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## **EXECUTIVE SUMMARY**

This report presents the analyses of the anticipated traffic impacts associated with the proposed Toyoko Inn. The Toyoko Inn Company is proposing a budget business hotel consisting of 825 small hotel rooms, while focusing on traveler convenience through close proximity to railway stations. The site is located in the northern quadrant of Luckie Street and Forsyth Street near the Peachtree Center MARTA Station in Downtown Atlanta. The existing land is occupied by an AAA operated parking lot. There is a very small parking attendant booth on site. Because the hotel exceeds 400 rooms in the Atlanta metropolitan area, the proposed development is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. This document is being submitted under GRTA's non-expedited review process.

The 825-room business hotel is expected to be a 38-story building including an enclosed parking deck which will be located on the 2<sup>nd</sup> through 11<sup>th</sup> floors. Although the SPI-1 district requires no parking due to the nature of the area, the site is proposing to offer 223 parking spaces, 5 handicapped spaces, and 6 taxi stand spaces.

The development is scheduled to be completed in one phase by the year 2011.

A detailed intersection analysis of the four (4) study intersections for the 2008 Existing, 2011 No-Build (includes 2% per year background traffic growth for 3 years, but excludes trips generated by Toyoko Inn), and 2011 Build conditions (includes background traffic plus trips generated by Toyoko Inn) was performed to identify improvements that will be necessary in order to maintain the operational standards, as defined by GRTA's Technical Guidelines, within the study network. No roadway improvements were deemed to be necessary in the 2008 Existing, 2011 No-Build, and 2011 Build scenarios.

## **1.0 PROJECT DESCRIPTION**

#### 1.1 Introduction

This report presents the analyses of the anticipated traffic impacts associated with the proposed Toyoko Inn. The Toyoko Inn Company is proposing a budget business hotel consisting of 825 small hotel rooms, while focusing on traveler convenience through close proximity to railway stations. The site is located in the northern quadrant of Luckie Street and Forsyth Street near the Peachtree Center MARTA Station in Downtown Atlanta. The existing land is occupied by an AAA operated parking lot. There is a very small parking attendant booth on site. Because the hotel exceeds 400 rooms in the Atlanta metropolitan area, the proposed development is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review. This document is being submitted under GRTA's non-expedited review process.

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The development is scheduled to be completed in one phase by the year 2011.

A summary of the proposed land use is provided in **Table 1**.



Figure 1 illustrates the project's location and Figure 2 provides an aerial photograph of the area surrounding the site.

## 1.2 Site Plan Review

The 825-room business hotel is expected to be a 38-story building including an enclosed parking deck which will be located on the 2<sup>nd</sup> through 11<sup>th</sup> floors. The average hotel room will be approximately 190 square feet. This project will be designed as a LEED certified building and will incorporate a total gray water reclaim system. The exterior of the building will use pre-cast concrete, masonry, and stone within the first 36 feet in height per the SPI-1 Fairlie Poplar development guidelines. Above this level the building exterior will use mostly a thin set tile, along with some accent features.

Figure 3 shows the conceptual plan for the development consistent with GRTA's Site Plan Guidelines.

#### 1.3 Site Access

The site will have a single full-movement access point along Forsyth Street approximately 80 feet in the northeast direction from Luckie Street. No curb cut currently exists in this location. The City of Atlanta will be the permitting agency for the proposed driveway.

See the referenced conceptual plan for a visual representation of access to the proposed site.

## 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities are provided throughout the Fairlie Poplar/Downtown district. Future streetscape projects will further enhance the pedestrian experience in the vicinity of the proposed development. Additionally, Toyoko is proposing to market their hotel to business workers, and it was determined that approximately 22,670,000 square feet of office space exists within a half-mile radius (considered a reasonable walking distance).

#### 1.5 Transit Facilities

The proposed development is located in close proximity to two major MARTA rail stations: Peachtree Center Station and Five Points Station. The Peachtree Center Station is located approximately 600 feet (by foot) from the site, and the Five Points Station is located approximately 1,600 feet (by foot) from the site.

These stations also have MARTA bus routes as well as Cobb County Transit (CCT) and Georgia Regional Transportation Authority (GRTA) bus routes that operate from these stations. The bus routes that operate from the Peachtree Center Station include: MARTA Route 110 (Peachtree St.), GRTA Xpress Routes 400, 420, 440, 450, 460, 470, 480, 490, and CCT Routes 10A, 10B, 100 and 101.

The bus routes that operate from the Five Points Station include the following:

Route #	Name of Route	Headways
1	Marietta Blvd./Centennial Olympic Park	30 Minutes
3	Martin Luther King, Jr. Dr.	30 Minutes
4	McDonough Blvd./Moreland Ave.	40 Minutes
9	Toney Valley	50 Minutes
13	Fair St.	30 Minutes
16	Noble	30 Minutes
21	Memorial Dr.	20 Minutes
42	Pryor St.	30 Minutes
49	Thomasville	30 Minutes
55	Cleveland Ave./Lakewood Heights	30 Minutes
74	Flat Shoals/South DeKalb	45 Minutes
97	Georgia Aquarium/Zoo Atlanta	40 Minutes
110	Peachtree St.	20 Minutes
113	Atlantic Station/Auburn Ave	30 Minutes
155	McDaniel St./Lakewood	35 Minutes
186	Rainbow Dr./Wesley Chapel Rd.	15 Minutes
216	Lithonia Blue Flyer	15 Minutes
N/A	Braves Shuttle	15 Minutes (90 minutes before the game
		and 60 minutes after the last out)

GRTA Xpress Routes 400, 420, 440, 450, 460, 470, 480, 490, and CCT Routes 10A, 10B, 100 and 101.

## 2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

## 2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Historical traffic count data from the Georgia DOT was reviewed for the area surrounding the proposed expansion, and growth rates along all roadways were agreed upon during the methodology meeting with GRTA, ARC, City of Atlanta, and GDOT staff. A standard 2% per year background traffic growth rate was used for all roadways within the study network from 2008 to 2011. This background growth rate is consistent with GRTA's Letter of Understanding and City of Atlanta standards.

## 2.2 Traffic Data Collection

Year 2008 weekday peak hour turning movement counts were conducted on October 8, 2008 at four signalized intersections during the AM and PM peak periods. Counts were also performed at the unsignalized intersection of Luckie Street at the existing AAA-operated parking lot in the location of the proposed site in order to quantify the number of trips to be removed from the network when the parking lot is developed into the Toyoko Inn.

The morning and afternoon peak hours varied between the five (5) intersections and are listed below:

•	Spring Street at Luckie Street (Signalized)	(AM Peak 8:00-9:00, PM Peak 5:00-6:00)
•	Cone Street at Luckie Street (Signalized)	(AM Peak 8:00-9:00, PM Peak 4:45-5:45)
•	Forsyth Street at Luckie Street (Signalized)	(AM Peak 8:00-9:00, PM Peak 5:00-6:00)
•	Peachtree Street at Luckie Street (Signalized)	(AM Peak 7:45-8:45, PM Peak 4:15-5:15)
•	Existing Driveway at Luckie Street (Unsignalized)	(AM Peak 8:00-9:00, PM Peak 4:00-5:00)

All raw count data is included in the Appendix. These study intersections are listed in *Section 3.4 Study Network Determination*.

## 2.3 Detailed Intersection Analysis

Level of Service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F being the worst. **Table 2** illustrates LOS thresholds for unsignalized and signalized intersections. Level of service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 6.0*.

Level of Service for signalized intersections is reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS, while the intersection as a whole may operate at the LOS standard.

Level of Service for unsignalized intersections, with stop control on the minor street only, is reported for the side street approach. Low Levels of service for side street approaches are not uncommon, as vehicles may experience delay in turning onto a major roadway.

Table 2 Level of Service Criteria Unsignalized and Signalized Intersections								
Unsignalized Intersections Signalized Intersections								
Level-of- Service	Average Control Delay (sec/veh)	Level-of- Service	Average Control Delay (sec/veh)					
A ≤ 10		А	≤ 10.0					
В	$> 10 \text{ and } \le 15$	В	$> 10.0 \text{ and } \le 20.0$					
С	$>$ 15 and $\leq$ 25	С	$> 20.0$ and $\le 35.0$					
D > 25 and $\leq$ 35		D	$> 35.0 \text{ and } \le 55.0$					
E	$>$ 35 and $\leq$ 50	E	$> 55.0 \text{ and } \le 80.0$					
F	> 50	F	> 80.0					

Source: 2000 Highway Capacity Manual

Volume to Capacity (v/c) ratio is also used to describe the operating characteristics of a road segment or intersection in relation to its capacity. The *Highway Capacity Manual* describes the v/c ratio as the ratio of traffic demand on a roadway facility divided by the facility's available capacity. V/C is often referred to as the degree of saturation. A facility with a v/c ratio between 0 and 1 operates with excess capacity; however, values above 1.0 indicate an excess of demand, or a facility operating over capacity.

## **3.0 Study Network**

#### 3.1 Gross Trip Generation

As stated in *Section 1.1 Introduction*, The Toyoko Inn Company is proposing a budget business hotel consisting of 825 small rooms and focusing on traveler convenience through close proximity to railway stations. This report presents trips generated based on total build-out (2011) of the project.

As discussed and agreed upon with GRTA, ARC, City of Atlanta, and GDOT staff, trips associated with the proposed development were estimated using equations provided in the *ITE Trip Generation Manual, Seventh Edition (2003)*. Land Use Code 312: Business Hotel was determined to be the most appropriate for this type of development and was used to estimate trips. Based upon discussions with Toyoko staff, the occupancy rate generally is between 80% and 85%. For this analysis, we conservatively assumed 85% occupancy, as agreed upon in the pre-application meeting.

Gross projected trips anticipated to be generated by the proposed Toyoko Inn are displayed below in **Table 3**. It should be noted that net new trips associated with this project include a reduction of a percentage of existing trips generated by existing uses, as described in *Section 4.0 Trip Generation*.

Table 3   Gross Trip Generation										
	ITE	Daily	Traffic	AM Peak Hour		PM Peak Hour				
Land Use	Code	Enter	Exit	Enter	Exit	Enter	Exit			
		Bu	ild-Out (Ye	ar 2011)						
Business Hotel - 825 Rooms at 85% Occupancy	312	2,549	2,549	240	167	261	174			
Total		2,549	2,549	240	167	261	174			

## 3.2 Trip Distribution

The directional distribution and assignment of new project trips was based on a review of the land uses in the area (aerial mapping), engineering judgment, and methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

#### 3.3 Operational Standards

For the purposes of this traffic analysis, the level of service standard for all analyses is LOS E. The LOS standard is based on the default value of LOS D in urban areas and reduced by one LOS to account for the proximity of this site to the fixed-guideway transit system (Peachtree Center and Five Points MARTA transit stations). The LOS E standard was agreed upon during the pre-application meeting.

#### 3.4 Study Network Determination

A general study area was determined using GRTA's 7% rule. This rule recommends that all intersections and segments be analyzed which are impacted to the extent that the traffic from the proposed site is 7% or more of the service volume of the facility (at a previously established LOS standard) be considered for analysis. Given the size of this DRI and the nature of the adjacent roadway facilities, it was decided that the study area consist of fewer intersections than the 7% rule yields. The study area was agreed upon during methodology discussions with GRTA and ARC staff, and consists of the following intersections, as listed in GRTA's Letter of Understanding:

(Signalized)
(Signalized)
(Signalized)
(Signalized)

Each of the above listed intersections was analyzed for Existing 2008 Conditions, the 2011 No-Build Conditions, and the 2011 Build Conditions. The 2011 No-Build conditions represent the existing traffic volumes grown at 2.0% per year from 2008 to 2011. The 2011 Build conditions add the projected trips associated with the development to the 2011 No-Build conditions.

The additional proposed site access point listed below was only analyzed for 2011 Build Conditions:

Intersection #5 – Forsyth Street at Proposed Site Driveway

All of the study intersections were analyzed for the weekday AM and PM peak hours as discussed in *Section 2.2 Traffic Data Collection*.

## 3.5 Existing Facilities

The following section provides a written description of the study area roadway facilities.

Forsyth Street

• Forsyth Street is a four-lane, two-way roadway with on-street parking blocking the outside lanes in each direction. For the purposes of this study, Forsyth Street is considered to be an east-west oriented roadway. The roadway extends from Whitehall Street to Peachtree Street in Downtown Atlanta. GDOT classifies this road as an Urban Local Street. Sidewalks are provided along both sides of the roadway. The speed limit along Forsyth Street is not posted in the area of the project.

Luckie Street

• Luckie Street is a two-lane, one-way roadway. For the purposes of this study, Luckie Street is considered to be a north-south oriented roadway. The roadway extends from Peachtree Street to Centennial Olympic Park Drive Street in Downtown Atlanta. GDOT classifies this road as an Urban Minor Arterial. Sidewalks are provided along both sides of the roadway. The speed limit along Luckie Street is not posted.

Peachtree Street

• Peachtree Street is a four-lane, two-way roadway in the vicinity of the project. For the purposes of this study, Peachtree Street is considered to be an east-west oriented roadway in the area of the project. The roadway extends from Memorial Drive to the north into Brookhaven. GDOT classifies this road as an Urban Collector Street. Sidewalks are provided along both sides of the roadway in the area of the project. The speed limit along Peachtree Street is not posted in the area of the project.

#### Cone Street

• Cone Street is a four-lane, two-way roadway in the vicinity of the project. For the purposes of this study, Cone Street is considered to be an east-west oriented roadway. The roadway extends from Carnegie Way to Marietta Street in Downtown Atlanta. GDOT classifies this road as an Urban Local Street. Sidewalks are provided along both sides of the roadway. The speed limit along Cone Street is not posted in the area of the project.

#### Spring Street

• Spring Street is a four-lane, one-way roadway. For the purposes of this study, Spring Street is considered to be an east-west oriented roadway. The roadway extends from Whitehall Street to West Peachtree Street in Downtown Atlanta. Spring Street continues parallel to West Peachtree Street north of Pine Street, but it travels one-way in the opposite direction. GDOT classifies this road as an Urban Minor Arterial. Sidewalks are provided along both sides of the roadway. The speed limit along Spring Street is not posted in the immediate area of the project.

Table 4 Roadway Classification								
Roadway	Description	Number of Lanes	Classification					
Forsyth Street	Two-Way Roadway	4	Urban Local Street					
Luckie Street	One-Way Roadway	2	Urban Minor Arterial					
Peachtree Street	Two-Way Roadway	4	Urban Collector Street					
Cone Street	Two-Way Roadway	4	Urban Local Street					
Spring Street	One-Way Roadway	4	Urban Minor Arterial					

Roadway classification descriptions are provided in Table 4.

## 4.0 **TRIP GENERATION**

As mentioned previously, trips associated with the proposed expansion were estimated using methods agreed upon during the methodology meeting with GRTA, ARC, City of Atlanta, and GDOT staff. Equations provided in the *ITE Trip Generation Manual, Seventh Edition (2003)* were used.

Per the Letter of Understanding, alternative transportation mode (walking, bicycling, transit, etc.) reductions were applied at 40%, as agreed upon during methodology discussions with GRTA, ARC, GDOT, and City of Atlanta staff.

The net new (with alternative mode reductions applied) trips generated and analyzed in this report are listed below in **Table 5**.

Table 5     Net New Trip Generation								
AM Peak Hour PM Peak Hour								
Land Use	Dally Traffic	Enter	Exit	Enter	Exit			
Build-Out (Year 2011)								
Gross Trips	Gross Trips     5,098     240     167     261     174							
Alternate Mode Reductions	-2,039	-96	-67	-104	-70			
Adjusted Gross Trips	3,059	144	100	157	104			

In addition to the trips generated by the project, some existing traffic associated with the existing AAA operated parking lot to be developed was removed from the network.

## 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution was based on engineering judgment and a review of land use densities in the area using aerial mapping. The proposed trip distribution is as follows:

Clinic and Hospital Visitor

- To / from the north -10%
- To / from the south (including airport) -60%
- To / from the east -5%
- To / from the west (including World Congress Center area) 25%

**Figure 4** displays the expected trip percentages for the adjusted gross new vehicular trips associated with the project throughout the roadway study network. These percentages were applied to the new trips expected to be generated by the project (see Table 5), and the volumes were assigned to the roadway network. The expected peak hour project trips generated by the proposed development are shown in **Figure 5**. The project trips shown in Figure 5 do not include trips removed based upon the development, and consequential demolition of the existing parking lot.

## 6.0 TRAFFIC ANALYSIS

## 6.1 Existing 2008 Traffic

The observed existing peak hour traffic volumes (as well as pedestrian volumes and heavy vehicle factors) were input into *Synchro 6.0*, along with the existing traffic signal cycle lengths, splits, and offsets, and an Existing 2008 Conditions analysis was performed. The results of the operational analysis are displayed in **Table 6**.

	Table 6Existing 2008 Intersection Operation (delay in seconds)									
	Intersection Control AM Peak Hour PM Peak Hour									
Intersection		Control	LOS	v/c	LOS	v/c				
1	Luckie Street at Spring Street	Signal	A (6.2)	0.30	A (7.8)	0.30				
2	Luckie Street at Cone Street	Signal	C (20.9)	0.12	C (20.2)	0.23				
3	Luckie Street at Forsyth Street	Signal	B (10.5)	0.36	A (7.7)	0.24				
4	Luckie Street at Peachtree Street	Signal	A (8.5)	0.28	A (9.5)	0.44				

As shown in Table 9, all of the intersections currently operate above the acceptable Level of Service Standard (LOS E). Please refer to **Figure 6** for existing volumes and roadway conditions.

## 6.2 Projected 2011 No-Build Traffic

To account for growth in traffic in the vicinity of the proposed development, the existing traffic volumes were grown at 2.0% per year along all roadway links within the study network from 2008 to 2011.

These no-build volumes, along with <u>existing roadway geometry</u>, and existing signal timings were input into *Synchro 6.0* and an analysis of the projected 2011 No-Build Conditions was performed. The results are displayed below in **Table 7.** 

	Table 7       Projected 2011 No-Build Intersection Operation (delay in seconds)									
	Intersection Control LOS AM Peak Hour PM Peak Hour									
Intersection		Control	Standard	LOS	v/c	LOS	v/c			
1	Luckie Street at Spring Street	Signal	Е	A (6.3)	0.32	A (7.9)	0.32			
2	Luckie Street at Cone Street	Signal	Е	C (21.1)	0.12	C (20.2)	0.24			
3	Luckie Street at Forsyth Street	Signal	Е	B (10.7)	0.39	A (8.2)	0.25			
4	Luckie Street at Peachtree Street	Signal	Е	A (8.6)	0.30	A (9.8)	0.43			

Maintaining existing signal timings and roadway geometry, all of the intersections are projected to operate above the operational standards during both peak hours for the projected 2011 No-Build Conditions. Please refer to **Figure 7** for the proposed 2011 No-Build volumes and roadway conditions.

## 6.3 Projected 2011 Build Traffic

The traffic associated with the proposed Toyoko Inn was added to the 2011 No-Build volumes. These volumes, along with <u>existing roadway geometry</u> and signal timings were input into *Synchro 6.0* and an analysis of the projected 2011 Build Conditions was performed. The results of the analysis are displayed in **Table 8**. An analysis of the proposed site driveway was also performed and results are provided in the table.

	Table 8 Projected 2011 Build Intersection Operation (delay in seconds)									
	LOS AM Peak Hour PM Peak Hour									
	Intersection	Control	Standard	LOS	v/c	LOS	v/c			
1	Luckie Street at Spring Street	Signal	Е	A (8.0)	0.33	A (7.8)	0.32			
2	Luckie Street at Cone Street	Signal	Е	B (19.3)	0.13	B (18.6)	0.24			
3	Luckie Street at Forsyth Street	Signal	Е	B (12.3)	0.39	B (10.0)	0.29			
4	Luckie Street at Peachtree Street	Signal	Е	A (8.5)	0.32	B (10.4)	0.50			
5	Forsyth Road at Site Driveway	Stop	Е	B (14.0)	0.21	C (15.9)	0.26			

As shown in Table 8, keeping existing roadway geometry and signal timing, and adding both background traffic growth as well as the traffic associated with the Toyoko Inn project an acceptable level of service is maintained at each intersection, including the project driveway, for the projected 2011 Build Conditions. Please refer to **Figure 8** for the proposed 2011 No-Build volumes and roadway conditions.

## 7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

The Atlanta Regional Commissions' (ARC) Envision6 Regional Transportation Plan (RTP), the ARC's FY 2008-2011 Transportation Improvement Plan (TIP), the GDOT State Transportation Improvement Program (STIP), the GDOT Construction Work Program (CWP), and Fairlie-Poplar Streetscapes Project were all used as resources for future roadway and intersection projects in the vicinity of the proposed site. Area projects are displayed in **Table 9** and shown graphically in **Figure 9**. Descriptions of the projects are included in the Appendix.

According to ARC's Transportation Improvement Program, Regional Transportation Improvement Program, GDOT's Construction Work Program, and the STIP, the following projects are programmed or planned to be completed by the respective years.

Table 9   Programmed Area Projects				
GDOT # 0004465 ARC # AT-AR-236	2009	Decatur Street pedestrian improvements (Peachtree Street to Jesse Hill Jr. Dr)		
N/A	2009	Fairlie-Poplar Streetscape (sponsored by ADID, funded by GDOT and COA)		
GDOT # 0004394 ARC # AT-206	2010	Downtown Atlanta pedestrian corridor improvements (Marietta Street and Centennial Olympic Park Drive)		
GDOT # 0006259 ARC # AT-227B	2010	Piedmont Avenue pedestrian improvements (Georgia State MARTA station to John Wesley Dobbs Avenue)		
GDOT # 752015- ARC # AT-070	2011	Courtland Street over CSX rail line and MARTA east line (Gilmer Street to MLK Jr. Drive		
GDOT # 770311- ARC # AR-120B	2012	Georgia Multi-Modal Passenger Terminal (MMPT)		
GDOT # 752086- ARC # AT-086A	2013	Spring Street over CSX rail line and MARTA west line (Alabama Street to Marietta Street)		
GDOT # 752560- ARC # AT-086B	2013	Spring Street over Southern rail line and MARTA west line (Alabama Street to Marietta Street)		
ARC # AR-456A	2020	Peachtree Streetcar (Five Points to Brookwood Station)		
ARC # AR-456C	2020	Peachtree Streetcar (Five Points to Fort McPherson)		

## 8.0 INGRESS/EGRESS ANALYSIS

All access to Toyoko Inn is proposed to be provided at the proposed site driveway along Forsyth Street. Consideration will need to be made for the on-street parking currently existing along Forsyth Street to allow ample area to accommodate the proposed driveway.

## 9.0 INTERNAL CIRCULATION ANALYSIS

The proposed hotel site will include an internal parking structure, on levels 2 through 12 (above the lobby and reception area). Vehicles will enter the parking structure via the full-movement access point along Forsyth Street and they will be able to circulate through the parking area to exit via the same access point. Access to the structure will be restricted by a gate.

Internal pedestrian access throughout the site will also be provided.

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

The proposed project is compliant with The City of Atlanta NPU M Future Land Use Map which designates the area as High Density Commercial.

## **11.0 NON-EXPEDITED CRITERIA**

## 11.1 Vehicle Miles of Travel

**Table 10** displays the reduction in traffic generation due to alternative mode reductions. No mixed-use or pass-by trip reductions are associated with this development.

Table 10 Vehicle Mile Reduction			
	Build-Out Total		
Daily Gross Trip Generation	5,098		
(-) Mixed-use reductions (internal capture)	0		
(-) Alternative modes	-2,039		
(-) Pass-by trips	0		
Net Trips	3,059		

## 11.2 Transportation and Traffic Analysis

## 11.2.1 Planned and Programmed Improvements

The proposed project is not anticipated to preclude any transportation infrastructure improvement projects as identified by the City of Atlanta.

## 11.2.2 Preserving Regional Mobility

This proposed project is located near the main arterials of Spring Street and Peachtree Street. These arterials provide access to the major interstates and highways in the Atlanta area. MARTA also provides transportation to the Atlanta area and is located 600 feet from the development.

## 11.2.3 Safe and Efficient Operations

All intersections surrounding the development will maintain safe pedestrian crossing features, including marked crosswalks and curb extensions.

## 11.2.4 Minimize Congestion

As described earlier in this report, the Toyoko Inn Company strives to promote the use of alternate modes of transportation by selecting sites within close proximity to fixed guideway stations. The project is also located within the Downtown Atlanta Transportation Management Association. The Downtown Atlanta TMA focuses on addressing transportation concerns, improving accessibility and mobility, share services, improving air quality, and promoting alternative forms of transportation to mitigate traffic congestion.

## 11.3 Relationship of Existing Development and Infrastructure

The development is located in an area where the existing infrastructure is adequate to serve the needs of the development upon build-out (2011).

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

The proposed development is a business hotel proposing 825 small rooms at a very high density.

The proposed development is located within  $\frac{1}{2}$  mile from two existing MARTA rail stations. Therefore, ARC criteria (4) is met for a 5% VMT reduction.

The proposed development is located within  $\frac{1}{4}$  mile from multiple existing MARTA bus stops. Therefore, ARC criteria (4) is met for a 3% VMT reduction.

Because the proposed development is located within the Downtown Atlanta Transportation Management Association, which provides shuttle service and parking restrictions, it meets ARC criteria (5d) and is eligible for a 5% VMT reduction.

Finally, the proposed development will contain a complete pedestrian network within the site, and connections to pedestrian sidewalks in order to be able to access other uses within the proposed development via this network. This anticipated pedestrian network that connects to adjoining uses meets the ARC criteria (6c) for a 4% VMT reduction.

The proposed development earns a score of 17% VMT reduction for the ARC criteria. These reductions are displayed in **Table 11**.

Table 11 ARC VMT Reductions				
Projects where Hotel is the single use				
Project is located within <sup>1</sup> / <sub>4</sub> mile of a rail station				
Project is located within <sup>1</sup> / <sub>4</sub> mile of a bus stop				
Located within TMA which provides shuttle and parking restrictions				
Bike/ped networks in development that connect to adjoining uses				
Total Reductions				