



REGIONAL REVIEW FINDING

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DATE: Sep 21 2010

ARC REVIEW CODE: R1005241

TO: Mayor Ralph Moore
ATTN TO: Ann Lippmann, Director of Community Development
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Union City
Name of Proposal: Parkway South One

Review Type: Development of Regional Impact
Date Opened: May 25 2010

DRI Checklist Summary:

Regional Policies and Adopted Plans: 91%
Development Project Score: 59%
Open Space Preservation/Environmental Quality Score: 43%

Overall Score: 64%
Overall Weighted Score: 72%

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Comments: As submitted for DRI review, Parkway South One included two adjacent developments, Stonewall Tell Corporate Center located to the east of Derrick Road and Thompson Park located to the west of Derrick Road. Stonewall Tell Corporate Center is proposed to be primarily industrial with some residential and commercial uses. Thompson Park is proposed to be mixed use with a high concentration of office as well as residential, commercial, and institutional uses. The site is already zoned and planned to be developed under the Town Center Mixed Use (TCMU) zoning category in the City of Union City. TCMU allows up to a 20 story building to be constructed.

Georgia DCA rules require that all known portions of a master-planned development to be submitted for a single review. During the DRI review and subsequent Environment and Land Use Committee (ELUC) meeting, ARC staff was made aware of the conceptual, speculative, and long range nature of the Thompson Park portion of the DRI. As such, ELUC requested staff to allow the applicant to withdraw Thompson Park from the current DRI review and find the remaining portion In the Best Interest. This request occurred with the understanding that the withdrawn portion would need to be submitted for DRI review in the future when local government action is sought on that property. This DRI review and finding apply only to the proposed Stonewall Tell Corporate Center. See attached ELUC resolution.

According to the ARC Unified Growth Policy Map (UGPM), the proposed development is located within an area designated Suburban Neighborhood which envisions areas that are or will be developed at more of a suburban scale with appropriate commercial development and low intensity mixed use serving the local area.

A Georgia Department of Transportation (GDOT) access management study is underway during the review of this DRI. Union City and the developer should work closely with GDOT staff to ensure that this development is consistent with the findings and recommendations of that report. It was suggested during the review, that GDOT staff could work to identify access points in the vicinity of this development earlier in the process to allow time for proper planning. ARC staff strongly recommends that the City and developer meet with GDOT staff before any further approvals are made on this property.

Union City, Fulton County, and the other jurisdictions along South Fulton Parkway, should work together to plan for future growth and development in line with existing infrastructure as the availability of federal funding for additional transportation improvements in this area is uncertain. Since the traffic impact study for Parkway South One (which includes Stonewall Tell and the withdrawn Thompson Park), indicates the additional traffic generated by the proposed developments and other background growth in the area, will severely degrade operations on South Fulton Parkway by or before 2030, these jurisdictions should work together to identify alternative sources of funding including, but not limited to, impact fees, a tax allocation district (TAD), community improvement district (CID) or other public-private partnership, if federal funding is not available.

Several positive changes were made to the site plan during this DRI review that affect both Stonewall Tell Corporate Center and Thompson Park. The changes include the extension of the new parallel road (Thompson Road Extension) through the development site and connecting it to Wexford Road, the elimination of one driveway accessing Stonewall Tell Corporate Center, the identification of several potential future roadway connections to adjacent parcels or existing roads, the identification of two park and ride lots (one for Stonewall Tell Corporate Center and one for Thompson Park), as well as the addition of several multi-use paths connecting various parts of the developments.

(Attached comments from ARC Transportation and Environmental staff apply to the original Parkway South DRI submittal and are include for reference and information purposes)

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES FULTON COUNTY

ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION CITY OF FAIRBURN

ARC ENVIRONMENTAL PLANNING GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA REGIONAL TRANSPORTATION AUTHORITY CITY OF CHATTAHOOCHEE HILLS

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or jtuley@atlantaregional.com . This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/landuse .

General Project Information

Project name:	Parkway South One		
DRI number:	2099		
Local jurisdiction:	City of Union City		
Local government action requested:	Admin review for compliance with TCMU requirements		
Project description (include acreage):	<p>This project, to be called Stonewall Tell Corporate Center, is located on the north side of South Fulton Parkway and west of Stonewall Tell Road. The property is approximately 465 acres and is anticipated to include 3,000,800 square feet of industrial, 15,000 square feet of commercial as well as 105 single residential units. The project also includes 80 acres of flood plain, with additional biking and walking paths and open green space.</p> <p>Upon beginning the review, the site plan and additional information submitted for this DRI included additional acreage and uses in the description, see below. This review will only consider the above description and the following is included for information purposes only.</p> <p>The proposed development is approximately 870 acres and includes the following uses and densities: 3,000,000 SF of distribution, 180 single family residential units, 600 apartment units, 826 condo/townhouse units, 2,650,000 SF of office, 260,000 SF of retail, and a 50,000 SF school. This DRI includes the proposed Stonewall Tell Corporate Campus and Thompson Park.</p>		
Project phasing/buildout:	2030		
Project location:	North of South Fulton Pkwy, East of Campbellton-Fairburn Road (SR 92), and West of Stonewall Tell Road.		
Current description of the site:	Vacant land with the exception of one small house and barn		
Is any portion of the project built or under construction?	No		
If you answered the previous question with "Yes", please describe.	N/A		
Affected local governments (3 miles of project site):	Fulton County, City of Fairburn		
Adjacent/surrounding land uses and development:	Undeveloped, single-family subdivisions, commercial/retail and low density residential		
Estimated value at build-out:	\$705,300,000		
Expected annual local tax revenues:	\$2,680,140		
Site access roads:	South Fulton Pkwy, Stonewall Tell Road, Derrick Road, Thompson Road		
Number of site driveways proposed:	11		
Total traffic volume to be generated by the proposed development:	39,893 daily trips; 4,430 AM peak hour trips; 5,255 PM peak hour trips		
Estimated water supply demand to be generated by project:	2.852 MGD		
Sufficient water capacity available:	yes		
Estimated sewage flow to be generated by project:	2.139 MGD		
Sufficient wastewater capacity available:	yes		
Estimated solid waste generated by the project annually:	7,667 tons		
Sufficient landfill capacity available:	yes		
Number of students expected to be generated by the project:	?		
Schools expected students to attend and capacity:			
School 1:	Renaissance Elementary	Capacity:	?
School 2:	Renaissance Middle	Capacity:	?
School 3:	Langston High School	Capacity:	?

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
1. Unified Growth Policy Map			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) Urban Neighborhood and Suburban Neighborhood
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	Infrastructure Adequacy
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	0	Need documentation from applicant that best management practices will be used
3. Regional Transportation Plan (RTP) Goals & Objectives			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		3	The development is located along South Fulton Parkway which is on the RSTS
4. RTP and Transportation Improvement Program (TIP)			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies)
5. Livable Centers Initiative (LCI)			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		N/A	(Including any LCI transportation projects)

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
6. Regionally Adopted Plans			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located) South Fulton Pkwy Study is currently underway
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		3	
7. Locally Adopted Plans			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		3	
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		3	
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
Possible Score (Standard is 42)	N/A	33	
Components Score	N/A	30	
Percentage	N/A	91%	

	GRTA Criteria	ARC Score	Comments
B. Project			
1. Mixture of Uses			
<p>A. Does the development incorporate a mixture of complementary land uses?</p> <ul style="list-style-type: none"> • 3 points: There are 3 or more complementary uses within the development. • 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses. • 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses. 	N/A	N/A	
<p>B. Does the development have vertically mixed uses?</p> <ul style="list-style-type: none"> • 3 points: The development contains three or more vertically mixed uses. • 2 point: The development contains two or more vertically mixed uses. 	N/A	N/A	
<p>C. The development contains or is in close proximity to active or passive greenspace?</p> <ul style="list-style-type: none"> • 3 points: The development contains both an active and passive greenspace. • 2 points: The development is adjacent to active or passive greenspace with connections. • 1 point: The development is within 1/2 mile of an active or passive greenspace. 	N/A	1	
2. Jobs to Housing Balance			
<p>Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development is located within 1/2 mile of a defined metro job center. • 2 points: Yes, the development is located within 1 mile of a defined metro job center. 	N/A	0	The proposed development is located more than 1 mile from a defined metro job center
3. Housing Diversity and Affordability			
<p>A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	3	
<p>B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	3	
<p>C. For developments with a multifamily rental component, does the development achieve certain affordability levels?</p> <ul style="list-style-type: none"> • 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income. 	N/A	N/A	Information not submitted for the review

	GRTA Criteria	ARC Score	Comments
B. Project			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? <ul style="list-style-type: none"> • 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income. 	N/A	N/A	
E. For developments with a homeownership component, does the development achieve certain affordability levels? <ul style="list-style-type: none"> • 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income. • 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income. • 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income. 	N/A	0	Information not submitted for the review
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	
4. Aging in Place			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? <ul style="list-style-type: none"> • 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. • 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives. • 1 point: Yes, the development includes accessibility measures. 	N/A	N/A	
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). <ul style="list-style-type: none"> • 3 points: Yes 	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
5. Accessibility - Non-motorized			
A. Are there sidewalks within the development? • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets.		3	
B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network? • 3 points: Yes		0	
C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations? • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes.		0	There are bicycle lanes and multiuse paths within the site, but no bicycle parking facilities are indicated on the site plan
D. Does the development include construction of multi-use trails? • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only.		2	
E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices? • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed.		1	
F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided? • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network.		3	
G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site? • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only.		2	

	GRTA Criteria	ARC Score	Comments
B. Project			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		1	The site plan and discussions with the applicant indicate that internal streets will be pedestrian friendly. The site plan and traffic study show sidewalks with street trees and references ground level retail.
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		3	
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		2	The buildings in the Thompson Park are oriented to proposed public streets with minimum setbacks
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	2	(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas) The site plan indicates that sidewalks will be a minimum of 6ft in width
6. Accessibility - Transit			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		N/A	
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		3	
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	
G. Is transit available beyond peak-hours of travel?		N/A	
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
7. Access Management			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		3	
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		1	While the development proposes to use existing streets to access the site, primary access will be through new streets created at existing or planned median breaks on South Fulton Pkwy
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		0	Need clarification from GDOT as to the access rights along South Fulton Pkwy and the allowance of new median breaks.
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		3	All full movement intersections on South Fulton Pkwy will be signalized. Access from secondary roads into the site is not currently signalized.
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	

	GRTA Criteria	ARC Score	Comments
B. Project			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. • 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
8. Connectivity			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? • 3 points: There are separate ingress/egress points in 3 or more cardinal directions. • 2 points: There are separate ingress/egress points in 2 cardinal directions. • 1 point: There are separate ingress/egress points.		3	
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? • 3 points: There are connections to all adjacent stub outs or dead ends. • 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided. • 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).		1	
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? • 3 points: All proposed land uses within the development are connected via the internal street network. • 2 points: Most of the proposed land uses within the development are connected via the internal street network.		3	
D. Can the internal street network be reasonably anticipated to add to the public roadway? • 3 points: No restricted access • 2 points: Internal restricted access with multiple access points		3	The Thompson Road extension should be designed to parallel South Fulton Pkwy through the site not just within the development's boundaries.
E. Is the development consistent with other connectivity related issues not fully addressed above? • 3 points: Yes		N/A	(List of other connectivity related issues and describe developments consistency)

	GRTA Criteria	ARC Score	Comments
B. Project			
9. Project Character and Design			
<p>A. Is the development a redevelopment site?</p> <ul style="list-style-type: none"> • 3 points: The development is a redevelopment site that requires environmental remediation. • 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones. • 1 point: The development is a redevelopment site. 	N/A	N/A	
<p>B. Does the development re-use or rehabilitates existing and/or historic structures?</p> <ul style="list-style-type: none"> • 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development. • 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development. 	N/A	N/A	
<p>C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?</p> <ul style="list-style-type: none"> • 3 points: Yes and on-site community spaces are open to the general public. • 2 points: Yes. 	N/A	N/A	
<p>D. Does the development provide no more parking than the minimum required by the local jurisdiction?</p> <ul style="list-style-type: none"> • 3 points: A parking variance is being requested to provide less than the minimum required. • 2 points: Yes. 	N/A	2	
<p>E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles. • 2 points: Yes, the development includes 3 of the above listed. • 1 point: Yes, the development includes 2 of the above listed. 	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
10. Community Facilities			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	1	A private school planned for the site. Information regarding additional public facilities not submitted for review.
11. Infrastructure Adequacy			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	2	
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	0	Half of the proposed development is industrial. The nearest intermodal station or freight transfer station is over four miles away.
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	0	Interstate access is over 3 miles away.
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	N/A	
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
Possible Score	N/A	96	
Component Score	N/A	57	
Percentage	N/A	59%	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
1. Protection of Critical Environmental Areas			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	2	
2. Conservation			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	1	Approximately 28% of the site is indicate on the site plan as open space.
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	0	Information not submitted for the review
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	N/A	None indicated on the site plan
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
3. Stormwater Management			
A. Does the development have a stormwater management plan? • 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities. • 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume)	N/A	0	Information not submitted for the review
4. Buffers			
A. Will the proposed development require a stream buffer variance under any applicable ordinances? • 3 points: The development does not require a stream buffer variance.	N/A	0	Information not submitted for the review
5. Environmental Protection			
C. Is the development seeking a LEED certification? • 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments. • 2 points: At least half of the non-residential buildings are seeking LEED certification. • 1 point: One non residential buildings is seeking LEED certification.	N/A	N/A	
D. Is the development seeking an EarthCraft certification? • 3 points: The development is seeking Earthcraft Communities certification. • 2 points: At least half the residential homes will be certified an Earthcraft Home.	N/A	N/A	
Possible Score	N/A	21	
Component Score	N/A	9	
Percentage	N/A	0.43	

ARC Score Sheet

Enter the values for the appropriate numbered section.

A. Regional Development Plans and Policies (50% of the Total Score)

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	6
3. Regional Transportation Plan (RTP) Transportation	Section Score:	3
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	0
6. Regionally Adopted Plans	Section Score:	3
7. Locally Adopted Plans	Section Score:	9
	A. Component Points:	30
	B. Points Possible Points:	33
	C. Component Percentage	91%

B. Project (30% of the Total Score)

1. Mixture of Uses	Section Score:	1
2. Jobs to Housing Balance	Section Score:	0
4. Housing Diversity and Affordability	Section Score:	6
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	19
7. Accessibility- transit	Section Score:	3
8. Access Management	Section Score:	13
9. Connectivity	Section Score:	10
10. Project Character and Design	Section Score:	2
11. Community Facilities	Section Score:	1
12. Infrastructure Adequacy	Section Score:	2
	A. Component Points:	57
	B. Points Possible Points:	96
	C. Component Percentage	59%

C. Open Space and Preservation/Environmental Quality (20% of the Total Score)

1. Protection of Critical Environmental Areas	Section Score:	8
2. Conservation	Section Score:	1
3. Stormwater Management	Section Score:	0
4. Buffers	Section Score:	0
5. Environmental Protection	Section Score:	0
	A. Component Points:	9
	B. Points Possible Points:	21
	C. Component Percentage	43%

A. Total Points:	96
B. Total Possible Points:	150
C. Unweighted Score	64.0%

**Overall Project
Score**

72%

**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION CONCERNING
THE PARKWAY SOUTH ONE DEVELOPMENT OF REGIONAL IMPACT**

WHEREAS, pursuant to the Georgia Planning Act of 1989, and Georgia Department of Community Affairs (DCA) Rules for the Review of Developments of Regional Impact (DRI), the Atlanta Regional Commission (ARC) has reviewed the proposed Parkway South One; and

WHEREAS, the development as submitted is a proposed mixed-use development consisting of 3,000,000 square feet of distribution and warehouse space, 2,650,000 square feet of office space, 1,606 residential units, and a 50,000 square foot school on 870 acres; and

WHEREAS, the development as submitted represents two adjacent development plans, Stonewall Tell Corporate Center to the east of Derrick Road and Thompson Park to the west of Derrick Road (see attached plan); and

WHEREAS, during the review and subsequent Environment and Land Use Committee meeting, ARC was made aware of the conceptual, speculative, and long term nature of the Thompson Park portion of the DRI; and

WHEREAS, the local action being sought regarding this DRI affects only the Stonewall Tell Corporate Center and not the Thompson Park portion of the development; and

WHEREAS, pursuant to the DCA Rules for the Review of DRIs, ARC may determine that all or a portion of a DRI need not be reviewed at a given time, based on the conceptual, speculative, and long term nature of that development; and

WHEREAS, the applicant has requested to withdraw Thompson Park from this DRI review; and

WHEREAS, the proposed Thompson Park, or subsequent development plan for that site, must be submitted for DRI review at a future date based on the developer or land owner's desire to seek local action on said development; and

WHEREAS, this DRI review and ARC finding will only concern the proposed Stonewall Tell Corporate Center;

NOW, THEREFORE, BE IT RESOLVED that the Environment and Land Use Committee direct staff to find the Stonewall Tell Corporate Center portion of this DRI In the Best Interest of the Region, and therefore of the State based on assumptions and conditions herein.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Lyubov Zuyeva, Transportation Planning Division

DATE: May 24, 2010

SUBJECT: **TPD Review of DRI # 2099**

Project: Parkway South One

County: South Fulton

Location: Along South Fulton Parkway, starting from Stonewall Tell Road on the east side, and extending almost to Campbellton Fairburn Road on the west side

Analysis:

Expedited

☐

Non-Expedited

☒

cc: David Haynes
TPD

The Transportation Planning Division has reviewed the traffic study performed by Kimley-Horn and Associates, Inc. on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The proposed 870 acre multiuse development would contain 3 million SF of warehouse space; 2.65 million SF of office; 250,000 SF of retail, a 50,000 SF school building; 826 condo units; 600 apartments, and 180 single family residential units.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

Site access is proposed at seven locations along South Fulton Parkway, two locations along Stonewall Tell Road, and two locations along Derrick Road. An extension of Thompson Road, proposed as part of the development, would provide a local access road parallel to the South Fulton Driveway, terminating at a 90 degrees angle into South Fulton Parkway just west of

Wexford Road. Connecting the proposed Thompson Road extension with Wexford Road would be more in line with a parallel urban boulevard envisioned in the Union City South Fulton Parkway Corridor Plan. However, such a roadway extension would fall outside the property line.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn and Associates, Inc. performed the transportation analysis. A background traffic growth rate of 1% was utilized, with the project built out year of 2030. Projected traffic associated with six other DRIs in the area was included as background traffic (at 143,422 new net trips projected to be generated by those six DRIs). Trip generation rates were calculated at 55% of ITE (Sevent Edition) values per GRTA letter of understanding. The ARC staff finds this methodology acceptable, although subject to uncertainty associated with projecting future development patterns and driving patterns in the context of unstable economic situation and volatile gasoline prices. The resulting trip generation rates are listed in the table below.

Parkway South One DRI 2099 Gross Trip Generation, Build-Out Year (2014)						
Land Use	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
3,000,000 SF Warehousing	3,312	3,312	419	92	132	395
105 Single-Family Detached Units	544	544	21	62	71	41
75 Single-Family Detached Units	399	399	16	46	52	31
600 Apartment Units	1,878	1,878	60	238	226	122
826 Condo/Townhouse Units	1,932	1,932	48	232	228	112
50,000 SF Elementary School	320	320	109	92	62	82
82,000 SF Office	572	572	141	19	29	142
2,568,000 SF Office	8,120	8,120	2,215	302	502	2,453
15,000 SF Retail	990	990	31	19	86	93
245,000 SF Retail	6,080	6,080	163	105	543	588
Total	23,967	23,967	3,223	1,207	1,931	4,059

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
FS-196	South Fulton Parkway (US 29/SR 14 ALT) Access Management Plan study	Study	2011
AR-941	Metro Arterial Connector Corridor Development Study	Study	2011
FS-208	Intersection improvement at Stonewall Tell Rd and Butner Rd	Intersection	2013
AR-118D	Safety Lump Sum including intersection improvement for SR 70/SR 154 at Cedar Grove Rd/Ridge Rd; includes safety realignment	Intersection	2011**

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007. Latest amendment adopted in 1st Quarter of 2010.*

***The traffic study lists 2010 completion; however, this project is not yet let according to GDOT TREX, so 2010 completion is unlikely*

Envision6 RTP (Long Range Projects)*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
FS-202A	Oakley Industrial Blvd extension from Jonesboro Rd (SR 138) to Flat Shoals Rd at its intersection with Buffington Rd (new 4-lane roadway)	Capacity	2020
FS-202B	Oakley Industrial Blvd widening and new alignment between Jonesboro Rd (SR 138) and Fayetteville Rd	Capacity	2020
FS-200A	Washington Rd widening to 4 lanes between I-285 and Desert Drive	Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Parkway South One.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic, and additional capacity deficiencies associated with Parkway South One DRI. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The list of proposed improvements is lengthy and is not included here. The proposed improvements include an addition of at least one lane in each direction along South Fulton Parkway along the area of the Parkway South One DRI; turn lanes are proposed at almost every intersection. Driveway A intersection appears to present the most challenge, with proposed improvements including the following:

- Addition of three eastbound through lanes (resulting in 5 eastbound through lanes)
- Addition of five westbound through lanes (resulting in 7 westbound through lanes)
- Addition of one westbound right turn lane
- Addition of three southbound left turn lanes

- Addition of one southbound through/permitted right lane

This intersection design, as proposed, appears to be unrealistic. The ARC staff recommend that the traffic engineers reconsider this intersection, and find a way to mitigate the traffic through a roundabout, encouraging more traffic to exit onto other roadways (such as Campbellton-Fairburn Road, Derrick Road and Thompson Road Extension), and considering additional parallel roadway connections within the development.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The immediate vicinity of the site area is not serviced by local transit. There is a proposed BRT study along the South Fulton Parkway corridor. There is currently a MARTA route 88 along Welcome All Road (approximately 3 miles east of the proposed development), and MARTA routes 88 and 180 operating along Roosevelt Highway (south of the proposed development).

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes, the transportation system is not fully capable of accommodating the new trips generated by the proposed development and other DRIs approved in the area, and maintaining acceptable LOS standards at the studied intersections.

However, the improvements recommended in the traffic study would require significant capacity improvements in the area, which would change the character of the roadway and would require a financial investment likely not feasible in the current transportation funding climate. Therefore, ARC concludes that not all of the improvements recommended in the traffic analysis are possible. Some of the previously-approved DRIs might not get developed as planned, based on the changing housing demand and economic growth conditions. If the future trip rate growth does occur as anticipated in the traffic study, travel demand management techniques and transit alternatives should be emphasized over adding full capacity improvements suggested in the traffic study.

ARC concludes that the improvements recommended in the traffic analysis are not realistic, although some turn lane improvements could be implemented. Generally, if every DRI already approved for the area was built, in addition to Parkway South One, and the trip generation matched the currently projected rates, the resulting trips would probably completely overwhelm the South Fulton Parkway corridor. This is not a realistic scenario, and the projected growth and travel patterns out to 2030 could change dramatically from the projected figures based on economic development patterns and gas prices volatility. Likely, the first two or three developments that will be built would create significant traffic issues along the corridor, at which

point the demand to build the other developments would be less, unless travel demand alternatives are provided (such as a shuttle, BRT, Safe Routes to School). Additionally, the other parallel roadways recommended in Union City Access Management Study could improve the local traffic circulation.

ARC requires the following additional infrastructure improvements:

- Recalculate the traffic impact without taking the other six proposed DRIs into account, and implement improvements that would be required as a result, with the following exceptions:
 - Avoid adding an additional through lane along the South Fulton Parkway, except for a short stretch through an intersection, and in that case no more than one through lane in each direction
 - Avoid adding triple left turn lanes (implement a maximum of two left turn lanes at any intersection)
- Intersection at Driveway A should be given particular consideration
- Provide a roadway stub-out from Thompson Road extension to connect to Wexford Road to the east of the development; this would provide a better parallel connector, as recommended in the Union City Access Management Study, as compared with the currently proposed parallel connector termination into South Fulton Parkway at proposed intersection E. This would not preclude intersection E from going in, but rather would provide additional roadway connection and traffic circulation opportunities off South Fulton Parkway, as the site to the north redevelops and the Wexford Road connector can be put in place. The location for the stub-out could probably be located close to the location where the Thompson Road extension takes a turn south. The future roadway connection would lie to the north of the two proposed distribution buildings
- Check proposed signalized driveway spacing against GDOT Driveway Manual and coordinate with GDOT to obtain the right to put in new intersections and driveways

ARC makes the following additional travel demand management recommendations for the proposed development. At least three of the suggested alternatives should be implemented in conjunction with the proposed DRI, with the first being mandatory:

- Set up a Travel Demand Management authority for the development (possibly in partnership with other surrounding developments); this authority would have at least one full-time or part-time coordinator who would work with employees and residents in identifying travel reduction strategies. This would be a **mandatory** condition for this development, to be implemented at the time when Thompson Park section is completed.
- Set up a transit capital and operations fund in partnership with other DRI developments in the area, such that each development that comes online and includes commercial, office or residential development would have to pay a fair share into the fund based on projected trip generations; this transit capital fund could be used in the future to fund a BRT project along the South Fulton Parkway, or other transit alternatives, as found appropriate through transit studies in the future
- Identify possible locations for BRT stop (or stops) along the South Parkway One development and possible shared parking locations; ensure that this development does not preclude the future BRT stops

- Create a shuttle service if a transit service to the development is not available at the point of its completion in 2030; such shuttle could take residents and employees to the nearest convenient MARTA train station (East Point, or the Airport) and other locations of high demand, as determined
- Strengthen pedestrian and bicycle amenities, and pay particular attention to safe pedestrian crossings across South Fulton Parkway in conjunction with proposed signalized intersections and likely BRT stop locations
- Ensure that the proposed elementary school identifies potential walking routes from surrounding residential development, and allocate funding for a part-time Safe Routes to School coordinator to work with the parents and school officials to decrease the need for individual vehicular parent trips to school. In place of creating a separate SRTS position, the TDM coordinator could also be carrying part-time Safe Routes to School responsibilities.
- Consider incorporating additional residential development on site in order to create a higher potential for internal trip capture

PARKWAY SOUTH ONE DRI
Fulton County
Environmental Planning Division Review Comments
May 20, 2010

Stream Buffers and Watershed Protection

The proposed project is located in the Deep Creek basin which is a tributary to the Chattahoochee River, entering the River downstream of the water supply watershed portion of the River in the Atlanta Region. Also, Deep Creek is not in the watershed of the proposed South Fulton Municipal Regional Water and Sewer Authority Reservoir on Bear Creek. Therefore, the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01 Criteria for Water Supply Watersheds) do not apply.

The project Property is crossed by Deep Creek and several of its tributaries. The 75-foot Fulton County stream buffer is shown on the plans for the identified streams. Any unmapped streams on the property may also be subject to the Fulton County stream buffer requirements. Any state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. The areas of land use are estimated because acreages were not available for all the uses shown on the plans. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	28.51	48.75	496.07	3079.08	28025.33	35.07	6.27
Forest/Open	250.00	20.00	150.00	2250.00	58750.00	0.00	0.00
Med. Density SF (0.25-0.5 ac)	50.28	67.88	297.15	2162.04	40274.28	17.10	4.02
Office/Light Industrial	429.87	567.43	7534.97	50145.18	311427.96	651.01	83.58
Townhouse/Apartment	101.34	106.41	1085.35	6789.78	61310.70	77.02	14.19
TOTAL	870.00	810.47	9563.55	64426.08	499788.27	780.19	108.06

Total % impervious 45%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

Jonathan Tuley

Subject: FW: Comments on Parkway South One DRI

From: Ellington, Morgan [mailto:Morgan.Ellington@fultoncountyga.gov]

Sent: Wednesday, September 08, 2010 3:00 PM

To: Jonathan Tuley

Cc: Coleman, VickiD; Jones, Samuel

Subject: RE: Comments on Parkway South One DRI

Jon,

It is my understanding that DOT is currently working on an access management study for South Fulton Parkway. The study will not be completed until sometime next year. Given that the Parkway is limited access, it would be premature to make any land use decisions in advance of knowing where curb cuts may or may not be allowed along the Parkway. Adequate infra-structure may not be there in the future to support the proposed uses for Parkway South One.

I have not seen the latest site plans, but in the past we noted that density was not congregated around activity nodes. It appeared that uses were spread out all along the Parkway. We also noted that there was no appropriate transition between the proposed industrial uses and existing and proposed residential uses.

Morgan

Morgan Ellington, RLA, Senior Planner

Fulton County Government Service Center at Fulton Industrial
Department of Environment & Community Development

Please note our new address:

5440 Fulton Industrial Boulevard

Atlanta, GA 30336

Tel: 404-612-8049

Fax: 404-893-6391

E-Mail: Morgan.Ellington@fultoncountyga.gov

Jonathan Tuley

From: Lobdell, Mike [mlobdell@dot.ga.gov]
Sent: Wednesday, July 07, 2010 3:34 PM
To: Roberson, Michael; Julie McQueen; Jonathan Tuley
Cc: Mullins, Katie; Duncan, Calvin
Subject: FW: DRI Parkway South One (DRI #2099)

I have attached the comments from District Access Management. GDOT is concerned about adding so many access points on South Fulton Parkway (SFP). The facility is intended to provide regional mobility and the number of intersections and signals will have an adverse affect on the function of SFP.

The study recommends an additional through lanes on SFP and SR 92. This work is not included in any GDOT work plan, and the current work plan is underfunded. Money for transportation improvement are not likely to be available prior to full build out. Funding will have to come from another source

If a signal is added to the intersection of SR 92 and Jones Road, turn lanes should be added. Was a roundabout considered at this location?

If a signal is added at SR 92 and Hall Rd, left turn lanes should be constructed.

Consider Continuous Flow Intersections on SFP to see if laneage can be reduced and efficiency maintained.

Mike Lobdell, P.E.
(770) 986-1257
mlobdell@dot.ga.gov
Please note my email has changed.

From: Mullins, Katie
Sent: Monday, July 05, 2010 8:50 AM
To: Duncan, Calvin
Cc: Lobdell, Mike
Subject: DRI Parkway South One (DRI #2099)

Calvin,

I have reviewed the following DRI. Traffic Operations recommends access roads instead of so many access points, therefore limiting the number of access points and signals. The number of right-in/right out, as well as the additional signals to me is extreme. The recommendation at the South Fulton Parkway at Rosewood for the construction of (3) left turn lanes and (1) one shared through/right turn lane, my recommendation would be to install a through lane as well as a right turn lane. I have concerns with the number of recommended signals. This with the study completed for Union City seems to add additional signalization. The signals must meet warrants before they can be installed. If we are to maintain the integrity of the roadway do we need so many additional signals? I also agree with GRTA concerning the significant laneage requirements, consideration should be made to develop an alternative solution for study intersections along South Fulton Parkway. I also agree with ARC with the major impacts it will have on the South Fulton Parkway corridor. If you have any questions, please feel free to give me a call. Thanks...

Katie Mullins
Georgia Department of Transportation
District 7



2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

Jonathon Tuley
Atlanta Regional Commission
40 Courtland Street
Atlanta, GA 30303
July 15, 2010

**RE: Development of Regional Impact (DRI) # 2099
Parkway South One – Fulton County**

Dear Mr. Tuley,

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 2099 – Parkway South One – located in Fulton County.

The proposed mixed use project is located along South Fulton Parkway east Stonewall Tell Road and is located within the Union City corporate limits. MARTA has no current service within near the proposed development; however MARTA completed the *South Fulton Parkway Transit Feasibility Study* on March 30, 2010. MARTA shares some of the concerns of the initial review completed by the Atlanta Regional Commission (ARC) with regards to the design and size of several intersections. MARTA fully supports ARC's recommendations specifically the recommendations to create a Transportation Demand Management Plan and implement and fund a connecting shuttle service. MARTA would also suggest that ARC require, instead of recommend, that the development identify future BRT stops and require identification and development of a shared parking area(s) that could serve car-poolers and vanpools immediately upon construction and become future BRT stations. This recommendation is consistent with the March 30, 2010 *South Fulton Feasibility Study*. Finally, MARTA would like to encourage a greater mix of uses in several areas – specifically the proposed Rivertown Business Park and Stonewall Tell Corporate Center. Having a greater mix of commercial and residential uses in these areas would support a stronger transit network and create a development more consistent with MARTA's Transit Oriented Design Guidelines.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cheryl King" followed by a flourish.

Cheryl King, AICP
Assistant General Manager of Planning
MARTA

Developments of Regional Impact

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DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:	Union City
Individual completing form:	Ann Lippmann
Telephone:	770-969-9266
E-mail:	alippmann@unioncityga.org

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Parkway South One
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	LLs 118, 119, 134, 135, 136, 137, 138, 139, 144, 145, 146, 147, 148, 149, 161, 162, 9F District, Uni
Brief Description of Project:	This project is located on the north side of South Fulton Parkway, on the west side of Stonewall Tell Rd. The property is approximately 990 acres and is zoned Town Center Mixed use which is a form based zoning district. Uses are anticipated to include 2,200,000 SF of Office, 2,500,000 SF of bulk distribution, 1,000,000 SF of business distribution (approx. 5% office), 300,000 SF of office/flex, 260,000 SF of retail, 180 S.F. Residential Units, 1,200 M.F. Residential Units, 150,000 SF Towncenter and 50,000 SF Recreational Use. The project also includes 125 acres of flood plain, with additional biking and walking paths and open green space that will meet or exceed Union City's TCMU requirements.

Development Type:

- | | | |
|------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:	
<hr/>	
Project Size (# of units, floor area, etc.):	2.2 million SF Office, 2.5 million SF distribution, 1 million SF distribution
Developer:	CRB Realty Associates, Inc.
Mailing Address:	3414 Peachtree Road
Address 2:	Suite 1101
	City:Atlanta State: GA Zip:30326
Telephone:	404-946-2673
Email:	dbender@crbrealty.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Ornstein-Schuler Capital Partners, LLC
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Administrative review for compliance with TCMU requirements
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: Speculative Overall project:
<hr/>	
<hr/>	
Back to Top	

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2099**

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
Local Government Information	
Submitting Local Government:	Union City
Individual completing form:	Ann Lippmann
Telephone:	770-969-9266
Email:	alippmann@unioncityga.org
Project Information	
Name of Proposed Project:	Parkway South One
DRI ID Number:	2099
Developer/Applicant:	CRB Realty Associates, Inc.
Telephone:	404-946-2673
Email(s):	dbender@crbrealty.com
Additional Information Requested	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$705,300,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,680,140.00 (does not include sales tax)
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	2.852 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	2.139 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.082 miles	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	39,894 Daily, 4430 AM Peak, 5254 PM Peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: Reasonable access to landlocked properties	
Solid Waste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	7667 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater manager (quality and quantity) will be in strict compliance with GA Stormwater Management Manual. It is anticipated that several "central" detention ponds and BMP's will be implemented to provide stormwater attenuation and reduction of TSS (total suspended solids) and all minimum buffers on all state waters will remain intact and undisturbed.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
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CRB Realty

DRI 2099

CONTACT INFO

APPLICANT / DEVELOPER:
CRB REALTY
3414 PEACHTREE RD
ATLANTA, GA 30326
CONTACT: SCOTT BROWN
404.946.2695

PLANNER:
PERKINS+WILL
1382 PEACHTREE ST
ATLANTA, GA 30309
CONTACT: GEOFF BOYD
404.443.7558

TRANSPORTATION ENGINEER:
KIMLEY HORN
3169 HOLCOMB BRIDGE RD
SUITE 600
NORCROSS, GA 30071
CONTACT: JOHN WALKER
770.825.0744

Sheet Information

Date 08.03.2010

Job Number	800891.000
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Drawn
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Checked GRB

Approved

Title

Key Plan

Sheet

LS-101

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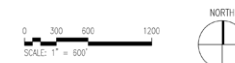
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SEE SHEET LS-107 TYPICAL STREET TYPE SECTIONS,
INCLUDING LOCATION AND DIMENSIONAL REQUIREMENTS
FOR SIDEWALKS AND BIKE LANES

Stonewall Tell Corporate Center