Tract* development is expected to generate approximately 406 weekday daily trips (203 in; 203 out), 26 AM peak hour trips, and 32 PM peak hour trips. The proposed site is expected to generate approximately 95% less traffic on this section of Hospital Parkway than the Emory Johns Creek Hospital Expansion project, which was approved in 2022. As a result, it is expected that the *Toll Brothers Johns Creek – Hospital Parkway Tract* development will have a minimal impact on Hospital Parkway when compared to other approved developments along the roadway.

Based on the development trip generation and previous traffic studies in the area, it is our opinion that the following site access improvements should be considered at the site driveway to improve the safety and operations at the intersection:

- Restripe the existing gore area along Hospital Parkway as a right-turn deceleration lane entering the site.
- Consider installing stop signs along Hospital Parkway to create all-way stop-controlled intersections, matching the intersection configuration at Hospital Parkway and the Emory Johns Creek driveway, located approximately 650 feet northwest of the Ebix Way intersection.

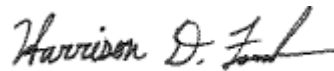
We hope this information is helpful. Please contact me if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



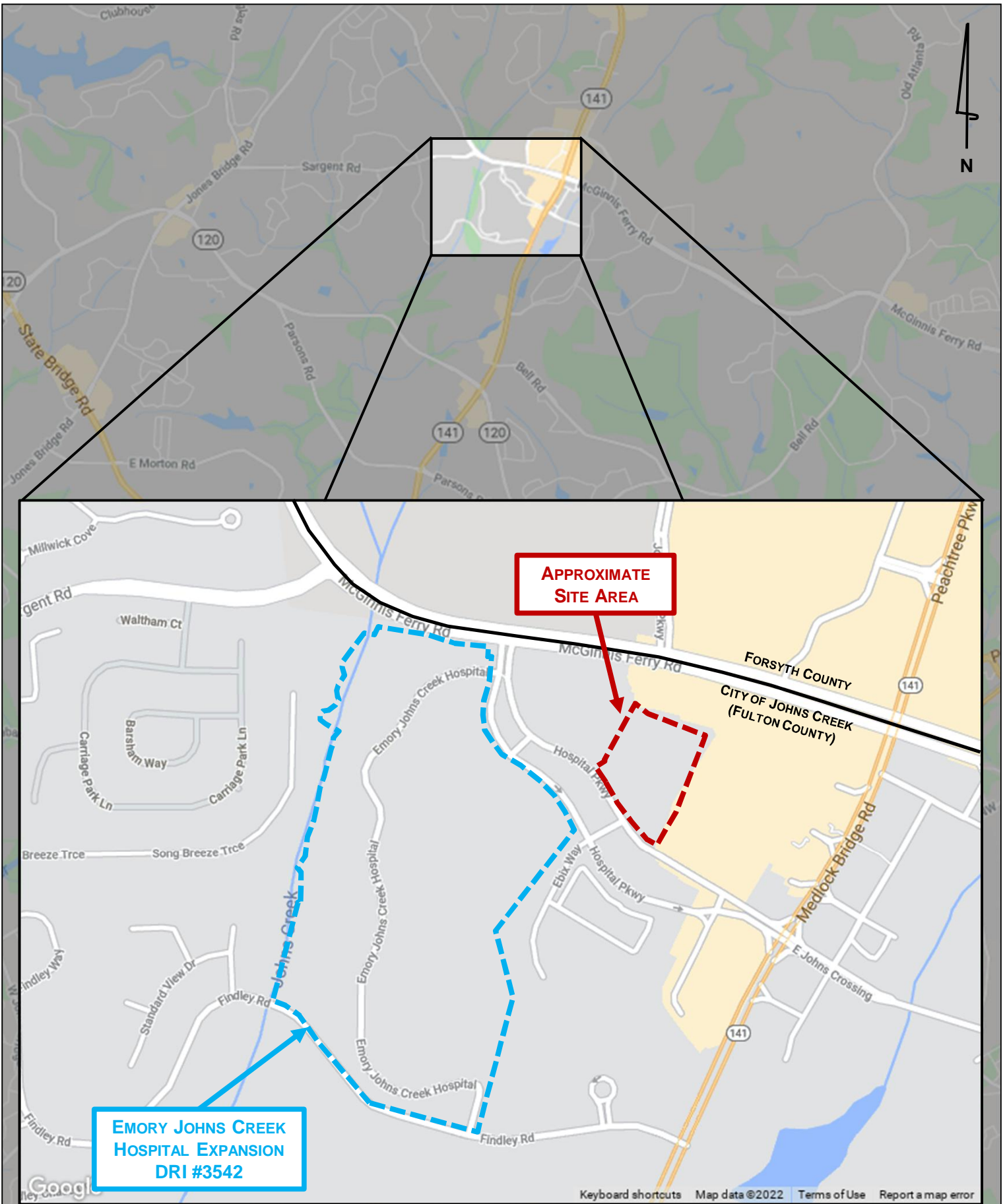
John D. Walker, P.E., PTOE
Senior Vice President



Harrison Forder, P.E.
Project Engineer

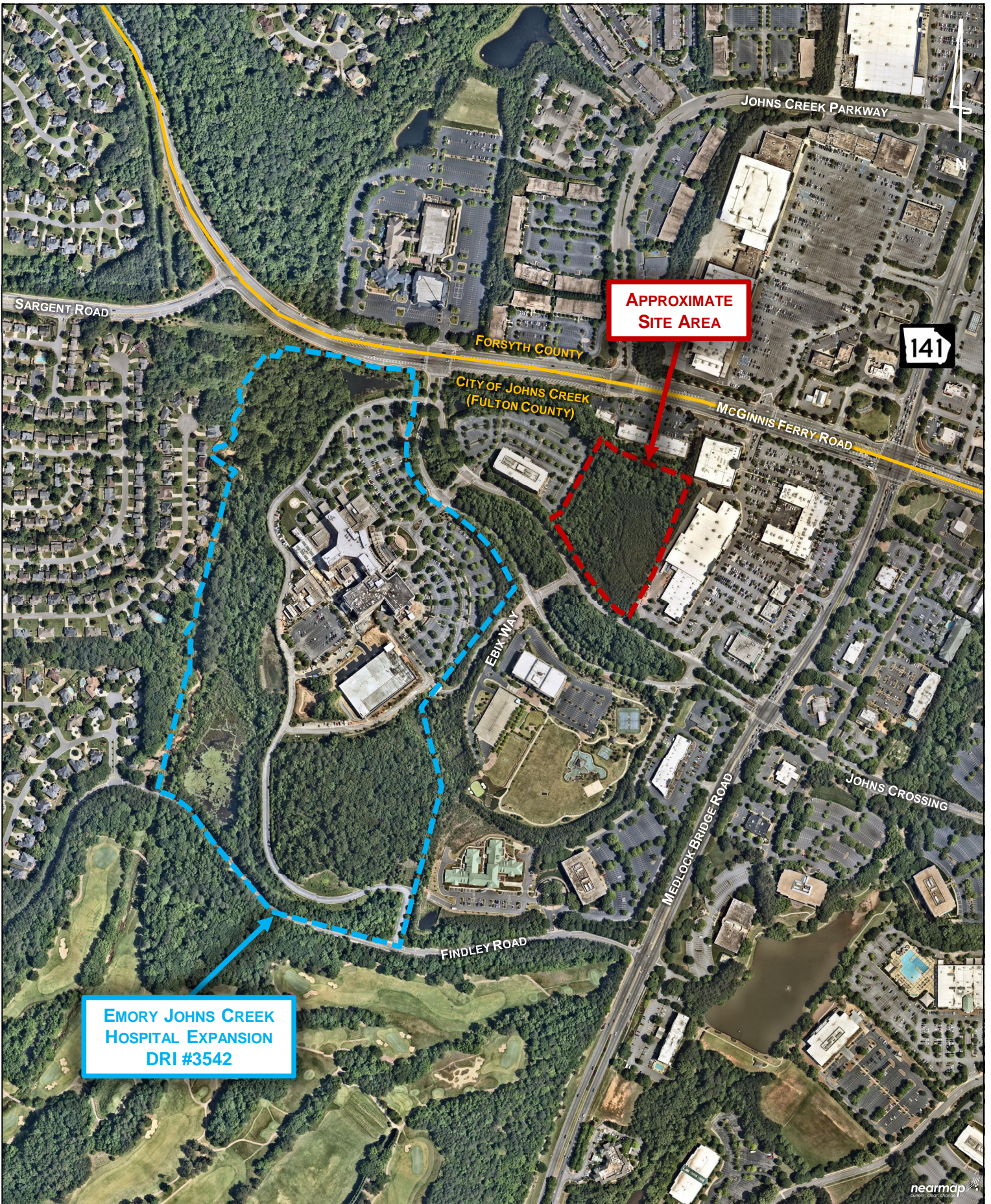
Attachments:

- Figure 1: Site Location Map
- Figure 2: Site Aerial
- *Toll Brothers Johns Creek – Hospital Parkway Tract* Trip Generation Worksheet
- *Emory Johns Creek Hospital Expansion DRI #3542* Trip Generation
- Site Plan



**APPROXIMATE
SITE AREA**

**EMORY JOHNS CREEK
HOSPITAL EXPANSION
DRI #3542**



**EMORY JOHNS CREEK
HOSPITAL EXPANSION
DRI #3542**

**APPROXIMATE
SITE AREA**

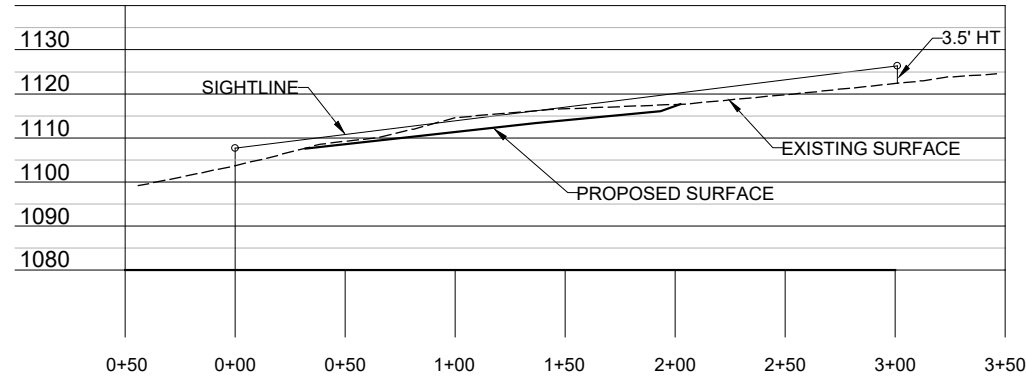
Trip Generation Analysis (11th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
Toll Brothers Johns Creek
City of Johns Creek, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
215 Single-Family Attached Housing	60 d.u.	406	26	8	18	32	18	14
Gross Trips		406	26	8	18	32	18	14

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC*)
Emory Johns Creek Hospital Expansion DRI #3542
City of Johns Creek, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
610 Hospital	621,553 s.f.	6,758	590	395	195	594	208	386
720 Medical-Dental Office Building	700,000 s.f.	24,786	1,902	1,541	361	2,128	532	1,596
720 <i>Medical-Dental Office Building</i>	<i>241,251 s.f.</i>	<i>-8,458</i>	<i>-655</i>	<i>-531</i>	<i>-124</i>	<i>-728</i>	<i>-182</i>	<i>-546</i>
Gross Trips		23,086	1,837	1,405	432	1,994	558	1,436
Medical Office Trips		16,328	1,247	1,010	237	1,400	350	1,050
<i>Mixed-Use Reductions</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Alternative Mode Reductions</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Adjusted Office Trips		16,328	1,247	1,010	237	1,400	350	1,050
Hospital Trips		6,758	590	395	195	594	208	386
<i>Mixed-Use Reductions</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Alternative Mode Reductions</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Adjusted Other Non-Residential Trips		6,758	590	395	195	594	208	386
<i>Mixed-Use Reductions - TOTAL</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Alternative Mode Reductions - TOTAL</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<i>Pass-By Reductions - TOTAL</i>		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
New Trips		23,086	1,837	1,405	432	1,994	558	1,436
Driveway Volumes		23,086	1,837	1,405	432	1,994	558	1,436

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Scale: 1"=50' Horizontal
1"=25' Vertical

SIGHT DISTANCE PROFILE ENTRANCE

LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lot 377 of the 1st District, 1st Section, City of Johns Creek, of Fulton County, Georgia and being more particularly described as follows:

COMMENCING at the northeastern end of the mitered intersection of the southerly right of way of McGinnis Ferry Road (right of way width varies) with the easterly right of way of West Johns Crossing (right of way width varies); THENCE proceed along the southerly right of way of McGinnis Ferry Road, the following courses: South 82 degrees 38 minutes 05 Seconds East, a distance of 257.85 feet to a point; THENCE following a clockwise curve with an arc distance of 31.22 feet, having a radius of 7581.01 feet, subtended by a chord bearing and distance of South 82 degrees 44 minutes 25 Seconds East, 31.22 feet to a point; THENCE South 07 degrees 22 minutes 47 Seconds West, a distance of 10.00 feet to a point; THENCE following a clockwise curve with an arc distance of 316.52 feet, having a radius of 7571.41 feet, subtended by a chord bearing and distance of South 81 degrees 25 minutes 29 Seconds East, 316.50 feet to a point; THENCE leaving said right of way South 07 degrees 52 minutes 00 Seconds West, a distance of 68.24 feet to a point; THENCE South 27 degrees 18 minutes 31 Seconds East, a distance of 97.96 feet to a 1/2 inch rebar found; THENCE South 60 degrees 00 minutes 00 Seconds East, a distance of 52.89 feet to a point; THENCE South 49 degrees 41 minutes 27 Seconds East, a distance of 10.67 feet to a 1/2 inch rebar set, said rebar being the TRUE POINT OF BEGINNING.

From said TRUE POINT OF BEGINNING as thus established, South 49 degrees 42 minutes 53 Seconds East, a distance of 93.68 feet to a 1/2 inch rebar set; THENCE South 67 degrees 45 minutes 38 Seconds East, a distance of 321.71 feet to a nail found; THENCE South 18 degrees 57 minutes 34 Seconds West, a distance of 517.67 feet to a 1/2 inch rebar set; THENCE South 36 degrees 23 minutes 31 Seconds West, a distance of 220.06 feet to a 1/2 inch rebar found on the northeasterly right of way of West Johns Crossing; THENCE proceed along said right of way the following courses: North 59 degrees 46 minutes 07 Seconds West, a distance of 48.54 feet to a 1/2 inch rebar set; THENCE North 45 degrees 06 minutes 51 Seconds West, a distance of 81.64 feet to a 1/2 inch rebar set; THENCE following a clockwise curve with an arc distance of 86.36 feet, having a radius of 362.52 feet, subtended by a chord bearing and distance of North 40 degrees 23 minutes 56 Seconds West, 86.16 feet to a 1/2 inch rebar set; THENCE North 25 degrees 48 minutes 21 Seconds West, a distance of 129.47 feet to a 1/2 inch rebar set; THENCE North 30 degrees 12 minutes 37 Seconds West, a distance of 169.62 feet to a 1/2 inch rebar set; THENCE leaving said right of way, North 28 degrees 41 minutes 43 Seconds East a distance of 512.79 feet to a TRUE POINT OF BEGINNING.

Said described tract containing 6.74 Acres.

SURVEY NOTES:

1. Site Area: 6.74 acres
2. This is to certify that this survey was made under my supervision and is a true representation of the land surveyed. The field data upon which this survey is based has a closure precision of one foot in 20,057 feet, and an angular error of 8" per angle point, and was adjusted using the Compass Rule Method. Angular and linear measurements were made using a Geomax Robotic Total Station. A portion of this survey was performed using GNSS receivers with network adjusted real time kinematic measurements referenced to the eGPS network. The GPS survey included redundant measurements with positional accuracy better than 0.07'. This map or plat has been calculated for closure and is found to be accurate within one foot in 178,337 feet.
3. This property does not lie within a 100 year flood hazard zone as defined by the F.E.M.A. Insurance Rate Map of Fulton County, Georgia and incorporated areas Map Number 13121C0083F, effective date 9/18/2013.
4. This surveyor makes no certification as to matters of zoning.

NOTE: Information regarding the reputed presence, size, character and location of existing underground utilities and structures is shown hereon. There is no certainty of the accuracy of this information and it shall be considered in that light by those using this drawing. The location and arrangement of underground utilities and structures shown hereon may be inaccurate and utilities and structures not shown may be encountered. The owner, his/her employees, his/her consultants and his/her contractors shall hereby distinctly understand that the engineer / surveyor is not responsible for the correctness or sufficiency of this information.

REFERENCE DOCUMENTS:

1. ALTA/ASCM Land Title Survey for JC Medical Partners, LLC, Chicago Title Insurance Company prepared by Travis Pruitt & Associates, Inc., dated 12/20/2006.
2. ALTA/ASCM Land Title Survey for 6410 West Johns Crossing, LLC prepared by Travis Pruitt & Associates, Inc., dated 06/10/14. (FN: 210-E-124)

OWNER/DEVELOPER

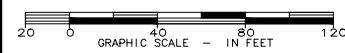
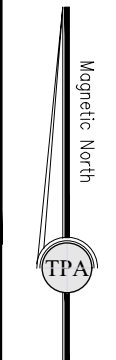
EJC6, LLC /
Toll Brothers, Inc.

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Jake Meek ph. 585-469-1956 jmeek@tollbrothers.com

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VICINITY MAP
not to scale

TOTAL SITE AREA	6.74 ACRES
REQUIRED COMMON OPEN SPACE	1.01 ACRES (15.0%)
PROVIDED COMMON OPEN SPACE	1.01 ACRES (15.0%)
FLOODPLAIN (APPROXIMATE)	0.00 AC
BUILDABLE AREA	4.43 AC (66%)
UNBUILDABLE AREA	2.31 AC (34%)

ZONING	MIX (2012-0133)
EXISTING ZONING	TR
PROPOSED ZONING	JOHNS CREEK
ZONING JURISDICTION	

DEVELOPMENT TYPE	
TOTAL TOWNHOME UNITS	60
TOTAL DENSITY	8.9 U/A

DEVELOPMENT STANDARDS	
MINIMUM PERIMETER SETBACKS:	
FRONT YARD	40 FEET FROM R/W
REAR YARD	35 FEET
SIDE YARD	30 FEET (40 FEET FROM R/W)
MINIMUM INTERIOR SETBACKS:	
FRONT YARD	20 FEET
REAR YARD	25 FEET
SIDE YARD	7 FT, 0 FT IF ATTACHED, 15 FT ADJACENT TO STREET
MINIMUM LOT SIZE	2,000 SF
MINIMUM LOT FRONTAGE	20 FEET ADJOINING A STREET
MAXIMUM DEVELOPMENT FRONTAGE	35 FEET
MAXIMUM DENSITY	9.0 U/A
MAXIMUM LOT COVERAGE (BLDG. AND PARKING)	50%
MINIMUM BUILDING SEPARATION	PER BUILDING CODE
MAXIMUM BUILDING HEIGHT	40 FEET

LANDSCAPE STRIPS	
FRONT (HOSPITAL PARKWAY)	25 FEET
SIDE	10 FEET

PARKING	
REQUIRED (2 PER UNIT)	120
PROVIDED (2 PER UNIT)	120
GUEST (2 DRIVEWAY SPACES PER UNIT + 2)	122
TOTAL	242

NOTES

1. SPEED LIMIT OF HOSPITAL PARKWAY IS 25 MPH.
2. ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE NOT LOCATED ON THIS SITE.
3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR COUNTY, THE PROPERTY DOES NOT FALL WITHIN A DESIGNATED FLOOD ZONE "A" (AREAS OF 100 YEAR FLOOD).
4. WATERS OF THE STATE ARE WITHIN 200' OF THIS PROPERTY.
5. THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
6. JOHNS CREEK FIRE DEPARTMENT SHALL APPROVE ROAD LAYOUT AND ENTRANCES.
7. WATER SERVICE SHALL BE PROVIDED BY FULTON COUNTY. EXISTING WATER SERVICE WILL BE USED.
8. SANITARY SEWER SERVICE WILL BE PROVIDED BY FULTON COUNTY. EXISTING SEWER WILL BE TAPPED.
9. THE PROPOSED DEVELOPMENT MAY BE GATED AND HAVE PRIVATE STREETS.
10. STORMWATER MANAGEMENT TO BE DESIGNED PER JOHNS CREEK CODE SEC. 105-82 AND APPROVED PRIOR TO ISSUANCE OF A LAND DISTURBANCE PERMIT. STORMWATER MANAGEMENT MAY BE PROVIDED UNDERGROUND.

COMMON OPEN SPACE CALCULATIONS

SITE AREA = 6.74 ACRES
REQUIRED COMMON OPEN SPACE = 1.01 ACRES (15.0%)
PROVIDED COMMON OPEN SPACE = 1.01 ACRES (15.0%)

OPEN SPACE 'A' = 5,500 SF
OPEN SPACE 'B' = 23,855 SF (54.1%)
OPEN SPACE 'C' = 8,815 SF
OPEN SPACE 'D' = 4,085 SF
OPEN SPACE 'E' = 1,805 SF
TOTAL = 44,060 SF (1.01 AC)

PER SEC. 12E.3.A.2., 50% OF REQUIRED OPEN SPACE MUST BE ONE CONTIGUOUS AREA, OR ONLY SEPARATED BY A RESIDENTIAL STREET. ALL OPEN SPACE AREAS ARE CONNECTED BY SIDEWALKS AND/OR MULTI-USE PATHS AND ARE ONLY SEPARATED BY THE RESIDENTIAL STREET, CONSISTING OF OVER 100% OF THE REQUIRED COMMON OPEN SPACE.

ALL OPEN SPACE AREAS SHOWN WILL REMAIN UNIMPROVED OR WILL BE IMPROVED FOR PASSIVE RECREATIONAL PURPOSES INCLUDING TRAILS, PICNIC/FIRE PIT AREAS OR COMMUNITY GREENS.

ZONING PLAN

Hospital Parkway Tract

6350 Hospital Parkway
City of Johns Creek
Land Lot 377, 1st District, 1st Section
Fulton County, Georgia

DATE: 01-26-2024
SCALE: 1" = 40'
CN: 230540DP07
LSV: ZONING
JN: 1-23-0540
FN:
For The Firm
Travis Pruitt & Associates, Inc.
EDWARD J. ANDERSON
1 of 1