April 1, 2019

Ms. Emily Estes **SRTA / GRTA** 245 Peachtree Center Ave NE Suite 2200 Atlanta, Georgia, 30303

#### RE: Support for Expedited Review College Park Hotel Mixed-Use DRI #2896 City of College Park, Georgia

Dear Ms. Estes:

The purpose of this letter is to inform you that the modified Land Disturbance Permit for the College Park Hotel Mixed-Use site was filed April 1, 2019 with the City of College Park for the *College Park Hotel Mixed-Use DRI #2896* project. With the filing of the modified Land Disturbance Permit, a DRI review is expected. Per the discussion at the Pre-Review Meeting on December 17, 2018, we anticipate that this DRI will qualify for DRI <u>Expedited</u> Review based on the Livable Centers Initiative qualification. The following sections provide supporting documentation for Expedited review:

The project site is located within the College Park LCI (2017). The College Park LCI plan update was adopted by the City of College Park Mayor and City Council on October 2, 2017.

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the proposed DRI complies with the **Expedited Review Criteria** in **Section 3-102**, **Part F – Livable Centers Initiative (LCI)**, which states:

...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.

According to the College Park LCI (2017), the project site is within Sector 3, which the LCI study identified as a "core sector crucial to the success of the proposed plan." Desired land uses in Sector 3 include Class A office space, ground floor retail, and hotels in close proximity to the ATL SkyTrain and the Georgia International Convention Center (GICC). The site plan includes a mix of the desired land uses with pedestrian connectivity throughout the site, following the character identified in the LCI plan. The LCI calls for 1.273 million GSF of office and retail in Sector 3, so the proposed 470,000 SF of Office and 10,000 SF of retail align with the overall sector program in addition to the proposed 800 hotel rooms. Additionally, the site provides structured parking facilities to increase on-site density and provide additional green space on site. The LCI shows hotels directly on the site in the Sector 3 Master Plan, shown below in **Figure 1** and indicating the site follows the character and intent of the LCI.

#### Ms. Emily Estes, April 1, 2019, Page 2



Figure 1: Sector 3 Master Plan – College Park LCI (2017)

The project site has been identified as being within a "Hospitality Market" which aims to provide lodging to support Hartsfield-Jackson International Airport and the GICC. The LCI notes that hotel demand is likely to continue to grow due to future planned development at the GICC. The College Park LCI (2017) identifies the "Hospitality Market" that will require additional hotel inventory both for the GICC expansion and due to plans for a new runway at the airport, which will that impact already high occupancy rates at existing hotels.

Based on the findings presented in this memorandum, we believe that an Expedited DRI review is applicable for the proposed College Park DRI #2896. Per the GRTA Letter of Understanding dated December 26, 2018, the DRI meets the criteria for expedited review.

We hope this information is helpful. Please let us know if you have any questions.

KIMLEY-HORN AND ASSOCIATES, INC.

Ine Tiseuman

Ana Eisenman, P.E. Project Engineer

Attachment:

• GRTA Letter of Understanding

404 419 8700



December 26, 2018

Vilas Patel Choice Gateway 3002 Surrey Ln Atlanta, GA 30341

### RE: College Park Hotel Mixed-Use (DRI#: 2896)

Dear Mr. Patel,

The purpose of this letter is to inform you of GRTA staff's recommendation, regarding your request for expedited review of the Development of Regional Impact (DRI) **College Park Hotel Mixed-Use (DRI#: 2896)**. Information was presented during the Pre-Review and Methodology meeting held at the Atlanta Regional Commission on December 17, 2018. A Trip Generation and Access Analysis is required as part of the review under these criteria. Some of the following items were discussed in the meeting and should assist you and your team in preparing the DRI Review Package. Additional information may be required for submittal in conjunction with DRI Review Package. Please see the notes below for this basic information.

### PROJECT OVERVIEW

- The proposed site is located along the northwest side of Roosevelt Highway (SR 14) approximately between Lesley Drive and Rental Car Center Parkway in the City of College Park, Georgia.
- The DRI trigger for this development is a Land Disturbance Permit.
- The proposed mixed-use development will consist of 750 hotel rooms, 440,000 SF of office, and 10,000 SF of retail.
- The proposed development currently proposes access via five driveways. There will be three driveways along Roosevelt Highway and two driveways along Lesley Drive/Hospitality Way.
- Trip generation is estimated at 11,992 gross daily trips based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10<sup>th</sup> Edition.
- The project will be built-out in one phase by 2024.

• The applicant is applying for approval under GRTA's expedited review process under Section 3-102 F., Livable Centers Initiative (LCI). The site is in the College Park LCI.

## METHODOLOGY FOR ANALYSIS

- All intersections identified as within the study network shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future "no-build" conditions and (3) future "build" conditions. This DRI shall be reviewed in one phase to be completed by 2024.
- Capacity analysis shall be based on turning movement counts collected not more than 12 months prior to the date of the actual DRI submittal to GRTA. Counts shall be collected while local schools are in session.
- A 2.5% annual background traffic growth rate shall be used for all roadways. Trip generation information for any other major developments currently underway in the study area shall be taken into consideration.
- The Level of Service (LOS) standard for all analyses shall be LOS D
- Mixed-use and pass-by reductions are allowed per the ITE Trip Generation Manual. An alternative mode reduction of 30% for hotel and 15% for office is allowed, due to the site's direct access to the SkyTrain Gateway Station.
- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account.
- The applicant shall research the TIP, STIP, RTP, and GDOT's construction work program, as well as any local government plans (SPLOST, CIP, etc.), to determine the open-to-traffic date, sponsor, cost of the project, funding source(s), etc. for future roadway projects in the project vicinity. This information shall be included within the traffic analysis and modeling scenarios.

### STUDY NETWORK

- 1. Roosevelt Highway (SR 14) at Camp Creek Parkway (SR 6) WB Ramps/ Lee St Conn (Signalized)
- 2. Roosevelt Highway (SR 14) at Camp Creek Parkway (SR 6) EB Ramps
- 3. Roosevelt Highway (SR 14) at Gateway Boulevard
- 4. Roosevelt Highway (SR 14) at Lesley Drive
- 5. Roosevelt Highway (SR 14) at Global Gateway Connector
- 6. Riverdale Road (SR 139) at Global Gateway Connector
- 7. All Site Accesses

### ADDITIONAL INFORMATION

Every roadway segment and intersection listed above will be analyzed for "required improvements." If the existing LOS for the segment or intersection is below the applicable level of service for a particular time period (e.g., AM peak period, PM peak period, etc.), then the measured LOS service for that segment and time periods is the standard by which the "base" and "future" traffic conditions will be designed. For example, if the City's LOS standard is LOS D, but an intersection or segment currently operates at LOS E for a certain peak period, then the LOS standard for that intersection or segment for "base" and "future" conditions becomes LOS E (only for that intersection and only for that peak period). The "base" is the phase year traffic without the development traffic (also called future "no-build" conditions) and the "future" is the phase year with the development traffic (also called future "build" conditions). As required in the technical guidelines, specific "required improvements" will be identified to bring the "base" LOS and "future" LOS for every roadway segment and intersection up to the applicable LOS standard. If the existing LOS for the segment or intersection is LOS F, then the future "no-build" and future "build" LOS standard will be LOS E. The improvements required to achieve the desired LOS standard will be provided in a table and graphic within the study. The traffic study should indicate the existing roadway laneage at each studied intersection as well as the laneage required (to meet the LOS standard) for future "no-build" and future "build" conditions. The improvements may include both programmed improvements and improvements identified in the study.

The planned and programmed improvement should indicate the project sponsor, the anticipated funding by source (federal, state, city/county, developer, CID, etc.), the year open-to-traffic, and estimate of the total project cost. All other required improvements identified in the study should, to the extent known, identify the cost, sponsor, funding, and timing. If any of these elements are not known, please state as "unknown."

## DRI REVIEW PACKAGE CHECKLIST

Please use GRTA's DRI Review Package Checklist to help you prepare your Review Package for expedited review of your application. The Checklist reflects the understandings set forth in this letter, and is incorporated into this letter by reference.

The site plan shall be prepared in accordance with Section 4-104 of the DRI Review Package Technical Guidelines, and it shall be dated and shall be at a scale of 1" = 200' or larger (showing more detail). The site plan shall be consistent with GRTA's Site Plan Information Guidelines, which represents the minimum required information on site plans.

The applicant shall indicate on the site plans all adjacent land uses, current zoning, and future land use as indicated on the future land use map. Additionally, all existing and proposed sidewalks, existing and proposed pedestrian trails, and existing and proposed roadway laneage should be indicated on the site plan.

### DRI REVIEW PACKAGE SUBMITTAL

At the time you are ready to submit your DRI Review Package to GRTA, please note the following:

All Initial Information and Additional Information forms should be filed online with the Georgia Department of Community Affairs (DCA).

Provide one (1) paper copy of all materials:

- Transportation analysis
- Site Plan

Provide one (1) CD-ROM with electronic versions of all submittal documents:

- Provide a PDF of each document
- Provide the native format for each document
- .dwg is the preferred CAD format (AutoCAD)
- .doc is the preferred word processing format (Word)
- .xls is the preferred spreadsheet format (Excel)
- .sy8, .sy9 or .sy10 is the preferred capacity analysis format (Synchro)

As part of the completeness certification process, please have your consultant forward one copy each of the completed DRI Review Package (traffic analysis, site plan and CD) to GRTA, the GDOT District Office, the Regional Commission and the local government Planning and Development and/or Transportation office (contact information provided below). GRTA shall be copied on each of the transmittal letters.

SRTA/GRTA Atlanta Regional		GDOT District 7	City of College Park	
	Commission			
Emily Estes	Andrew Smith	Paul DeNard	Maurice Ungaro	
245 Peachtree Center Ave.	International Tower	5025 New Peachtree Rd.	3667 Main Street	
Suite 2200	229 Peachtree St. NE	NE Chamblee, GA	College Park, GA	
Atlanta, GA 30303	Suite 100	30341	30337	
	Atlanta, GA 30303			

### EXPEDITED REVIEW RECOMMENDATION

Once the DRI Review Package, along with all required DCA forms, have been submitted and determined complete, and ARC and the City of College Park have both confirmed the LCI qualification, GRTA staff will make a recommendation regarding your request for expedited review under Section 2-202.B of the *Procedures and Principles for GRTA Development of Regional Impact Review*.

We encourage your consultant team to verify the items covered in this letter prior to compiling the submittal materials. If you have any questions, please feel free to contact me 404-893-6171.

Sincerely, Emily Estes, Planner

Cc:

Jon West, DCA Annie Gillespie, GRTA Andrew Smith, ARC Paul DeNard, GDOT District 7 Maurice Ungaro, City of College Park Greg Floyd, MARTA Brianna Rindge, City of South Fulton Lynn Smith, Hartsfield-Jackson Atlanta International Airport Stan Reecy, AeroCIDs John Walker, Kimley-Horn and Associates Ana Eisenman, Kimley-Horn and Associates Rob MacPherson, Prime Engineering Barry Stein, DRB Development Solutions



# College Park Hotel Mixed-Use DRI #2896

City of College Park, Georgia

Report Prepared: April 2019

Prepared for:

Choice Gateway

Prepared by:



Kimley-Horn and Associates, Inc. 817 West Peachtree Street, Suite 601 Atlanta, Georgia 30308 019981001



Transportation Analysis

# College Park Hotel Mixed-Use DRI #2896

City of College Park, Georgia

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- Appendix C Proposed Site Plan
- Appendix D Trip Generation Analysis
- Appendix E Intersection Volume Worksheets
- Appendix F Programmed Project Fact Sheets

## **Available Upon Request**

- Appendix G Raw Traffic Count Data
- Appendix H Synchro Capacity Analyses

# **EXECUTIVE SUMMARY**

This report presents the analysis of the anticipated traffic impacts of the proposed *College Park Hotel Mixed-Use* development located in the City of College Park, Georgia. The approximate 13.3-acre site is located just northwest of Roosevelt Highway (US 29/SR 14) and southwest Lesley Drive/Hospitality Way, adjacent to a portion of the ATL SkyTrain. The proposed development will be mixed-use and will include hotel, office, and retail land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 600,000 SF of mixed-use development in a Regional Employment Corridor area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the revised land disturbance permit (LDP) with the City of College Park on April 1, 2019, combined with the proposed development exceeding 600,000 gross square feet for a mixed-use development. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on December 11, 2018 by the City of College Park.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102**, **Part F – Livable Centers Initiative (LCI)**, which states:

...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.

The project site is located within the College Park LCI (2017), which is currently in year two of the most recent five-year update. The site is consistent with the overall theme of the LCI. Please refer to the Expedited Review Memo attached to this DRI for further detail.

The present zoning classification of the project site is BP (Business Park) and HC (Hospitality Campus) according to the City of College Park Zoning Ordinance Map. The proposed zoning of the project site is not anticipated to change. The proposed project is expected to be completed by 2024 (approximately 5 years), and this analysis will consider the full build-out of the proposed site in 2024.

The proposed development will consist of the following land uses and densities:

Hotel:	800 rooms (approximately 575,000 SF)
Office:	470,000 SF
Retail:	10,000 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

*Mixed-use reductions* occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *College Park Hotel Mixed-Use* development – including hotel guests walking to the office and retail land uses.

**Alternative mode reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). The *College Park Hotel Mixed-Use* development is located in a regional employment corridor with access to transit (the project site is located approximately ¼ mile south of the ATL SkyTrain Gateway station, is served by four (4) MARTA bus routes within ¼ mile of the site), and the site is proposed to connect with a proposed 10-foot bicycle/pedestrian trail (*FS-280*) starting at the Convention Center Concourse near the SkyTrain and ending in downtown College Park. A 30% alternative mode reduction was taken for the office land use, and no alternative mode reduction was taken for the retail land-use. These reductions are consistent with GRTA's Letter of Understanding dated December 26, 2018.

**Pass-by reductions** are taken for retail/restaurant uses at a site when traffic normally traveling along the adjacent roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2019 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

- Existing 2019 conditions represent traffic volumes that were collected in January 2019 by performing AM and PM peak hour turning movement counts at all study intersections.
- Projected 2024 No-Build conditions represent the existing traffic volumes grown for five (5) years at 2.5 percent per year throughout the study network.
- Projected 2024 Build conditions represent the Projected 2024 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *College Park Hotel Mixed-Use* development.

Based on the **Existing 2019** conditions (*present conditions; i.e. <u>excludes</u> both the background traffic growth and the estimated project trips from the College Park Hotel Mixed-Use DRI*), all study intersections currently operate at or above their acceptable <u>overall</u> LOS standard of D during the AM and PM peak hours for the Existing 2019 conditions.

Based on the **Projected 2024 No-Build** conditions (*includes* background traffic growth but <u>excludes</u> the estimated project trips from the College Park Hotel Mixed-Use DRI), all study intersections are projected to operate at or above their acceptable <u>overall</u> LOS standard during the AM and PM peak hours.

Based on the **Projected 2024 Build** conditions (*includes* both the Projected 2024 No-Build traffic volumes and the estimated project trips from the College Park Hotel Mixed-Use DRI), all study intersections are projected to operate at or above their acceptable <u>overall</u> LOS standard during the AM and PM peak hours.

Based on the Projected 2024 Build conditions, the following improvements are proposed to improve access to the site:

Hospitality Way at Driveway A (Intersection #7)

• On the site, construct a conventional driveway with one (1) northbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.

## Roosevelt Highway (US 29/SR 14) at Driveway B (Intersection #8)

- On the site, construct a conventional driveway with one (1) eastbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.
- Construct an exclusive southbound right-turn lane and an exclusive northbound left-turn lane along Roosevelt Highway (US 29/SR 14).

### Roosevelt Highway (US 29/SR 14) at Driveway C (Intersection #9)

- On the site, construct a conventional driveway with one (1) eastbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.
- Construct an exclusive southbound right-turn lane and an exclusive northbound left-turn lane along Roosevelt Highway (US 29/SR 14).

## Roosevelt Highway (US 29/SR 14) at Driveway D (Intersection #10)

- On the site, construct a conventional driveway with one (1) eastbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.
- Construct an exclusive southbound right-turn lane and an exclusive northbound left-turn lane along Roosevelt Highway (US 29/SR 14).

Hospitality Way at Driveway E (Intersection #11)

• On the site, construct a conventional driveway with one (1) northbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.

# **1.0 PROJECT DESCRIPTION**

# 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *College Park Hotel Mixed-Use* development located in the City of College Park, Georgia. The approximate 13.3-acre site is located just northwest of Roosevelt Highway (US 29/SR 14) and southwest of Lesley Drive/Hospitality Way, adjacent to a portion of the ATL SkyTrain. The proposed development will be mixed-use and will include hotel, office, and retail land uses. The site is expected to be built-out in 2024.

The project will exceed 600,000 square feet for mixed-use developments within a Regional Employment Corridor area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102**, **Part F – Livable Centers Initiative (LCI)**, which states:

...the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.

**Figure 1** provides the site location of the *College Park Hotel Mixed-Use* development. **Figure 2** provides an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of College Park Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

The proposed project is expected to be completed by 2024, and this analysis will consider the full buildout of the proposed site in 2024. A summary of the proposed land-use and density is shown in **Table 1**.

Table 1: Proposed Land Uses and Densities						
Land Use Density						
Hotel	800 rooms (575,000 SF)					
Office	470,000 SF					
Retail	10,000 SF					





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# 1.2 Site Plan Review

The proposed development is located on an approximately 13.3-acre site in the City of College Park, Georgia. The project site is bordered by Roosevelt Highway (US 29/SR 14) to the southeast, Lesley Drive/Hospitality Way to the northeast, and is adjacent to the ATL SkyTrain. The proposed development will be a mixed-use development with hotel, office, and retail land uses. The property is currently partially under construction with one of the three proposed hotels.

A small version of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also included in the back sleeve of this review package.

# 1.3 Site Access

As currently envisioned, the proposed development will be accessible via five (5) driveways:

- 1. **Driveway A** a proposed stop-controlled full-movement driveway located along Hospitality Way approximately 200 feet west of Roosevelt Highway (US 29/SR 14).
- Driveway B a proposed stop-controlled full-movement driveway located along Roosevelt Highway (US 29/SR 14) approximately 450 feet south of Hospitality Way. There is an existing curb cut at the location of the proposed driveway.
- Driveway C a proposed stop-controlled full-movement driveway located along Roosevelt Highway (US 29/SR 14) at the existing intersection of Brown Road, located approximately 950 feet south of Hospitality Way.
- 4. **Driveway D** a proposed stop-controlled full-movement driveway along Roosevelt Highway (US 29/SR 14) approximately 1,350 feet south of Hospitality Way.
- 5. **Driveway E** a proposed stop-controlled full-movement driveway located approximately 150 feet north of Driveway A. Driveway E provides access to a surface parking lot.

Additionally, the project site is leaving two driveway stubs on the northeast end of the property to connect to SkyTrain Drive, a future roadway proposed by others.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. Parking will be provided throughout the development as follows:

Total Parking Provided:	1,490 parking spaces
Minimum Parking Required:	1,375 parking spaces

# 1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) do not currently exist along the project site frontage. As shown on the DRI site plan, sidewalks are proposed along the project site frontage on Roosevelt Highway (US 29/SR 14) and Hospitality Way. Additionally, a 10-foot bicycle/pedestrian trail is proposed along Hospitality Way and is intended to provide an option for the future extension of the Phoenix Trail, which connects to downtown College Park.

# 1.5 Transit Facilities

The project site is located approximately ¼ mile south of the ATL SkyTrain Gateway station, and a covered walkway connection between the site and the station is proposed. Additionally, the project site is served by four (4) MARTA bus routes within ¼ mile of the site:

- Route 82 Camp Creek/South Fulton Parkway
- Route 180 Roosevelt Highway
- Route 189 Flat Shoals Road/Scofield Road
- Route 195 Forest Parkway

# 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 *College Park Hotel and Mixed-Use* development. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.5 percent per year background traffic growth rate was used for all roadways.

# 2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on Thursday, January 17, 2019 and during the AM and PM peak periods. Peak hours for all the study intersections are shown in **Table 2**.

	Table 2: Peak Hour Summary								
	Intersection	AM Peak Hour	PM Peak Hour						
1.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) WB Ramps/Lee Street Connector	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM						
2.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) EB Ramps	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM						
3.	Roosevelt Highway (US 29/SR 14) at Gateway Boulevard	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM						
4.	Roosevelt Highway (US 29/SR 14) at Lesley Drive/Hospitality Way	7:15 AM - 8:15 AM	4:45 PM - 5:45 PM						
5.	Roosevelt Highway (US 29/SR 14) at Global Gateway Connector/Jamestown Court (unsignalized)	7:00 AM - 8:00 AM	4:30 PM - 5:30 PM						
6.	Riverdale Road (SR 139) at Global Gateway Connector/Jamestown Court	7:00 AM - 8:00 AM	4:00 PM - 5:00 PM						

The collected peak hour turning movement traffic counts are available upon request.

# 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. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 10.0.* Existing traffic signal phasing and timing data were retrieved for available intersections.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays when turning onto a major roadway.

# 3.0 STUDY NETWORK

# 3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition.* Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation									
	Deneitur	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour		
	Density		Enter	Exit	Enter	Exit	Enter	Exit	
Hotel (575,000 SF)	800 rooms	310	3,334	3,334	233	162	293	281	
General Office Building	470,000 SF	710	2,380	2,380	402	66	79	416	
Shopping Center	10,000 SF	820	628	628	97	60	48	51	
Total Gross Trips			6,352	6,352	732	288	420	748	

# 3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT) and the City of College Park staff. (See Section 5.0 Trip Distribution and Assignment).

# 3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

# 3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, and City of College Park staff, and includes the following six (6) intersections described in **Table 4**. The study network under build-out conditions also includes all the proposed site driveways. The study intersections are shown in **Figure 3**.

Table 4: Intersection Control Summary							
Intersection		Control					
<ol> <li>Roosevelt Highway (US 29/SR 14) at Camp Creek Par Street Connector</li> </ol>	kway (SR 6) WB Ramps at Lee	Signal					
2. Roosevelt Highway (US 29/SR 14) at Camp Creek Par	kway (SR 6) EB Ramps	Signal					
3. Roosevelt Highway (US 29/SR 14) at Gateway Boulev	ard	Signal					
4. Roosevelt Highway (US 29/SR 14) at Lesley Drive/Hos	spitality Way	Signal					
5. Roosevelt Highway (US 29/SR 14) at Global Gateway	Connector/Jamestown Court	Side-street Stop Control					
6. Riverdale Drive (SR 139) at Global Gateway Connecto	r/Jamestown Court	Signal					

Each of the intersections listed in **Table 4** were analyzed for the Existing 2019 conditions, the Projected 2024 No-Build conditions, and the Projected 2024 Build conditions.

The Projected 2024 No-Build conditions represent the existing traffic volumes grown for five (5) years at 2.5 percent per year throughout the study network.

The Projected 2024 Build conditions add the project trips associated with the *College Park Hotel Mixed-Use* development to the Projected 2024 No-Build conditions.

# 3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications								
Roadway	No. of Lanes (MPH)		Average Daily Traffic (ADT)	GDOT Functional Classification				
Roosevelt Highway (US 29/SR 14)	2	45	10,700	Minor Arterial				
Camp Creek Parkway (SR 6)	5	35	44,900	Principal Arterial				
Riverdale Road (SR 139)	5	45	9,900	Minor Arterial				
Lee Street Connector	4	30	N/A	Local Road				
Gateway Boulevard	4	30	N/A	Local Road				
Hospitality Way/Lesley Drive	2	25	N/A	Local Road				
Global Gateway Connector/Jamestown Court	4	45	2,710	Minor Arterial				



# 4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land uses: Hotel (ITE 310), General Office Building (ITE 710), and Shopping Center (ITE 820).

Table 6: Net New Trip Generation									
	Daily Traffic Total Enter Exit			AM Pea	ak Hour	PM Peak Hour			
				Enter	Exit	Enter	Exit		
Gross Project Trips	12,704	6,352	6,352	732	288	420	748		
Mixed-Use Reduction	-538	-269	-269	-50	-50	-9	-19		
Alternative Mode Reduction*	-2,598	-1,299	-1,299	-126	-51	-99	-146		
Pass-by Reduction	-486	-243	-243	-0	-0	-16	-16		
Net New Trips	9,244	4,622	4,622	556	187	296	577		

The total (net) trips generated and analyzed in this report are listed in Table 6.

\*Note: A 30% reduction was assumed for the hotel land use, a 15% reduction was assumed for the office land use, and no reduction was assumed for the retail land use, consistent with the GRTA Letter of Understanding.

A more detailed trip generation analysis summary table is provided in Appendix D.

# 5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the project trip distribution and assignment developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, GDOT, and the City of College Park staff.

**Figure 4** and **Figure 5** display the anticipated distribution and assignment of hotel and office/retail trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *College Park Hotel Mixed-Use* development, are shown on **Figure 6**.

Detailed intersection volume worksheets are provided in Appendix E.







# 6.0 TRAFFIC ANALYSIS

# 6.1 Existing 2019 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 10.0,* and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 7**, and the results of the capacity analyses for the Existing 2019 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

	Table 7: Existing 201 LOS (d	9 Level-of- elay in seco	Service Sum	mary		
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) WB Ramps/Lee Street Connector	Signal	Overall	D	D (35.2)	C (30.9)
2.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) EB Ramps	9/SR 14) at Camp 3 Ramps Signal Overall		D	A (9.8)	A (9.9)
3.	Roosevelt Highway (US 29/SR 14) at Gateway Boulevard	Signal	Overall	D	A (2.7)	A (2.9)
4.	Roosevelt Highway (US 29/SR 14) at Hospitality Way/Lesley Drive	Signal	Overall	D	A (6.1)	A (6.5)
5.	Roosevelt Highway (US 29/SR 14) at Global	TWOC	NBL	N/A	A (7.8)	A (8.8)
	Gateway Connector/Jamestown Court		EB	N/A	C (18.6)	C (16.4)
6.	Riverdale Road (SR 139) at Global Gateway Connector/Jamestown Court	Signal	Overall	D	B (11.4)	B (12.6)

As shown in **Table 7**, no study intersections currently operate below their acceptable <u>overall</u> level-ofservice standard of D during the AM and PM peak hours for the Existing 2019 conditions.

There are no recommended improvements for the Existing 2019 conditions scenario.



# 6.2 Projected 2024 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for five (5) years at 2.5 percent per year throughout the study network. These volumes were entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2024 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2024 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2024 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

	Table 8: Projected 2024 NoLOS (d)	<b>b-Build Lev</b> elay in seco	vel-of-Service	Summ	ary	
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) WB Ramps/Lee Street Connector	Signal	Overall	D	D (37.6)	C (33.6)
2.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) EB Ramps	Signal	Overall	D	B (10.3)	B (10.4)
3.	Roosevelt Highway (US 29/SR 14) at Gateway Boulevard	Signal	Overall	D	A (2.8)	A (3.0)
4.	Roosevelt Highway (US 29/SR 14) at Hospitality Way/Lesley Drive	Signal	Overall	D	A (6.9)	A (7.0)
5.	Roosevelt Highway (US 29/SR 14) at Global	TWEE	NBL	N/A	A (7.9)	A (9.2)
	Gateway Connector/Jamestown Court		EB	N/A	C (23.2)	C (19.1)
6.	Riverdale Road (SR 139) at Global Gateway Connector/Jamestown Court	Signal	Overall	D	B (11.8)	B (13.1)

As shown in **Table 8**, no study intersections are projected to operate below their acceptable <u>overall</u> LOS standard during the AM and PM peak hours for the Projected 2024 No-Build conditions.

There are no recommended improvements for the Projected 2024 No-Build conditions scenario.



# 6.3 Projected 2024 Build Conditions

The traffic associated with the proposed *College Park Hotel Mixed-Use* development was added to the Projected 2024 No-Build volumes. These volumes were then entered into *Synchro 10.0*, and capacity analyses were performed. The Projected 2024 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2024 Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2024 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

	Table 9: Projected 2024LOS (d)	Build Leve elay in secc	I-of-Service S	ummai	у	
	Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) WB Ramps/Lee Street Connector	Signal	Overall	D	D (48.6)	D (40.4)
2.	Roosevelt Highway (US 29/SR 14) at Camp Creek Parkway (SR 6) EB Ramps	Signal	Overall	D	B (11.0)	B (10.4)
3.	Roosevelt Highway (US 29/SR 14) at Gateway Boulevard	Signal	Overall	D	A (6.3)	A (3.1)
4.	Roosevelt Highway (US 29/SR 14) at Hospitality Way/Lesley Drive	Signal	Overall	D	B (14.8)	C (27.3)
5.	Roosevelt Highway (US 29/SR 14) at Global	TWOO	NBL	N/A	A (8.0)	A (9.3)
	Gateway Connector/Jamestown Court	10050	EB	N/A	F (65.3)	D (30.0)
6.	Riverdale Road (SR 139) at Global Gateway Connector/Jamestown Court	Signal	Overall	D	B (12.5)	B (15.4)
7	Hospitality May at Drivoway A	TWSC	NB	N/A	A (8.8)	B (10.2)
7.	Hospitality way at Diveway A	10050	WBL	N/A	A (7.5)	A (7.5)
8.	Roosevelt Highway (US 29/SR 14) at	TWSC	NBL	N/A	A (8.8)	A (9.9)
	Driveway B	1000	EB	N/A	C (19.1)	E (38.3)
9.	Roosevelt Highway (US 29/SR 14) at	TWSC	NBL	N/A	A (8.5)	A (9.9)
	Driveway C	1000	EB	N/A	C (17.5)	D (29.3)
10.	. Roosevelt Highway (US 29/SR 14) at	TWSC	NBL	N/A	A (8.2)	A (10.0)
	Driveway D	1000	EB	N/A	C (13.7)	D (30.9)
11	Hospitality Way at Driveway F	TWSC	NB	N/A	A (8.5)	A (8.6)
1.	Thospitality way at Driveway L	10000	WBL	N/A	A (7.3)	A (7.4)

As shown in **Table 9**, no study intersections are projected to operate below their acceptable <u>overall</u> LOS standard during the AM and/or PM peak hour for the Projected 2024 Build conditions. For Intersection 5, it is not uncommon for vehicles at a side-street stop approach to experience delays when turning onto a major roadway.

Based on the Projected 2024 Build conditions, the following improvements are proposed in improve access to the site:

## Hospitality Way at Driveway A (Intersection #7)

• On the site, construct a conventional driveway with one (1) northbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.

Roosevelt Highway (US 29/SR 14) at Driveway B (Intersection #8)

- On the site, construct a conventional driveway with one (1) eastbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.
- Construct an exclusive southbound right-turn lane and an exclusive northbound left-turn lane along Roosevelt Highway (US 29/SR 14).

### Roosevelt Highway (US 29/SR 14) at Driveway C (Intersection #9)

- On the site, construct a conventional driveway with one (1) eastbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.
- Construct an exclusive southbound right-turn lane and an exclusive northbound left-turn lane along Roosevelt Highway (US 29/SR 14).

### Roosevelt Highway (US 29/SR 14) at Driveway D (Intersection #10)

- On the site, construct a conventional driveway with one (1) eastbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.
- Construct an exclusive southbound right-turn lane and an exclusive northbound left-turn lane along Roosevelt Highway (US 29/SR 14).

## Hospitality Way at Driveway E (Intersection #11)

• On the site, construct a conventional driveway with one (1) northbound shared left-turn/right-turn lane exiting the site and one (1) ingress lane entering the site.



# 7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the College Park Hotel Mixed-Use development is proposed at five (5) locations:

- Two (2) proposed stop-controlled full-movement driveways along Hospitality Way.
- Three (3) proposed stop-controlled full-movement driveways along Roosevelt Highway (US 29/SR 14). There are two existing curb cuts along Roosevelt Highway (US 29/SR 14) that will be utilized for the driveways.

The site driveway locations are discussed in *Section 1.3*. All proposed driveways are proposed to be stop-controlled. The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 10.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report.

# 8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, the City of College Park's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 10** below.

	Table 10: Programmed Improvements											
#	Year	Project ID	Project Description									
1	TBD	FS-280	Construct a 10-ft bicycle/pedestrian trail starting at the Convention Center Concourse near the ATL SkyTrain and ending in downtown College Park.									
2	TBD	FS-282	Signal Upgrades at Desert Road and Washington Road along Camp Creek Parkway.									
3	TBD	CP-112	Operations and Safety Improvements for the intersection of Godby Road at Old National Highway									
4	TBD	CP-113	Rhodes Street Extension to Camp Creek Parkway									

Fact sheets for projects can be found in Appendix F.

# 9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveways will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

# **10.0** COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of a mixed-use development and will include residential, hotel, office, and retail/restaurant land uses. The project site is currently zoned BP (Business Park) and HC (Hospitality Campus) according to the City of College Park Zoning Ordinance Map. The College Park Future Land Use Map identifies the entire project site as Mixed-Use Hospitality.

The project site is located within the College Park LCI (2017), which is currently in year two of the most recent five-year update. The site is generally consistent with the overall theme of the LCI. The land use maps are provided in **Appendix B**.

APPENDIX A

# Site Photo Log

11720 Amber Park Drive Suite 600 Alpharetta, GA 30009 Choice Gateway

Photograph Sheet

KHA Job No.:	01998100	D1		
KHA Rep.:	HDF			
Date:	February	19, 20	19	
Page:	1	of	4	

## Site Name: College Park Hotel Mixed-Use DRI #2896





11720 Amber Park Drive Suite 600 Alpharetta, GA 30009 Choice Gateway

Photograph Sheet

KHA Job No.:	01998100	01		
KHA Rep.:	HDF			
Date:	February	19, 20	19	
Page:	2	of	4	

## Site Name: College Park Hotel Mixed-Use DRI #2896





11720 Amber Park Drive Suite 600 Alpharetta, GA 30009 Choice Gateway

Photograph Sheet

KHA Job No.:	01998100	)1		
KHA Rep.:	HDF			
Date:	February	19, 20	19	
Page:	3	of	4	

# Site Name: College Park Hotel Mixed-Use DRI #2896





Comments: Looking north from Site Driveway 3 (Intersection #9)

11720 Amber Park Drive Suite 600 Alpharetta, GA 30009 Choice Gateway

Photograph Sheet

KHA Job No.:	01998100	)1	
KHA Rep.:	HDF		
Date:	February	19, 2	019
Page:	4	of	4

### Site Name: College Park Hotel Mixed-Use DRI #2896



# Photo No. 8



#### Comments:

Looking north from Site Driveway 4 (Intersection #10)

# Land Use and Zoning Maps





DRI #2896 Transportation Analysis Park Zoning Map

Appendix В



College Park Hotel Mixed Use DRI #2896 Transportation Analysis City of College Park Future Land Use Map

Appendix B

# **Proposed Site Plan**



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# **Trip Generation Analysis**

	Trip Generation Analysis (10th F Colleg	d. with 2n e Park H City of (	<i>d Edition Handbook</i> Dai otel Mixed-Use DRI College Park, Georgia	ly IC & 3rd # <b>2896</b>	Edition	AM/PM	IC)			
Land Use			Intensity	Daily	AN	/I Peak H	lour	PN	I Peak H	our
				Trips	Total	In	Out	Total	In	Out
Proposed S	Site Traffic									
310 H	Hotel	800	rooms	6,688	395	233	162	574	293	281
710 0	General Office Building	470,000	s.f.	4,760	468	402	66	495	79	416
820 \$	Shopping Center	10,000	s.f. gross leasable area	1,256	157	97	60	99	48	51
Gross 1	frips			12,704	1,020	732	288	1,168	420	748
Hotel Tr	rips Mixed-Use Reductions Alternative Mode Reductions - 30% Adjusted Hotel Trips Trips Mixed-Use Reductions Alternative Mode Reductions - 15% Adjusted Office Trips			6,688 -174 -1,954 4,560 -92 -700 3,968	395 -16 -114 265 468 -46 -63 359	233 0 -70 163 402 -28 -56 318	162 -16 -44 102 66 -18 -7 41	574 -4 -171 399 495 -5 -74 416	293 -3 -87 203 79 -1 -12 66	281 -1 -84 196 416 -4 -62 350
Retail T	Trips Mixed-Use Reductions Alternative Mode Reductions - 0% Pass By Reductions (Based on ITE Rates) Adjusted Retail Trips			1,256 - <i>170</i> 0 - <i>370</i> 716	157 -38 0 0 119	97 -22 0 0 75	60 -16 0 0 44	99 -9 0 -31 59	48 -5 0 -16 27	51 -4 0 -16 31
Mixed I	Use Peduations TOTAL			126	100	50	50	10	0	0
Altorna	tive Mode Peduations TOTAL			2 654	-100	126	-50	245	-9	-9
Pass-Ry	v Reductions - TOTAL			-2,034	-1//	-120	-51	-245	-99	-140
New Tr	rips			9.244	743	556	187	874	296	577
Drivewa	ay Volumes			9,614	743	556	187	905	312	593

k:\amt\_tpto\019981001 college park mixed-use hotel dri\\_phase 2\analysis\[college park mixed use hotel dri analysis.xls]trip generation

# Intersection Volume Worksheets

INTERSECTION	VOLUME DEV	ELOPMENT - Int #1

	Roosevelt	Hwy (SR	14/US 29	Roosevel	Hwy (SR	14/US 29	p Creek l	Pkwy (SR	6) WB Ra	Lee S	Street Con	nector
	<u>1</u>	Northboun	d	5	Southboun	d	]	Eastbound	d	1	Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	8	341	249	134	244	70	204	355	63	74	33	31
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	0	10	11	7	9	1	1	8	3	16	0	5
Heavy Vehicle %	2%	3%	4%	5%	4%	2%	2%	2%	5%	22%	2%	16%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2019 Volumes	8	341	249	134	244	70	204	355	63	74	33	31
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	9	386	282	152	276	79	231	402	71	84	37	35
Trip Distribution IN					5%				45%			
Trip Distribution OUT	5%	5%	20%									
Hotel Trips	5	5	20	0	8	0	0	0	73	0	0	0
Trip Distribution IN					5%				45%			
Trip Distribution OUT	5%	5%	20%									
Office Trips	2	2	8	0	16	0	0	0	143	0	0	0
Trip Distribution IN					5%				45%			
Trip Distribution OUT	5%	5%	20%									
Retail Trips	2	2	9	0	4	0	0	0	34	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	9	37	0	28	0	0	0	250	0	0	0
	10	205	210	150	204	70	221	402	201	0.4	27	25
2024 Buildout Total	18	595	519	152	504	79	231	402	521	84	51	55

#### Roosevelt Hwy (SR 14/US 29) at Camp Creek Pkwy (SR 6) WB Ramps/Lee Street Connector AM PEAK HOUR

#### PM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	p Creek I	Pkwy (SR	6) WB Ra	Lee S	Street Coni	nector
	N	lorthboun	d	5	Southboun	d	1	Eastbound	d		Westboun	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	6	280	143	266	472	78	140	181	60	159	82	41
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles	1	5	9	6	3	1	1	13	0	22	0	4
Heavy Vehicle %	17%	2%	6%	2%	2%	2%	2%	7%	2%	14%	2%	10%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	6	280	143	266	472	78	140	181	60	159	82	41
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	7	317	162	301	534	88	158	205	68	180	93	46
Trip Distribution IN					5%				45%			
Trip Distribution OUT	5%	5%	20%									
Hotel Trips	10	10	39	0	10	0	0	0	91	0	0	0
Trip Distribution IN					5%				45%			
Trip Distribution OUT	5%	5%	20%									
Office Trips	18	18	70	0	3	0	0	0	30	0	0	0
Trip Distribution IN					5%				45%			
Trip Distribution OUT	5%	5%	20%									
Retail Trips	2	2	6	0	1	0	0	0	12	0	0	0
Deer Der Teine	0	0	0	0	0	0	0	0	0	0	0	0
газъ-Бу 1 прз	0	0	0	0	0	U	0	0	0	0	0	0
Total Project Trips	30	30	115	0	14	0	0	0	133	0	0	0
2024 Buildout Total	37	347	277	301	548	88	158	205	201	180	93	46

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INTERSECTION	VOLUME DEVEL	OPMENT - Int #	ŧ2

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	np Creek	Pkwy (SR	6) EB Ra			
	N	lorthboun	d	5	Southboun	d	]	Eastboun	<u>d</u>		Westboun	<u>d</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	35	455	0	0	275	99	157	0	15	0	0	0
Pedestrians		0			0			2			0	
Conflicting Pedestrians	2		0	0		2	0		0	0		0
Heavy Vehicles	5	19	0	0	20	7	2	0	0	0	0	0
Heavy Vehicle %	14%	4%	0%	0%	7%	7%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	35	455	0	0	275	99	157	0	15	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	40	515	0	0	311	112	178	0	17	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT	12.5%	30%										
Hotel Trips	13	31	0	0	82	0	0	0	16	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT	12.5%	30%										
Office Trips	5	12	0	0	159	0	0	0	32	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT	12.5%	30%			5070				1070			
Retail Trips	6	13	0	0	38	0	0	0	8	0	0	0
	-		-									-
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	56	0	0	279	0	0	0	56	0	0	0
				Ť			Ť					
2024 Buildout Total	64	571	0	0	590	112	178	0	73	0	0	0

#### Roosevelt Hwy (SR 14/US 29) at Camp Creek Pkwy (SR 6) EB Ramps/Camp Creek Pkwy/SR 6 Ramps AM PEAK HOUR

#### PM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	p Creek	Pkwy (SR	6) EB Ra	amp Cree	ek Pkwy/S	R 6 Ramp
	N	orthboun	d	5	outhboun	d	1	Eastbound	d	· ·	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	69	317	0	0	521	183	109	0	16	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	14	0	0	13	11	1	0	0	0	0	0
Heavy Vehicle %	2%	4%	0%	0%	2%	6%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2019 Volumes	69	317	0	0	521	183	109	0	16	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	78	359	0	0	589	207	123	0	18	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT	12.5%	30%										
Hotel Trips	25	59	0	0	102	0	0	0	20	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT	12.5%	30%										
Office Trips	44	105	0	0	33	0	0	0	7	0	0	0
Trip Distribution IN					50%				10%			
Trip Distribution OUT	12.5%	30%										
Retail Trips	4	9	0	0	14	0	0	0	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	73	173	0	0	149	0	0	0	30	0	0	0
2024 Buildout Total	151	532	0	0	738	207	123	0	48	0	0	0

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#### Roosevelt Hwy (SR 14/US 29) at Gateway Blvd AM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	G	ateway Bl	vd			
	Ν	orthboun	d	5	Southboun	d	]	Eastbound	d		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	118	484	0	0	211	42	18	0	39	0	0	0
Pedestrians		7			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		7	7		0
Heavy Vehicles	6	21	0	0	15	4	5	0	2	0	0	0
Heavy Vehicle %	5%	4%	0%	0%	7%	10%	28%	0%	5%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	118	484	0	0	211	42	18	0	39	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	134	548	0	0	239	48	20	0	44	0	0	0
Trip Distribution IN					60%				2.5%			
Trip Distribution OUT	7.5%	42.5%										
Hotel Trips	8	43	0	0	98	0	0	0	4	0	0	0
Trip Distribution IN					60%				2.5%			
Trip Distribution OUT	7.5%	42.5%										
Office Trips	3	17	0	0	191	0	0	0	8	0	0	0
Trip Distribution IN					60%				2.5%			
Trip Distribution OUT	7.5%	42.5%										
Retail Trips	3	19	0	0	45	0	0	0	2	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	14	79	0	0	334	0	0	0	14	0	0	0
2024 Buildout Total	148	627	0	0	573	48	20	0	58	0	0	0

#### PM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	G	ateway Bl	vd	G	ateway Bl	vd
	Ν	Northbour	d	5	Southboun	d	1	Eastboun	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	20	345	0	0	507	21	33	0	61	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	12	0	0	8	6	4	0	1	0	0	0
Heavy Vehicle %	5%	3%	0%	0%	2%	29%	12%	0%	2%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2019 Volumes	20	345	0	0	507	21	33	0	61	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	23	390	0	0	574	24	37	0	69	0	0	0
Trip Distribution IN					60%				2.5%			
Trip Distribution OUT	7.5%	42.5%										
Hotel Trips	15	83	0	0	122	0	0	0	5	0	0	0
Trip Distribution IN					60%				2.5%			
Trip Distribution OUT	7.5%	42.5%										
Office Trips	26	149	0	0	40	0	0	0	2	0	0	0
Trip Distribution IN					60%				2.5%			
Trip Distribution OUT	7.5%	42.5%										
Retail Trips	2	13	0	0	16	0	0	0	1	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	43	245	0	0	178	0	0	0	8	0	0	0
2024 Buildout Total	66	635	0	0	752	24	37	0	77	0	0	0

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#### Roosevelt Hwy (SR 14/US 29) at Hospitality Way/Lesley Dr AM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	Ho	spitality V	√ay		Lesley Dr	
	N	lorthboun	d	5	Southbour	d	]	Eastbound	1		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	22	502	84	24	220	3	5	4	17	9	10	98
Pedestrians		5			1			2			0	
Conflicting Pedestrians	2		0	0		2	1		5	5		1
Heavy Vehicles	9	20	0	1	15	1	2	2	9	0	3	5
Heavy Vehicle %	41%	4%	2%	4%	7%	33%	40%	50%	53%	2%	30%	5%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2019 Volumes	22	502	84	24	220	3	5	4	17	9	10	98
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	25	568	95	27	249	3	6	5	19	10	11	111
Trip Distribution IN	12.5%				40%	22.5%					10%	
Trip Distribution OUT		10%					40%	10%	15%			
Hotel Trips	20	10	0	0	65	37	41	10	15	0	16	0
Trip Distribution IN					50%	12.5%					10%	
Trip Distribution OUT		20%					30%	10%				
Office Trips	0	8	0	0	159	40	12	4	0	0	32	0
Trip Distribution IN					50%	12.5%					10%	
Trip Distribution OUT		20%					30%	10%				
Retail Trips	0	9	0	0	38	9	13	4	0	0	8	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	27	0	0	262	86	66	18	15	0	56	0
2024 Buildout Total	45	595	95	27	511	89	72	23	34	10	67	111

#### PM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	Но	spitality V	Vay		Lesley Dr	
	Ν	Northbour	nd	5	outhbour	d	1	Eastbound	<u>d</u>	1	Westboun	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	8	316	18	37	526	4	13	14	23	29	12	34
Pedestrians		0			1			2			0	
Conflicting Pedestrians	2		0	0		2	1		0	0		1
Heavy Vehicles	0	12	1	0	7	0	0	7	2	1	5	2
Heavy Vehicle %	2%	4%	6%	2%	2%	2%	2%	50%	9%	3%	42%	6%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2019 Volumes	8	316	18	37	526	4	13	14	23	29	12	34
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	9	358	20	42	595	5	15	16	26	33	14	38
Trip Distribution IN	12.5%				40%	22.5%					10%	
Trip Distribution OUT		10%					40%	10%	15%			
Hotel Trips	25	20	0	0	81	46	78	20	29	0	20	0
Trip Distribution IN					50%	12.5%					10%	
Trip Distribution OUT		20%					30%	10%				
Office Trips	0	70	0	0	33	8	105	35	0	0	7	0
Trip Distribution IN					50%	12.5%					10%	
Trip Distribution OUT		20%					30%	10%				
Retail Trips	0	6	0	0	14	3	9	3	0	0	3	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	25	96	0	0	128	57	192	58	29	0	30	0
2024 Buildout Total	34	454	20	42	723	62	207	74	55	33	44	38

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#### Roosevelt Hwy (SR 14/US 29) at Jamestown Ct AM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	Ja	mestown	Ct			
	N	Northbour	nd	5	Southboun	d	1	Eastbound	d		Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	53	595	0	0	215	26	71	0	46	0	0	0
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	2	47	0	0	40	1	1	0	6	0	0	0
Heavy Vehicle %	4%	8%	0%	0%	19%	4%	2%	0%	13%	0%	0%	0%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2019 Volumes	53	595	0	0	215	26	71	0	46	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	60	673	0	0	243	29	80	0	52	0	0	0
Trip Distribution IN		7.5%					15.0%					
Trip Distribution OUT					7.5%	27.5%						
Hotel Trips	0	12	0	0	8	28	24	0	0	0	0	0
Trip Distribution IN		7.5%					15.0%					
Trip Distribution OUT					7.5%	27.5%						
Office Trips	0	24	0	0	3	11	48	0	0	0	0	0
Trip Distribution IN		7.5%					15.0%					
Trip Distribution OUT					7.5%	27.5%						
Retail Trips	0	6	0	0	3	12	11	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	42	0	0	14	51	83	0	0	0	0	0
2024 Buildout Total	60	715	0	0	257	80	163	0	52	0	0	0

#### PM PEAK HOUR

	Roosevelt	Hwy (SR	14/US 29	Roosevelt	Hwy (SR	14/US 29	Ja	mestown	Ct	Ja	amestown	Ct
	N	Northbour	d	5	Southbour	nd	1	Eastbound	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	73	319	0	0	528	70	- 39	0	100	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	13	0	0	11	3	0	0	5	0	0	0
Heavy Vehicle %	2%	4%	0%	0%	2%	4%	2%	0%	5%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2019 Volumes	73	319	0	0	528	70	39	0	100	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	83	361	0	0	597	79	44	0	113	0	0	0
Trip Distribution IN		7.5%					15.0%					
Trip Distribution OUT					7.5%	27.5%						
Hotel Trips	0	15	0	0	15	54	30	0	0	0	0	0
Trip Distribution IN		7.5%					15.0%					
Trip Distribution OUT					7.5%	27.5%						
Office Trips	0	5	0	0	26	96	10	0	0	0	0	0
Trip Distribution IN		7.5%					15.0%					
Trip Distribution OUT					7.5%	27.5%						
Retail Trips	0	2	0	0	2	9	4	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	22	0	0	43	159	44	0	0	0	0	0
2024 Buildout Total	83	383	0	0	640	238	88	0	113	0	0	0

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	Ja	amestown Jorthhour	Ct	Globa	d Gateway	Conn	River	lale Rd (S	R 139)	River	dale Rd (S	R 139)
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Description	Leit	Through	Right	Leit	Through	Right	Leit	Through	Right	Luit	Through	Rigin
Observed 2019 Traffic Volumes	14	24	39	105	17	7	30	142	26	72	200	191
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	3	5	1	0	0	3	1	5	7	11
Heavy Vehicle %	2%	2%	8%	5%	6%	2%	2%	2%	4%	7%	4%	6%
Peak Hour Factor		0.89			0.89			0.89			0.89	
Adjustment												
Adjusted 2019 Volumes	14	24	39	105	17	7	30	142	26	72	200	191
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	16	27	44	119	19	8	34	161	29	81	226	216
Trip Distribution IN					2.5%				5%	7.5%		
Trip Distribution OUT	5%	7.5%	15%									
Hotel Trips	5	8	15	0	4	0	0	0	8	12	0	0
Trip Distribution IN					2.5%				5%	7.5%		
Trip Distribution OUT	5.0%	7.5%	15%									
Office Trips	2	3	6	0	8	0	0	0	16	24	0	0
Trip Distribution IN					2.5%				5%	7.5%		
Trip Distribution OUT	5.0%	7.5%	15%									
Retail Trips	2	3	7	0	2	0	0	0	4	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	14	28	0	14	0	0	0	28	42	0	0
2024 Buildout Total	25	41	72	119	33	8	34	161	57	123	226	216

#### Jamestown Ct/Global Gateway Conn at Riverdale Rd (SR 139) AM PEAK HOUR

#### PM PEAK HOUR

	Ja	mestown	Ct	Globa	l Gateway	/ Conn	Rivero	lale Rd (S	R 139)	Rivero	lale Rd (S	R 139)
	N	orthboun	d	5	outhboun	d	1	Eastbound	<u>d</u>	1	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes	27	28	74	167	48	42	12	170	17	83	207	144
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	1	4	2	2	0	0	6	0	3	1	2
Heavy Vehicle %	2%	4%	5%	2%	4%	2%	2%	4%	2%	4%	2%	2%
Peak Hour Factor		0.93			0.93			0.93			0.93	
Adjustment												
Adjusted 2019 Volumes	27	28	74	167	48	42	12	170	17	83	207	144
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	31	32	84	189	54	48	14	192	19	94	234	163
Trip Distribution IN					2.5%				5%	7.5%		
Trip Distribution OUT	5%	7.5%	15%									
Hotel Trips	10	15	29	0	5	0	0	0	10	15	0	0
Trip Distribution IN					2.5%				5%	7.5%		
Trip Distribution OUT	5.0%	7.5%	15%									
Office Trips	18	26	53	0	2	0	0	0	3	5	0	0
Trip Distribution IN					2.5%				5%	7.5%		
Trip Distribution OUT	5.0%	7.5%	15%									
Retail Trips	2	2	5	0	1	0	0	0	1	2	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	30	43	87	0	8	0	0	0	14	22	0	0
2024 Buildout Total	61	75	171	189	62	48	14	192	33	116	234	163

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#### Driveway A at Hospitality Way (Lesley Dr) AM PEAK HOUR

	Driveway A Northbaund			Hospitality Way (Lesley Dr) Hospitality Way (Lesley Dr)								
	N	Northbour	nd	S	Southboun	<u>id</u>		Eastbound	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								26			35	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	26	0	0	35	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	29	0	0	40	0
Trip Distribution IN										20%	25%	
Trip Distribution OUT			60%					5%				
Hotel Trips	0	0	61	0	0	0	0	5	0	33	41	0
Trip Distribution IN										22.5%		
Trip Distribution OUT			40%									
Office Trips	0	0	16	0	0	0	0	0	0	72	0	0
Trip Distribution IN										22.5%		
Trip Distribution OUT			40%									
Retail Trips	0	0	18	0	0	0	0	0	0	17	0	0
•												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	95	0	0	0	0	5	0	122	41	0
· · ·	1											
2024 Buildout Total	0	0	95	0	0	0	0	34	0	122	81	0

#### PM PEAK HOUR

	Driveway A		Driveway A J			Hospitality Way (Lesley Dr			r) Hospitality Way (Lesley Dr)			
	N	orthbour	<u>ıd</u>	5	outhboun	d	]	Eastbound	<u>d</u>	<u> </u>	Westbound	<u>1</u>
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								50			24	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	50	0	0	24	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	57	0	0	27	0
Trip Distribution IN										20%	25%	
Trip Distribution OUT			60%					5%				
Hotel Trips	0	0	118	0	0	0	0	10	0	41	51	0
Trip Distribution IN										22.5%		
Trip Distribution OUT			40%									
Office Trips	0	0	140	0	0	0	0	0	0	15	0	0
Trip Distribution IN										22.5%		
Trip Distribution OUT			40%									
Retail Trips	0	0	12	0	0	0	0	0	0	6	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	270	0	0	0	0	10	0	62	51	0
2024 Buildout Total	0	0	270	0	0	0	0	67	0	62	78	0

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#### Roosevelt Hwy/SR 14/US 29 at Driveway B AM PEAK HOUR

	Roosevel	Roosevelt Hwy/SR 14/US 29R		Roosevelt Hwy/SR 14/US 29			]	Driveway	В				
	Ν	orthbour	nd	5	Southboun	nd		Eastbound	d		Westboun	d	
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Observed 2019 Traffic Volumes		608			246								
Pedestrians													
Conflicting Pedestrians	0		0	0		0	0		0	0		0	
Heavy Vehicles		29			24								
Heavy Vehicle %	0%	5%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor					0.00			0.00			0.00		
Adjustment													
Adjusted 2019 Volumes	0	608	0	0	246	0	0	0	0	0	0	0	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	
New Road Adjustment													
Other Proposed Developments													
2024 Background Traffic	0	688	0	0	278	0	0	0	0	0	0	0	
Trip Distribution IN	10%	12.5%			15%	25%							
Trip Distribution OUT		5%			15%		5%		15%				
Hotel Trips	16	25	0	0	39	41	5	0	15	0	0	0	
Trip Distribution IN	5%				30%	20%							
Trip Distribution OUT		10%					10%		10%				
Office Trips	16	4	0	0	95	64	4	0	4	0	0	0	
Trip Distribution IN	5%				30%	20%							
Trip Distribution OUT		10%					10%		10%				
Retail Trips	4	4	0	0	23	15	4	0	4	0	0	0	
Pass By Trips	0	0	0	0	0	0	0	0	0	0	0	0	
rass-by mps	0	0	0	0	0	0	0	0	0	0	0	0	
Total Project Trips	36	33	0	0	157	120	13	0	23	0	0	0	
2024 D.::114 T.4.1	26	701	0	0	125	120	12		22	0			
2024 Buildout Total	36	/21	0	0	435	120	13	0	- 23	0	0	U	

#### PM PEAK HOUR

	Roosevelt Hwy/SR 14/US 29R		Roosevelt Hwy/SR 14/US 29			29 Driveway B			Driveway B			
	Ν	orthbour	nd	5	Southboun	d	1	Eastbound	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		342			578							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		13			10							
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	342	0	0	578	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	387	0	0	654	0	0	0	0	0	0	0
Trip Distribution IN	10%	12.5%			15%	25%						
Trip Distribution OUT		5%			15%		5%		15%			
Hotel Trips	20	35	0	0	59	51	10	0	29	0	0	0
Trip Distribution IN	5%				30%	20%						
Trip Distribution OUT		10%					10%		10%			
Office Trips	3	35	0	0	20	13	35	0	35	0	0	0
Trip Distribution IN	5%				30%	20%						
Trip Distribution OUT		10%					10%		10%			
Retail Trips	1	3	0	0	8	5	3	0	3	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	24	73	0	0	87	69	48	0	67	0	0	0
2024 Buildout Total	24	460	0	0	741	69	48	0	67	0	0	0

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#### Roosevelt Hwy/SR 14/US 29 at Driveway C AM PEAK HOUR

	Roosevelt Hwy/SR 14/US 29R		9Roosevelt Hwy/SR 14/US 29			29 Driveway C						
	N	Northbour	<u>id</u>	5	Southboun	d	1	Eastbound	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		608			246							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		29			24							
Heavy Vehicle %	0%	5%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	608	0	0	246	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	688	0	0	278	0	0	0	0	0	0	0
Trip Distribution IN	5%	22.5%				15%						
Trip Distribution OUT					30%		5%		10%			
Hotel Trips	8	37	0	0	31	24	5	0	10	0	0	0
Trip Distribution IN	10%	5%			15%	15%						
Trip Distribution OUT		5%			10%		5%		10%			
Office Trips	32	18	0	0	52	48	2	0	4	0	0	0
Trip Distribution IN	10%	5%			15%	15%						
Trip Distribution OUT		5%			10%		5%		10%			
Retail Trips	8	6	0	0	15	11	2	0	4	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	48	61	0	0	98	83	9	0	18	0	0	0
2024 Buildout Total	48	749	0	0	376	83	9	0	18	0	0	0

#### PM PEAK HOUR

	Roosevel	t Hwy/SR	14/US 29	Roosevel	t Hwy/SR	14/US 29	I	Driveway	С	]	Driveway (	С
	N	Northbour	nd	5	Southboun	d	]	Eastbound	<u>d</u>	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		342			578							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		13			10							
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	342	0	0	578	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	387	0	0	654	0	0	0	0	0	0	0
Trip Distribution IN	5%	22.5%				15%						
Trip Distribution OUT					30%		5%		10%			
Hotel Trips	10	46	0	0	59	30	10	0	20	0	0	0
Trip Distribution IN	10%	5%			15%	15%						
Trip Distribution OUT		5%			10%		5%		10%			
Office Trips	7	21	0	0	45	10	18	0	35	0	0	0
Trip Distribution IN	10%	5%			15%	15%						
Trip Distribution OUT		5%			10%		5%		10%			
Retail Trips	3	3	0	0	7	4	2	0	3	0	0	0
•												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
-												
Total Project Trips	20	70	0	0	111	44	30	0	58	0	0	0
2024 Buildout Total	20	457	0	0	765	44	30	0	58	0	0	0

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#### Roosevelt Hwy/SR 14/US 29 at Driveway D AM PEAK HOUR

	Roosevelt Hwy/SR 14/US 29R		9Roosevelt Hwy/SR 14/US 29			9 Driveway D						
	N	Northboun	<u>id</u>	5	Southboun	d	1	Eastbound	d	y y	Vestboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		608			246							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		29			24							
Heavy Vehicle %	0%	5%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	608	0	0	246	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	688	0	0	278	0	0	0	0	0	0	0
Trip Distribution IN		27.5%										
Trip Distribution OUT					40%							
Hotel Trips	0	45	0	0	41	0	0	0	0	0	0	0
Trip Distribution IN	12.5%	15%				15%						
Trip Distribution OUT					20%		5%		20%			
Office Trips	40	48	0	0	8	48	2	0	8	0	0	0
Trip Distribution IN	12.5%	15%				15%						
Trip Distribution OUT					20%		5%		20%			
Retail Trips	9	11	0	0	9	11	2	0	9	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	49	104	0	0	58	59	4	0	17	0	0	0
2024 Buildout Total	49	792	0	0	336	59	4	0	17	0	0	0

#### PM PEAK HOUR

	Roosevel	t Hwy/SR	14/US 29	Roosevel	t Hwy/SR	14/US 29	I	Driveway l	D	]	Driveway	D
	Ν	orthbour	nd	5	Southboun	<u>nd</u>	]	Eastbound	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes		342			578							
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles		13			10							
Heavy Vehicle %	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	342	0	0	578	0	0	0	0	0	0	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	387	0	0	654	0	0	0	0	0	0	0
Trip Distribution IN		27.5%										
Trip Distribution OUT					40%							
Hotel Trips	0	56	0	0	78	0	0	0	0	0	0	0
Trip Distribution IN	12.5%	15%				15%						
Trip Distribution OUT					20%		5%		20%			
Office Trips	8	10	0	0	70	10	18	0	70	0	0	0
Trip Distribution IN	12.5%	15%				15%						
Trip Distribution OUT					20%		5%		20%			
Retail Trips	3	4	0	0	6	4	2	0	6	0	0	0
Pass-By Trips	6	-6	0	0	-10	10	6	0	10	0	0	0
Total Project Trips	17	64	0	0	144	24	26	0	86	0	0	0
2024 Buildout Total	17	451	0	0	798	24	26	0	86	0	0	0

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#### Driveway E at Hospitality Way (Lesley Dr) AM PEAK HOUR

	Driveway E			Hospitality Way (Lesley Dr) Hospitality Way (Lesley Dr)								
	N	Northbour	nd	5	Southboun	<u>id</u>	]	Eastbound	d	1	Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								26			35	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	26	0	0	35	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	29	0	0	40	0
Trip Distribution IN										25%		
Trip Distribution OUT			5%									
Hotel Trips	0	0	5	0	0	0	0	0	0	41	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
•												
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	5	0	0	0	0	0	0	41	0	0
2024 Buildout Total	0	0	5	0	0	0	0	29	0	41	40	0

#### PM PEAK HOUR

	Driveway E H		Hospitali	ty Way (L	lesley Dr)	r) Hospitality Way (Lesley Dr)						
	Ν	orthbour	d	5	Southboun	<u>id</u>		Eastbound	d		Westboun	d
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2019 Traffic Volumes								50			24	
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor					0.00			0.00			0.00	
Adjustment												
Adjusted 2019 Volumes	0	0	0	0	0	0	0	50	0	0	24	0
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Growth Factor	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131	1.131
New Road Adjustment												
Other Proposed Developments												
2024 Background Traffic	0	0	0	0	0	0	0	57	0	0	27	0
Trip Distribution IN										25%		
Trip Distribution OUT			5%									
Hotel Trips	0	0	10	0	0	0	0	0	0	51	0	0
Trip Distribution IN												
Trip Distribution OUT												
Office Trips	0	0	0	0	0	0	0	0	0	0	0	0
Trip Distribution IN												
Trip Distribution OUT												
Retail Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	10	0	0	0	0	0	0	51	0	0
2024 Buildout Total	0	0	10	0	0	0	0	57	0	51	27	0

k:\amt\_tpto\019981001 college park mixed-use hotel dri\\_phase 2\analysis\[college park mixed use hotel dri analysis.xls]int #11

# **Programmed Project Fact Sheets**

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# Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	GLOBAL GATEWAY CONNECTOR	Yale Ave	John Wesley Ave of the top of t
GDOT Project No.	0015080/0012882	Auton	Cla
Federal ID No.	N/A	La la	- REPERT
Status	Programmed	Conven	
Service Type	Last Mile Connectivity / Sidepaths and Trails	ton Cente	
Sponsor	City of College Park	Concourse	
Jurisdiction	Fulton County (South)		0 250 500 Feet
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)		
Existing Thru Lane	N/A LCI	Network Year	TBD
Planned Thru Lane	N/A Flex	Corridor Length	1.2 miles

#### **Detailed Description and Justification**

The project encompasses the use of existing and abandoned roads, sidewalks, and a convention center to create a 10-foot wide bike/ped trail starting at Convention Center Concourse between the Skytrain and the Spring Hill Suites Atlanta Airport Gateway Hotel at the Georgia International Convention Center (GICC) ending at the intersection of John Wesley Ave. and West Main St. in downtown College Park. The trail will begin at the Skytrain Station and will cross the street and traverse to the north between the GICC and the Atlanta Airport Marriott Gateway Hotel to the front of the GICC. It will then proceed north across its parking lot utilizing an existing pedestrian pathway. The trail will then run between the existing GICC parking lot and existing detention pond west along Camp Creek Pkwy. (S.R. 6). It will then ramp down to a single span prefabricated pedestrian bridge structure to cross Camp Creek Pkwy and continue along Napoleon St. Once across Camp Creek Pkwy., the trail will remain elevated along Napoleon St., until it crosses the abandoned right-of-way of Oxford Ave., then the trail will ramp back down to grade at the intersection of Napoleon St. and Yale Ave. The trail will continue along the south side of Yale Ave. east from Napoleon St. to Conley St. The trail will switch to the north side of Yale Ave. east from Conley St. to Victoria St. It will then turn north on Victoria St. and continue along the west side of Victoria St. until John Wesley Ave. The trail will continue east along John Wesley Ave. on the north side of the road until terminating at West Main St. (U.S. 29) the end of the project. The end point of the project is across the street from the College Park MARTA Station. This project originated from GDOTPI 0012882.

Phase Status & Funding Sta		Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	TAP - Urban (>200K) (ARC)	AUTH	2014	\$250,000	<del>\$200,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$50,000</del>
PE	TAP - Urban (>200K) (ARC)	AUTH	2016	\$669,533	<del>\$535,626</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$133,907</del>
ROW	Local Jurisdiction/Municipality Funds		2019	\$25,000	\$0,000	\$0,000	\$0,000	\$25,000
UTL	Local Jurisdiction/Municipality Funds		2020	\$50,000	\$0,000	\$0,000	\$0,000	\$50,000
CST	Local Jurisdiction/Municipality Funds		2020	\$6,351,364	\$0,000	\$0,000	\$0,000	\$6,351,364
			\$7,345,897	\$735,626	\$0,000	\$0,000	\$6,610,271	

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases





S-282	Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET							
Short Title	US 19/41/SR 3 (METROPOLITAN PARKWAY) AND SR 6 (CAMP CREEK PARKWAY) SIGNAL UPGRADES AT 16 LOCATIONS	130 20 VICINON SESW Freid 130 20 VICINON SESW F						
GDOT Project No.	0012818	Dill Ave SW						
Federal ID No.	N/A	tsw sw door						
Status	Programmed	Van Rd						
Service Type	Roadway / Operations & Safety	alexand						
Sponsor	GDOT	Park South Cem						
Jurisdiction	Fulton County (South)	106 Bend Park 0 0.25 0.5 Miles						
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)							
Existing Thru Lane	N/A LCI	Network Year TBD						
Planned Thru Lane	N/A Flex	Corridor Length N/A miles						
Detailed Description and Instification								

Detailed Description and Justification

Signal upgrades on SR 3 (Metropolitan Avenue) and SR 6 (Camp Creek Parkway) in South Atlanta. Total corridor length on SR 6 is approximately 0.4 miles, with 2 signal upgrades: Desert Road and Washington Road. Total corridor length on SR 3 is approximately 3 miles, with 14 signal upgrades: Langston Drive, Lakewood Avenue, St. Johns Avenue, Fair Drive, Casplan Street, Atlanta Metropolitan College, Deckner Avenue, Lynnhaven Drive, Manford Road, University Avenue, Mayland Avenue, Lillian Avenue, Shelton Avenue, Ralph David Abernathy.

Phase Status & Funding		Status	FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	\$400,000	<del>\$320,000</del>	<del>\$0,000</del>	<del>\$0,000</del>	<del>\$80,000</del>
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2017	\$430,000	<del>\$344,000</del>	<del>\$86,000</del>	<del>\$0,000</del>	<del>\$0,000</del>
UTL	Congestion Mitigation & Air Quality Improvement (CMAQ)		2019	\$104,040	\$83,232	\$20,808	\$0,000	\$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2019	\$2,268,439	\$2,268,439	\$0,000	\$0,000	\$0,000
				\$3,202,479	\$3,015,671	\$106,808	\$0,000	\$80,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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# City of College Park

Tier 1

Operations and Safety

CP-112

Project Description	Project Details			
Operations and Safety in City of College Park - Old National	TYPE	Intersection Improvements		
підпімаў ац бодру Коад	MAIN ROUTE			
	EXTENTS	Old National Highway at Codby Road		
	LOCATION	City of College Park		
	LENGTH (miles)			
	GDOT / ARC ID			
	Project Cost Estimate			
Park CP-112	ENGINEERING COST			
	RIGHT-OF-WAY COST			
	CONSTRUCTION COST			
	OTHER COSTS			
	TOTAL CAPITAL COST			
Godby Rd	TOTAL TSPLOST FUNDS	\$1,000,000		
	Projec	Implementation		
$\mathbf{\nabla}$	LOCAL LEAD			
	Fun	ding Partners		
Q	DESIGN			
Za	RIGHT-OF-WAY			
Hw	CONSTRUCTION			
	Project Status			
South Fulton TSPLOST Projects Project Type	DESIGN			
bergiante ATMS	ROW			
East Pedestrian/Bike/Landscape/Streetscape Projects				
Construction ReliefRoadway Projects	ENVIRONMENTAL	is at Timeline		
Charlassochere Parteur Wernise Permise Maintenance and Safety	Pro	ject rimeline		
Pulmeto Deprations and Safety Resurfacing	READY FOR CONSTR.			
Cluick Response Projects Railroad Crossing Improvement	LENGTH OF CONSTR.			
Pagethere Fayetheredia	NOTES:			

# SOUTH FULTON TSPLOST



# City of College Park

Tier 1

Operations and Safety

CP-113

Project Description	Pro	oject Details		
Operations and Safety in City of College Park - Rhodes Street Ext.	ТҮРЕ	Corridor Improvement		
for Camp Creek Parkway to Yale Avenue	MAIN ROUTE	Rhodes Street Extension		
	EXTENTS	From Camp Creek Pkwy to Yale Ave		
	LOCATION	City of College Park		
	LENGTH (miles)			
	GDOT / ARC ID			
<sup>1</sup> <sup>1</sup> <sup>1</sup> <sup>2</sup>	Project Cost Estimate			
CP-113	ENGINEERING COST			
Yale Ave	RIGHT-OF-WAY COST			
Si College Park	CONSTRUCTION COST			
	OTHER COSTS			
	TOTAL CAPITAL COST			
	TOTAL TSPLOST FUNDS	\$1,600,000		
	Project	Implementation		
	LOCAL LEAD			
	Fun	ding Partners		
	DESIGN			
Camp Creek Pkwy	RIGHT-OF-WAY			
	CONSTRUCTION			
Dr				
A hour A hour	Project Status			
South Fulton TSPLOST Projects Project Type	POW			
ATMS Airport Improvement	CONSTRUCTION			
Pedestrian/Bike/Landscape/Streetscape Projects				
Congestion ReliefRoadway Projects	Pro	iect Timeline		
Chartasocher Hiss	READY FOR CONSTR	Joot Hindinio		
Paterte Resurfacing Quick Response Projects	LENGTH OF CONSTR			
Persone Payment Railroad Crossing Improvement	Notes:			