Allatoona Lake
Recreation Carrying Capacity Study

Completed by USACE
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Contents

1 Purpose

The Allatoona Recreation Carrying Capacity Study evaluates the ability of the Allatoona Lake Project to accommodate existing and future recreation uses, and it assesses whether these uses are suitable, given the potential effects on recreational, environmental, and social resources. Carrying capacity is defined as the amount and type of use that an area can sustain over a given period of time. Carrying capacities can protect users' experiences by preventing overcrowding, which causes deterioration of the natural attributes and impedes each user's ability to move freely and to fully enjoy the natural setting without undue stress and distraction.

2 Regional Recreation Resources

2.1 Area Recreation

There are two other lakes in the Allatoona Lake area: Lake Lanier to the northeast on the Chattahoochee River and Carter's Lake to the north on the Coosawattee River. There are also numerous parks and other outdoor opportunities.

2.2 Other USACE Projects in the Area

Both Lake Lanier and Carter's Lake are multipurpose reservoirs operated by the U.S. Army Corps of Engineers. For this study, populations were used from the 50-mile region of influence.

2.3 Project Description

Operated by the U.S. Army Corps of Engineers (USACE), Allatoona Lake ("Allatoona" or "project") is located on the Etowah River in Bartow County, GA, approximately 48 miles upstream from Rome, 4 miles east of Cartersville, and 30 miles northwest of Atlanta. The left abutment is built into the north slope of Vineyard Mountain, and the right abutment extends into the south slope of Pine Mountain. The main lake at summer pool (elevation 840 MSL) includes a water surface area of 11,800 acres and an additional 24,944 acres of surrounding fee land

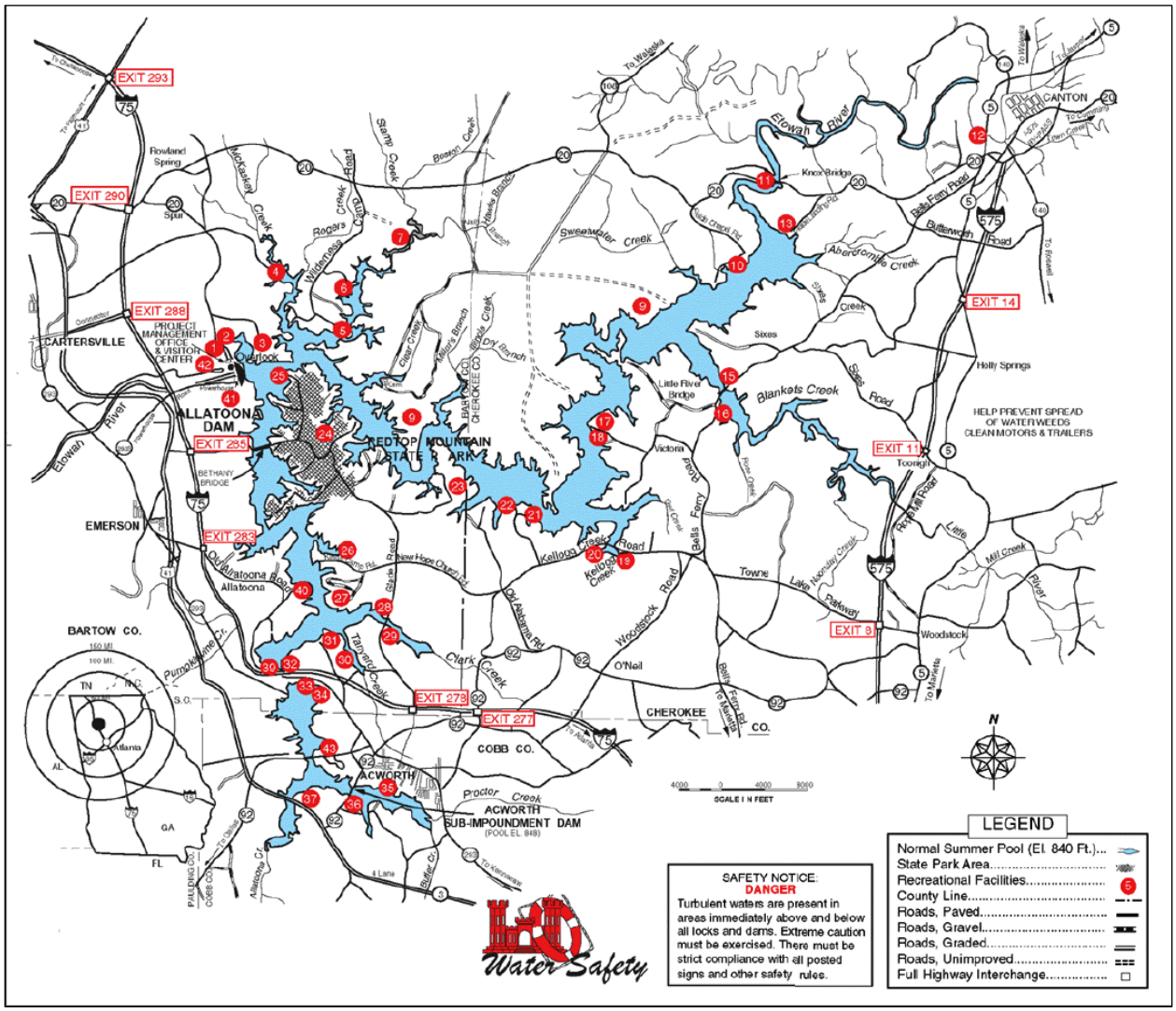
2.3.1 Recreation Areas

Within the Allatoona Lake Project boundary, there are 60 management areas, ranging from fully developed campgrounds to access points. Thirty-one of these areas are currently managed by USACE, 21 are currently managed by public agencies, and 8 marinas are managed by concessionaire lease. USACE receives support from the Georgia Department of Natural Resources (GDNR) in managing all of its wildlife management areas.

Allatoona Lake has 8 currently functioning campgrounds (with a total 580 campsites), 16 day-use areas, 8 public marinas, 37 swimming areas, 45 playgrounds, 4 fishing docks, and 35 trails (82 trail miles). The project experiences a large number of different recreation activities. Some of the more popular activities include developed camping, boating, hiking, sightseeing, swimming, picnicking, hunting, fishing, and observing wildlife.

A map of the project's recreation areas is provided in Figure 1.

Figure 1. Allatoona Lake Project Recreation Areas



2.4 Influence of Other Recreational Projects

The influence of competing projects and per capita visitation assumptions were carefully considered in developing the future visitation estimates for Allatoona Lake.

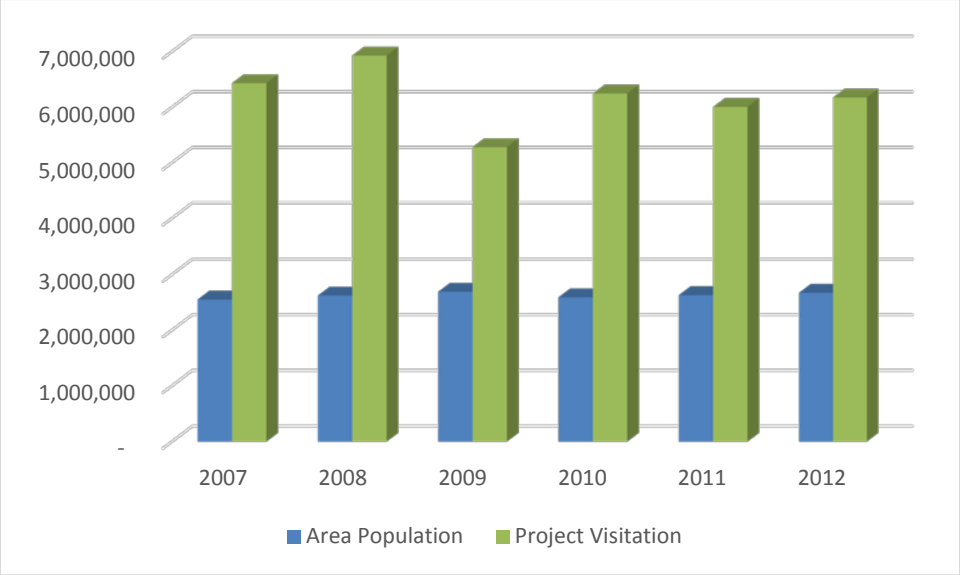
3 Visitation Profile

In general, Allatoona Lake is visited predominately by local residents during peak recreation season from June to August. Visitation at all USACE sites is generally concentrated during the weekends in both peak and non-peak seasons. The Carrying Capacity Study discusses the Allatoona Lake visitation patterns in detail. Overall project visitation was examined from 2002 through 2012.

3.1 Project Visitation

Project visitation and area population for 2002 through 2012 are displayed in Figure 2. Population includes 12 counties in Georgia—Bartow, Cherokee, Cobb, Dawson, Douglas, Floyd, Forsyth, Fulton, Gordon, Paulding, Pickens, and Polk. 2010 census data states that the total population for these counties is 2,590,340.

Figure 2. Project Visitation and Area Population



Source: USACE, 2016 and U.S. Census Bureau, 2016

3.2 Per Capita Use Rate

Visitation and population data for the area for 2007 through 2012 were used to determine the current per capita visitation rate for the 50-mile region of influence. The average per capita use rate for this area is 2.355; however, using the average use rate to project future demand is not the ideal method for Allatoona Lake. Table 1 shows the changes in per capita use rate over the 2007-2012 time period. There is not a strongly correlated relationship between population and project visits; therefore, using a per capita use rate of 1.96 provides a more conservative estimate.

Table 1: 2007–2030 Per Capita Use Rate

Year	Area Population* (50-mile radius)	Visitation**	Per Capita Use Rate***
2007	2,550,196	6,431,973	2.52
2008	2,622,835	6,929,550	2.64
2009	2,691,020	5,281,347	1.96
2010	2,590,340	6,245,913	2.41
2011	2,629,400	6,004,769	2.28
2012	2,672,106	6,175,062	2.31
2020	3,435,814	6,743,066	1.96
2025	3,806,703	7,470,966	1.96
2030	4,191,686	8,226,527	1.96

**Area population numbers for the years after 2012 are projections from the Georgia State Water Plan.*
***Visitation numbers for the years after 2012 are projections based on the lowest per capita use rate for the previous 6 years (2007-2012).*
****The per capita use rate for the years after 2012 is the average per capita use rate based on the previous 3 years (2010-2012).*

3.3 Project Site Area Visitation

Historic visitation records from 2002 through 2012 for each recreation area for which data is available are provided below (Figures 3-76). Some sites show no data for certain years or months due to closures. In addition, detailed Year 2002 data is not available for all areas; for those areas, the year total is used and is not broken down to all months.

The following PSA's were not included in the Design Load and Parking Demand analysis due to data anomalies or missing data: Aqua Sports, Atlanta Boat Club, City of Atlanta Recreation Area, City of Emerson - Luke's Site, Coosa Steel Corporation Recreation Area, Devereux Foundation, First Baptist Church of Marietta - Chapel Knoll, First United Methodist Church of Decatur - Camp 175,Hillhouse Lodge, Holly Springs Recreation Association, Kellogg Creek Day Use, Lake Forrest Country Club, Lutherwood, Metro Atlanta Recovery Residences, Northwest Georgia Girl Scout Council, Old Hwy 41 #2 Day Use and WTSD & Associates, LLC.

Note that there is a steep drop in the rate of visitation in 2009. This sudden drop of visitation across the entire project could possibly be explained by the administration of a visitor survey; however, for the purposes of this study, the drop in visitation is assumed to be due to drought and the general economic downturn of 2009.

Figure 3: Acworth Lake Visitation 2002-2012

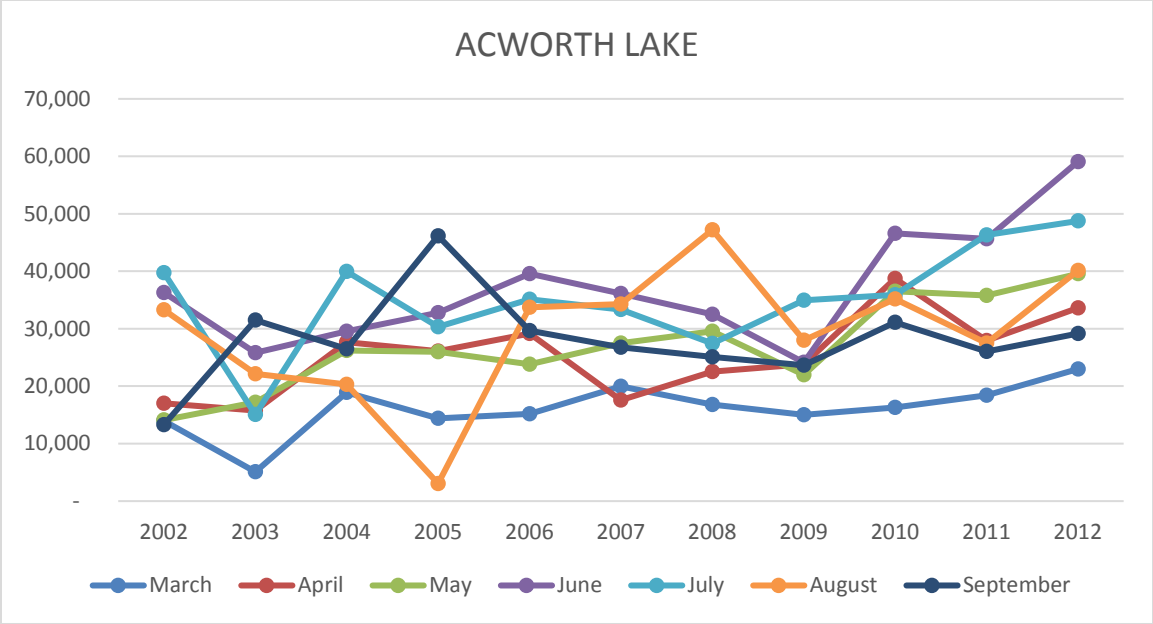


Figure 4: Allatoona Boat and Ski Visitation 2002-2012

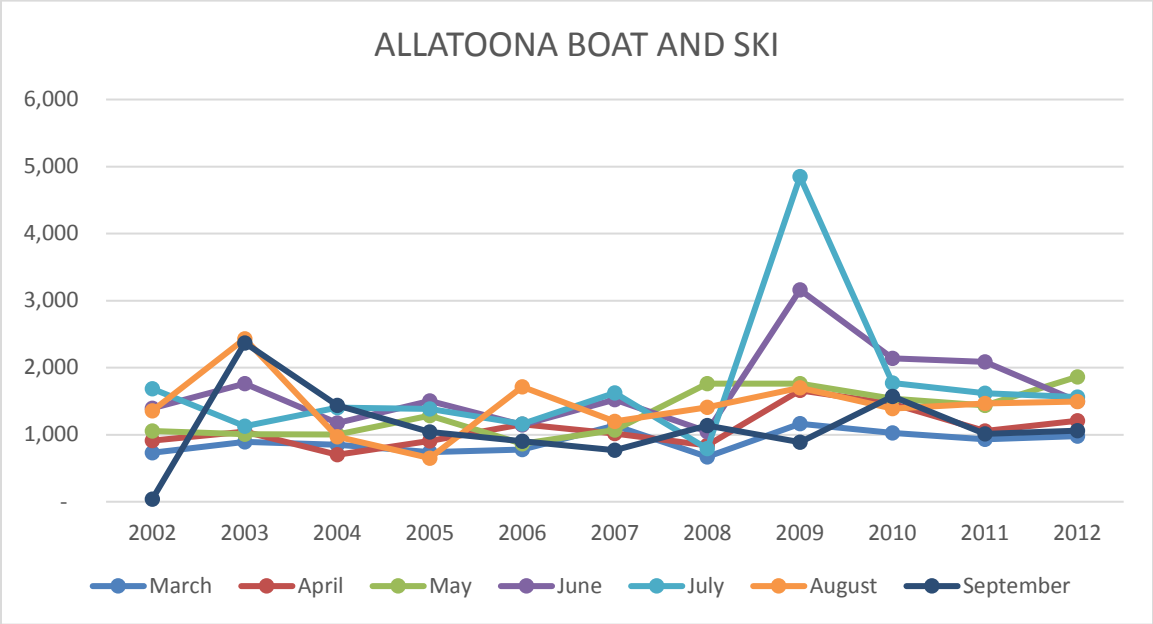


Figure 5: Allatoona Canoe and Sail Visitation 2002-2012

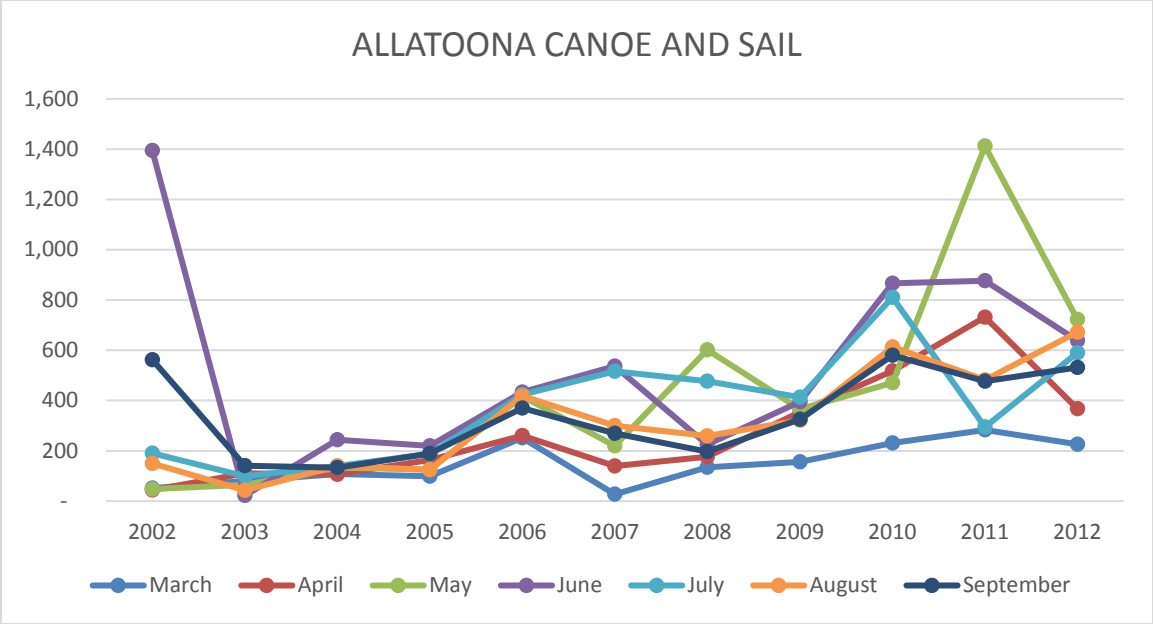


Figure 6: Allatoona Yacht Club Visitation 2002-2012

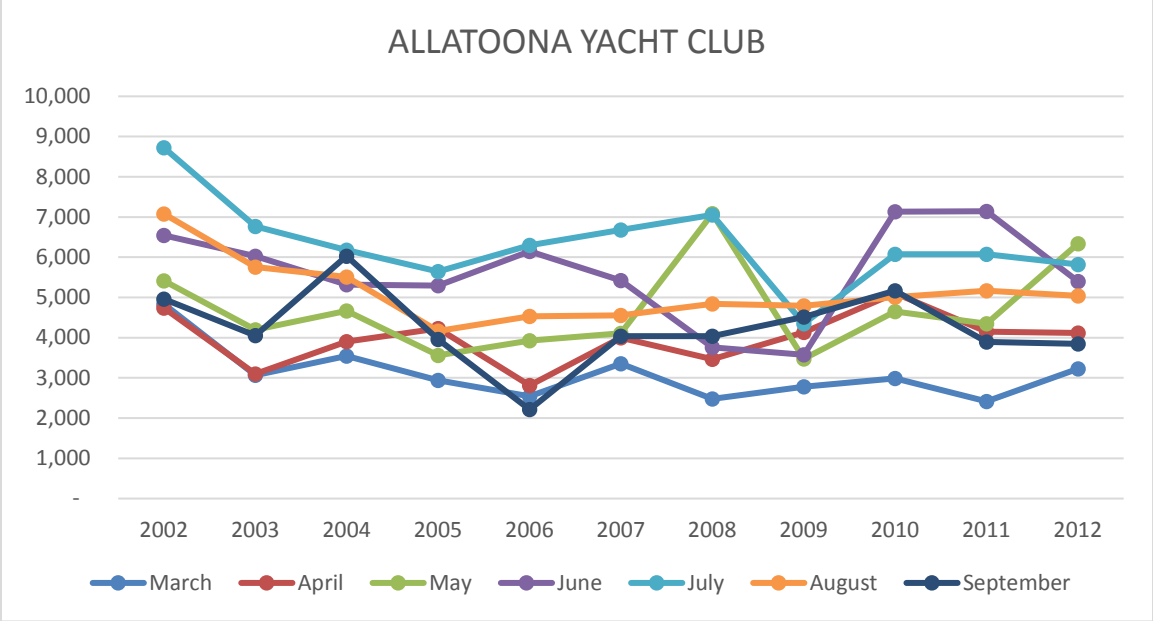


Figure 7: Aqua Sports Visitation 2002-2012

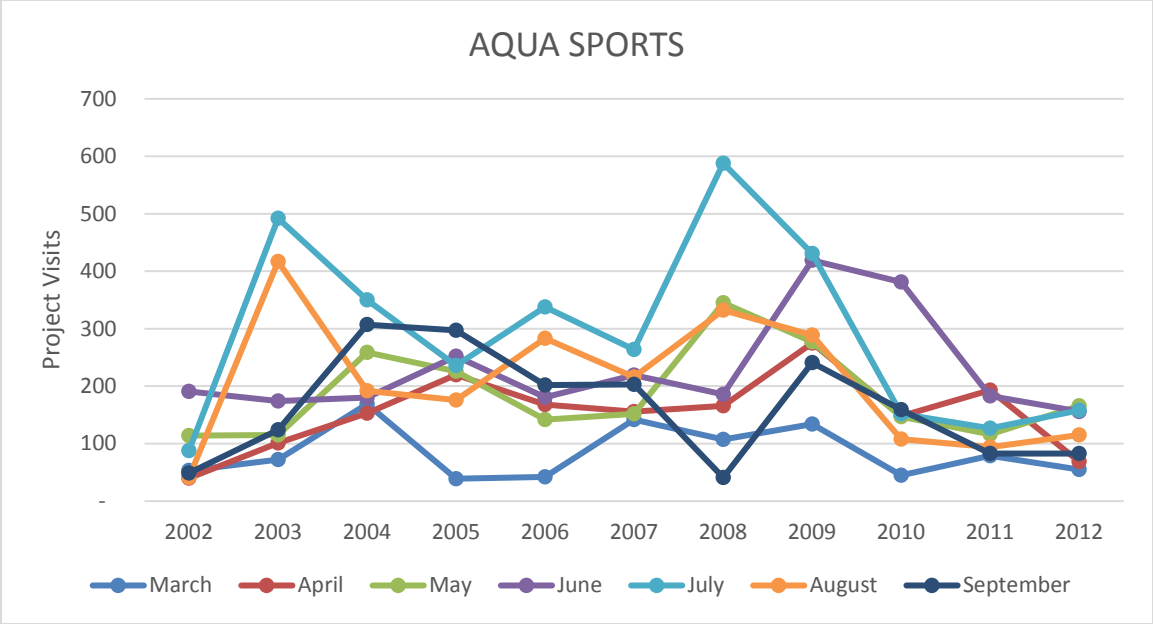


Figure 8: Atlanta Boat Club Visitation 2002-2012

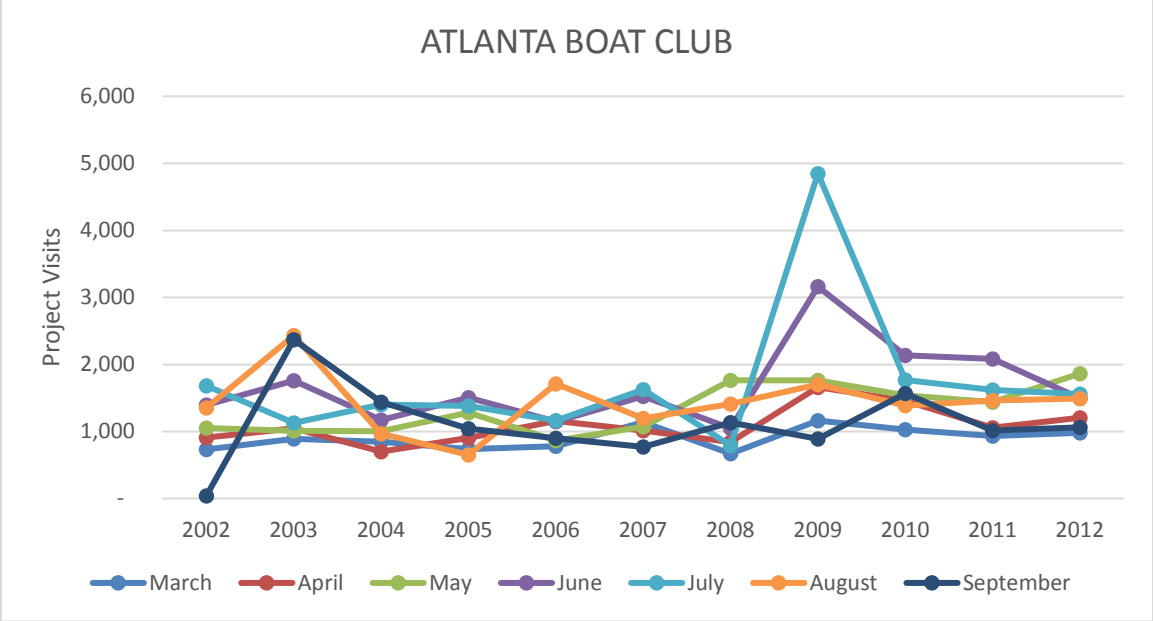


Figure 9: Atlanta Yacht Club Visitation 2002-2012

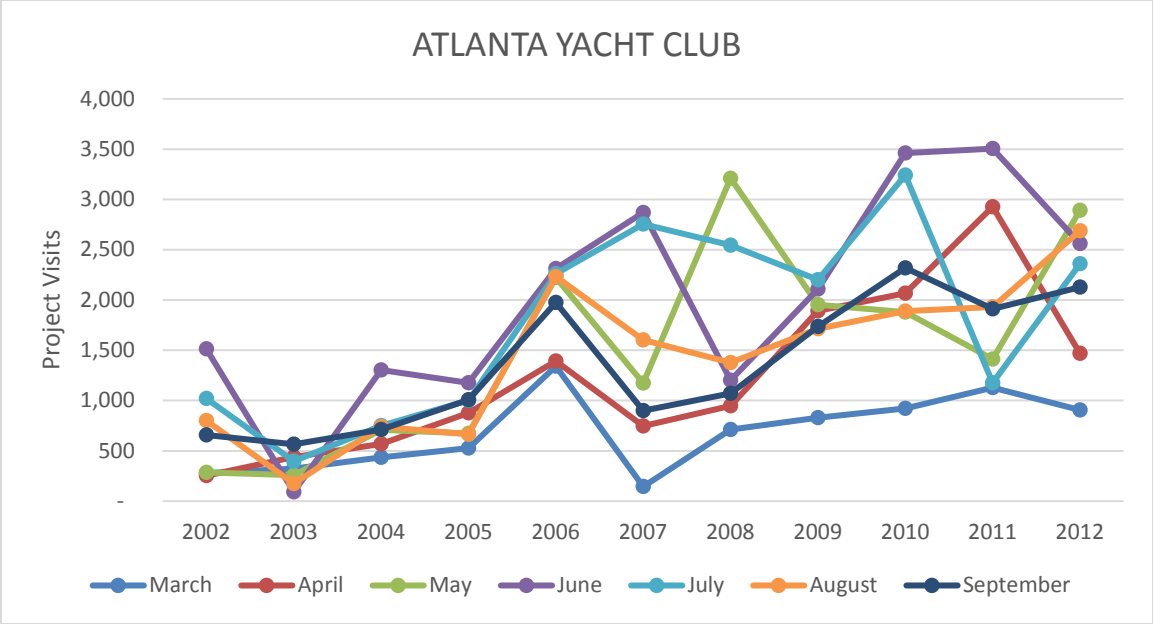


Figure 10: Bartow Carver Visitation 2002-2012

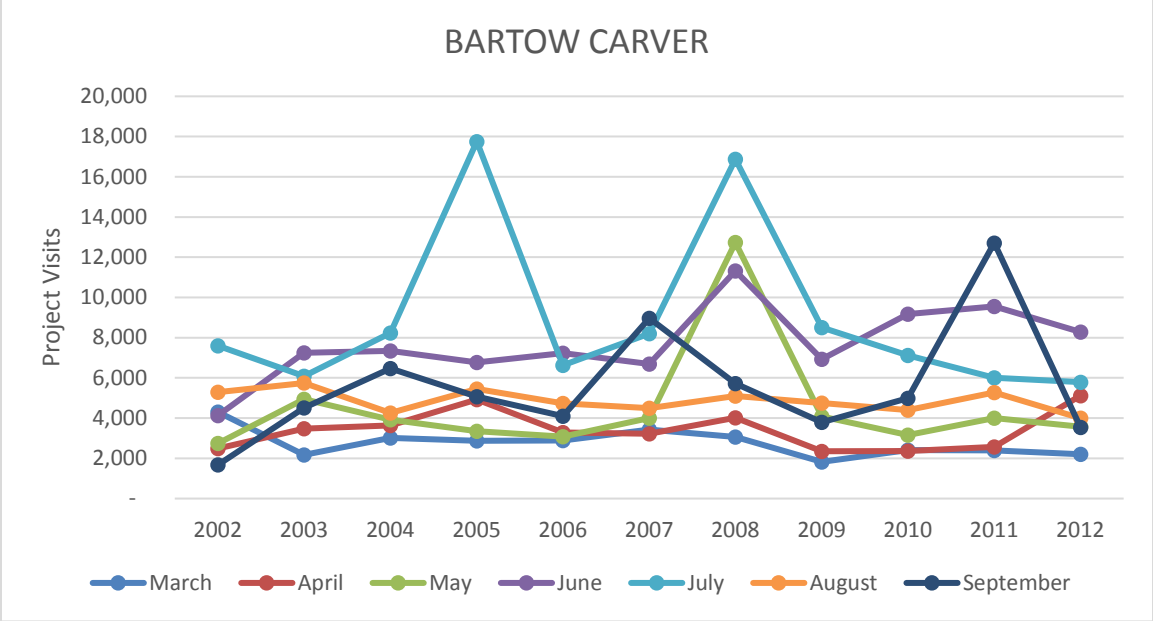


Figure 11: Bartow County - Gatewood Park Visitation 2002-2012

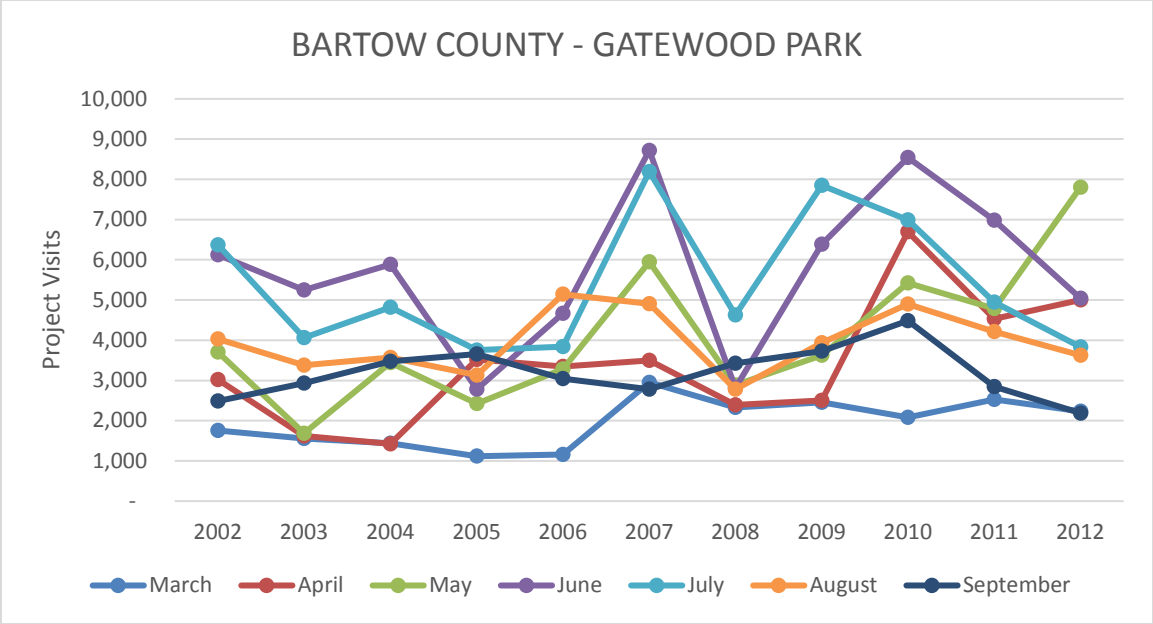


Figure 12: Big K Club Visitation 2002-2012

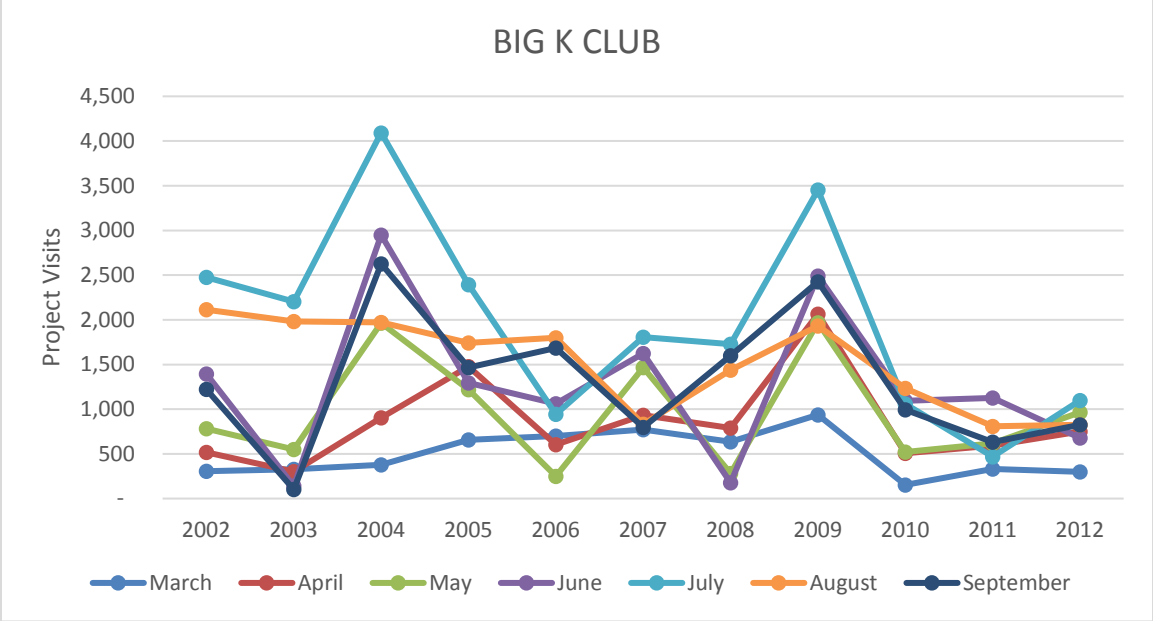


Figure 13: Blockhouse #2 Ramp Visitation 2002-2012

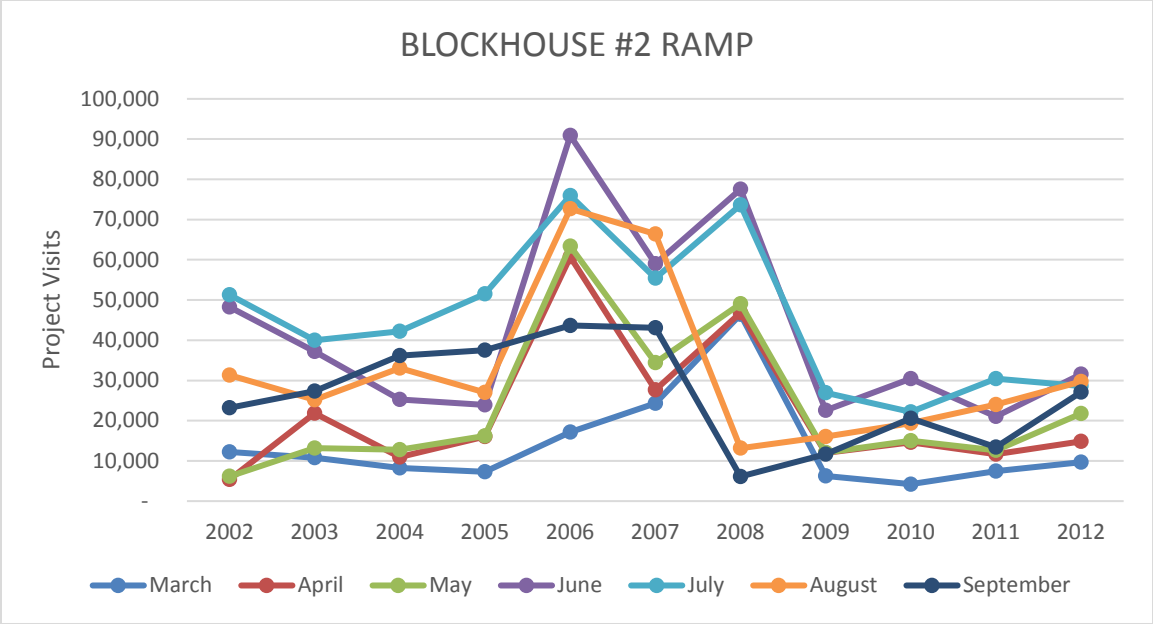


Figure 14: Boy Scouts of America - Explorer Scout Camp - Camp Allatoona Visitation 2002-2012

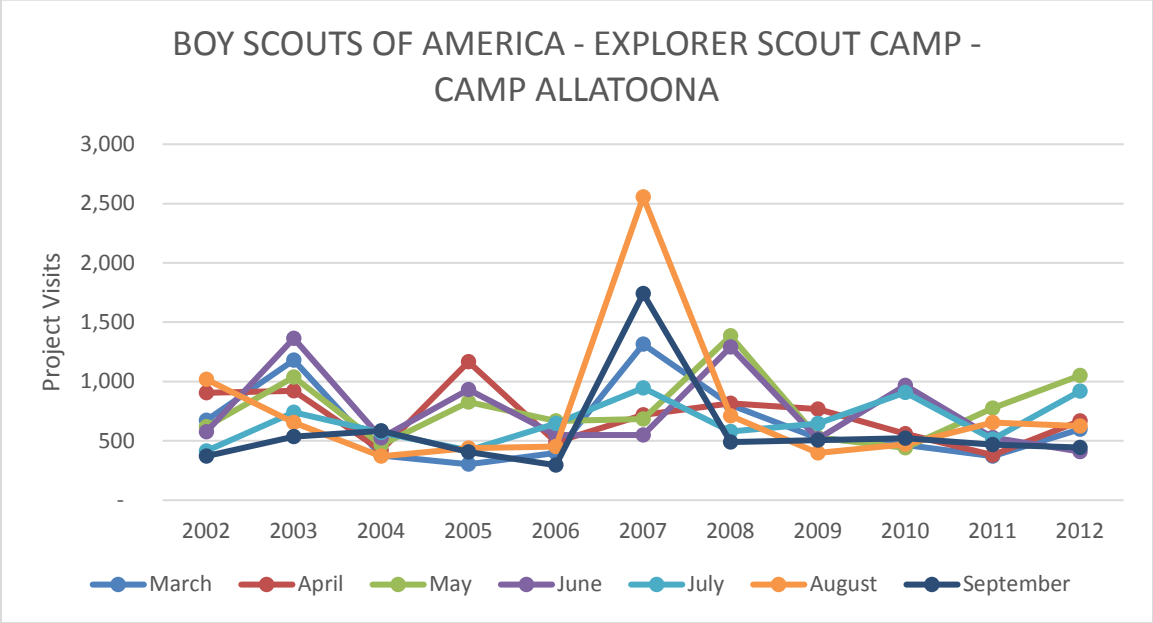


Figure 15: Cherokee County - Blankets Creek Visitation 2002-2012

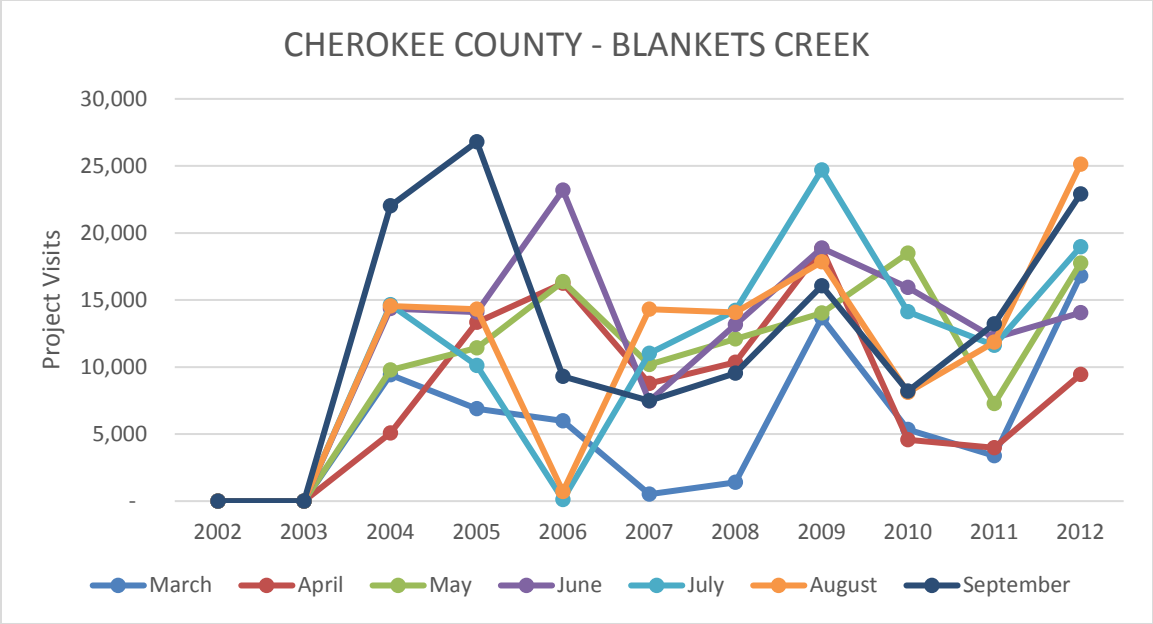


Figure 16: Cherokee County - Cherokee Mills Day Use Visitation 2002-2012

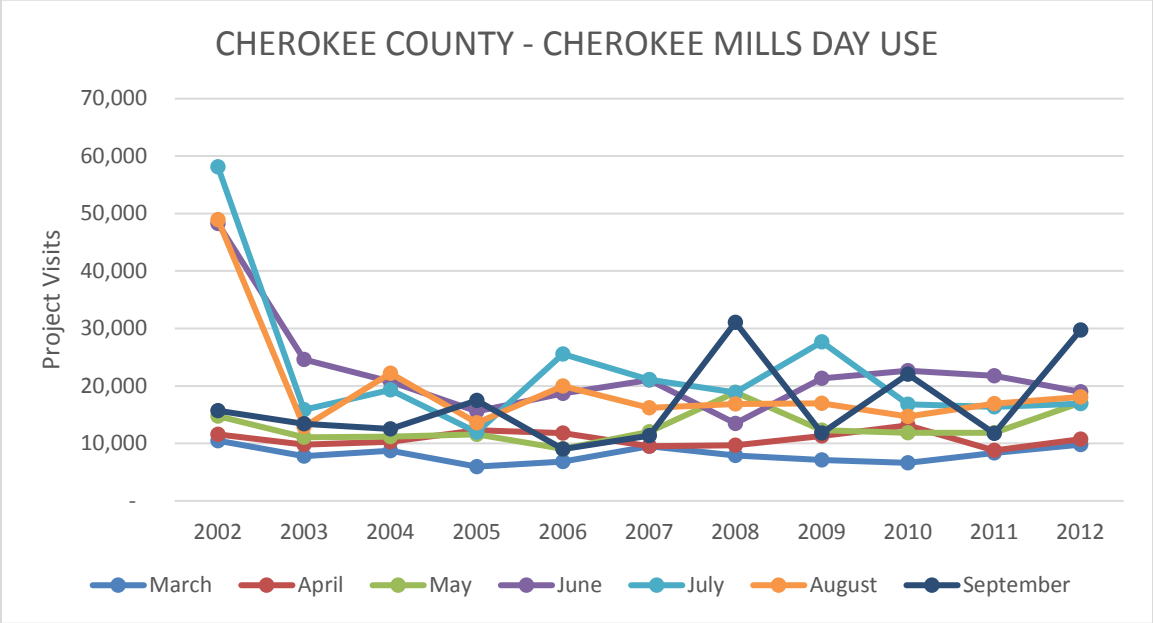


Figure 17: Cherokee County – Field's Landing Visitation 2002-2012

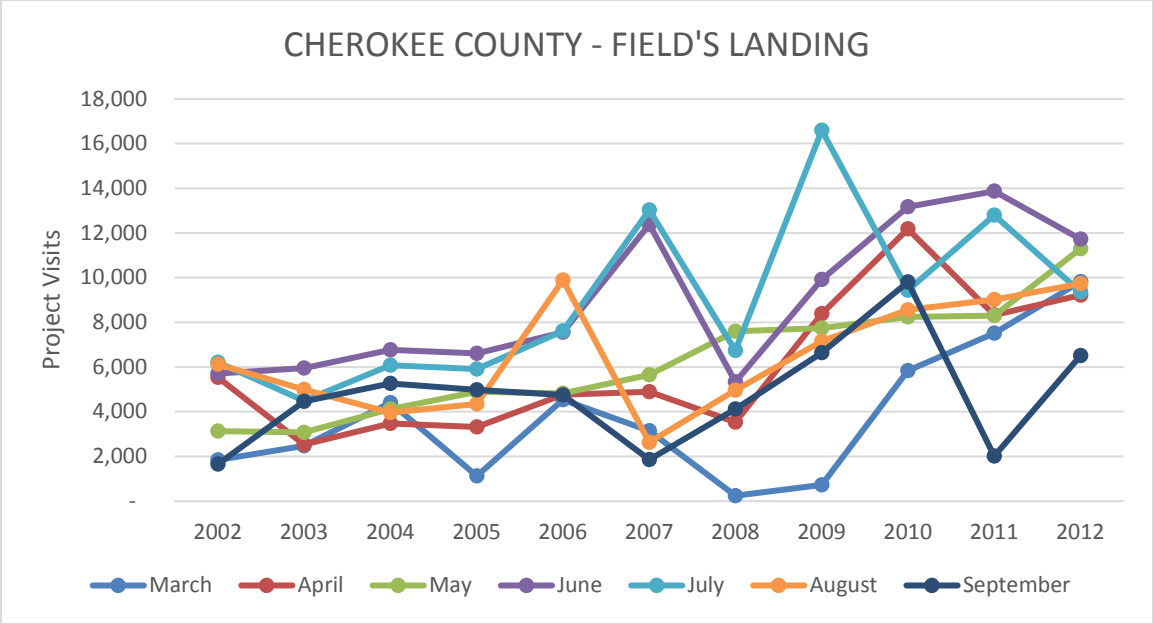


Figure 18: Cherokee County - J.J. Biello Park Visitation 2002-2012

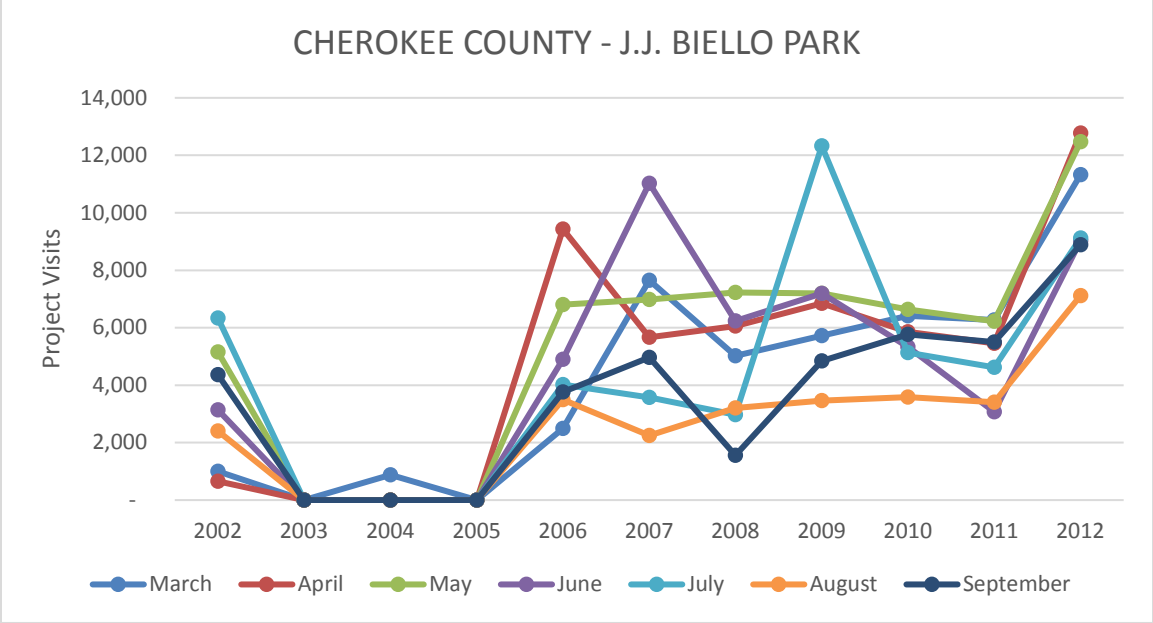


Figure 19: Cherokee Presbytery - Camp Cherokee Visitation 2002-2012

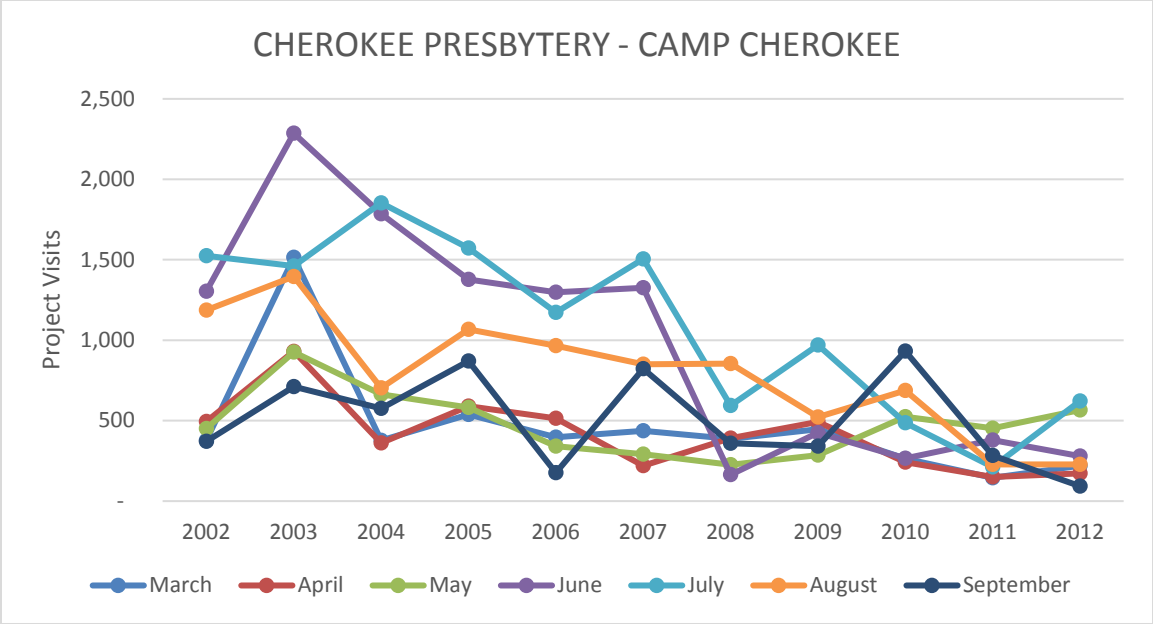


Figure 20: City of Atlanta Recreation Area Visitation 2002-2012

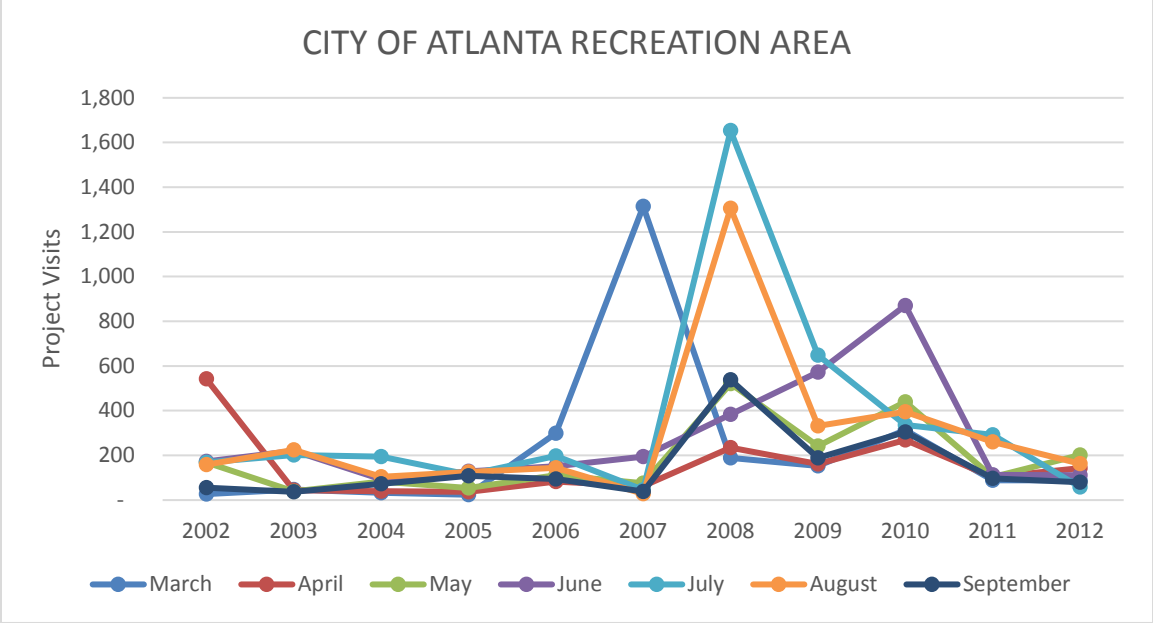


Figure 21: City of Canton - Boling Park Visitation 2002-2012

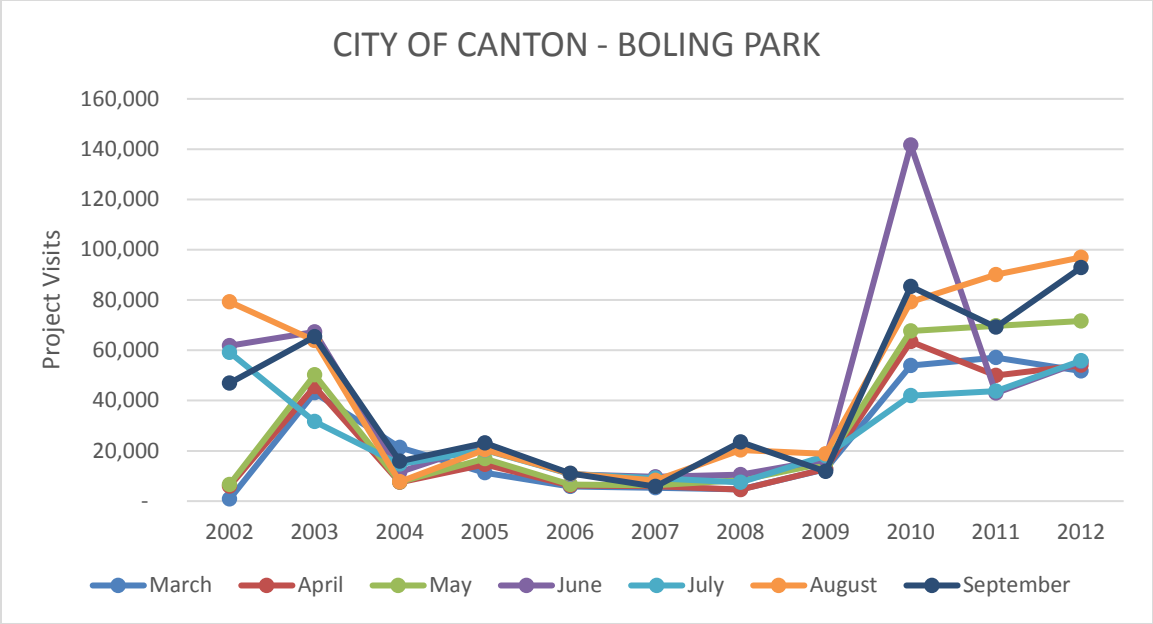


Figure 22: City of Emerson - Luke's Site Visitation 2002-2012

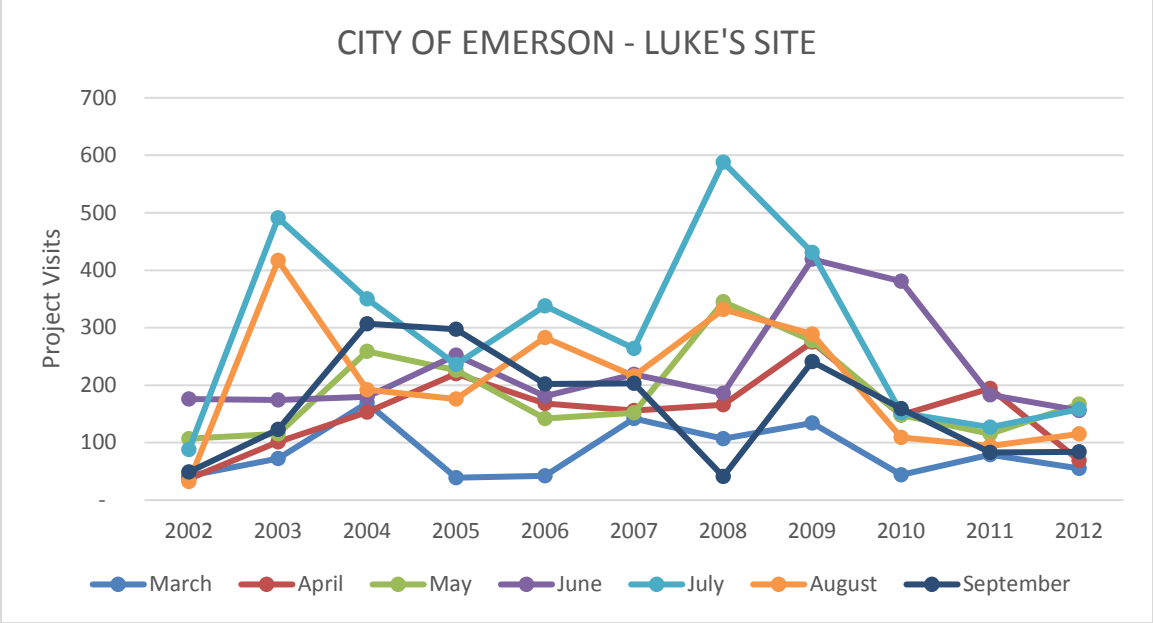


Figure 23: Clark Creek North Campground Visitation 2002-2012

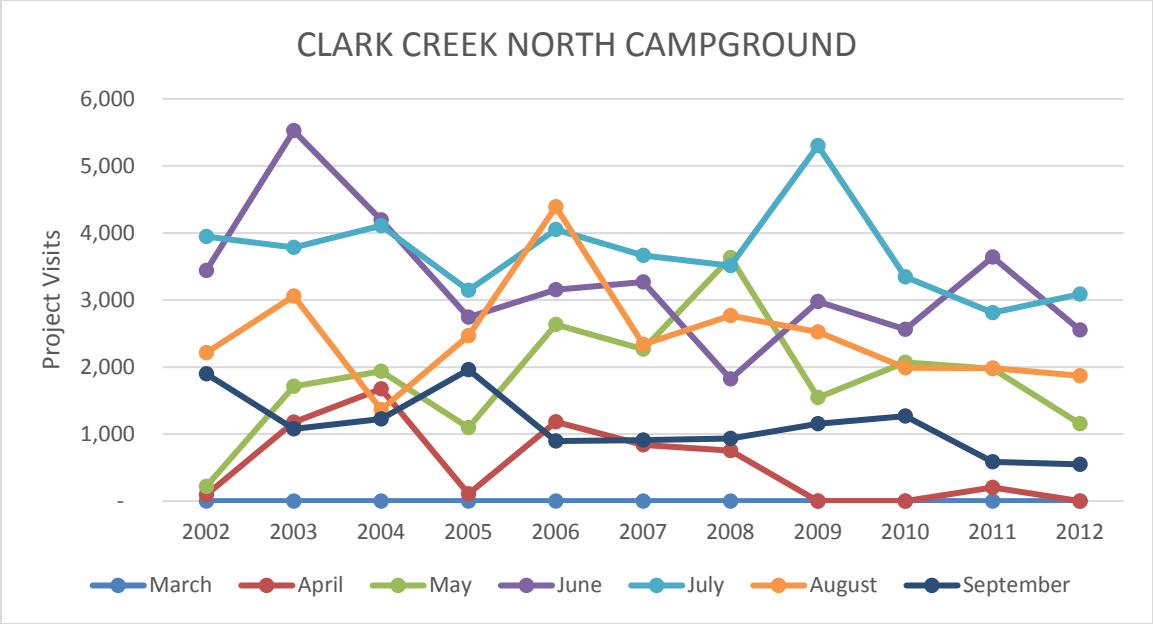


Figure 24: Clark Creek South Ramp Visitation 2002-2012

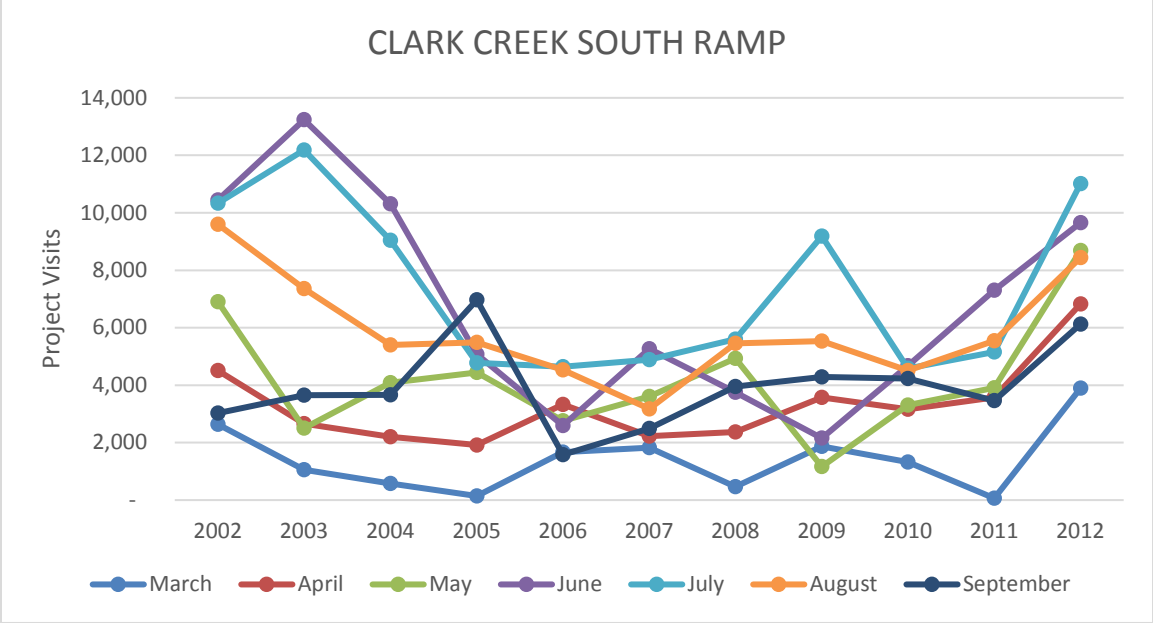


Figure 25: Cobb County - Acworth Regional Park Visitation 2002-2012

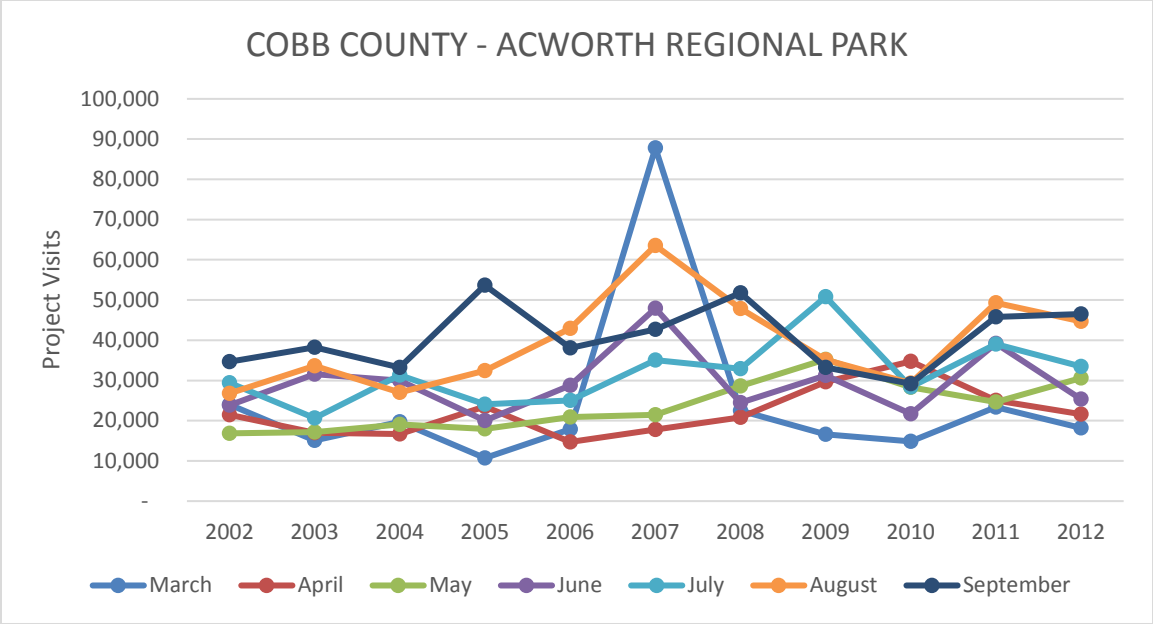


Figure 26: Cooper Branch Day Use Area #1 Visitation 2002-2012

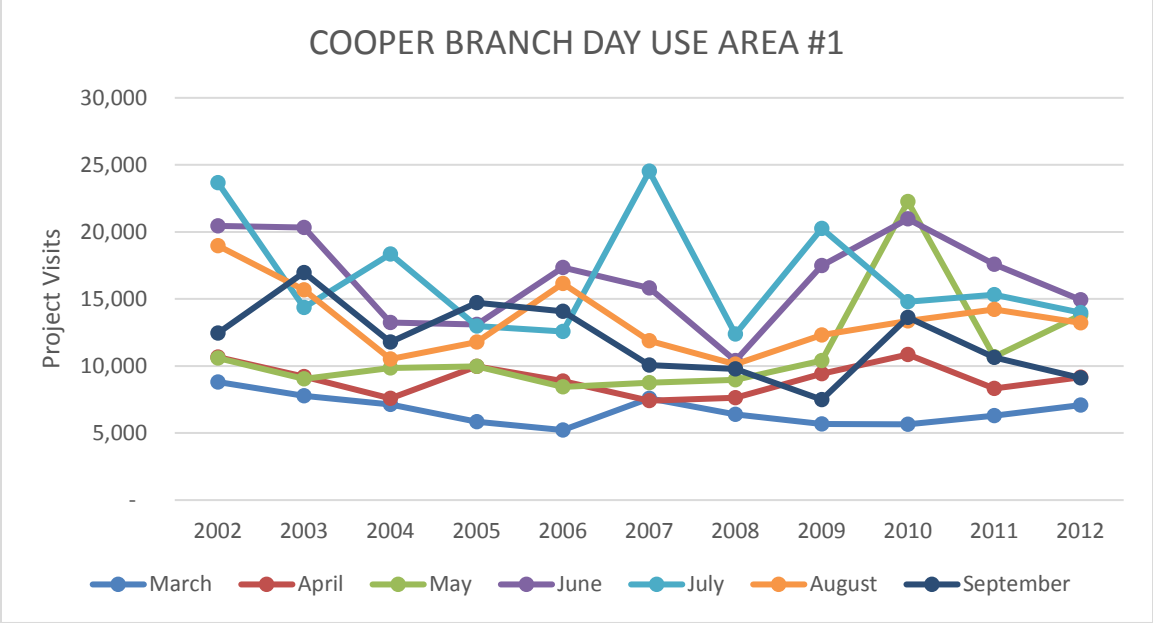


Figure 27: Cooper's Furnace Day Use Area Visitation 2002-2012

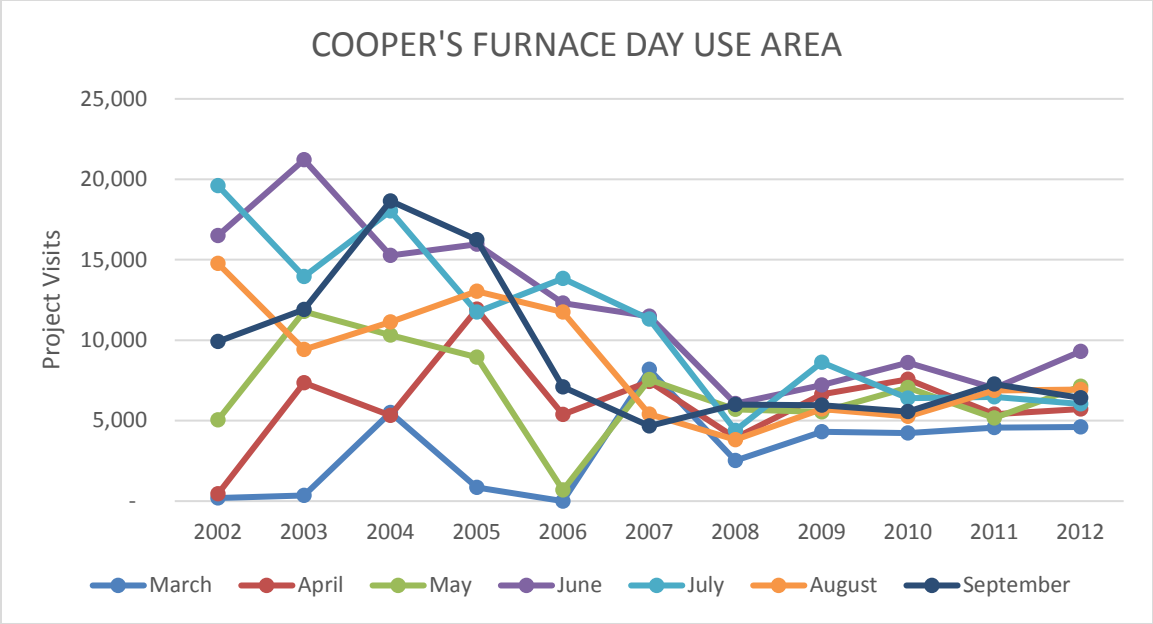


Figure 28: Coosa Steel Corporation Recreation Area Visitation 2002-2012

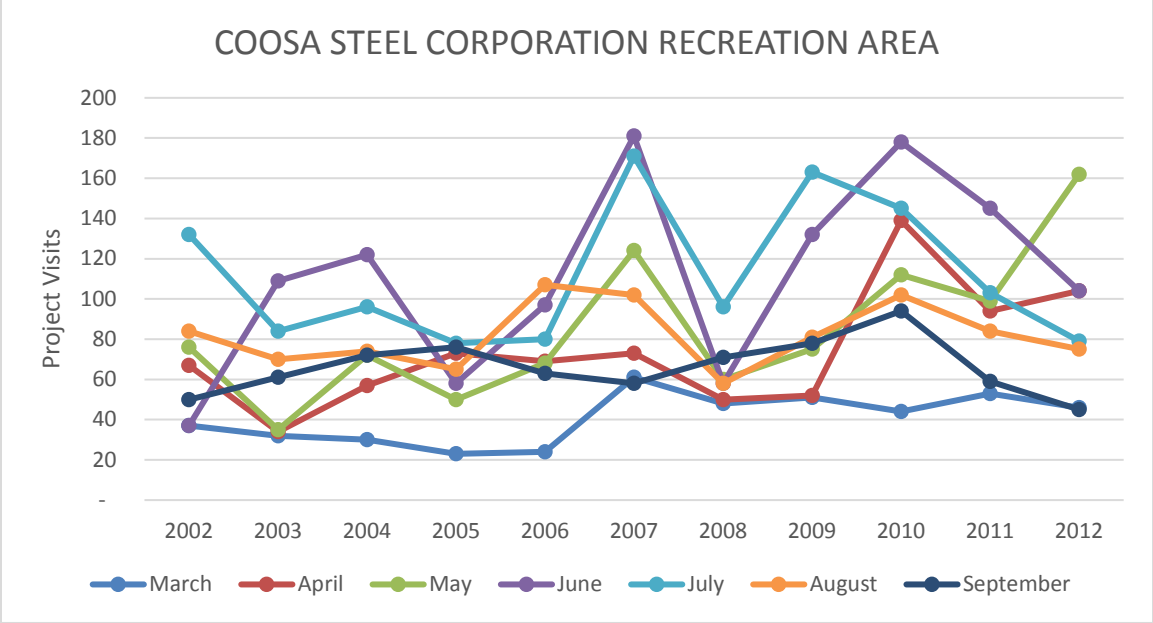


Figure 29: Cushing Memorial Park Visitation 2002-2012

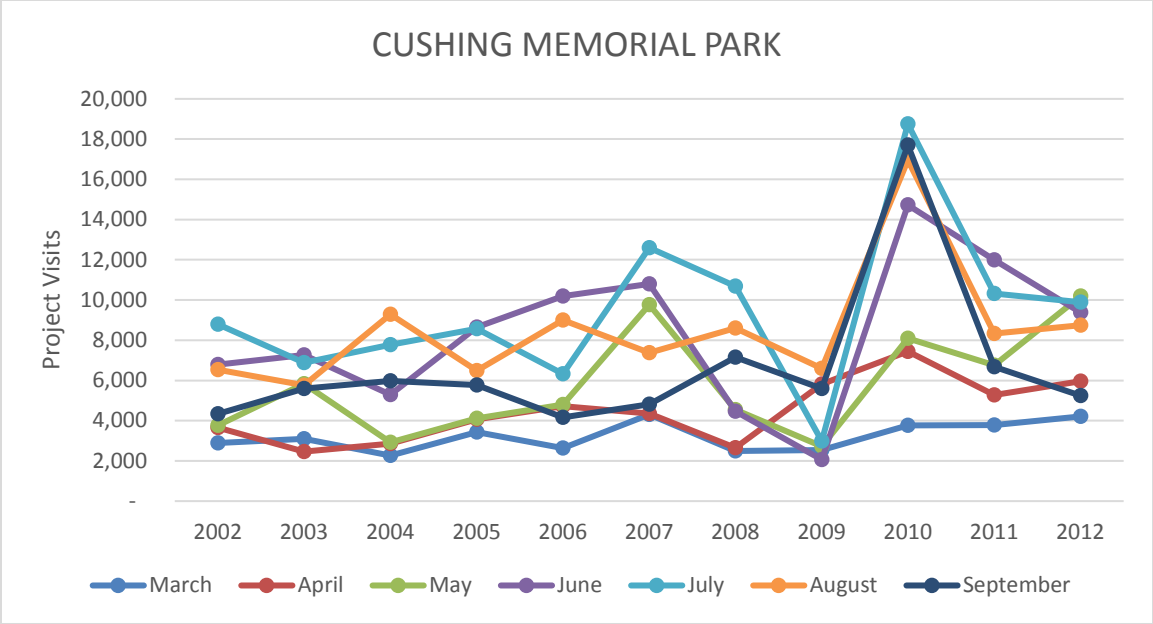


Figure 30: Dallas Landing Visitation 2002-2012

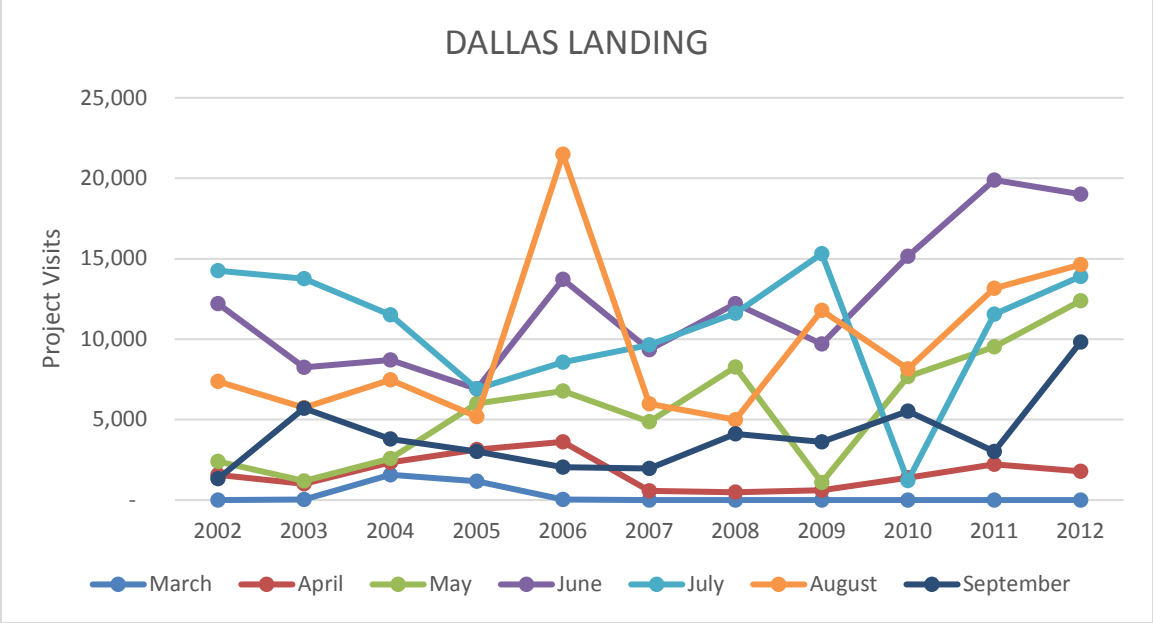


Figure 31: Devereux Foundation Visitation 2002-2012

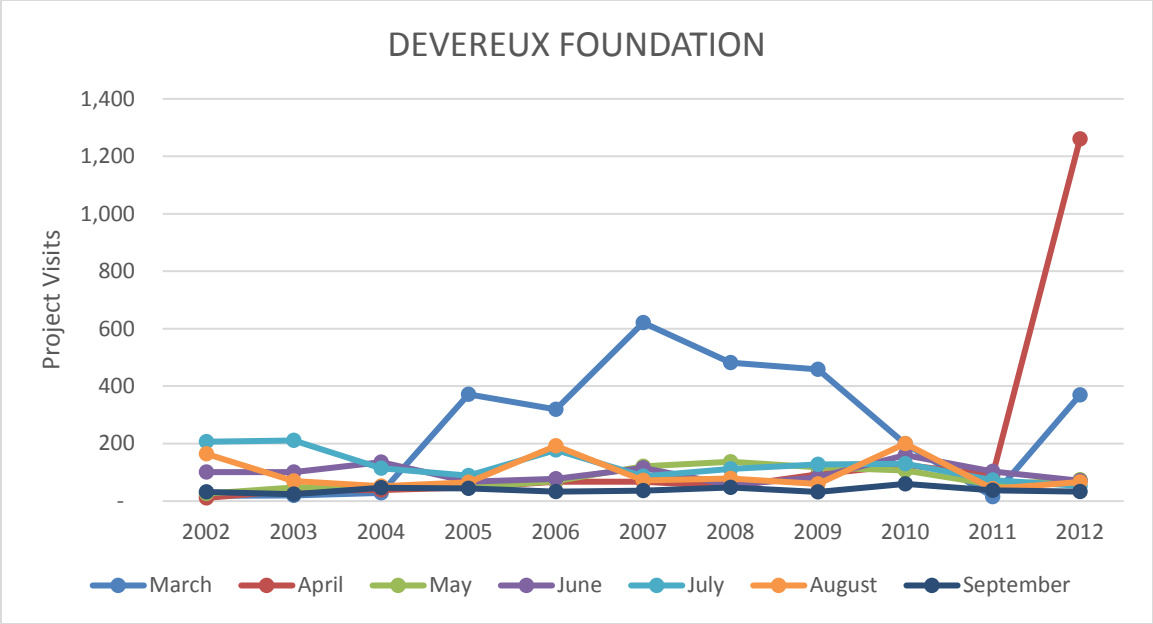


Figure 32: Etowah Yacht Club Visitation 2002-2012

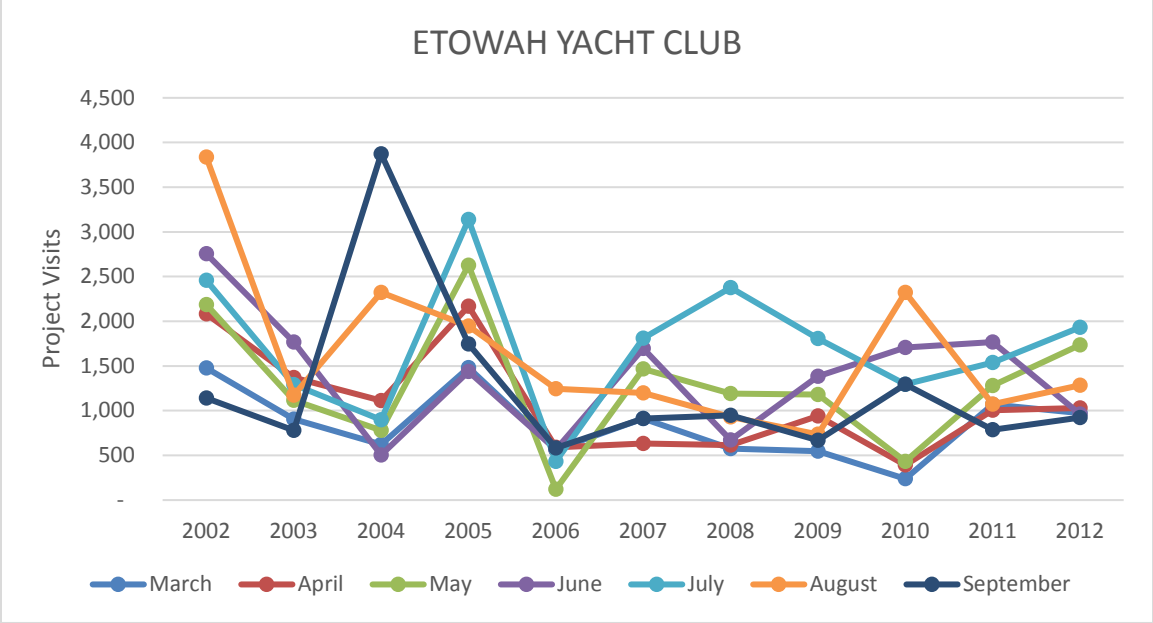


Figure 33: First Baptist Church of Marietta - Chapel Knoll Visitation 2002-2012

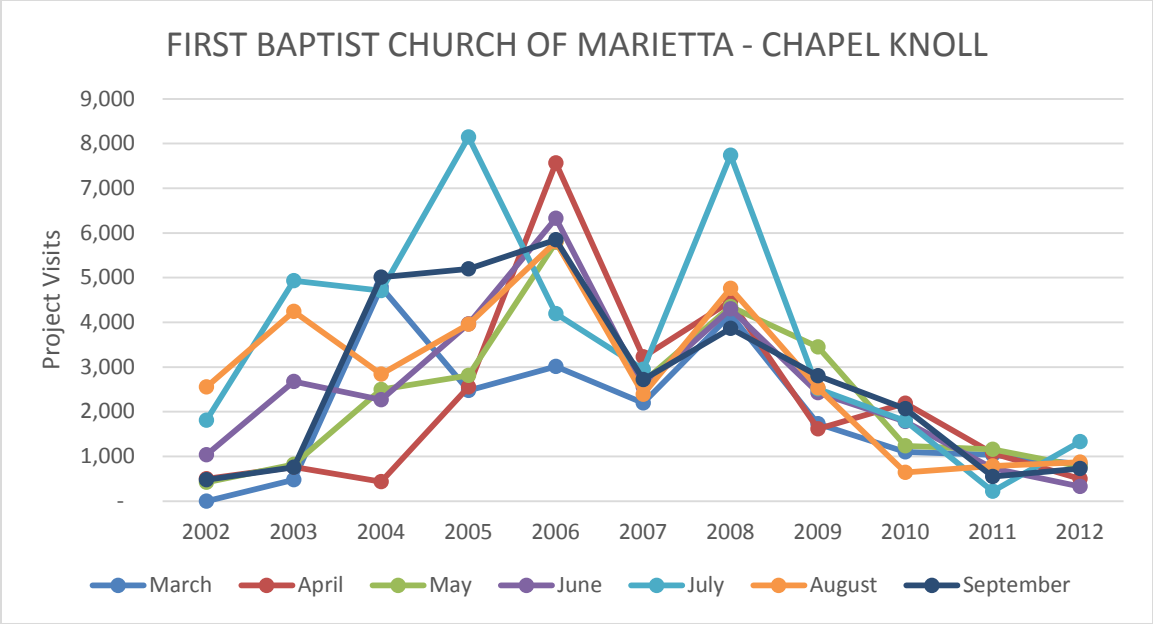


Figure 34: First United Methodist Church of Decatur - Camp 175 Visitation 2002-2012

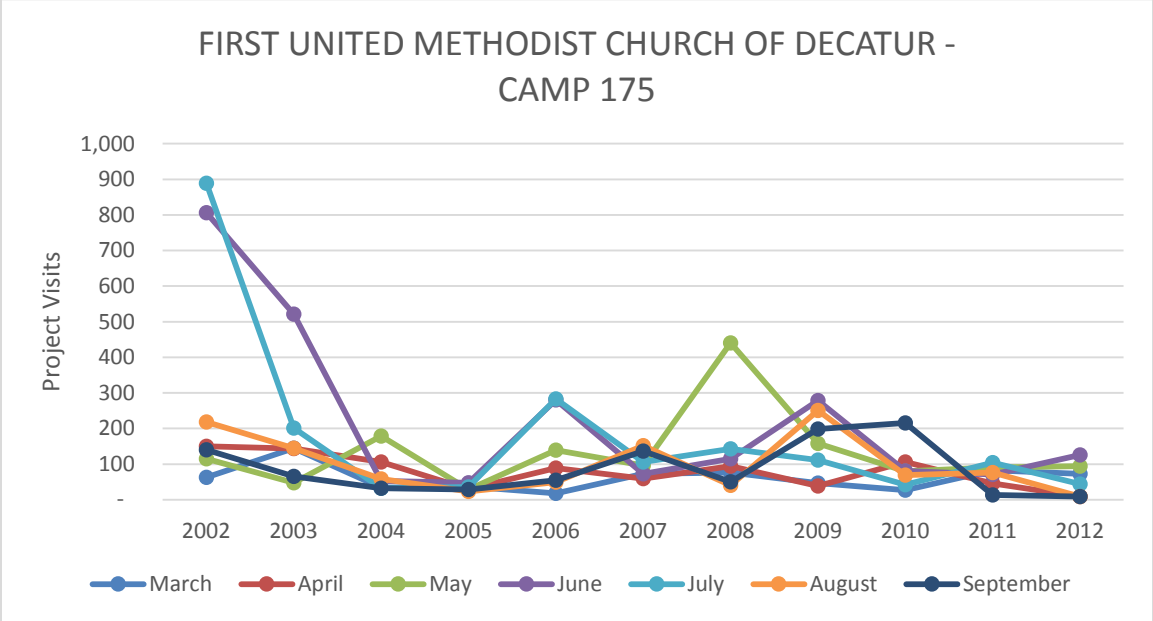


Figure 35: Galts Ferry Day Use Visitation 2002-2012

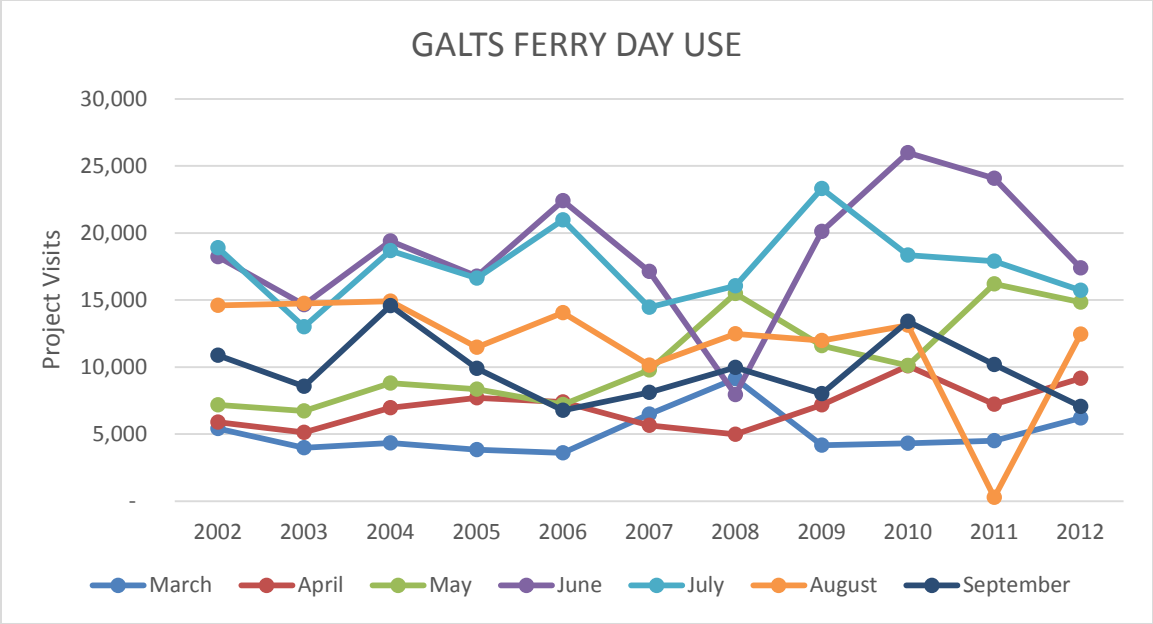


Figure 36: Georgia Department of Natural Resources - Red Top Mountain Visitation 2002-2012

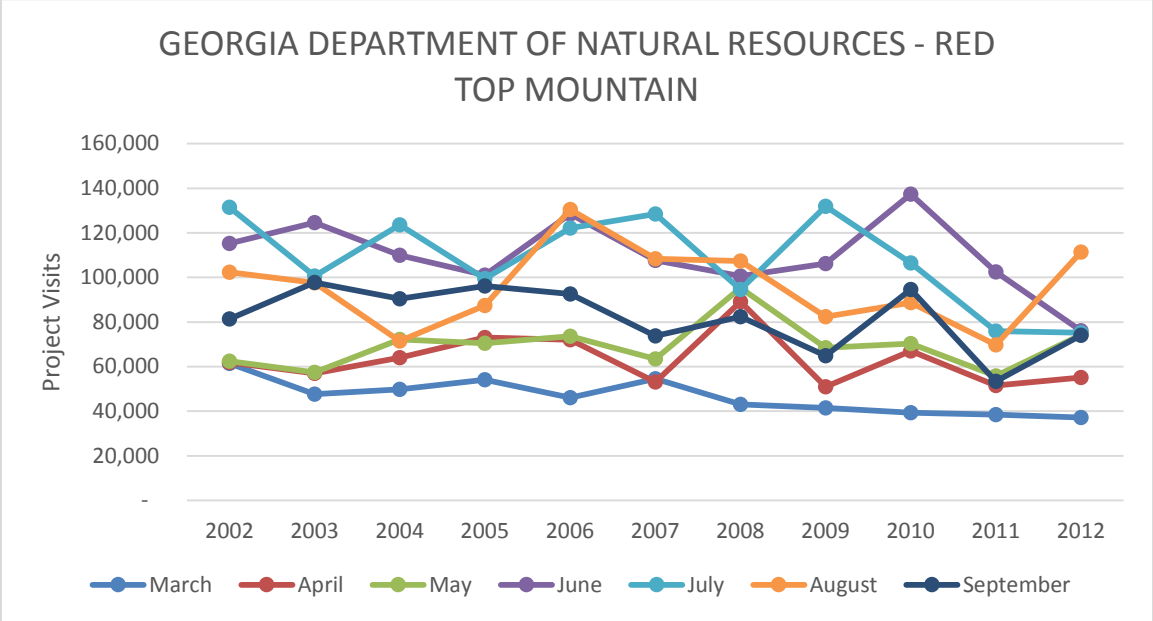


Figure 37: Glade Marina Visitation 2002-2012

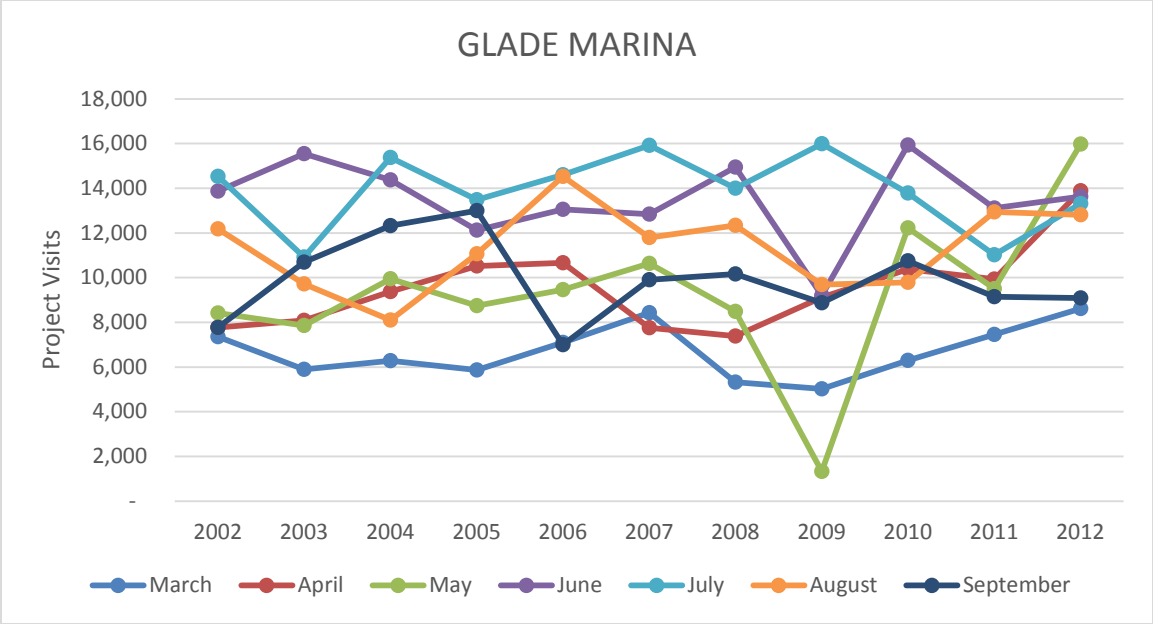


Figure 38: Harbour Town Marina Visitation 2002-2012

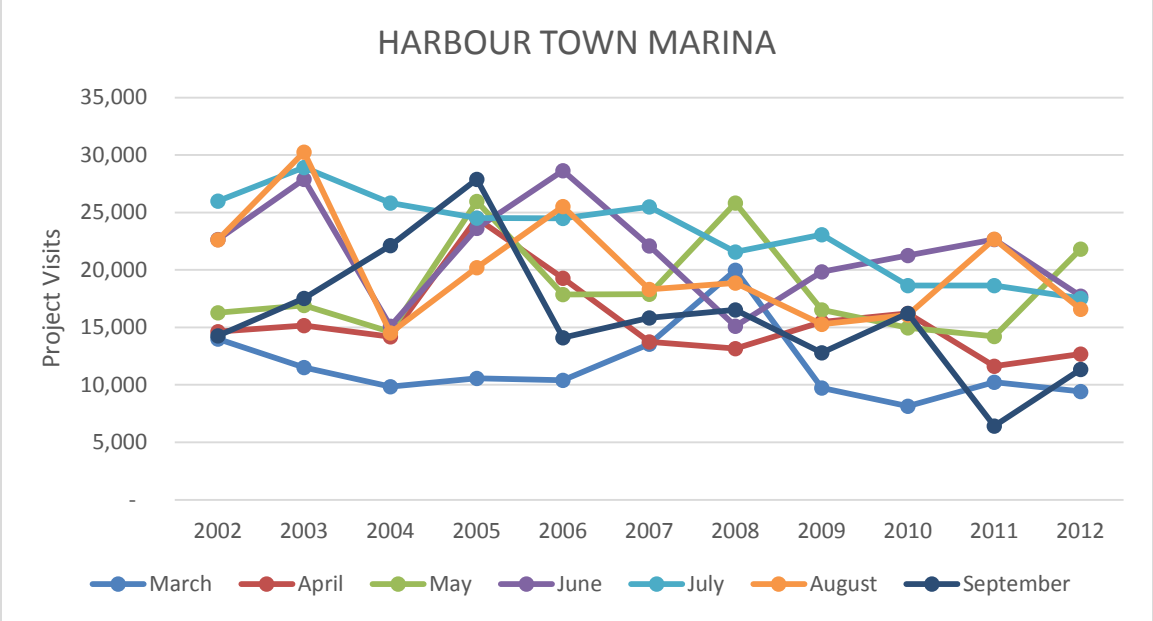


Figure 39: Hillhouse Lodge Visitation 2002-2012

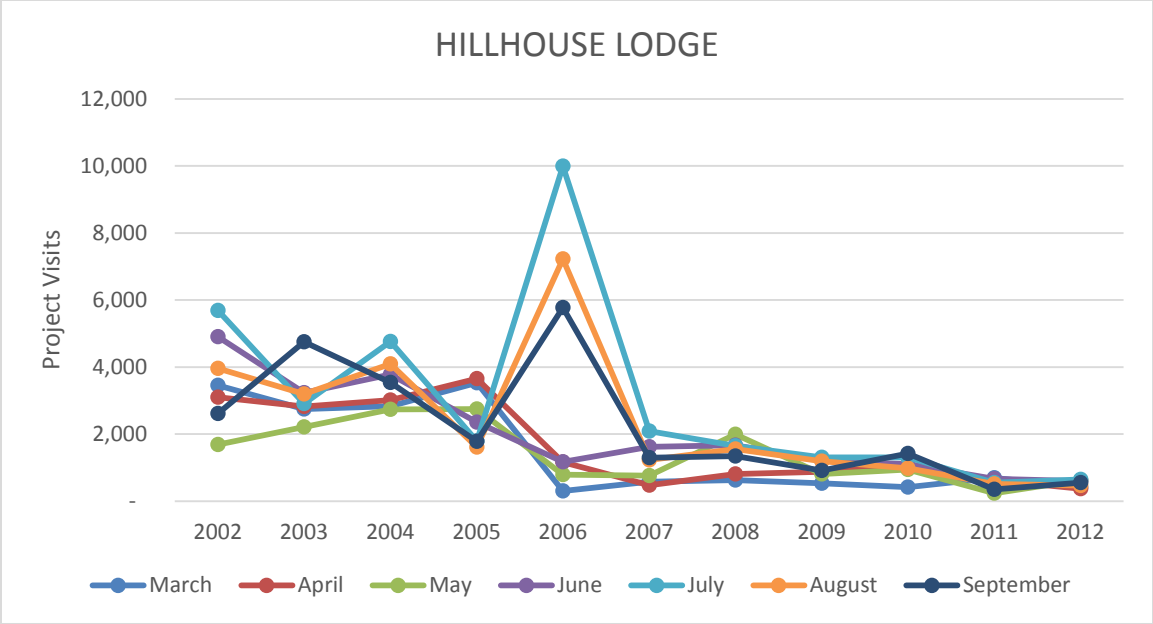


Figure 40: His Camp - Camp Gideon Visitation 2002-2012

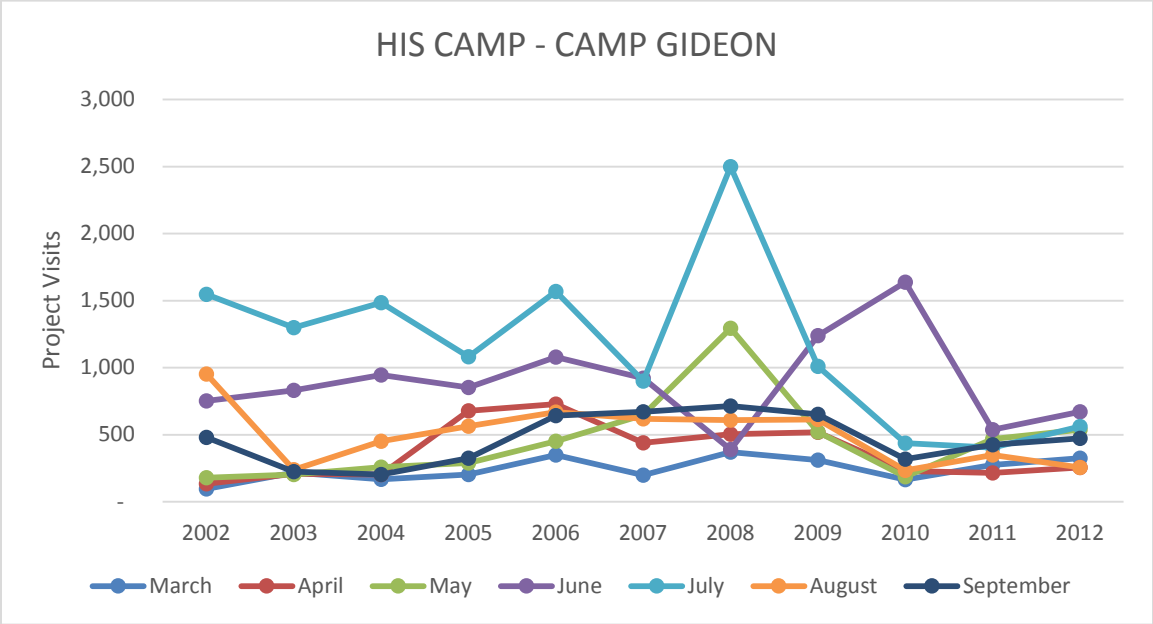


Figure 41: Holly Springs Recreation Association Visitation 2002-2012

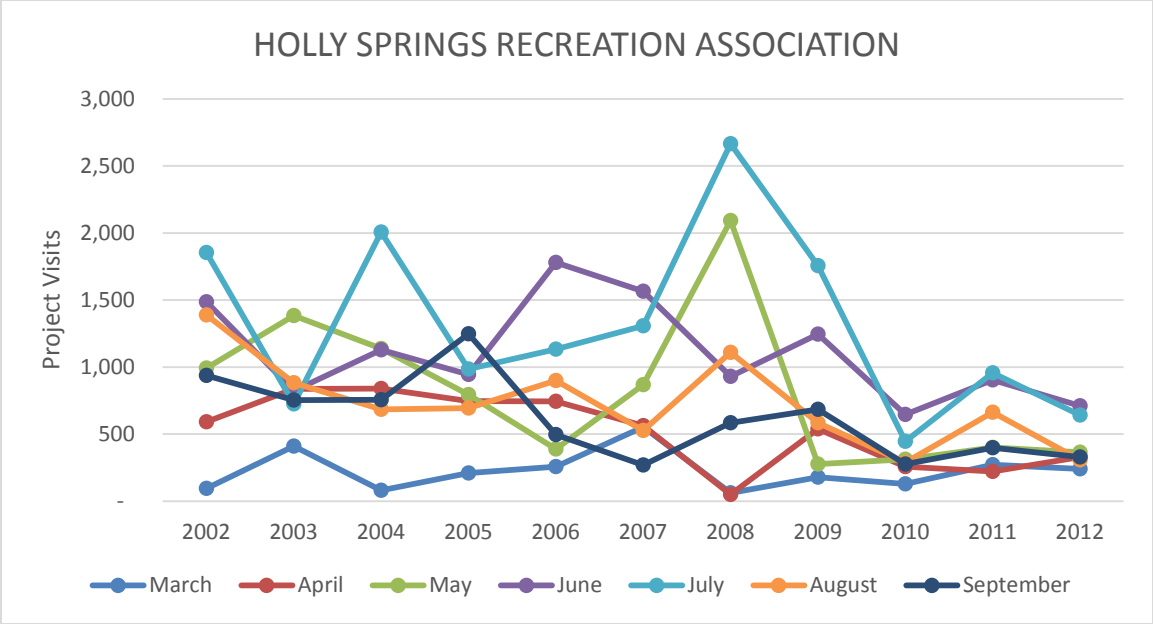


Figure 42: Kellogg Creek Day Use Visitation 2002-2012

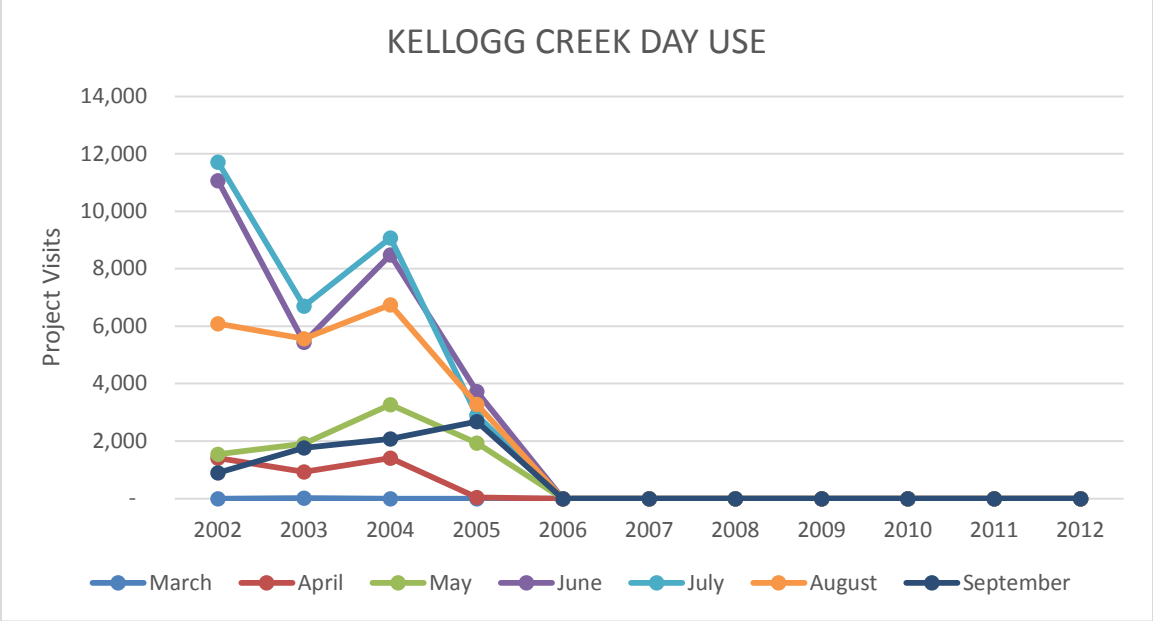


Figure 43: Knox Bridge Day Use Visitation 2002-2012

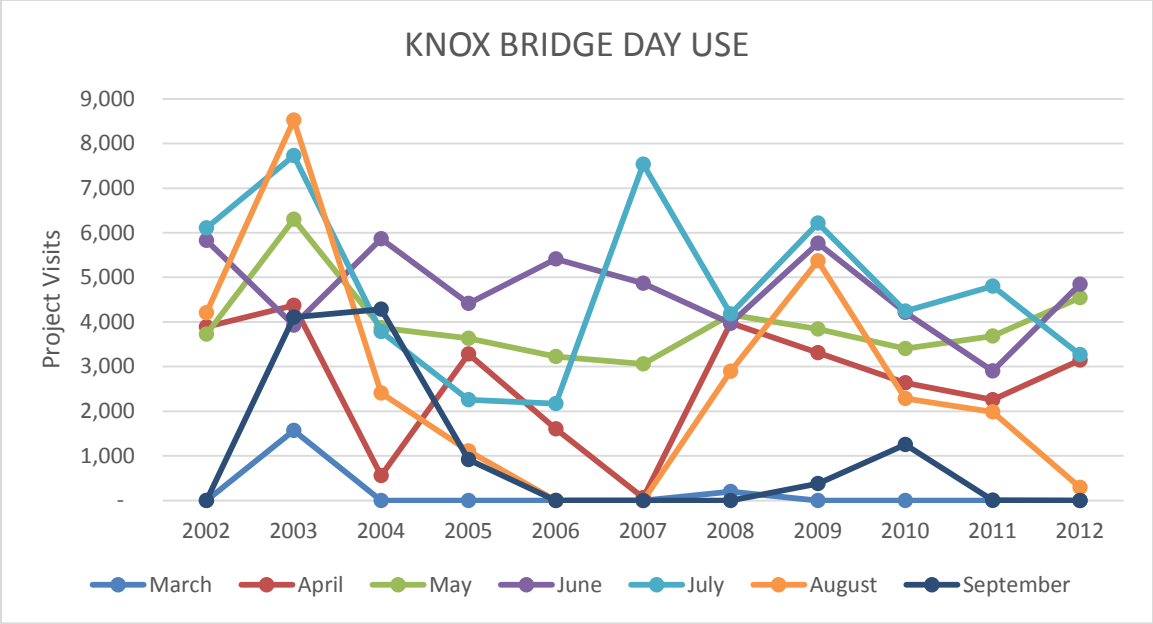


Figure 44: Lake Forrest Country Club Visitation 2002-2012

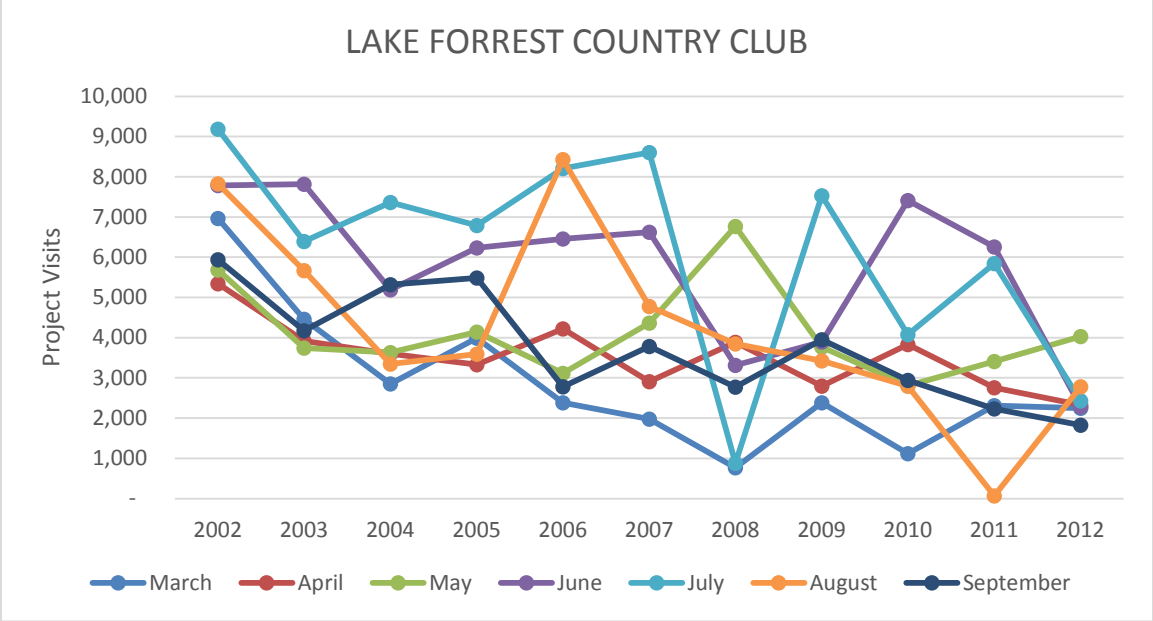


Figure 45: Leon E. Williams – Holiday Marina Visitation 2002-2012

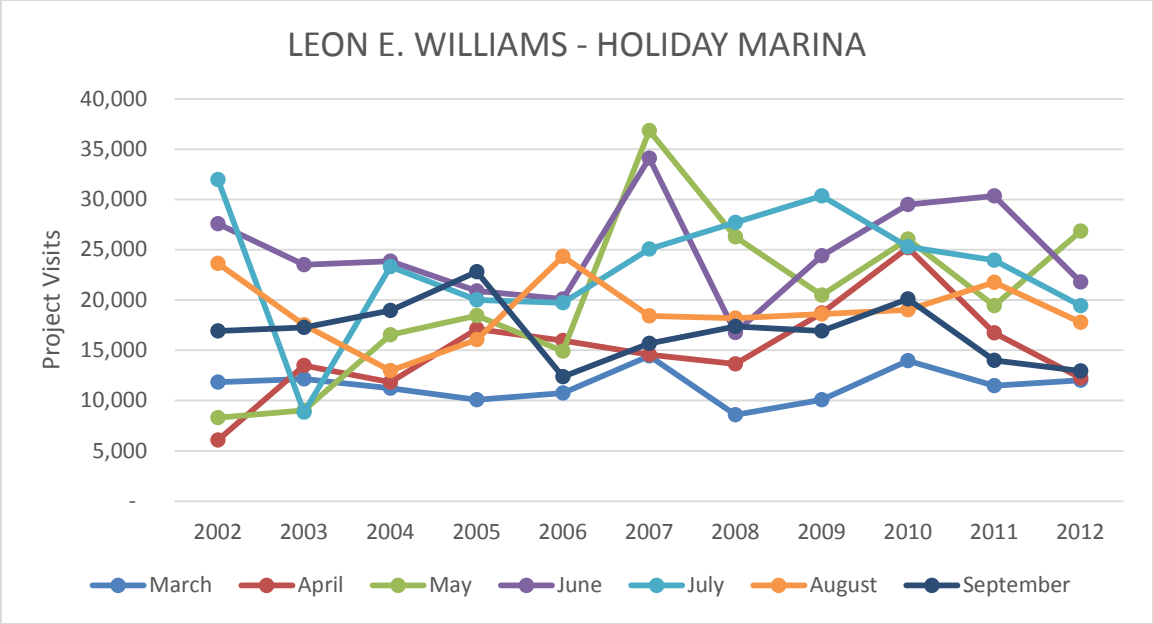


Figure 46: Little River Landing Marina Visitation 2002-2012

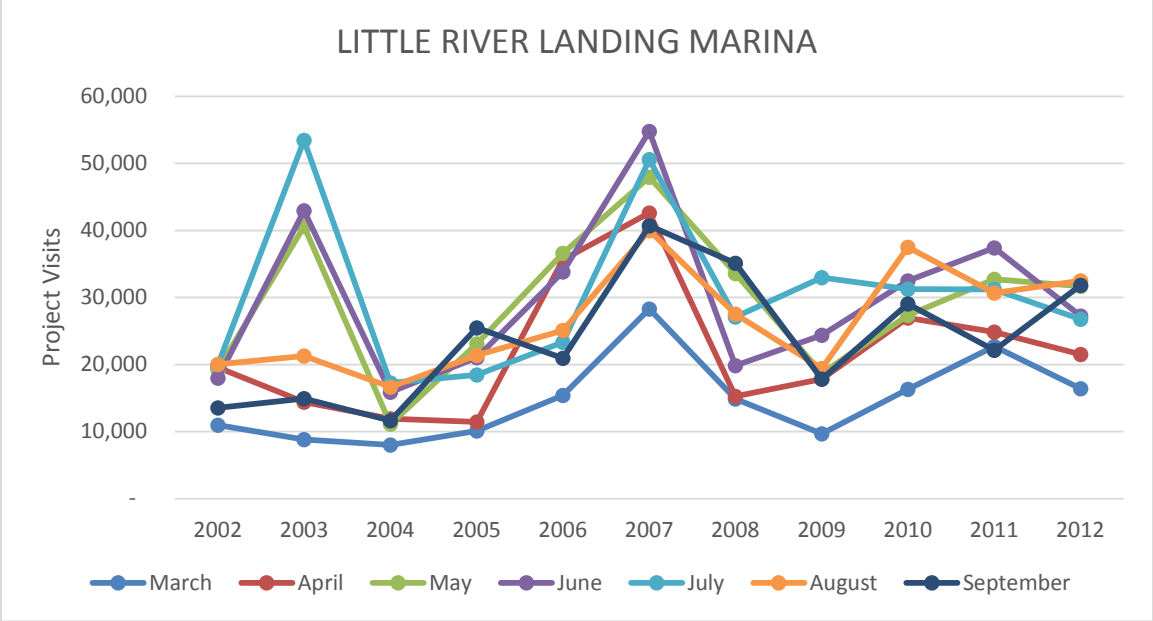


Figure 47: Lutherwood Visitation 2002-2012

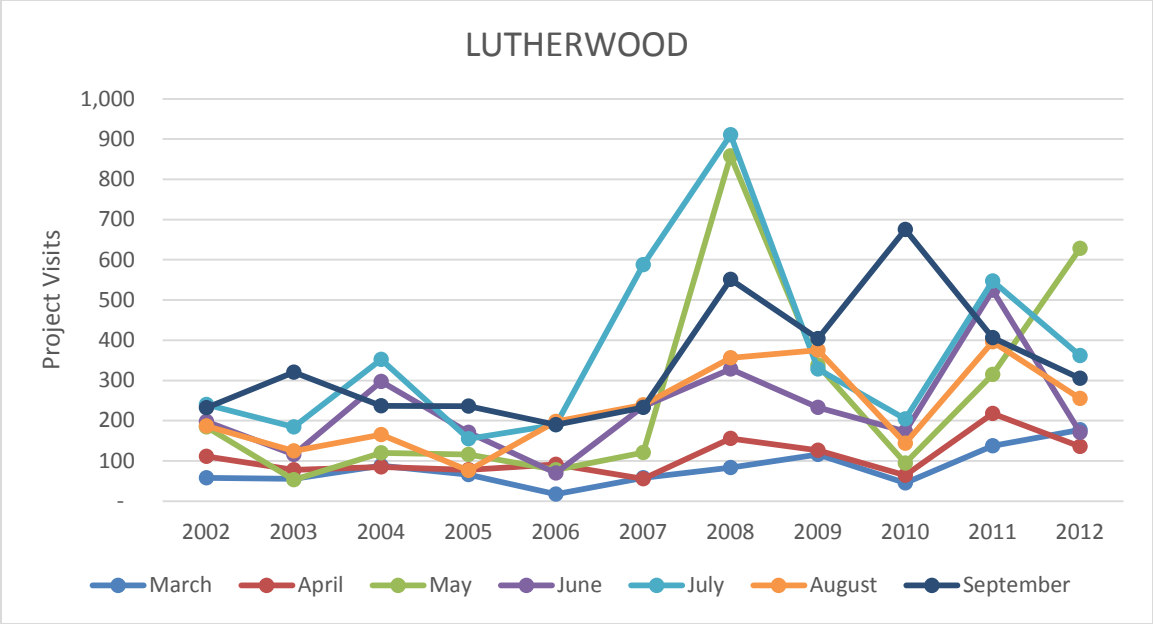


Figure 48: McKaskey Creek Campground Visitation 2002-2012

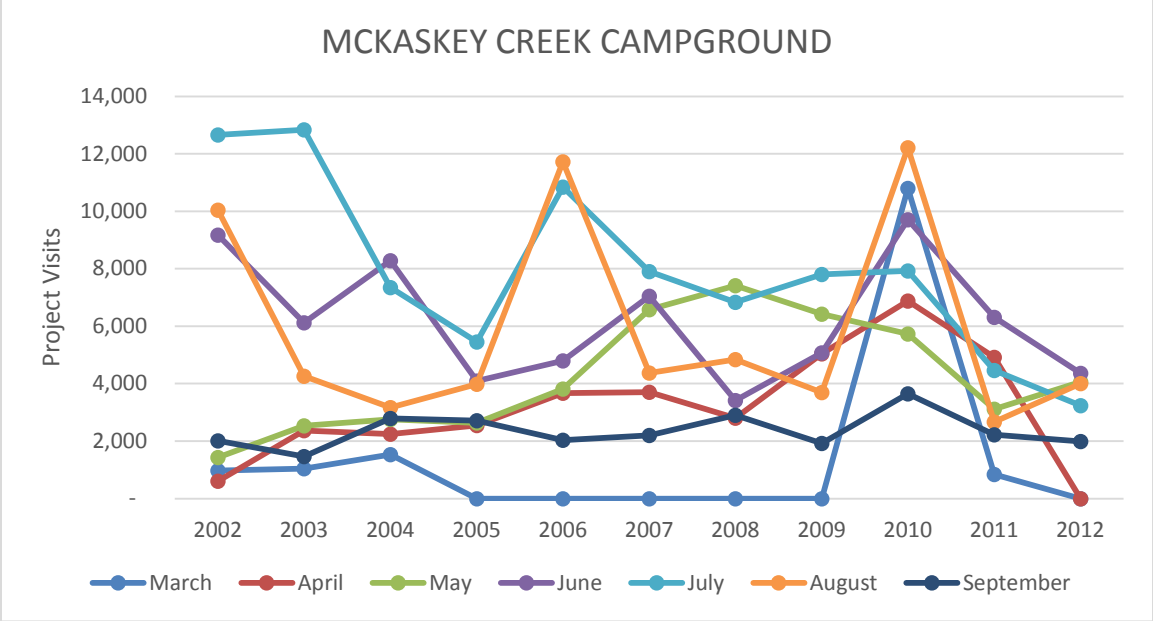


Figure 49: McKinney Campground Visitation 2002-2012

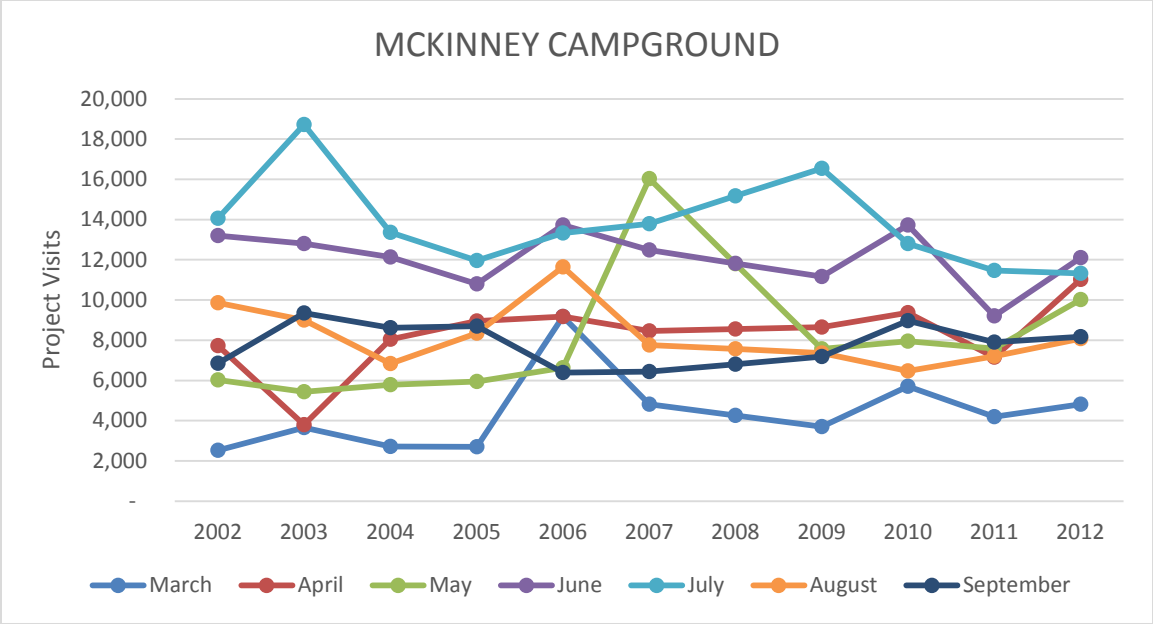


Figure 50: Metro Atlanta Recovery Residences Visitation 2002-2012

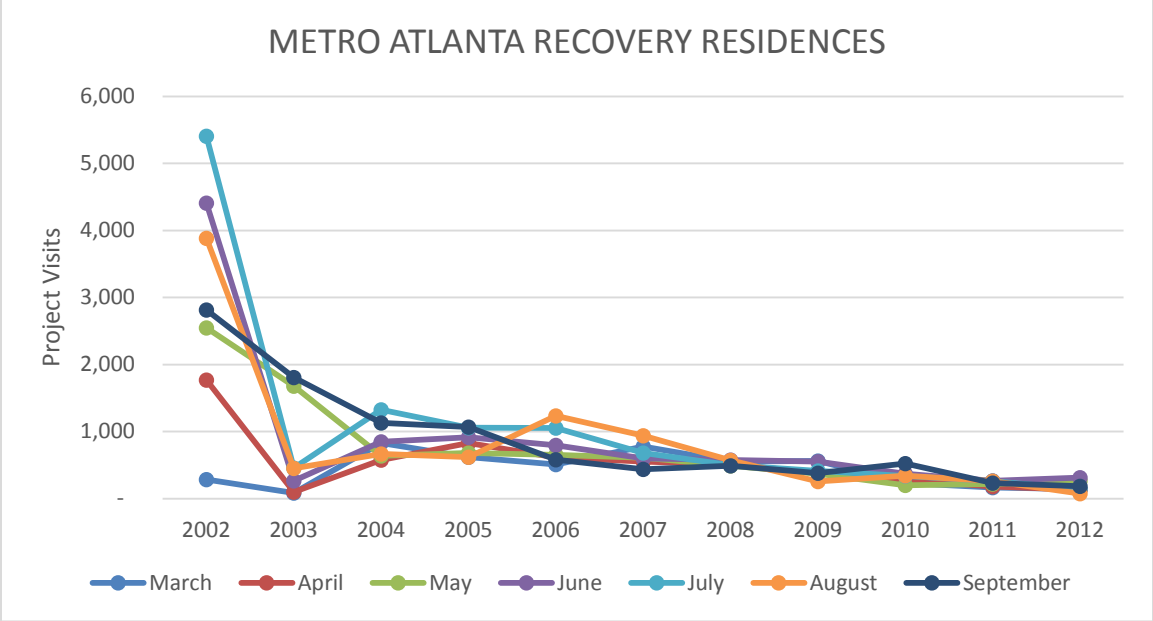


Figure 51: Minuteman Recreation Association Visitation 2002-2012

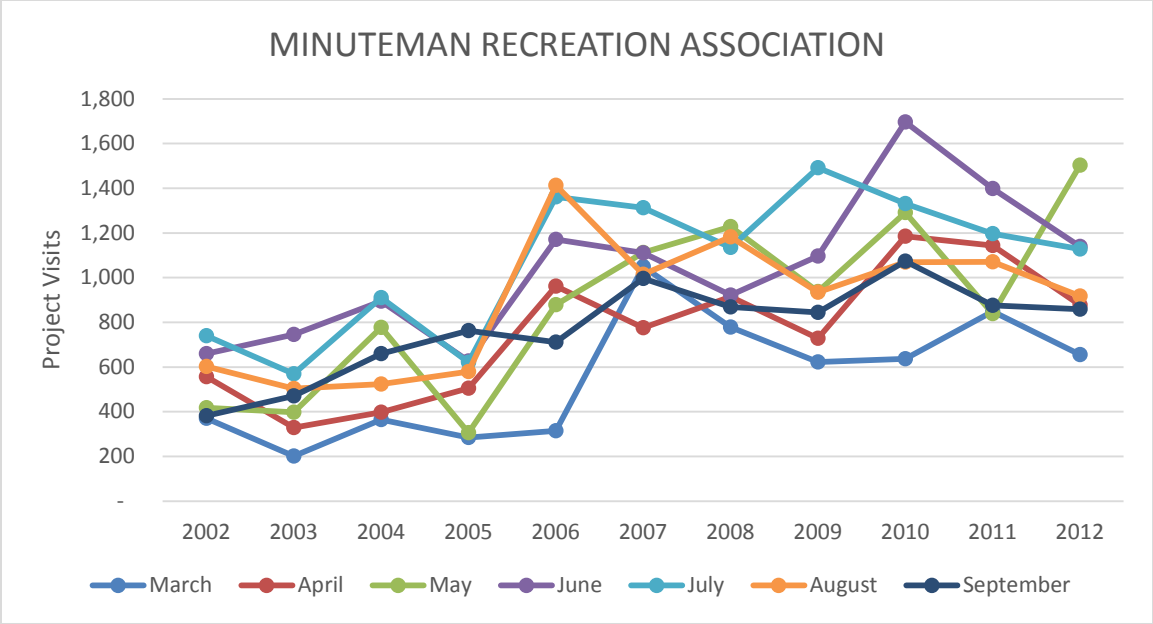


Figure 52: Northwest Georgia Girl Scout Council Visitation 2002-2012

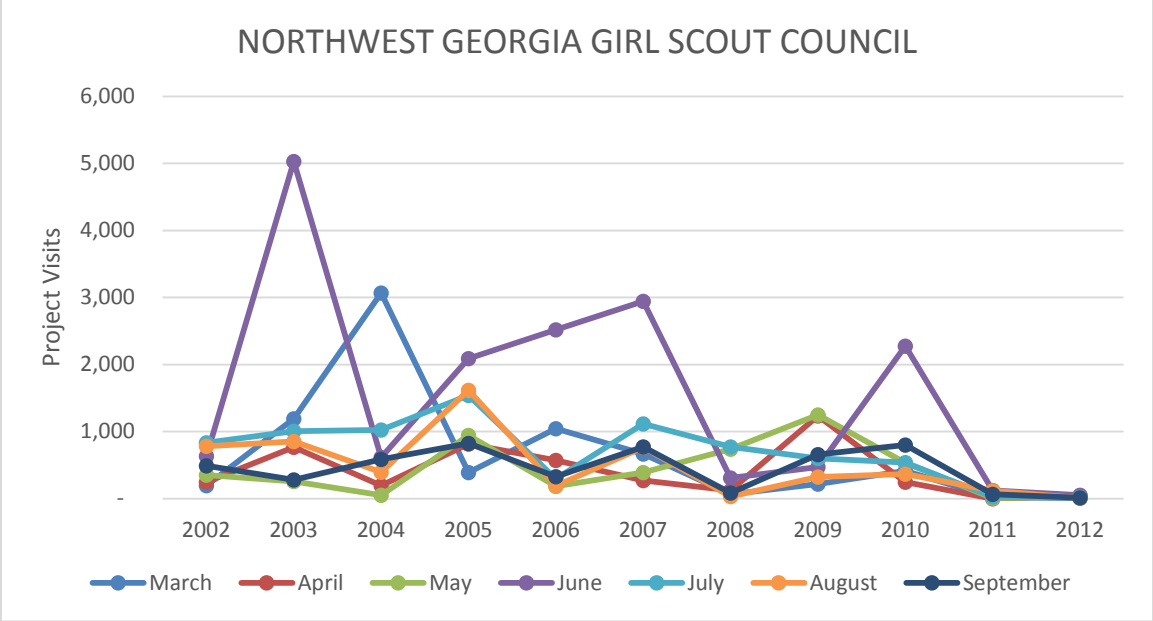


Figure 53: Northwest Georgia Girl Scout Council - Camp Pine Acres Visitation 2002-2012

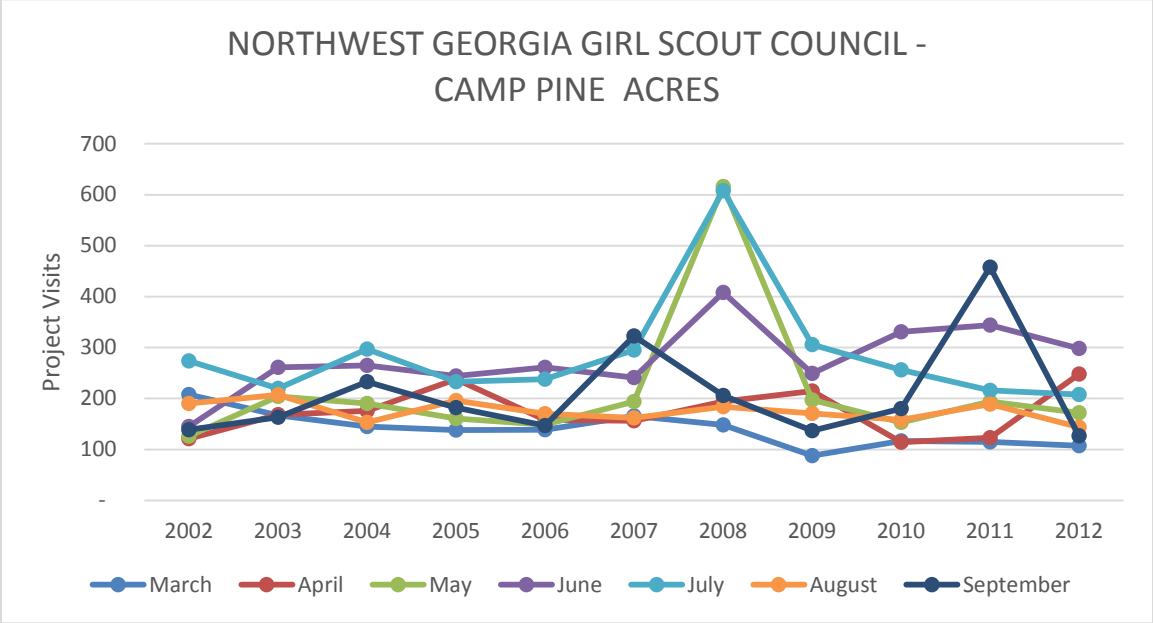


Figure 54: Northwest Georgia Council, Boy Scouts of America - Camp Westin Visitation 2002-2012

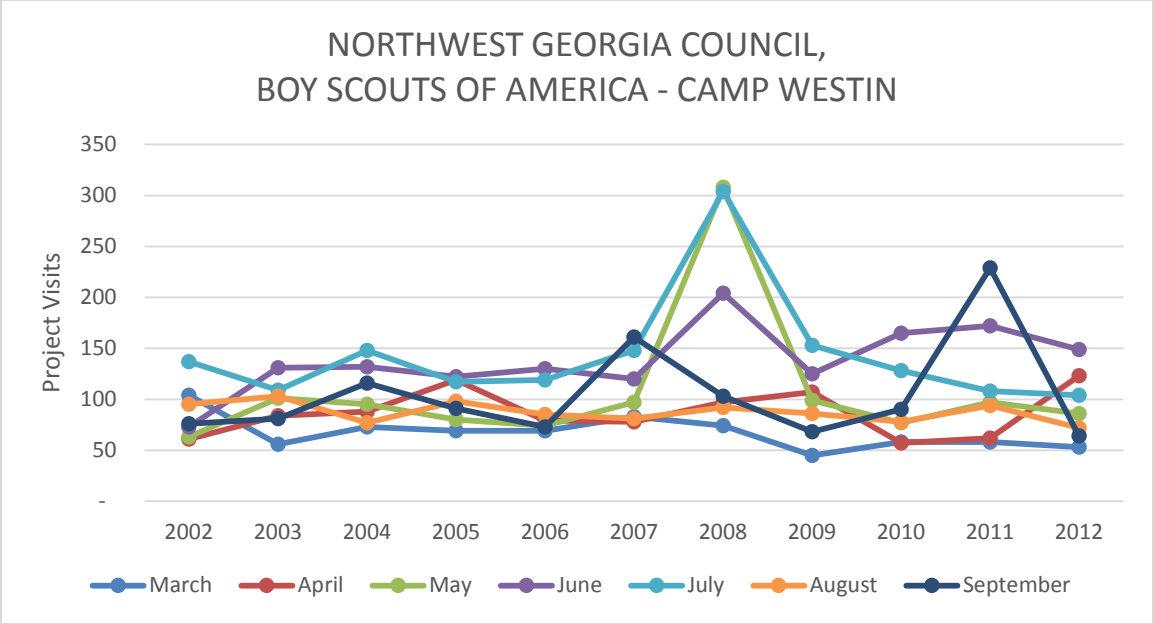


Figure 55: Old Hwy 41 #1 Day Use Visitation 2002-2012

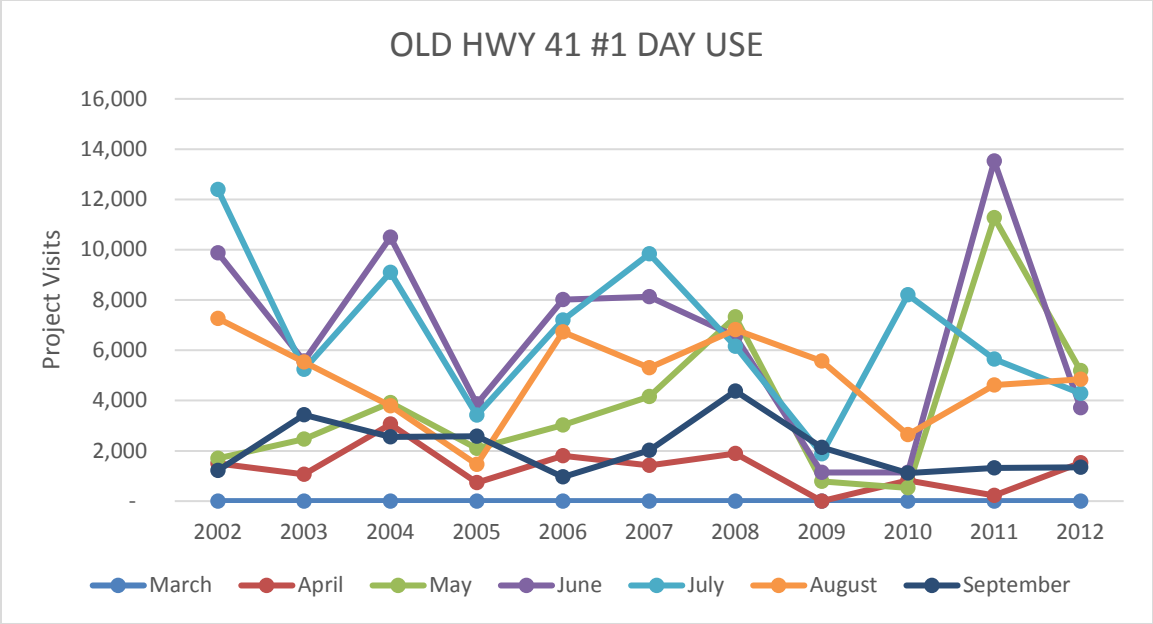


Figure 56: Old Hwy 41 #2 Day Use Visitation 2002-2012

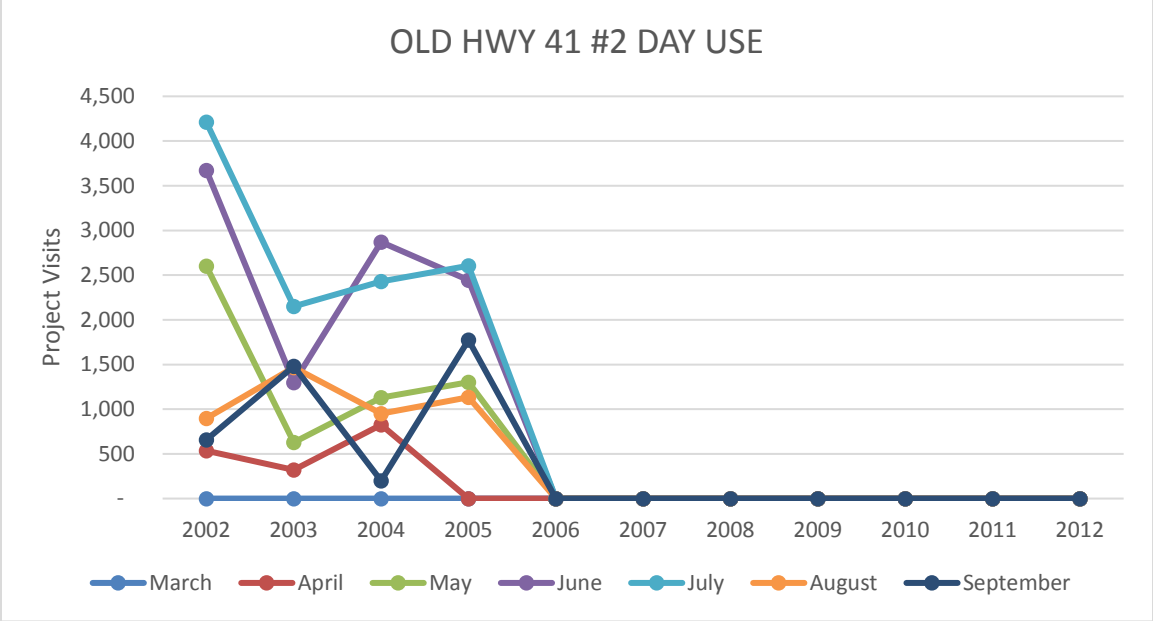


Figure 57: Old Hwy 41 #3 Campground Visitation 2002-2012

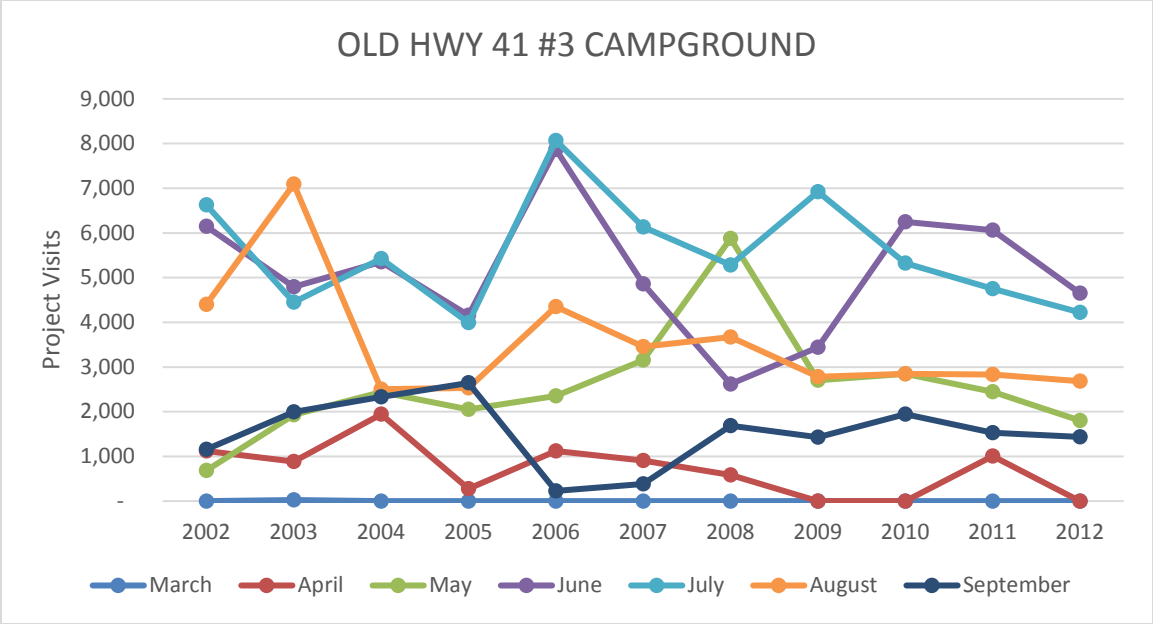


Figure 58: Payne Campground Visitation 2002-2012

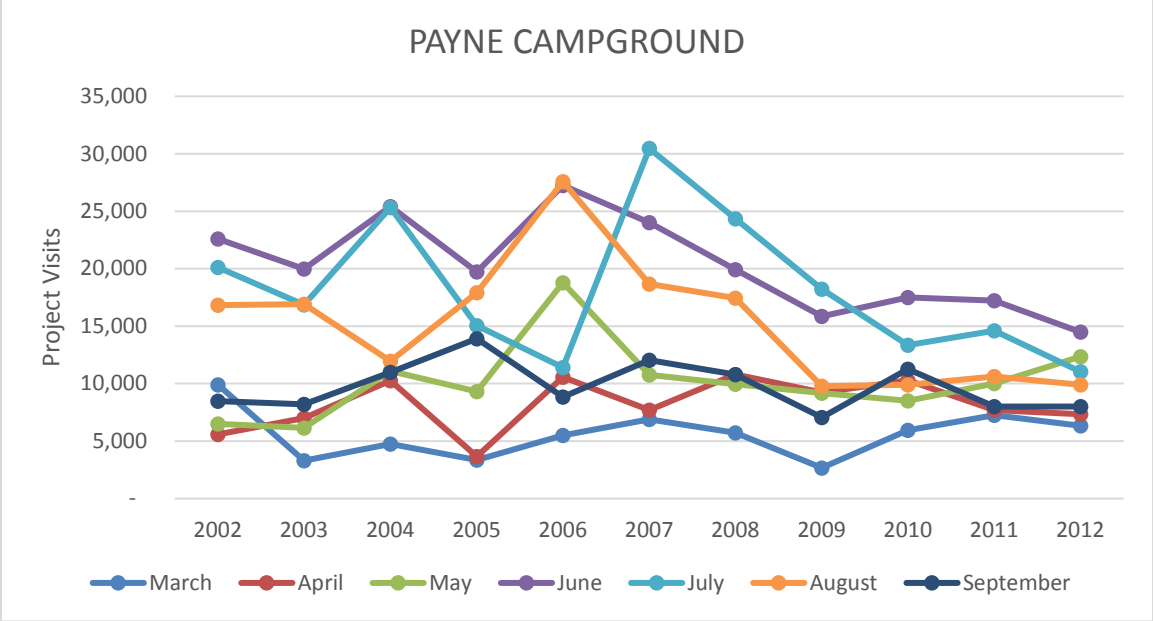


Figure 59: Proctor Landing Visitation 2002-2012

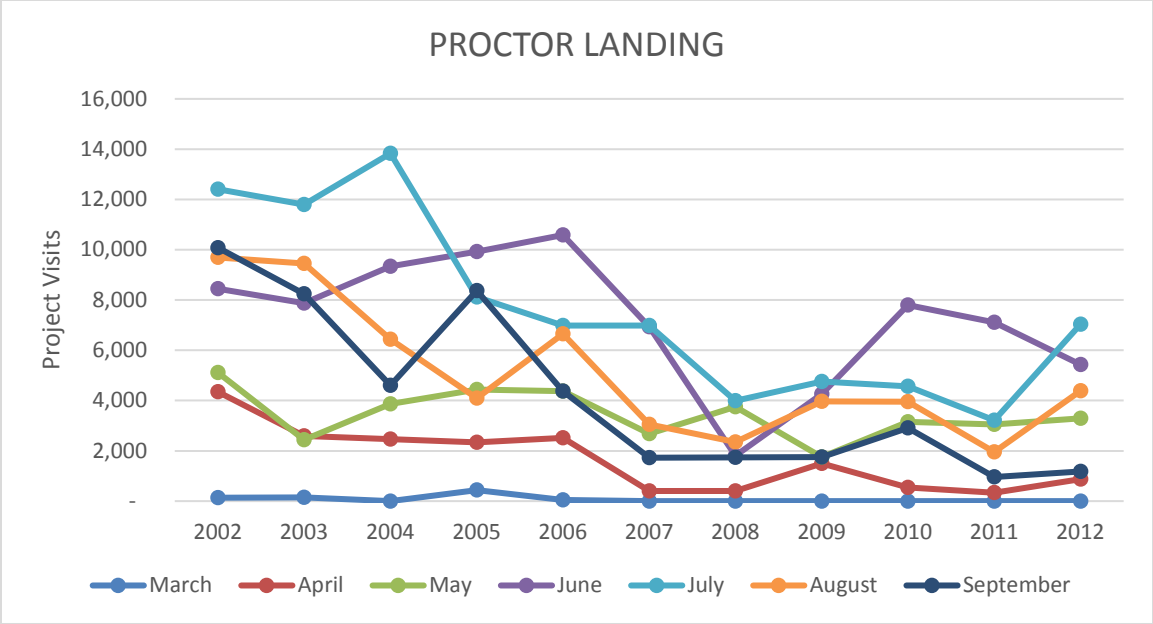


Figure 60: PS Marina 3 - Allatoona Landing Visitation 2002-2012

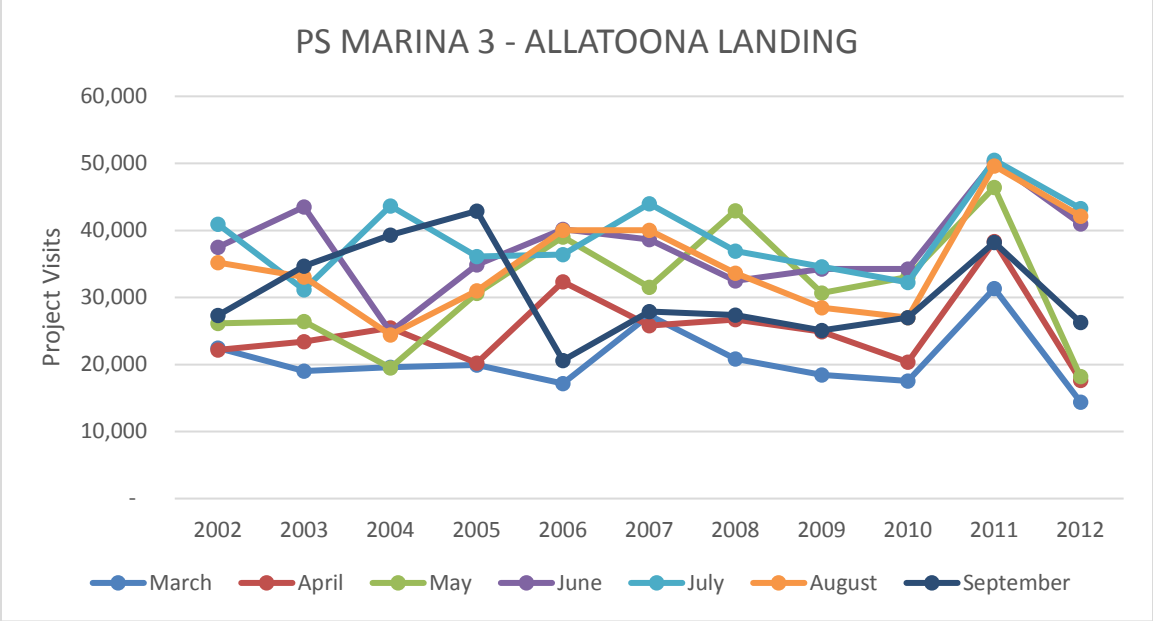


Figure 61: Riverside Day Use Visitation 2002-2012

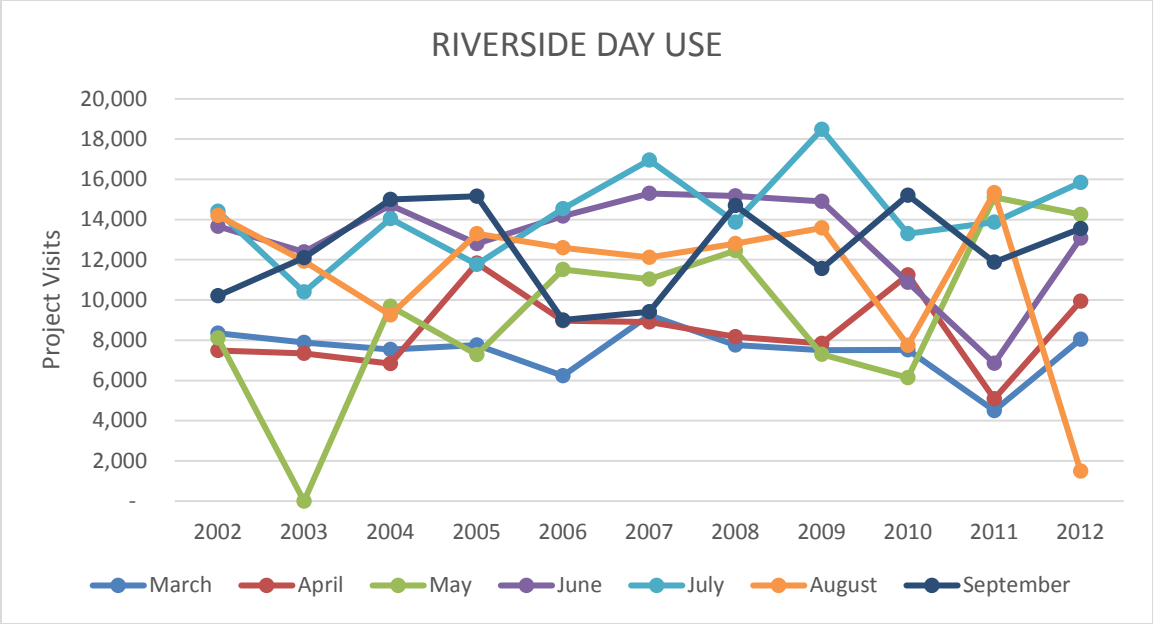


Figure 62: South Cherokee Recreation Association Visitation 2002-2012

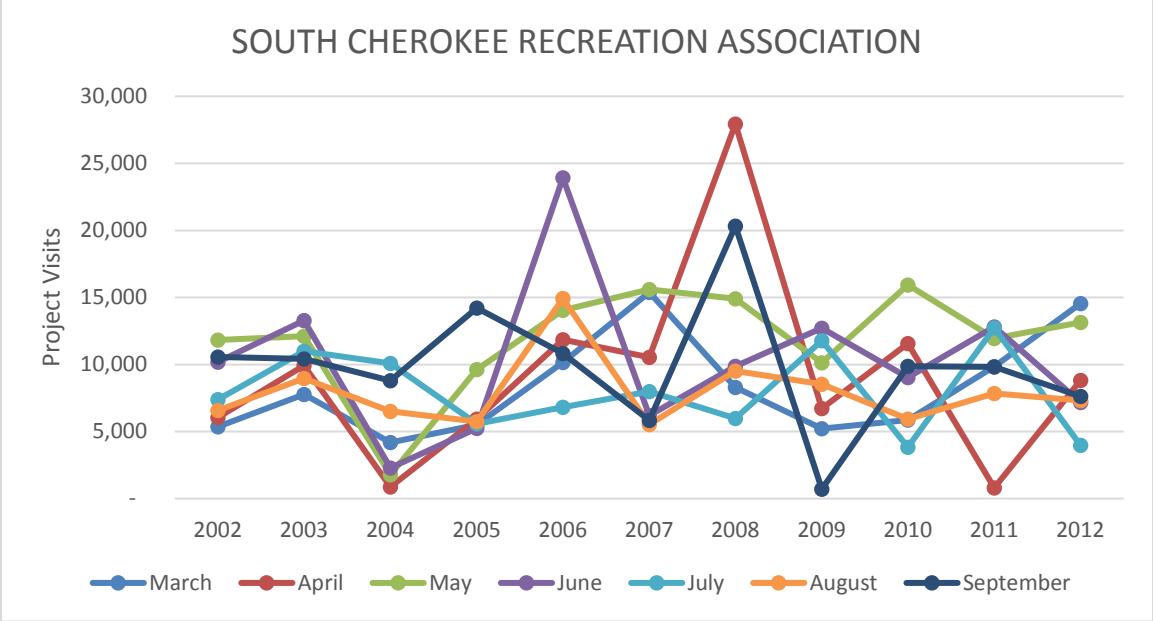


Figure 63: Stamp Creek Day Use Visitation 2002-2012

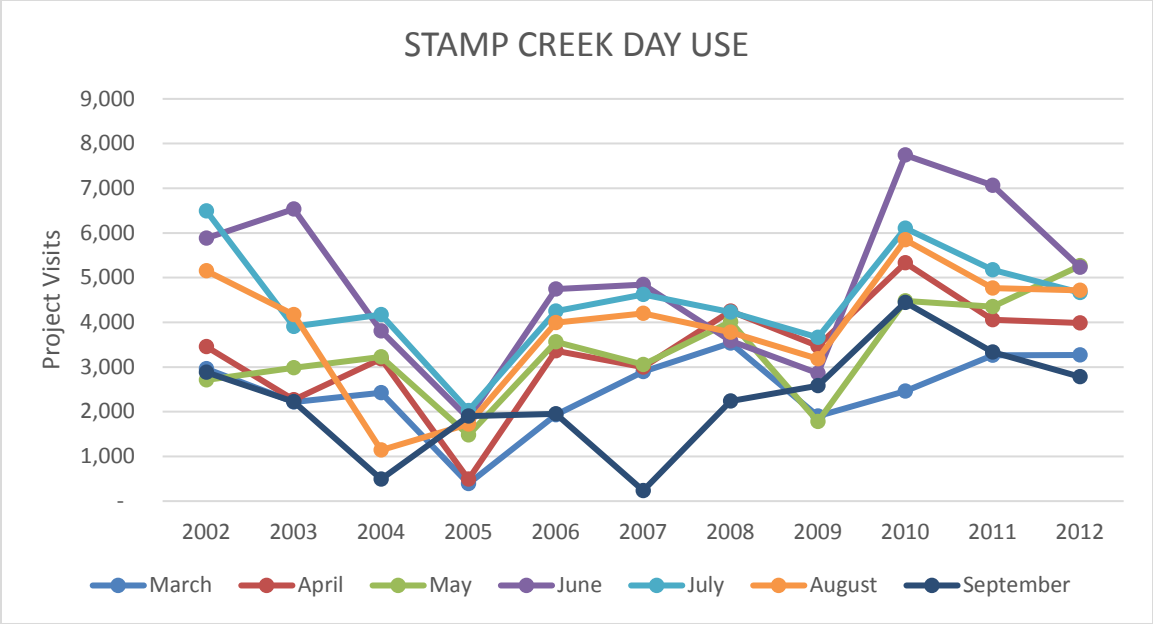


Figure 64: Sweetwater Campground Visitation 2002-2012

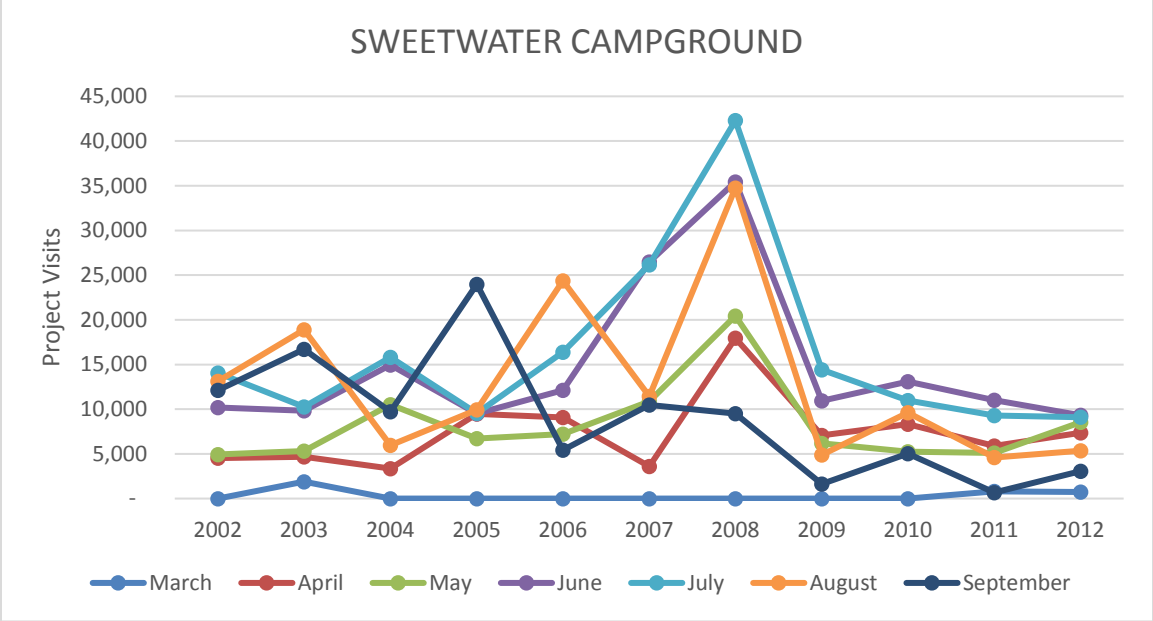


Figure 65: Sweetwater Day Use Visitation 2002-2012

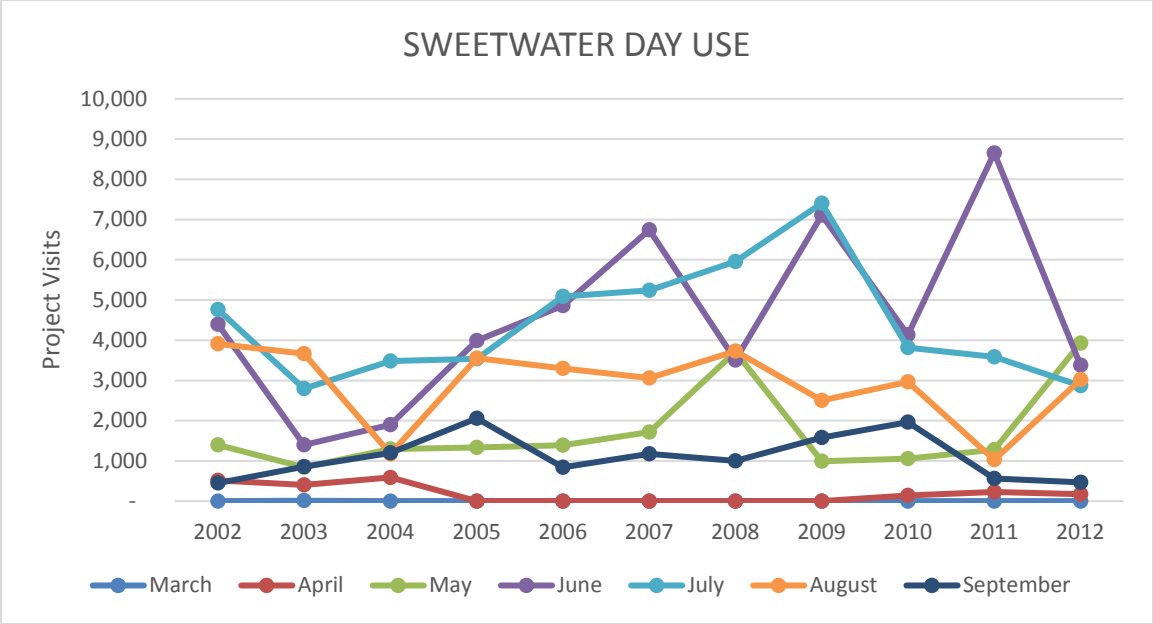


Figure 66: Traina Enterprises - Wilderness Camp Marina Visitation 2002-2012

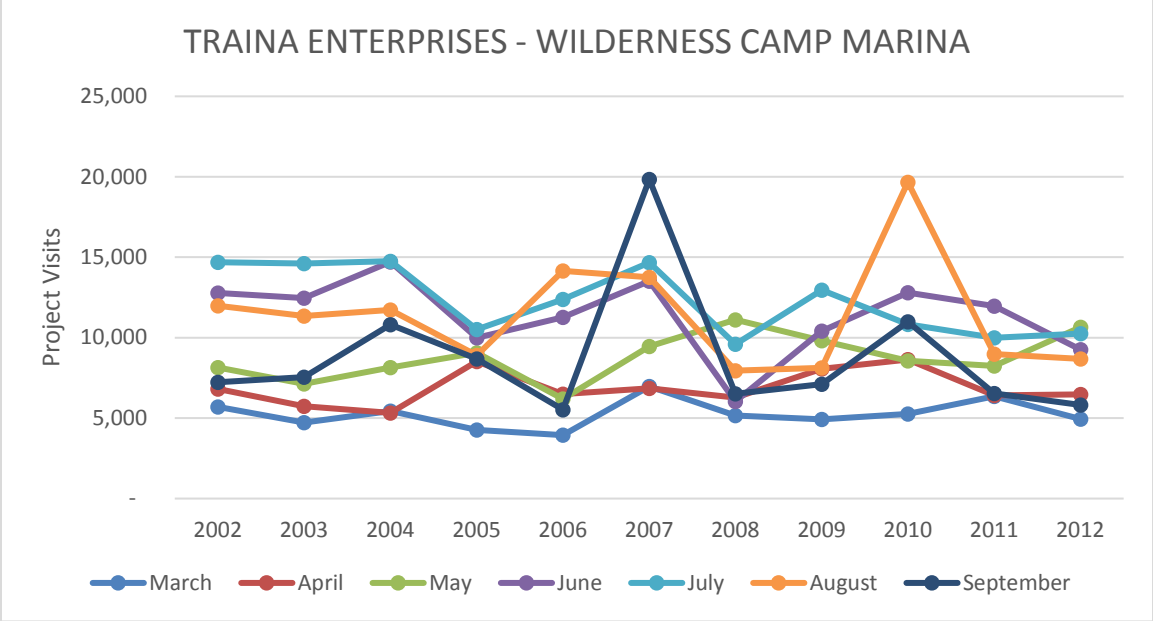


Figure 67: Upper Stamp Creek Campground Visitation 2002-2012

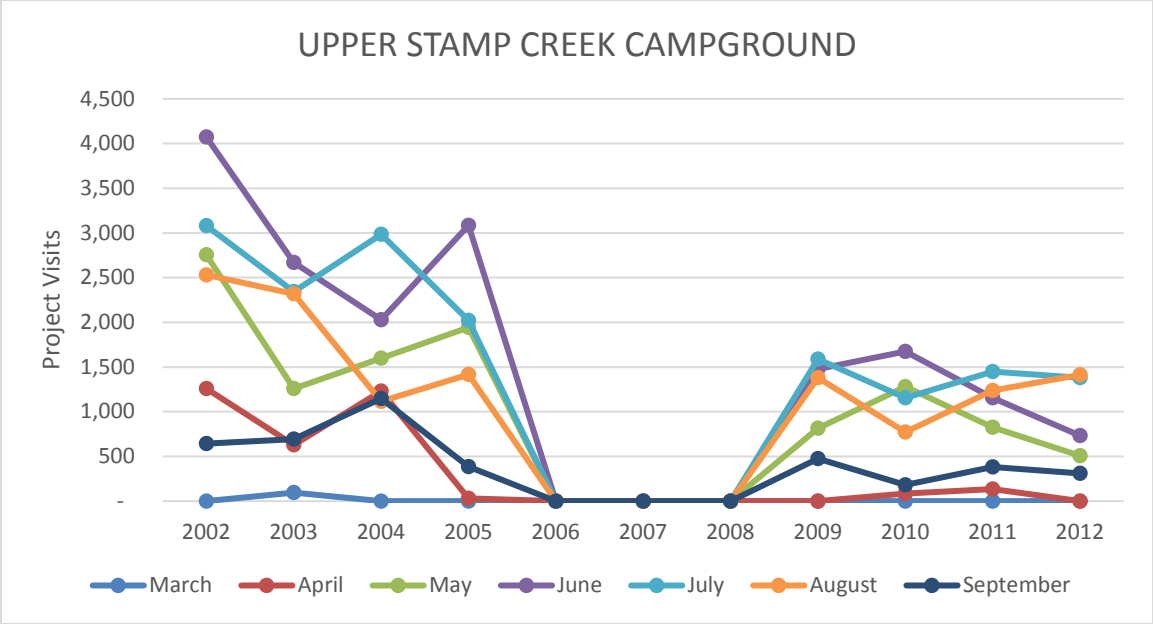


Figure 68: Upper Tanyard Day Use Visitation 2002-2012

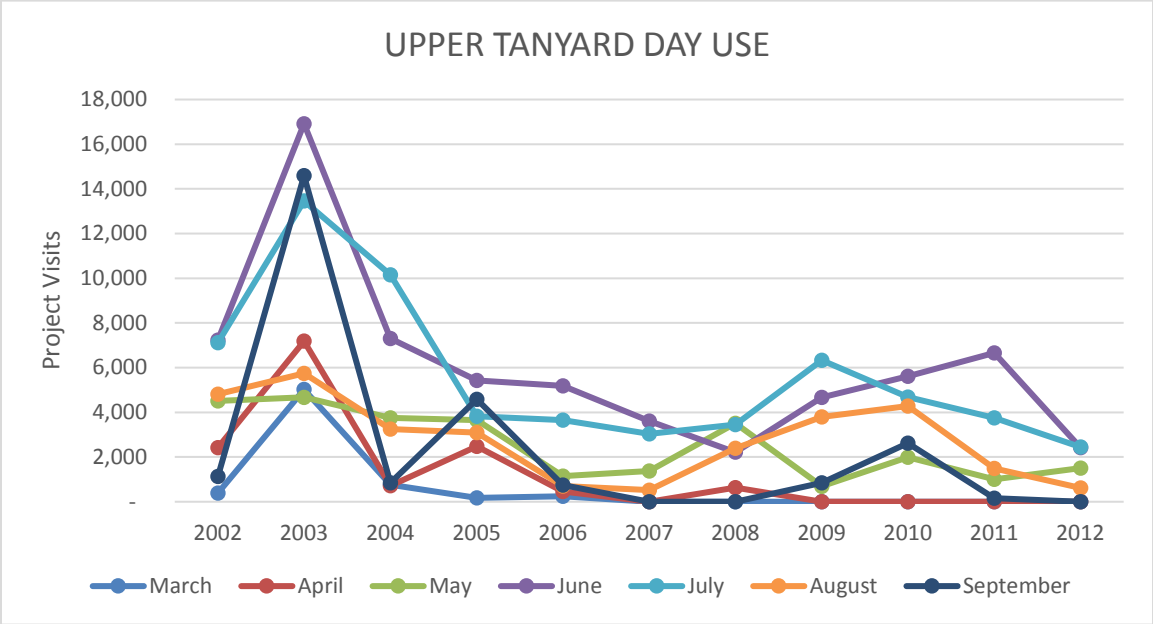


Figure 69: US Naval Air Station Visitation 2002-2012

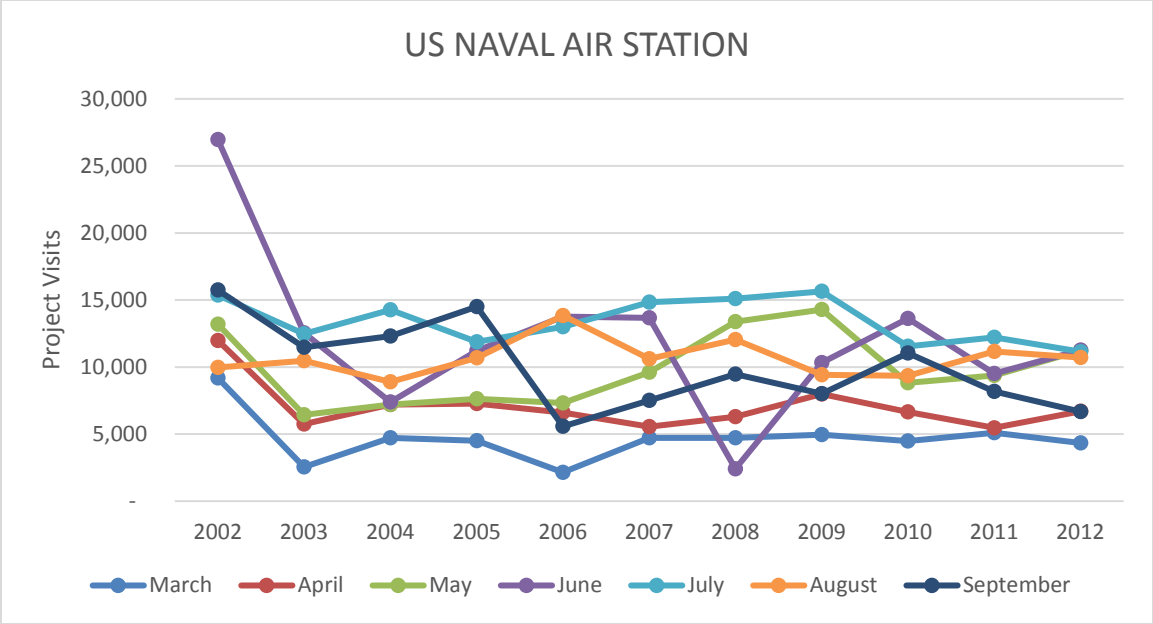


Figure 70: Victoria Campground Visitation 2002-2012

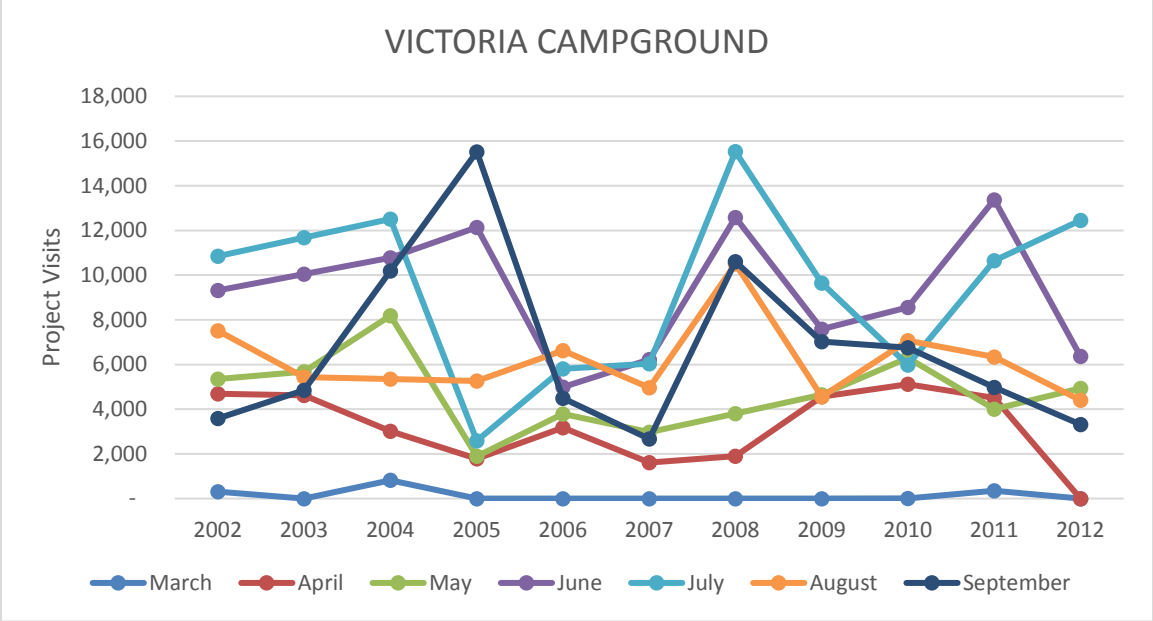


Figure 71: Victoria Day Use Visitation 2002-2012

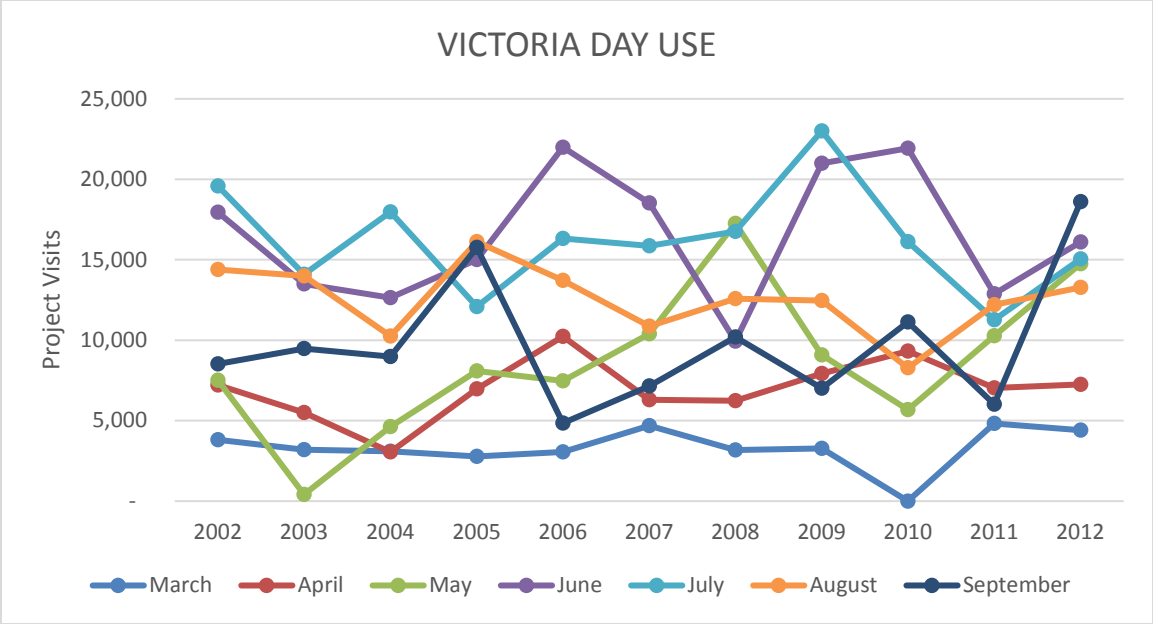


Figure 72: Victoria Harbour Marina Visitation 2002-2012

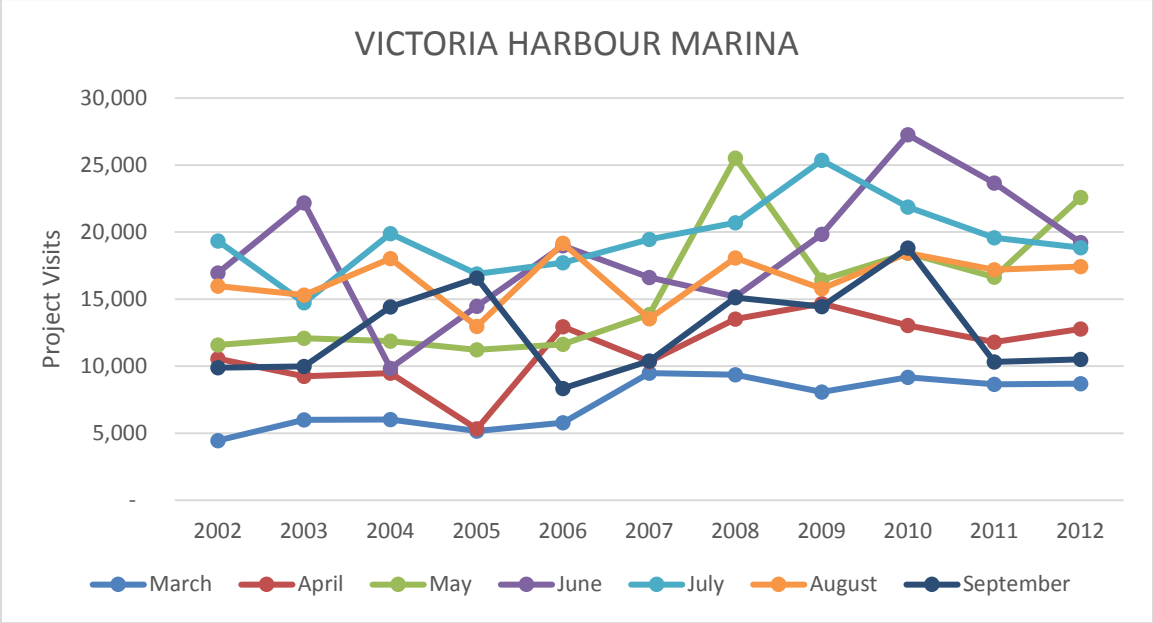


Figure 73: Wildlife Action Visitation 2002-2012

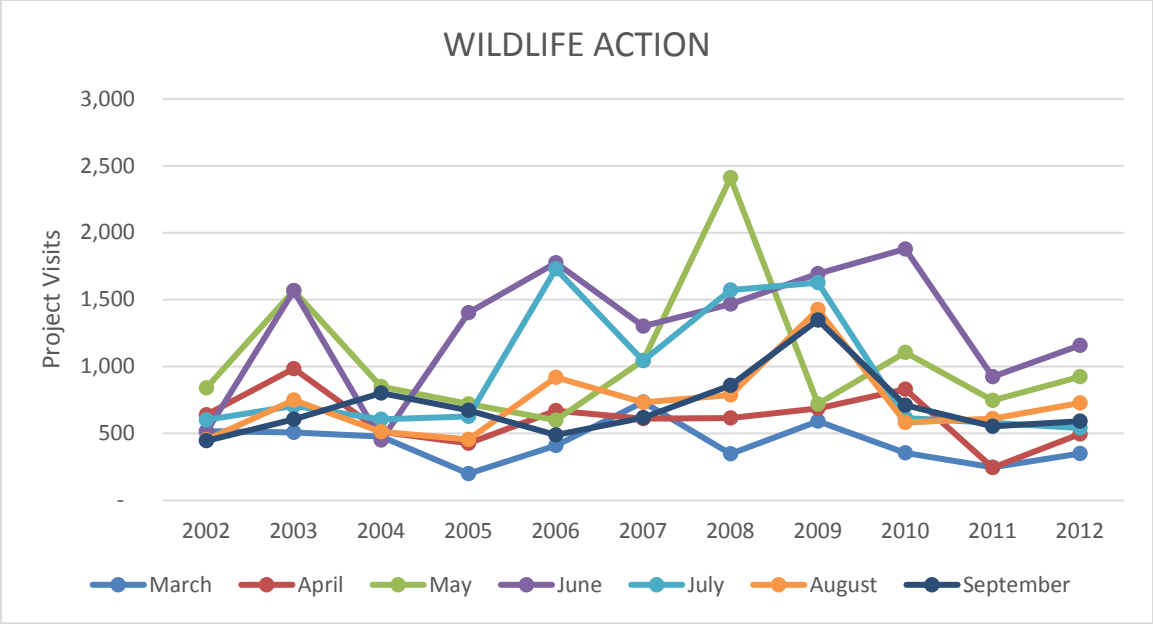


Figure 74: WTSD & Associates, LLC Visitation 2002-2012

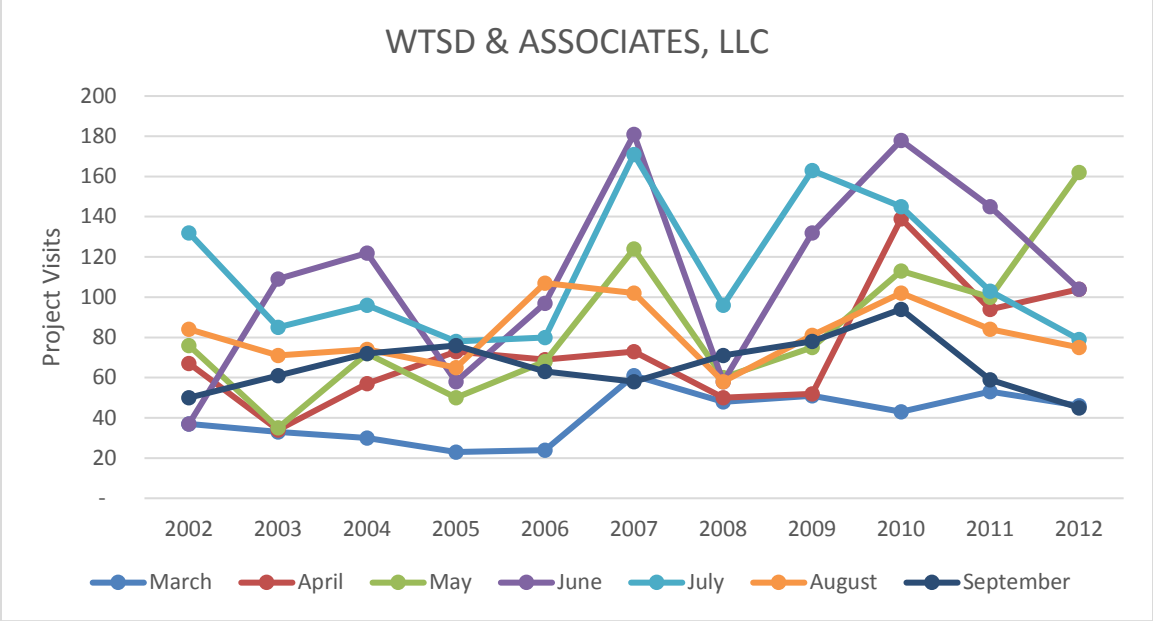


Figure 75: YMCA of Metro Atlanta - Cherokee YMCA Visitation 2002-2012

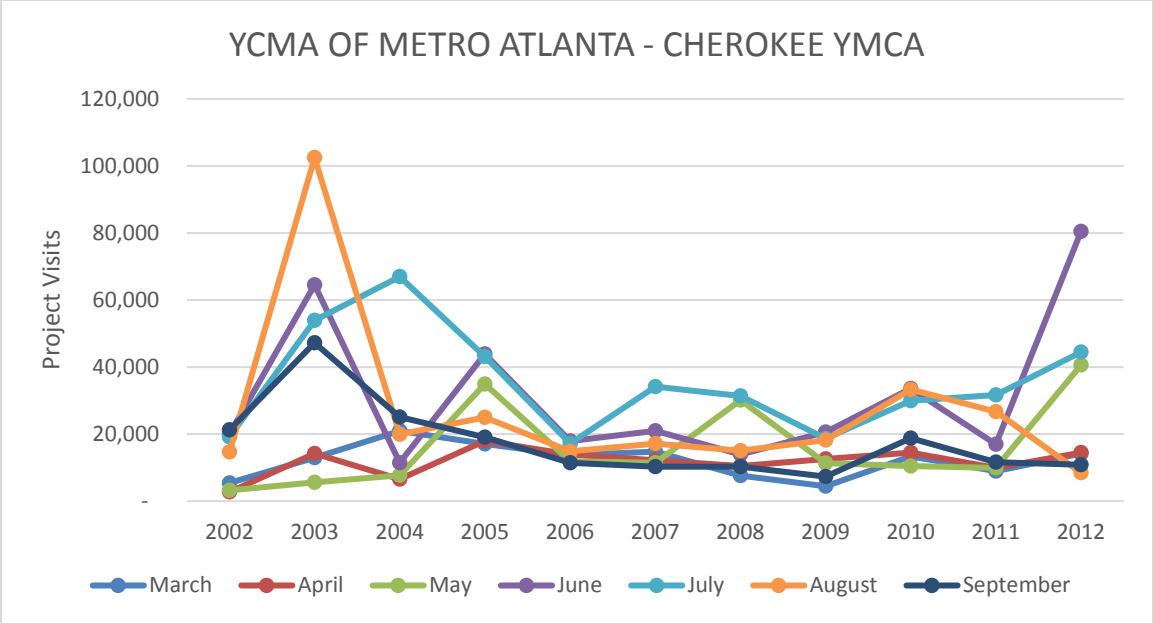
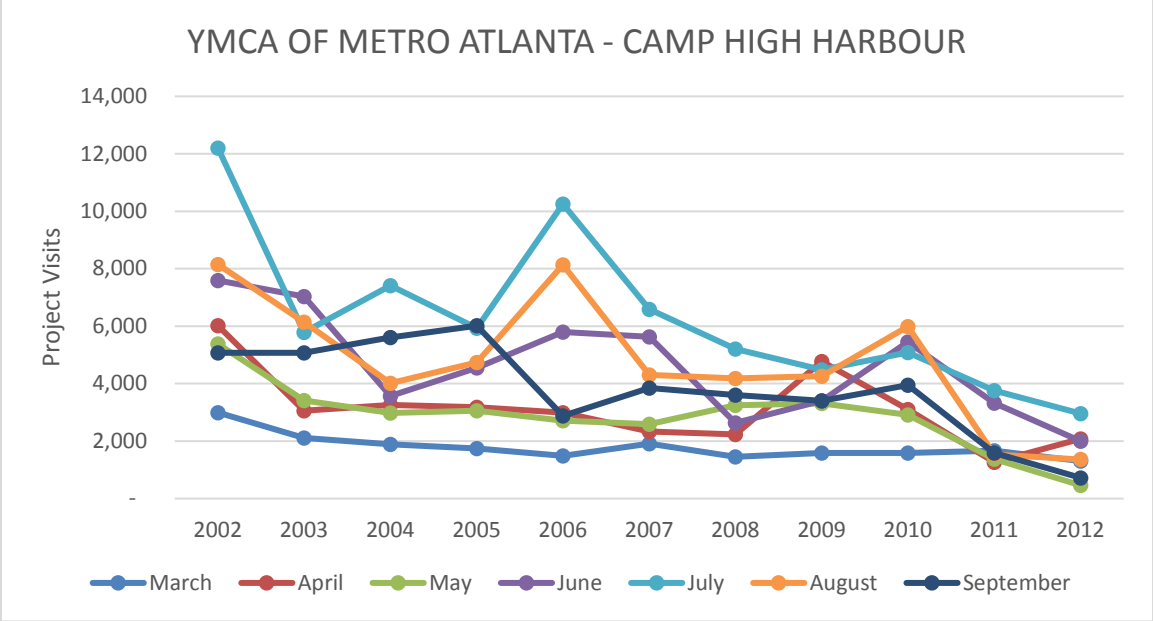


Figure 76: YMCA of Metro Atlanta - Camp High Harbour Visitation 2002-2012



Source: USACE 2016.

4 Recreation Carrying Capacity

It is important to establish the carrying capacity of a project so that there are appropriate parking and facilities, and the quality of the recreation experience is maintained. Recreation carrying capacity can be analyzed in several ways. For this analysis, the

parking spaces and general visitation data were used to establish general recreation carrying capacity. In order to determine peak season weekend day visitation, the visitation for June, July, and August is summed. Years 2010 and 2012 are used to determine the average base values. Design load is calculated as the number of peak season visits multiplied by the percent of visitation occurring on weekends divided by the number of peak season weekend days. In order to determine the parking demand at the project, the design load is used with assumptions for turnover rate (calculated as hours the project is open divided by the average day use hours per person), persons per vehicle, and existing parking. The values for Day Use hours and Visitors per Vehicle were taken from existing data sources including VERS and local Allatoona Lake records. For more informed calculations, a survey would need to be conducted at the project.

Design load and parking demand were calculated for individual recreation areas to help aid in planning. To calculate design load, annual visits for the individual recreation area were needed. This number was calculated by representing the recreation area as a percentage of overall project visitation based on the average recreation area visitation for the years 2010 and 2012. The average percentage was multiplied by the projected project visitation values (displayed in column four of each table below), and annual visits were multiplied by the percentage of visitation occurring during the peak season to calculate peak season visitation.

Parking demand for each individual recreation area was calculated and is displayed below (Tables 2-113). Based on the analysis, there are areas where demand exceeds existing parking supply. Other areas have enough supply that it will not be exceeded by future demand. There is some uncertainty in the analysis related to multiple factors including population projections, individual PSA turnover rates and variance in per capita use rate from year to year. The net difference in parking capacity therefore can vary from what is displayed below.

Table 2: Acworth Lake Authority Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	117,683	301,422	6,245,913	4.83%	39.04%	14	75%	28	3,152
2012	147,981	305,380	6,175,062	4.95%	48.46%	14	75%	28	3,964
2020	144,132	329,442	6,743,066	4.89%	43.75%	14	75%	28	3,861
2030	159,691	365,005	7,470,966	4.89%	43.75%	14	75%	28	4,277

Table 3: Acworth Lake Authority Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	3,152	3.66	3.28	3.11	309	333	24
2012	3,964	3.66	3.28	3.11	389	333	-56
2020	3,861	3.66	3.28	3.11	379	333	-46
2030	4,277	3.66	3.28	3.11	419	333	-86

Table 4: Allatoona Boat and Ski Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	5,297	18,618	6,245,913	0.30%	28.45%	14	75%	28	142
2012	4,551	17,333	6,175,062	0.28%	26.26%	14	75%	28	122
2020	5,338	19,514	6,743,066	0.29%	27.35%	14	75%	28	143
2030	5,914	21,620	7,470,966	0.29%	27.35%	14	75%	28	158

Table 5: Allatoona Boat and Ski Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	142	4.35	2.76	1.91	27	6	-21
2012	122	4.35	2.76	1.91	23	6	-17
2020	143	4.35	2.76	1.91	27	6	-21
2030	158	4.35	2.76	1.91	30	6	-24

Table 6: Allatoona Yacht Club Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	18,216	54,688	6,245,913	0.88%	33.31%	14	75%	28	488
2012	16,251	48,227	6,175,062	0.78%	33.70%	14	75%	28	435
2020	18,712	55,852	6,743,066	0.83%	33.50%	14	75%	28	501
2030	20,732	61,881	7,470,966	0.83%	33.50%	14	75%	28	555

Table 7: Allatoona Yacht Club Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	488	4.35	2.76	1.91	93	139	46
2012	435	4.35	2.76	1.91	83	139	56
2020	501	4.35	2.76	1.91	95	139	44
2030	555	4.35	2.76	1.91	105	139	34

Table 8: Atlanta Yacht Club Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	8,592	21,766	6,245,913	0.35%	39.47%	14	75%	28	230
2012	7,608	18,889	6,175,062	0.31%	40.28%	14	75%	28	204
2020	8,798	22,062	6,743,066	0.33%	39.88%	14	75%	28	236
2030	9,747	24,444	7,470,966	0.33%	39.88%	14	75%	28	261

Table 9: Atlanta Yacht Club Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	230	4.35	2.76	1.91	44	46	2
2012	204	4.35	2.76	1.91	39	46	7
2020	236	4.35	2.76	1.91	45	46	1
2030	261	4.35	2.76	1.91	50	46	-4

Table 10: Bartow Carver Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	20,697	42,842	6,245,913	0.69%	48.31%	14	75%	28	554
2012	18,075	37,170	6,175,062	0.60%	48.63%	14	75%	28	484
2020	21,046	43,421	6,743,066	0.64%	48.47%	14	75%	28	564
2030	23,317	48,108	7,470,966	0.64%	48.47%	14	75%	28	625

Table 11: Bartow Carver Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	554	3.66	3.28	3.11	54	96	42
2012	484	3.66	3.28	3.11	47	96	49
2020	564	3.66	3.28	3.11	55	96	41
2030	625	3.66	3.28	3.11	61	96	35

Table 12: Bartow County - Gatewood Park Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	20,430	47,751	6,245,913	0.76%	42.78%	14	75%	28	547
2012	12,496	35,824	6,175,062	0.58%	34.88%	14	75%	28	335
2020	17,605	45,336	6,743,066	0.67%	38.83%	14	75%	28	472
2030	19,506	50,229	7,470,966	0.67%	38.83%	14	75%	28	522

Table 13: Bartow County - Gatewood Park Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	547	4.35	2.76	1.91	104	252	148
2012	335	4.35	2.76	1.91	64	252	188
2020	472	4.35	2.76	1.91	89	252	163
2030	522	4.35	2.76	1.91	99	252	153

Table 14: Big K Club Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	3,384	10,766	6,245,913	0.17%	31.43%	14	75%	28	91
2012	2,604	6,107	6,175,062	0.10%	42.64%	14	75%	28	70
2020	3,387	9,146	6,743,066	0.14%	37.04%	14	75%	28	91
2030	3,753	10,133	7,470,966	0.14%	37.04%	14	75%	28	101

Table 15: Big K Club Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	91	4.07	2.95	2.71	11	15	4
2012	70	4.07	2.95	2.71	9	15	6
2020	91	4.07	2.95	2.71	11	15	4
2030	101	4.07	2.95	2.71	13	15	2

Table 16: Blockhouse #2 – Ramp Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	71,979	161,112	6,245,913	2.58%	44.68%	14	75%	28	1,928
2012	89,867	175,678	6,175,062	2.84%	51.15%	14	75%	28	2,407
2020	87,631	182,887	6,743,066	2.71%	47.92%	14	75%	28	2,347
2030	97,090	202,629	7,470,966	2.71%	47.92%	14	75%	28	2,601

Table 17: Blockhouse #2 – Ramp Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,928	4.07	2.95	2.71	241	128	-113
2012	2,407	4.07	2.95	2.71	301	128	-173
2020	2,347	4.07	2.95	2.71	294	128	-166
2030	2,601	4.07	2.95	2.71	325	128	-197

Table 18: Boy Scouts of America – Explorer Scout Camp - Camp Allatoona Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	2,349	7,516	6,245,913	0.12%	31.25%	14	75%	28	63
2012	1,952	7,041	6,175,062	0.11%	27.72%	14	75%	28	52
2020	2,330	7,901	6,743,066	0.12%	29.49%	14	75%	28	62
2030	2,582	8,754	7,470,966	0.12%	29.49%	14	75%	28	69

Table 19: Boy Scouts of America – Explorer Scout Camp - Camp Allatoona Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	63	4.35	2.76	1.91	12	58	46
2012	52	4.35	2.76	1.91	10	58	48
2020	62	4.35	2.76	1.91	12	58	46
2030	69	4.35	2.76	1.91	13	58	45

Table 20: Cherokee County - Blanket's Creek Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	38,149	87,440	6,245,913	1.40%	43.63%	14	75%	28	1,022
2012	58,140	185,150	6,175,062	3.00%	31.40%	14	75%	28	1,557
2020	55,631	148,290	6,743,066	2.20%	37.52%	14	75%	28	1,490
2030	61,636	164,298	7,470,966	2.20%	37.52%	14	75%	28	1,651

Table 21: Cherokee County - Blanket's Creek Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,022	3.66	3.28	3.11	100	137	37
2012	1,557	3.66	3.28	3.11	153	137	-16
2020	1,490	3.66	3.28	3.11	146	137	-9
2030	1,651	3.66	3.28	3.11	162	137	-25

Table 22: Cherokee County - Cherokee Mills Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	54,122	128,407	6,245,913	2.06%	42.15%	14	75%	28	1,450
2012	53,990	129,052	6,175,062	2.09%	41.84%	14	75%	28	1,446
2020	58,695	139,775	6,743,066	2.07%	41.99%	14	75%	28	1,572
2030	65,031	154,864	7,470,966	2.07%	41.99%	14	75%	28	1,742

Table 23: Cherokee County - Cherokee Mills Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,450	3.66	3.28	3.11	142	140	-2
2012	1,446	3.66	3.28	3.11	150	140	-10
2020	1,572	3.66	3.28	3.11	163	140	-23
2030	1,742	3.66	3.28	3.11	180	140	-40

Table 24: Cherokee County - Field's Landing Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	31,155	86,480	6,245,913	1.38%	36.03%	14	75%	28	835
2012	30,807	75,444	6,175,062	1.22%	40.83%	14	75%	28	825
2020	33,770	87,874	6,743,066	1.30%	38.43%	14	75%	28	905
2030	37,415	97,359	7,470,966	1.30%	38.43%	14	75%	28	1,002

Table 25: Cherokee County - Field's Landing Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	835	3.66	3.28	3.11	82	48	-34
2012	825	3.66	3.28	3.11	81	48	-33
2020	905	3.66	3.28	3.11	89	48	-41
2030	1,002	3.66	3.28	3.11	98	48	-50

Table 26: Cherokee County - J.J. Biello Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	14,047	52,767	6,245,913	0.84%	26.62%	14	75%	28	376
2012	25,258	84,808	6,175,062	1.37%	29.78%	14	75%	28	677
2020	21,091	74,788	6,743,066	1.11%	28.20%	14	75%	28	565
2030	23,368	82,861	7,470,966	1.11%	28.20%	14	75%	28	626

Table 27: Cherokee County - J.J. Biello Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	376	4.35	2.76	1.91	71	1,244	1,173
2012	677	4.35	2.76	1.91	128	1,244	1,116
2020	565	4.35	2.76	1.91	107	1,244	1,137
2030	626	4.35	2.76	1.91	119	1,244	1,125

Table 28: Cherokee Presbytery - Camp Cherokee Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	1,440	7,486	6,245,913	0.12%	19.24%	14	75%	28	39
2012	1,129	3,388	6,175,062	0.05%	33.32%	14	75%	28	30
2020	1,548	5,891	6,743,066	0.09%	26.28%	14	75%	28	41
2030	1,715	6,527	7,470,966	0.09%	26.28%	14	75%	28	46

Table 29: Cherokee Presbytery - Camp Cherokee Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	39	4.35	2.76	1.91	7	8	1
2012	30	4.35	2.76	1.91	6	8	2
2020	41	4.35	2.76	1.91	8	8	0
2030	46	4.35	2.76	1.91	9	8	-1

Table 30: City of Canton - Boling Park Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	262,834	719,658	6,245,913	11.52%	36.52%	14	75%	28	7,040
2012	208,263	566,142	6,175,062	9.17%	36.79%	14	75%	28	5,578
2020	255,692	697,579	6,743,066	10.35%	36.65%	14	75%	28	6,849
2030	283,294	772,881	7,470,966	10.35%	36.65%	14	75%	28	7,588

Table 31: City of Canton - Boling Park Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	7,040	3.66	6.00	3.11	377	272	-105
2012	5,578	3.66	6.00	3.11	299	272	-27
2020	6,849	3.66	6.00	3.11	367	272	-95
2030	7,588	3.66	6.00	3.11	407	272	-135

Table 32: Clark Creek North Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	7,895	11,234	6,245,913	0.18%	70.28%	14	75%	28	211
2012	7,503	9,205	6,175,062	0.15%	81.51%	14	75%	28	201
2020	8,417	11,090	6,743,066	0.16%	75.89%	14	75%	28	225
2030	9,325	12,287	7,470,966	0.16%	75.89%	14	75%	28	250

Table 33: Clark Creek North Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	211	1.49	8.05	3.44	8	30	22
2012	201	1.49	8.05	3.44	7	30	23
2020	225	1.49	8.05	3.44	8	30	22
2030	250	1.49	8.05	3.44	9	30	21

Table 34: Clark Creek South Ramp Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	13,767	28,537	6,245,913	0.46%	48.24%	14	75%	28	369
2012	29,102	58,889	6,175,062	0.95%	49.42%	14	75%	28	780
2020	23,222	47,557	6,743,066	0.71%	48.83%	14	75%	28	622
2030	25,729	52,691	7,470,966	0.71%	48.83%	14	75%	28	689

Table 35: Clark Creek South Ramp Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	369	3.66	3.28	3.11	36	70	34
2012	780	3.66	3.28	3.11	76	70	-6
2020	622	3.66	3.28	3.11	61	70	9
2030	689	3.66	3.28	3.11	68	70	2

Table 36: Cobb County - Acworth Regional Park Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	79,401	273,626	6,245,913	4.38%	29.02%	14	75%	28	2,127
2012	103,481	256,770	6,175,062	4.16%	40.30%	14	75%	28	2,772
2020	99,784	287,897	6,743,066	4.27%	34.66%	14	75%	28	2,673
2030	110,555	318,975	7,470,966	4.27%	34.66%	14	75%	28	2,961

Table 37: Cobb County 0 Acworth Regional Park Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	2,127	3.66	3.28	3.11	209	188	-21
2012	2,772	3.66	3.28	3.11	272	188	-84
2020	2,673	3.66	3.28	3.11	262	188	-74
2030	2,961	3.66	3.28	3.11	290	188	-102

Table 38: Cooper Branch Day Use Area #1 Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	49,122	124,646	6,245,913	2.00%	39.41%	14	75%	28	1,316
2012	42,118	91,678	6,175,062	1.48%	45.94%	14	75%	28	1,128
2020	50,075	117,339	6,743,066	1.74%	42.68%	14	75%	28	1,341
2030	55,480	130,006	7,470,966	1.74%	42.68%	14	75%	28	1,486

Table 39: Cooper Branch Day Use Area #1 Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,316	3.66	3.28	3.11	129	84	-45
2012	1,128	3.66	3.28	3.11	111	84	-27
2020	1,341	3.66	3.28	3.11	132	84	-48
2030	1,486	3.66	3.28	3.11	146	84	-62

Table 40: Cooper's Furnace Day Use Area Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	20,264	59,128	6,245,913	0.95%	34.27%	14	75%	28	543
2012	22,277	46,155	6,175,062	0.75%	48.27%	14	75%	28	597
2020	23,572	57,117	6,743,066	0.85%	41.27%	14	75%	28	631
2030	26,116	63,283	7,470,966	0.85%	41.27%	14	75%	28	700

Table 41: Cooper's Furnace Day Use Area Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	543	3.66	3.28	3.11	53	124	71
2012	597	3.66	3.28	3.11	59	124	65
2020	631	3.66	3.28	3.11	62	124	62
2030	700	3.66	3.28	3.11	69	124	55

Table 42: Cushing Memorial Park Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	50,428	115,925	6,245,913	1.86%	43.50%	14	75%	28	1,351
2012	28,023	60,322	6,175,062	0.98%	46.46%	14	75%	28	751
2020	42,959	95,511	6,743,066	1.42%	44.98%	14	75%	28	1,151
2030	47,597	105,822	7,470,966	1.42%	44.98%	14	75%	28	1,275

Table 43: Cushing Memorial Park Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,351	4.07	2.95	2.71	169	200	31
2012	751	4.07	2.95	2.71	94	200	106
2020	1,151	4.07	2.95	2.71	144	200	56
2030	1,275	4.07	2.95	2.71	160	200	40

Table 44: Dallas Landing Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	24,507	39,116	6,245,913	0.63%	62.65%	14	75%	28	656
2012	47,544	71,521	6,175,062	1.16%	66.48%	14	75%	28	1,274
2020	38,845	60,165	6,743,066	0.89%	64.56%	14	75%	28	1,040
2030	43,038	66,659	7,470,966	0.89%	64.56%	14	75%	28	1,153

Table 45: Dallas Landing Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	656	4.07	2.95	2.71	82	400	318
2012	1,274	4.07	2.95	2.71	159	400	241
2020	1,040	4.07	2.95	2.71	130	400	270
2030	1,153	4.07	2.95	2.71	144	400	256

Table 46: Etowah Yacht Club Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	5,324	13,180	6,245,913	0.21%	40.39%	14	75%	28	143
2012	4,180	11,475	6,175,062	0.19%	36.43%	14	75%	28	112
2020	5,139	13,380	6,743,066	0.20%	38.41%	14	75%	28	138
2030	5,694	14,824	7,470,966	0.20%	38.41%	14	75%	28	153

Table 47: Etowah Yacht Club Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	143	4.35	2.76	1.91	27	15	-12
2012	112	4.35	2.76	1.91	21	15	-6
2020	138	4.35	2.76	1.91	26	15	-11
2030	153	4.35	2.76	1.91	29	15	-14

Table 48: Galts Ferry Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	57,446	107,672	6,245,913	1.72%	53.35%	14	75%	28	1,539
2012	45,573	90,916	6,175,062	1.47%	50.13%	14	75%	28	1,221
2020	55,755	107,761	6,743,066	1.60%	51.74%	14	75%	28	1,493
2030	61,774	119,393	7,470,966	1.60%	51.74%	14	75%	28	1,655

Table 49: Galts Ferry Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,539	3.66	3.28	3.11	151	194	43
2012	1,221	3.66	3.28	3.11	120	194	74
2020	1,493	3.66	3.28	3.11	146	194	48
2030	1,655	3.66	3.28	3.11	162	194	32

Table 50: Georgia Department of Natural Resources - Red Top Mountain Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	332,484	763,395	6,245,913	12.22%	43.55%	14	75%	28	8,906
2012	262,775	567,939	6,175,062	9.20%	46.27%	14	75%	28	7,039
2020	324,332	722,169	6,743,066	10.71%	44.91%	14	75%	28	8,687
2030	359,343	800,126	7,470,966	10.71%	44.91%	14	75%	28	9,625

Table 51: Georgia Department of Natural Resources - Red Top Mountain Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	8,906	3.00	4.00	3.44	647	644	-3
2012	7,039	3.00	4.00	3.44	512	644	132
2020	8,687	3.00	4.00	3.44	631	644	13
2030	9,625	3.00	4.00	3.44	700	644	-56

Table 52: Glade Marina Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	39,520	105,233	6,245,913	1.68%	37.55%	14	75%	28	1,059
2012	39,766	99,021	6,175,062	1.60%	40.16%	14	75%	28	1,065
2020	43,080	110,869	6,743,066	1.64%	38.86%	14	75%	28	1,154
2030	47,731	122,837	7,470,966	1.64%	38.86%	14	75%	28	1,279

Table 53: Glade Marina Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,059	3.67	3.27	2.87	113	138	25
2012	1,065	3.67	3.27	2.87	114	138	24
2020	1,154	3.67	3.27	2.87	123	138	15
2030	1,279	3.67	3.27	2.87	136	138	2

Table 54: Harbour Town Marina Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	55,949	161,166	6,245,913	2.58%	45.19%	14	75%	28	1,951
2012	51,820	120,732	6,175,062	1.96%	42.92%	14	75%	28	1,388
2020	67,372	152,916	6,743,066	2.27%	44.06%	14	75%	28	1,805
2030	74,644	169,423	7,470,966	2.27%	44.06%	14	75%	28	1,999

Table 55: Harbour Town Marina Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,951	3.67	3.27	2.87	208	224	16
2012	1,388	3.67	3.27	2.87	148	224	76
2020	1,805	3.67	3.27	2.87	192	224	32
2030	1,999	3.67	3.27	2.87	213	224	11

Table 56: His Camp - Camp Gideon Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	2,309	6,679	6,245,913	0.11%	34.57%	14	75%	28	62
2012	1,488	4,502	6,175,062	0.07%	33.05%	14	75%	28	40
2020	2,050	6,063	6,743,066	0.09%	33.81%	14	75%	28	55
2030	2,271	6,718	7,470,966	0.09%	33.81%	14	75%	28	61

Table 57: His Camp - Camp Gideon Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	62	4.35	2.76	1.91	12	25	13
2012	40	4.35	2.76	1.91	8	25	17
2020	55	4.35	2.76	1.91	10	25	15
2030	61	4.35	2.76	1.91	12	25	13

Table 58: Knox Bridge Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	10,747	18,036	6,245,913	0.29%	59.59%	14	75%	28	288
2012	8,400	16,090	6,175,062	0.26%	52.21%	14	75%	28	225
2020	10,352	18,521	6,743,066	0.27%	55.90%	14	75%	28	277
2030	11,470	20,520	7,470,966	0.27%	55.90%	14	75%	28	307

Table 59: Knox Bridge Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	288	3.66	3.28	3.11	28	25	-3
2012	225	3.66	3.28	3.11	22	25	3
2020	277	3.66	3.28	3.11	27	25	-2
2030	307	3.66	3.28	3.11	30	25	-5

Table 60: Leon E. Williams - Holiday Marina Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	73,825	219,265	6,245,913	3.51%	33.67%	14	75%	28	1,977
2012	59,011	139,853	6,175,062	2.26%	42.20%	14	75%	28	1,581
2020	73,861	194,717	6,743,066	2.89%	37.93%	14	75%	28	1,978
2030	81,834	215,737	7,470,966	2.89%	37.93%	14	75%	28	2,192

Table 61: Leon E. Williams - Holiday Marina Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,977	3.67	3.27	2.87	211	65	-146
2012	1,581	3.67	3.27	2.87	168	65	-103
2020	1,978	3.67	3.27	2.87	211	65	-146
2030	2,192	3.67	3.27	2.87	234	65	-169

Table 62: Little River Landing Marina Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	101,218	328,086	6,245,913	5.25%	30.85%	14	75%	28	2,711
2012	86,483	210,430	6,175,062	3.41%	41.10%	14	75%	28	2,317
2020	105,044	291,993	6,743,066	4.33%	35.97%	14	75%	28	2,814
2030	116,383	323,513	7,470,966	4.33%	35.97%	14	75%	28	3,117

Table 63: Little River Landing Marina Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	2,711	3.67	3.27	2.87	289	197	-92
2012	2,317	3.67	3.27	2.87	247	197	-50
2020	2,814	3.67	3.27	2.87	300	197	-103
2030	3,117	3.67	3.27	2.87	332	197	-135

Table 64: McKaskey Creek Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	29,846	69,395	6,245,913	1.11%	43.01%	14	75%	28	799
2012	11,599	17,647	6,175,062	0.29%	65.73%	14	75%	28	311
2020	25,604	47,094	6,743,066	0.70%	54.37%	14	75%	28	686
2030	28,368	52,178	7,470,966	0.70%	54.37%	14	75%	28	760

Table 65: McKaskey Creek Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	799	3.49	3.44	3.53	66	65	-1
2012	311	3.49	3.44	3.53	26	65	39
2020	686	3.49	3.44	3.53	57	65	8
2030	760	3.49	3.44	3.53	63	65	2

Table 66: McKinney Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	33,004	87,691	6,245,913	1.40%	37.64%	14	75%	28	884
2012	31,509	72,793	6,175,062	1.18%	43.29%	14	75%	28	844
2020	35,234	87,080	6,743,066	1.29%	40.46%	14	75%	28	944
2030	39,037	96,480	7,470,966	1.29%	40.46%	14	75%	28	1,046

Table 67: McKinney Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	884	3.49	3.44	3.53	73	108	35
2012	844	3.49	3.44	3.53	70	108	38
2020	944	3.49	3.44	3.53	78	108	30
2030	1,046	3.49	3.44	3.53	86	108	22

Table 68: Minuteman Recreation Association Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	4,096	12,972	6,245,913	0.21%	31.58%	14	75%	28	110
2012	3,184	13,796	6,175,062	0.22%	23.08%	14	75%	28	85
2020	3,972	14,535	6,743,066	0.22%	27.33%	14	75%	28	106
2030	4,401	16,104	7,470,966	0.22%	27.33%	14	75%	28	118

Table 69: Minuteman Recreation Association Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	110	4.35	2.76	1.91	21	10	-11
2012	85	4.35	2.76	1.91	16	10	-6
2020	106	4.35	2.76	1.91	20	10	-10
2030	118	4.35	2.76	1.91	22	10	-12

Table 70: Northwest Georgia Girl Scout Council - Camp Pine Acres Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	745	2,089	6,245,913	0.03%	35.66%	14	75%	28	20
2012	650	1,852	6,175,062	0.03%	35.10%	14	75%	28	17
2020	757	2,139	6,743,066	0.03%	35.38%	14	75%	28	20
2030	838	2,370	7,470,966	0.03%	35.38%	14	75%	28	22

Table 71: Northwest Georgia Girl Scout Council - Camp Pine Acres Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	20	4.35	2.76	1.91	4	94	90
2012	17	4.35	2.76	1.91	3	94	91
2020	20	4.35	2.76	1.91	4	94	90
2030	22	4.35	2.76	1.91	4	94	90

Table 72: Northwest Georgia Council, Boy Scouts of America - Camp Westin Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	371	1,043	6,245,913	0.02%	35.57%	14	75%	28	10
2012	325	913	6,175,062	0.01%	35.60%	14	75%	28	9
2020	378	1,062	6,743,066	0.02%	35.58%	14	75%	28	10
2030	418	1,176	7,470,966	0.02%	35.58%	14	75%	28	11

Table 73: Northwest Georgia Council, Boy Scouts of America - Camp Westin Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	10	4.35	2.76	1.91	2	30	28
2012	9	4.35	2.76	1.91	2	30	28
2020	10	4.35	2.76	1.91	2	30	28
2030	11	4.35	2.76	1.91	2	30	28

Table 74: Old Hwy 41 #1 Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	11,994	14,454	6,245,913	0.23%	82.98%	14	75%	28	321
2012	12,846	20,907	6,175,062	0.34%	61.44%	14	75%	28	344
2020	13,877	19,217	6,743,066	0.28%	72.21%	14	75%	28	372
2030	15,375	21,292	7,470,966	0.28%	72.21%	14	75%	28	412

Table 75: Old Hwy 41 #1 Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	321	3.66	3.28	3.11	32	114	82
2012	344	3.66	3.28	3.11	34	114	80
2020	372	3.66	3.28	3.11	36	114	78
2030	412	3.66	3.28	3.11	40	114	74

Table 76: Old Hwy 41 #3 Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	14,417	19,207	6,245,913	0.31%	75.06%	14	75%	28	386
2012	11,557	14,791	6,175,062	0.24%	78.14%	14	75%	28	310
2020	14,128	18,444	6,743,066	0.27%	76.60%	14	75%	28	378
2030	15,653	20,435	7,470,966	0.27%	76.60%	14	75%	28	419

Table 77: Old Hwy 41 #3 Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	386	1.49	8.05	3.44	14	61	47
2012	310	1.49	8.05	3.44	26	61	35
2020	378	1.49	8.05	3.44	32	61	29
2030	419	1.49	8.05	3.44	35	61	26

Table 78: Payne Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	40,758	89,362	6,245,913	1.43%	45.61%	14	75%	28	1,092
2012	35,427	79,389	6,175,062	1.29%	44.62%	14	75%	28	949
2020	41,320	91,583	6,743,066	1.36%	45.12%	14	75%	28	1,107
2030	45,780	101,469	7,470,966	1.36%	45.12%	14	75%	28	1,226

Table 79: Payne Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,092	3.66	3.28	3.11	107	175	68
2012	949	3.66	3.28	3.11	93	175	82
2020	1,107	3.66	3.28	3.11	109	175	66
2030	1,226	3.66	3.28	3.11	120	175	55

Table 80: Proctor Landing Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	16,313	22,922	6,245,913	0.37%	71.17%	14	75%	28	437
2012	16,840	22,184	6,175,062	0.36%	75.91%	14	75%	28	451
2020	18,006	24,486	6,743,066	0.36%	73.54%	14	75%	28	482
2030	19,950	27,129	7,470,966	0.36%	73.54%	14	75%	28	534

Table 81: Proctor Landing Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	437	3.66	3.28	3.11	43	263	220
2012	451	3.66	3.28	3.11	44	263	219
2020	482	3.66	3.28	3.11	50	263	213
2030	534	3.66	3.28	3.11	55	263	208

Table 82: PS Marina 3 - Allatoona Landing Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	93,456	280,068	6,245,913	4.48%	33.37%	14	75%	28	2,503
2012	126,340	233,579	6,175,062	3.78%	54.09%	14	75%	28	3,384
2020	121,878	278,712	6,743,066	4.13%	43.73%	14	75%	28	3,265
2030	135,034	308,799	7,470,966	4.13%	43.73%	14	75%	28	3,617

Table 83: PS Marina 3 - Allatoona Landing Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	2,503	3.67	3.27	2.87	267	633	366
2012	3,384	3.67	3.27	2.87	361	633	272
2020	3,265	3.67	3.27	2.87	348	633	285
2030	3,617	3.67	3.27	2.87	385	633	248

Table 84: Riverside Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	31,923	112,063	6,245,913	1.79%	41.14%	14	75%	28	1,235
2012	30,407	83,386	6,175,062	1.35%	36.47%	14	75%	28	814
2020	41,136	106,019	6,743,066	1.57%	38.80%	14	75%	28	1,102
2030	45,577	117,464	7,470,966	1.57%	38.80%	14	75%	28	1,221

Table 85: Riverside Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,235	3.66	3.28	3.11	121	243	122
2012	814	3.66	3.28	3.11	80	243	163
2020	1,102	3.66	3.28	3.11	108	243	135
2030	1,221	3.66	3.28	3.11	120	243	123

Table 86: South Cherokee Recreation Association Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	18,815	87,877	6,245,913	1.41%	21.41%	14	75%	28	504
2012	18,485	78,665	6,175,062	1.27%	23.50%	14	75%	28	495
2020	20,296	90,386	6,743,066	1.34%	22.45%	14	75%	28	544
2030	22,487	100,143	7,470,966	1.34%	22.45%	14	75%	28	602

Table 87: South Cherokee Recreation Association Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	504	4.35	2.76	1.91	96	375	279
2012	495	4.35	2.76	1.91	94	375	281
2020	544	4.35	2.76	1.91	103	375	272
2030	602	4.35	2.76	1.91	114	375	261

Table 88: Stamp Creek Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	19,695	42,204	6,245,913	0.68%	46.67%	14	75%	28	528
2012	14,609	34,663	6,175,062	0.56%	42.15%	14	75%	28	391
2020	18,521	41,707	6,743,066	0.62%	44.41%	14	75%	28	496
2030	20,520	46,210	7,470,966	0.62%	44.41%	14	75%	28	550

Table 89: Stamp Creek Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	528	3.66	3.28	3.11	52	50	-2
2012	391	3.66	3.28	3.11	38	50	12
2020	496	3.66	3.28	3.11	49	50	1
2030	550	3.66	3.28	3.11	54	50	-4

Table 90: Sweetwater Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	33,668	52,280	6,245,913	0.84%	64.40%	14	75%	28	902
2012	23,774	43,466	6,175,062	0.70%	54.70%	14	75%	28	637
2020	30,937	51,953	6,743,066	0.77%	59.55%	14	75%	28	829
2030	34,276	57,561	7,470,966	0.77%	59.55%	14	75%	28	918

Table 91: Sweetwater Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	902	1.49	8.05	3.44	33	100	67
2012	637	1.49	8.05	3.44	23	100	77
2020	829	1.49	8.05	3.44	30	100	70
2030	918	1.49	8.05	3.44	33	100	67

Table 92: Sweetwater Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	10,907	14,069	6,245,913	0.23%	77.53%	14	75%	28	292
2012	9,268	13,843	6,175,062	0.22%	66.95%	14	75%	28	248
2020	10,946	15,153	6,743,066	0.22%	72.24%	14	75%	28	293
2030	12,128	16,788	7,470,966	0.22%	72.24%	14	75%	28	325

Table 93: Sweetwater Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	292	3.66	3.28	3.11	29	133	104
2012	248	3.66	3.28	3.11	24	133	109
2020	293	3.66	3.28	3.11	29	133	104
2030	325	3.66	3.28	3.11	32	133	101

Table 94: Traina Enterprises - Wilderness Camp Marina Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	43,304	99,128	6,245,913	1.59%	43.68%	14	75%	28	1,160
2012	28,192	63,982	6,175,062	1.04%	44.06%	14	75%	28	755
2020	38,803	88,443	6,743,066	1.31%	43.87%	14	75%	28	1,039
2030	42,992	97,990	7,470,966	1.31%	43.87%	14	75%	28	1,152

Table 95: Traina Enterprises - Wilderness Camp Marina Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,160	3.67	3.27	2.87	124	160	36
2012	755	3.67	3.27	2.87	80	160	80
2020	1,039	3.67	3.27	2.87	111	160	49
2030	1,152	3.67	3.27	2.87	123	160	37

Table 96: Upper Stamp Creek Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	3,601	5,147	6,245,913	0.08%	69.96%	14	75%	28	96
2012	3,527	4,343	6,175,062	0.07%	81.21%	14	75%	28	94
2020	3,892	5,150	6,743,066	0.08%	75.59%	14	75%	28	104
2030	4,313	5,705	7,470,966	0.08%	75.59%	14	75%	28	116

Table 97: Upper Stamp Creek Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	96	1.49	8.05	3.44	3	27	24
2012	94	1.49	8.05	3.44	3	27	24
2020	104	1.49	8.05	3.44	4	27	23
2030	116	1.49	8.05	3.44	4	27	23

Table 98: Upper Tanyard Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	14,585	19,197	6,245,913	0.31%	75.98%	14	75%	28	391
2012	5,491	7,003	6,175,062	0.11%	78.41%	14	75%	28	147
2020	10,951	14,186	6,743,066	0.21%	77.19%	14	75%	28	293
2030	12,133	15,717	7,470,966	0.21%	77.19%	14	75%	28	325

Table 99: Upper Tanyard Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	391	3.66	3.28	3.11	38	111	73
2012	147	3.66	3.28	3.11	14	111	97
2020	293	3.66	3.28	3.11	29	111	82
2030	325	3.66	3.28	3.11	32	111	79

Table 100: US Naval Air Station Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	34,520	90,133	6,245,913	1.44%	38.30%	14	75%	28	925
2012	33,122	68,950	6,175,062	1.12%	48.04%	14	75%	28	887
2020	37,254	86,300	6,743,066	1.28%	43.17%	14	75%	28	998
2030	41,276	95,616	7,470,966	1.28%	43.17%	14	75%	28	1,106

Table 101: US Naval Air Station Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	925	3.66	3.28	3.11	91	48	-43
2012	887	3.66	3.28	3.11	87	48	-39
2020	998	3.66	3.28	3.11	98	48	-50
2030	1,106	3.66	3.28	3.11	108	48	-60

Table 102: Victoria Campground Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	21,613	42,297	6,245,913	0.68%	51.10%	14	75%	28	579
2012	23,224	31,479	6,175,062	0.51%	73.78%	14	75%	28	622
2020	24,987	40,019	6,743,066	0.59%	62.44%	14	75%	28	669
2030	27,684	44,339	7,470,966	0.59%	62.44%	14	75%	28	742

Table 103: Victoria Campground Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	579	1.49	8.05	3.44	21	271	250
2012	622	1.49	8.05	3.44	53	271	218
2020	669	1.49	8.05	3.44	57	271	214
2030	742	1.49	8.05	3.44	63	271	208

Table 104: Victoria Day Use Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	46,337	79,201	6,245,913	1.27%	58.51%	14	75%	28	1,241
2012	44,427	90,719	6,175,062	1.47%	48.97%	14	75%	28	1,190
2020	49,593	92,284	6,743,066	1.37%	53.74%	14	75%	28	1,328
2030	54,946	102,246	7,470,966	1.37%	53.74%	14	75%	28	1,472

Table 105: Victoria Day Use Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,241	3.66	3.28	3.11	122	199	77
2012	1,190	3.66	3.28	3.11	117	199	82
2020	1,328	3.66	3.28	3.11	130	199	69
2030	1,472	3.66	3.28	3.11	144	199	55

Table 106: Victoria Harbour Marina Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	67,569	168,874	6,245,913	2.70%	40.01%	14	75%	28	1,810
2012	55,511	123,878	6,175,062	2.01%	44.81%	14	75%	28	1,487
2020	67,347	158,794	6,743,066	2.35%	42.41%	14	75%	28	1,804
2030	74,617	175,936	7,470,966	2.35%	42.41%	14	75%	28	1,999

Table 107: Victoria Harbour Marina Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	1,810	3.67	3.27	2.87	193	276	83
2012	1,487	3.67	3.27	2.87	158	276	118
2020	1,804	3.67	3.27	2.87	192	276	84
2030	1,999	3.67	3.27	2.87	213	276	63

Table 108: Wildlife Action Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	3,077	10,043	6,245,913	0.16%	30.64%	14	75%	28	82
2012	2,429	8,964	6,175,062	0.15%	27.10%	14	75%	28	65
2020	2,978	10,315	6,743,066	0.15%	28.87%	14	75%	28	80
2030	3,299	11,429	7,470,966	0.15%	28.87%	14	75%	28	88

Table 109: Wildlife Action Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	82	4.35	2.76	1.91	16	93	77
2012	65	4.35	2.76	1.91	12	93	81
2020	80	4.35	2.76	1.91	15	93	78
2030	88	4.35	2.76	1.91	17	93	76

Table 110: YMCA of Metro Atlanta - Cherokee YMCA Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	96,728	190,751	6,245,913	3.05%	50.71%	14	75%	28	2,591
2012	133,375	221,137	6,175,062	3.58%	60.31%	14	75%	28	3,573
2020	124,182	223,706	6,743,066	3.32%	55.51%	14	75%	28	3,326
2030	137,587	247,855	7,470,966	3.32%	55.51%	14	75%	28	3,685

Table 111: YMCA of Metro Atlanta - Cherokee YMCA Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	2,591	4.35	2.76	3.00	313	86	-227
2012	3,573	4.35	2.76	3.00	432	86	-346
2020	3,326	4.35	2.76	3.00	402	86	-316
2030	3,685	4.35	2.76	3.00	445	86	-359

Table 112: YMCA of Metro Atlanta - Camp High Harbour Design Load

Year	Peak Season (June-Aug)	Annual Visits	Total Project Visitation	Area of Total Visitation	Peak Season Visitation % of Total	Weekends in Peak Season	Percent of Visitation Occurring on Weekends	Number of Weekend Days	Design Load
2010	16,536	32,489	6,245,913	0.52%	50.90%	14	75%	28	443
2012	6,320	16,122	6,175,062	0.26%	39.20%	14	75%	28	169
2020	11,866	26,340	6,743,066	0.39%	45.05%	14	75%	28	318
2030	13,147	29,183	7,470,966	0.39%	45.05%	14	75%	28	352

Table 113: YMCA of Metro Atlanta - Camp High Harbour Parking Demand

Year	Design Load	Day Use Hours per Visitor	Turnover (12/Day Use Hours per Visitor)	Visitors Per Vehicle	Parking Space Demand	Existing Parking Space Supply	Net Differences
2010	443	4.35	2.76	1.91	84	84	0
2012	169	4.35	2.76	1.91	32	84	52
2020	318	4.35	2.76	1.91	60	84	24
2030	352	4.35	2.76	1.91	67	84	17

5 Boating Density Analysis

A boating density analysis was undertaken to evaluate the possible need for adding additional boat slips at Allatoona Lake.

5.1 Methodology

The methods used to complete this study drew, in part, on the information and data gathered from other sources. This included use of established Recreation Opportunity Spectrum (ROS) classifications, current boater density safety standards, and current optimum carrying capacities for outdoor recreation activities; best management practices (BMPs); environmental considerations for development; and other industry standards. This information and data were correlated to existing recreation facilities relative to current recreation use and anticipated future recreation use. The standards listed in Table 114 were used to evaluate the boating density.

Table 114: Water Recreation Opportunity Spectrum Classification Summary and Associated Boating Density Standard

Setting (Classification)	Generalized Description Summary of the Recreation Experiences by WROS Class	Standard (Acres per Boat)
Urban	Limited opportunities to see, hear, or smell the natural resources exist due to the extensive level of development, human activity, and natural resource modification. Meeting other visitors is expected, and socializing with family and friends is important. A diverse range of visitors and activities, including groups and special events, is probable. Convenience is central and dominant.	1-10
Suburban	Limited or rare opportunities to see, hear, or smell the natural resources exist due to the widespread and prevalent level of development, human activity, and natural resource modification. Meeting other visitors is expected, and socializing with family and friends is important. A diverse range of visitors and activities is probable. Convenience is central and dominant.	10-20

Setting (Classification)	Generalized Description Summary of the Recreation Experiences by WROS Class	Standard (Acres per Boat)
Rural Developed	Occasional or periodic opportunities to see, hear, or smell the natural resources exist due to the common and frequent level of development, human activity, and natural resource modification. Brief periods of solitude are likely although the presence of other visitors is expected. A diverse range of visitors and activities is probable. Moderate levels of comfort and convenience are expected.	20-50
Rural Natural	Frequent opportunities exist to see, hear, or smell the natural resources due to an occasional or periodic level of development, human activity, and natural resource modification. Independence and freedom with a moderate level of management presence are important. A diverse range of visitors and activities is probable although experiences tend to be more resource-dependent. Comfort and convenience are not important or expected.	50-110
Semi-primitive	Widespread and prevalent opportunities exist to see, hear, or smell the natural resources due to a rare or minor level of development, human activity, and natural resource modification. Solitude through the lack of contact with other visitors and managers is important. Opportunities exist for more adventure-based enthusiasts and overnight visitors. Sensations of challenge, adventure, risk, and self-reliance are important.	110-480
Primitive	Extensive opportunities abound to see, hear, or smell the natural resources due to the rare and very minor level of development, human activity, and natural resource modification. Solitude and lack of the site, sound, and smells of others are important. Opportunities are plentiful for human-powered activities (for example, canoeing, fly-fishing, and backpacking). Sensations of solitude, peacefulness, tranquility, challenge, adventure, risk, testing skills, orienteering, and self-reliance are important.	480-3,200

Source: TVA, Accessed 2015.

5.2 Existing Facilities

Currently, there are 8 marinas, which have 3147 wet slips and 1294 dry slips. There are also a number of boat ramps located at the USACE-operated recreation areas with a total of 1262 spaces for boat trailer parking.

5.3 Analysis

To determine the appropriate classification for each condition, the usable surface area of Allatoona Lake was calculated as well as the boating utilization assumptions. Tables 115 and 116 display the inputs used for this analysis. The average summer weekend day was used as the decision criteria for the boating density classification based on full pool surface of 11,800 acres.

Table 115: Boating Facilities

	Existing Estimated Boating Units
Commercial Wet Slips	3147
Commercial Dry Slips	1294
Subtotal Boating Units	4441
	Existing Estimated Parking Spaces for Boating Units
Public Ramp Parking	643
Private Community Ramp Parking	619
Subtotal Parking Spaces	1262

Source: USACE, 2016.

Table 116: Boating Utilization

	Estimated % Boating Units In Use		
	Average Summer Weekday %	**Average Summer Weekend Day %**	**Peak Holiday Summer %**
Commercial Wet & Dry Slips	15%	25%	35%
Public/Private Ramp Parking	20%	60%	75%

Source: USACE, 2016.

5.4 Boating Density Classification

Based on the analysis of the existing facilities assumption, an average of 6.319 acres per boat in use during average summer weekend days and 4.718 acres per boat in use for peak summer holidays classifies the setting as Urban. Summer weekday conditions are classified as Suburban with approximately 12.846 acres per boat in use (Table 117). Any proposed additions to boating facilities, including additional car parking, do not significantly alter the user experience since it is already considered a highly urbanized project.

Table 117: Boating Density Classification

	Average Summer Weekday – Existing
Est. Boating Units in Use	919
Surface Acres Per Boating Unit	12.846
Classification	Suburban
	Average Summer Weekend Day - Existing
Est. Boating Units in Use	1867
Surface Acres Per Boating Unit	6.319
Classification	Urban
	Peak Holiday Summer – Existing
Est. Boating Units in Use	2501
Surface Acres Per Boating Unit	4.718
Classification	Urban

Source: USACE, 2016.