



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Nov 1 2011

ARC REVIEW CODE: R1110061

TO: Mayor Ralph Moore
ATTN TO: Ann Lippmann, Community Development Director
FROM: I. Emerson Bryan, Interim Executive Director

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: Thompson Park

Review Type: Development of Regional Impact
Date Opened: Oct 6 2011

DRI Checklist Summary:

Regional Consistency Assessment (50%): 43%
Local Impacts Assessment (30%): 27%
Quality Development Assessment (20%): 17%

Overall Weighted Score: 87%

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: Background:

Thompson Park was originally submitted as part of the Parkway South One DRI, which was reviewed May–September 2010. During the review, the Thompson Park portion of the DRI was withdrawn, and the remaining portion (Stonewall Tell Corporate Center) was reviewed and found “In the Best Interest...”. The Stonewall Tell Corporate Center property is located immediately to the east of the proposed Thompson Park development.

Thompson Park is proposed to be a large mixed use development with a high concentration of office as well as residential, commercial, and institutional uses. This proposed development is located in the City of Union City along South Fulton Parkway, near the intersection of Derrick Road and South Fulton Parkway. The site is already zoned under the Town Center Mixed Use (TCMU) zoning category.

The PLAN 2040 Unified Growth Policy Map (UGPM) designates the area of the proposed development as Developing Suburbs. These areas are identified in the Regional Development Guide (RDG) as locations in the region where suburban development has occurred, and a “conventional development pattern” is present but not set. These areas are also characterized by limited commercial development and residential development. Additionally, Developing Suburbs represent the extent of existing urban services (water and sewer), and the region’s first attempts at suburban “smart growth” projects. Within these areas, the region should strive to develop communities more sustainably than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas. Finally, limited existing infrastructure in these areas will constrain the amount of

additional growth that is possible. Additional transportation improvements may be needed within these developing suburbs, but care should be taken not to spur unwanted growth.

PLAN 2040 does not anticipate the development of new major "Regional Centers" over the next 30 years. It is believed that the primary locations of future dense job centers are already in place. However, the UGPM and RDG allow for the development of additional smaller centers by providing guidelines for how these centers should develop. If a new development is proposed and adequate infrastructure is available or programmed to support that project, then ARC suggests it be developed in such a way as to follow the principles and guidelines outlined in the appropriate section of the PLAN 2040 RDG. According to the PLAN 2040 RDG, the proposed Thomson Park development would be similar to a "Community Activity Center" in size. The RDG states that "special attention should be paid to creating a true, diverse urban environment with a mix of uses, an excellent pedestrian environment, new roads developed at public standards, applicable transit facilities including bus stops, park-n-ride lots, as well as improving access to these facilities. Rather than being developed as a single use project, these new centers will have multiple uses or functions and operate similar to Town Centers. The scale and character of this new district should align with that of the surrounding community."

During the previous DRI review, several positive changes were made to the site plan 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, a connection 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. The developer also stated that all internal streets would be developed with sidewalks and the "Thompson Road Extension" would accommodate bicyclists and pedestrians.

Studies:

The GRTA required traffic impact study, which was submitted for the Parkway South DRI review, indicates that additional traffic generated by the proposed development, as well as traffic generated by Stonewall Tell Corporate Center and other background growth in the area, will severely degrade operations on South Fulton Parkway by or before the year 2030. Currently, there are no projects or funding identified in the Regional Transportation Plan (RTP) or the current Transportation Improvement Program (TIP) to upgrade South Fulton Parkway.

A Georgia Department of Transportation (GDOT) access management study was recently completed, which outlines the number and general location of curb-cuts, driveways, and median breaks. 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.

A Comprehensive Transportation Plan (CTP) is planned for South Fulton County during 2011 and 2012. The outcomes and recommendations from this plan will most likely affect the roadways surrounding this development. The City of Union City should participate in this planning process, and consider how land planning and development along South Fulton Parkway will affect the roadway in the future.

Recommendations:

The City of Union City, neighboring Cities, Fulton County, and ARC should continue to work together to identify strategies and funding sources for improvements to South Fulton Pkwy or other alternative improvements including the development of parallel routes, the introduction of transit or shuttle service, etc. Using the recently completed GDOT South Fulton Pkwy access management study, the upcoming Comprehensive Transportation Plan (CTP), and other programs or services offered by ARC, the jurisdictions along South Fulton Pkwy, and others, should consider developing a plan and implementation steps, to assure that well-thought out, "livable" development is brought to South Fulton Pkwy and the necessary improvements are in place so that mistakes made on other facilities in the Atlanta region may be avoided rather than repeated.

The current development plan submitted for Thompson Park proposes a walkable, mixed use development. If this plan is carried forward to construction in a careful manner it can become a model for the region similar to past ARC Development of Excellence (DOE) award winners. ARC staff is available to work with Union City, and other Jurisdictions, to plan and prepare for future growth along South Fulton Parkway.

The City should phase the approval and construction of this development, as well as other developments, based on the availability of necessary transportation improvements. The City and the developer should also propose alternatives to the widening of South Fulton Pkwy including, but not limited to, the introduction of transit/shuttle services, development of parallel routes to alleviate pressure on South Fulton Parkway (new parkway(s), access roads, etc.) The City may also consider receiving other consultant assistance to advise on managing the design approval and permitting of a complicated new urbanist project. While the proposed design appears to meet many PLAN 2040 goals, the project must be managed well through construction to ensure the final product meets the City's goals and standards.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY	CITY OF ATLANTA	CITY OF CHATTAHOOCHEE HILLS
CITY OF FAIRBURN	FULTON COUNTY SCHOOLS	

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 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>.

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	CITY OF UNION CITY					Date RCA Completed, M/D/YYYY: 10/6/2011
DRI #:	2207					RC DRI Reviewer: JT
TENTATIVE NAME OF DEVELOPMENT:	Thompson Park					
TYPE OF DEVELOPMENT:	Mixed Use					Action Triggering Review: Administrative Review
I. REGIONAL PLAN	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1		THE UNIFIED GROWTH POLICY MAP DOES NOT LIST THIS LOCATION AS A MAJOR REGIONAL CENTER. HOWEVER, THERE ARE PROVISIONS FOR ADDING ADDITIONAL SMALLER CENTERS. SEE PRELIMINARY COMMENTS
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
II. REGIONAL RESOURCE PLAN AND RIRs	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
III. INTERJURISDICTIONAL IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)

Is this project consistent with any applicable regional transportation plan(s)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	TRAFFIC STUDY CALLS FOR ADDITIONAL LANES ON SOUTH FULTON PKWY BY 2030	LOCAL JURISDICTIONS SHOULD WORK TO FIND SOLUTIONS TO FUTURE CAPACITY NEEDS ON SOUTH FULTON PKWY
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	MOST TRAFFIC GENERATED BY THE SITE WILL USE SOUTH FULTON PKWY	
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS	
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	CEDS UPDATE UNDERWAY	
RCA POINTS:				26	OUT OF A POSSIBLE:	30
RCA SCORE:				87	RCA WEIGHTED SCORE (50%):	43

ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.

FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)

<p><i>Is the preponderance of answers above "Yes"?</i></p>	<p><input type="checkbox"/> YES, "the proposed action <u>IS</u> in the best interest of the region and therefore of the state."</p> <p><input type="checkbox"/> NO, "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state."</p> <p>Other Issues of Regional Concern:</p>
<p><i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i></p>	<p><input type="checkbox"/> YES.</p> <p><input type="checkbox"/> NO.</p> <p>Narrative:</p>
<p><i>Was the answer to both questions in this section "No"?</i></p>	<p><input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding.</p> <p><input type="checkbox"/> NO.</p>

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the



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ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW

PART 2: LOCAL IMPACTS ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF UNION CITY				Date LIA completed, M/D/YYYY: 10/6/2011	
DRI #:	2207				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Thompson Park					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Administrative Review	
I. ADEQUACY OF LOCAL ASSETS/SERVICES	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local workforce possess the skills/expertise/education to effectively to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	TRAFFIC STUDY INDICATES THAT ADDITIONAL LANES WILL BE NEEDED ON SOUTH FULTON PKWY BY 2030	

If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	DEVELOPER FUNDED MITIGATION WILL ADDRESS SHORT AND MEDIUM TERM TRANSPORTATION IMPACTS	
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	3		
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
LIA Points:		63		OUT OF A POSSIBLE:		69
LIA Score:		91		LIA WEIGHTED SCORE (30%):		27
OVERALL ASSESSMENT OF LOCAL IMPACTS						
<i>Does the host local government need to take action to manage potential adverse impacts of this development?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	
<i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	

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ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF UNION CITY					Date QDA Completed, M/D/YYYY: 10/6/2011	
DRI #:	2207					RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Thompson Park						
TYPE OF DEVELOPMENT:	Mixed Use					Action Triggering Review: Administrative Review	

I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. CONNECTIVITY	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Where appropriate, will the development employ mid-block alleys?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	ACCORDING TO THE SITE PLAN, THE DEVELOPER IS PROVIDING A LITTLE MORE THAN 200 MORE SPACES THAN IS REQUIRED	
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VI. SENSE OF PLACE	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		NOT INDICATED IN SUBMITTAL	
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
X. HOUSING CHOICES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Will the development enhance diversity in the local/regional economic base?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
QDA POINTS:			117		OUT OF A POSSIBLE:	135
QDA SCORE:			87		QDA WEIGHTED SCORE (20%):	17
OVERALL ASSESSMENT OF QUALITY						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.					
<i>And is the development generally reflective of the best quality growth practices?</i>	<input type="checkbox"/> YES , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> NO NARRATIVE:					

<p><i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i></p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>	<p>NARRATIVE:</p>



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Patrick Bradshaw, Transportation Planning Division

DATE: October 10th, 2011

SUBJECT: **TPD Review of DRI # 2207**
Project: Thompson Park
County: South Fulton
Location: Along South Fulton Parkway, starting from Derrick Road to the east
and extending almost to Campbellton Fairburn Road to the west
Analysis:
Expedited ☐
Non-Expedited ☒

cc: David Haynes

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.

The Thompson Park DRI proposal is being considered for review under the Georgia Regional Transportation Authority (GRTA) Non-Expedited Review Process. At the full build-out year of 2030, the proposed 486 acre multiuse development would contain 2,568,000 SF of office space; 245,000 SF of retail space, a 50,000 SF school building; 826 condo units; 600 apartments, and 75 single family residential units.

This memo references the findings and methodology applied in the June 2010 traffic study for DRI #2099, Parkway South One, which assumes the implementation of both Thompson Park and an additional development named Stonewall Tell Corporate Center. During the review process for DRI #2099, Thompson Park was withdrawn, leaving only the Stonewall Tell Corporate Center on the application. DRI #2207 represents the withdrawn portion (Thompson Park) of the original DRI #2099.

INFRASTRUCTURE
Transportation

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

Site access to Thompson Park is proposed at five new driveways along both South Fulton Parkway and Derrick Road, summarized below:

Driveway A – Provides full vehicular access on South Fulton Parkway at Rosewood Place

Driveway B – Provides limited vehicular access on South Fulton Parkway, at a point approximately 1,300 feet east of Rosewood Place

Driveway C – Provides full vehicular access on South Fulton Parkway, at a point approximately 2,500 feet west of Derrick Road

Driveway J – Provides full vehicular access on Derrick Road at the proposed Thompson Road Extension

Driveway K – Provides full vehicular access on Derrick Road at a point approximately 700 feet north of South Fulton Parkway

Additionally, site access is proposed through a developer-built extension of Thompson Road. Per the Thompson Park site plan, the extension of Thompson Road would provide a local access road parallel to South Fulton Parkway, terminating at a Derrick Road at the eastern end of the property. This new alignment appears consistent with the Georgia Department of Transportation's (GDOT) recent South Fulton Parkway Access Management Plan

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 2% was utilized, with a full project build out year of 2030. Projected traffic associated with six other DRIs in the area was not included as background traffic (as compared with traffic analysis report submitted in May 2010, where 143,422 new net trips were projected to be generated by those six DRIs, and were included in traffic analysis). Trip generation rates were calculated at 55% of the ITE Trip Generation Manual (Seventh Edition) values per GRTA letter of understanding. The ARC staff finds this methodology acceptable, as the calculations and assumptions made by the Seventh Edition are nearly identical for the more recent Eighth Edition for the land uses considered within the DRI. The resulting trip generation rates are listed in the table below.

Thompson Park DRI # 2207 Gross Trip Generation, Build-Out Year (2030)			
Land Use	Daily Traffic	AM Peak Hour	PM Peak Hour

	Enter	Exit	Enter	Exit	Enter	Exit
75 Single Family Residential Units (ITE 210)	399	399	16	46	52	31
600 Apartment Units (ITE 220)	1,878	1,878	60	238	226	122
826 Condo & Townhouse Units (ITE 230)	1,932	1,932	48	232	228	112
2,568,000 SF Office (ITE 710)	8,120	8,120	2,215	302	502	2,453
245,000 SF Retail (ITE 820)	6,080	6,080	163	105	543	588
50,000 SF School (ITE 520)	320	320	109	92	62	82
Total	18,729	18,729	2,611	1,015	1,613	3,388

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

2012-2017 TIP*

ARC Project ID	Project Description	Type of Improvement	Scheduled Completion Year
FS-208	Intersection improvements at Stonewall Tell Rd and Butner Rd	Intersection	2013

Envision6 RTP (Long Range Projects)*

ARC Project ID	Project Description	Type of Improvement	Scheduled Completion Year
----	None Found	----	----

**The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27, 2011.*

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

Per the GRTA letter of understanding, an extensive study network was identified listed below:

1. South Fulton Parkway @ Hunter Road/Mason Road
2. South Fulton Parkway @ Stonewall Tell Road
3. South Fulton Parkway @ Derrick Road
4. South Fulton Parkway @ Rosewood Place

5. South Fulton Parkway @ Campbellton-Fairburn Road
6. South Fulton Parkway @ Cedar Grove Road
7. Campbellton-Fairburn Road @ Cascade-Palmetto Highway
8. Campbellton-Fairburn Road @ Hall Road
9. Campbellton-Fairburn Road @ Jones Road
10. Campbellton-Fairburn Road @ Thompson Road
11. Campbellton-Fairburn Road @ B Engram Parkway
12. B Engram Parkway @ Roosevelt Highway
13. Roosevelt Highway @ Stonewall Tell Road
14. Stonewall Tell Road @ Union Road
15. Stonewall Tell Road @ Jones Road
16. Jones Road @ Derrick Road
17. Derrick Road @ Thompson Road
18. Union Road @ Old Fairburn Road
19. All proposed site driveways

Traffic at study network intersections was counted during weekday AM and PM peak periods in February and March of 2010. This analysis provided the baseline traffic for existing conditions. The consultant also analyzed future traffic under a “no-build” scenario as well as a “build” scenario. The level of service (LOS) standard for intersections that currently operate at LOS D or better is LOS D. For intersections that operate at LOS E or worse, the LOS was E. Study intersections 3, 8, 9, 10 and 13 met this condition and were held to LOS E. The remaining intersections operated at LOS D or better.

To address traffic for existing conditions, the transportation consultant recommended the following improvements:

- South Fulton Parkway at Derrick Road
 - Install a traffic signal (when warranted)
- Campbellton-Fairburn Road at Jones Road
 - Install a traffic signal (when warranted)
- Campbellton-Fairburn Road at Hall Road
 - Install a traffic signal (when warranted)
 - Construct one eastbound right-turn lane along Hall Road
- Campbellton-Fairburn Road at Thompson Road
 - Install a traffic signal (when warranted)
- Roosevelt Highway at Stonewall Tell Road
 - Install a traffic signal (when warranted)

Based on existing 2010 conditions, the improvements listed above result in each listed intersection operating at LOS D or better.

Under the 2030 no-build scenario, fifteen intersections were projected to operate below LOS. This number decreases to eleven if the consultant’s recommended improvements for existing conditions are implemented. For these remaining eleven intersections, the consultant offered the following improvements to address traffic conditions for the 2030 no-build scenario:

- South Fulton Parkway at Hunter Road/Mason Road
 - Construct one additional eastbound through lane along South Fulton Parkway
- South Fulton Parkway at Stonewall Tell Road
 - Construct one additional eastbound through lane along South Fulton Parkway
 - Construct one northbound right-turn lane along Stonewall Tell Road
 - Construct one southbound left-turn lane along Stonewall Tell Road
- South Fulton Parkway at Rosewood Place
 - Install a traffic signal (when warranted)
- South Fulton Parkway at Campbellton-Fairburn Road
 - Construct one additional northbound through lane along Campbellton-Fairburn Road
 - Construct one additional southbound left-turn lane along Campbellton-Fairburn Road
- Campbellton-Fairburn Road at Cascade-Palmetto Highway
 - Construct one eastbound right-turn lane along Cascade-Palmetto Highway
 - Construct one westbound right-turn lane along Cascade-Palmetto Highway
- Campbellton-Fairburn Road at Hall Road
 - Construct one additional southbound through lane along Campbellton-Fairburn Road
 - Install protected-permissive left-turn phasing for the northbound approach along Campbellton-Fairburn Road
- Campbellton-Fairburn Road at B Engram Parkway
 - Install a traffic signal (when warranted)
- Roosevelt Highway at B Engram Parkway
 - Construct one additional northbound left-turn lane along B Engram Parkway
- Stonewall Tell Road at Union Road
 - Install a traffic signal (when warranted)
 - Construct an eastbound left-turn lane along Stonewall Tell Road
 - Construct a westbound right-turn lane along Stonewall Tell Road
 - ALTERNATIVE: Construct a single-lane modern roundabout
- Stonewall Tell Road at Jones Road
 - Construct one southbound right-turn lane along Stonewall Tell Road.
 - ALTERNATIVE: Construct a single-lane modern roundabout

Based on existing 2030 no-build scenario, the implementation of the improvements listed above (including the recommendations for existing conditions) result in each study network intersection operating at an acceptable LOS, per the GRTA letter of understanding.

Finally, under the 2030 build scenario, sixteen intersections were projected to operate below LOS. This number decreases to eleven if the consultant's recommended improvements both existing conditions **and** the no-build scenario are implemented. For these remaining eleven intersections, the consultant offered the following improvements to address traffic conditions for the 2030 build scenario:

- South Fulton Parkway at Hunter Road/Mason Road
 - Construct one additional eastbound through lane along South Fulton Parkway

- Construct one additional westbound through lane along South Fulton Parkway
- South Fulton Parkway at Stonewall Tell Road
 - Construct one additional eastbound through lane along South Fulton Parkway
 - Construct one additional westbound through lane along South Fulton Parkway
 - Construct one northbound left-turn lane along Stonewall Tell Road
 - Construct one additional southbound left-turn lane along Stonewall Tell Road
- South Fulton Parkway at Derrick Road
 - Construct one additional eastbound through lane along South Fulton Parkway
 - Construct one additional westbound through lane along South Fulton Parkway
 - Construct one northbound left-turn lane along Derrick Road
 - Construct one southbound left-turn lane along Derrick Road
- South Fulton Parkway at Rosewood Place/Driveway A
 - Construct one additional eastbound through lane along South Fulton Parkway
 - Construct two additional westbound through lanes along South Fulton Parkway
 - Construct one westbound right-turn lane along South Fulton Parkway
 - Construct three southbound left-turn lanes and one shared through/right-turn lane along Driveway A
- South Fulton Parkway at Campbellton-Fairburn Road
 - Construct one additional eastbound through lane along South Fulton Parkway
 - Construct one additional eastbound left-turn lane along South Fulton Parkway
 - Construct one additional westbound left-turn lane along South Fulton Parkway
- South Fulton Parkway at Cedar Grove Road
 - Construct one northbound right-turn lane along Cedar Grove Road
 - Campbellton-Fairburn Road at Cascade-Palmetto Highway
 - Construct one additional northbound through lane along Campbellton-Fairburn Road
 - Construct one additional southbound through lane along Campbellton-Fairburn Road
 - Campbellton-Fairburn Road at Hall Road
 - Construct one additional northbound left-turn lane along Campbellton-Fairburn Road
 - Campbellton-Fairburn Road at Thompson Road
 - Construct one additional southbound through lane along Campbellton-Fairburn Road
- Roosevelt Highway at B Engram Parkway
 - Construct one northbound right-turn lane along B Engram Parkway
 - Construct one additional westbound left-turn lane and one right-turn lane along Roosevelt Highway.
- Union Road at Old Fairburn Road
 - Construct one northbound right-turn lane along Union Road.
- Stonewall Tell Road at Jones Road
 - Construct a single-lane modern roundabout

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. As of October 2011, MARTA route 82 provides service along Welcome All Road (approximately three miles east of the proposed development), and MARTA route 180 serves the Roosevelt Highway (about four miles 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 findings of the consultant's traffic analysis, the transportation system is not fully capable of accommodating the additional projected trips created by the proposed development without significant improvements to the area's transportation infrastructure. As mentioned earlier in this memo, the consultant's traffic study considers the impacts of both Thompson Park and the Stonewall Tell Corporate Center development. As such, the findings of the study may be impacted should the Stonewall Tell Corporate Center not be implemented.

Currently, none of the improvements suggested by the consultant (for any scenario) are listed in either the 2012-2017 TIP or the long range RTP. ARC staff recommends the following strategies to meet LOS standards.

- Scale back the scope of the proposed development until the 2030 build scenario does not decrease the LOS standards for the study network
- Work diligently with local and regional governments to fund and program some or all of the improvements suggested by the consultant, appropriate to any potential modifications in the scope of the development. Suggestions for funding sources include as of yet unprogrammed lump sums within future years of the 2012-2017 TIP for operational and freight improvements, county SPLOST funding and potential local share funds from the Transportation Investment Act of 2010¹

Lastly, as South Fulton Drive has also been classified as a Regional Thoroughfare as part of the ARC Board-adopted Strategic Regional Thoroughfare Plan, ARC recommends coordination with GDOT, Fulton County and ARC to ensure transportation solutions intended to address LOS deficiencies in the study network adhere to the policies and guidelines listed in the document.

¹ Assumes successful passage of TIA referendum in the Atlanta region in 2012

THOMPSON PARK DRI
City of Union City
Environmental Planning Division Review Comments
October 10, 2011

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 based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) developed from regional storm water monitoring data from the Atlanta Region. The land uses used in the estimates are generalized for the Region. The areas for each land use are estimated because acreages were not available for all the land shown on the plans. Actual loading factors will depend on the types and 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
Agriculture./Pasture & Cropland (Active Recreation Parks)	7.36	3.24	16.04	95.68	2406.72	0.00	0.00
Forest/Open	309.95	24.80	185.97	2789.55	72838.25	0.00	0.00
Office/Light Industrial/Institutional	101.75	131.26	1742.98	11599.50	72039.00	150.59	19.33
Roads	26.95	48.51	493.45	3072.30	27866.30	34.77	6.20
Townhouse/Apartment	89.99	94.49	963.79	6029.33	54443.95	68.39	12.60
TOTAL	536.00	302.29	3402.24	23586.36	229594.22	253.75	38.13

Total % impervious 26%

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.



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

October 20, 2011

Jon Tuley, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Avenue
Atlanta, GA 30303

Re: MARTA responses to DRI 2207, "Thompson Park"

Hello Jon,

MARTA currently does not provide service along South Fulton Parkway and consequently to this site. The closest route to this potential development is Route 82 Camp Creek/ Welcome All, which is four miles to the east. This area of Fulton County has traditionally been low density and rural in character; therefore, it has not been very conducive to transit establishment and operation.

In March of 2010, a report was prepared for MARTA entitled, "South Fulton Parkway Transit Feasibility Study. This DRI proposal is located within the corridor studied in the feasibility plan. Although, this site is not specifically mentioned in the plan, it is germane to the plan none the less. More importantly, a development such as this helps to create the conditions that are conducive to transit service along the corridor.

This DRI project is complementary to the South Fulton Parkway Transit Feasibility Study in other ways. The feasibility study mentioned the need to develop park and ride facilities at the stops along the corridor. The idea behind this was to create synergy and help spur station area development. More specifically, there was a recommendation that the park and ride facilities be constructed with adjacent retail and/or residential development. It is our understanding that the developer has stated that a park and ride facility has been identified for the development. We look forward to this addition to the site.

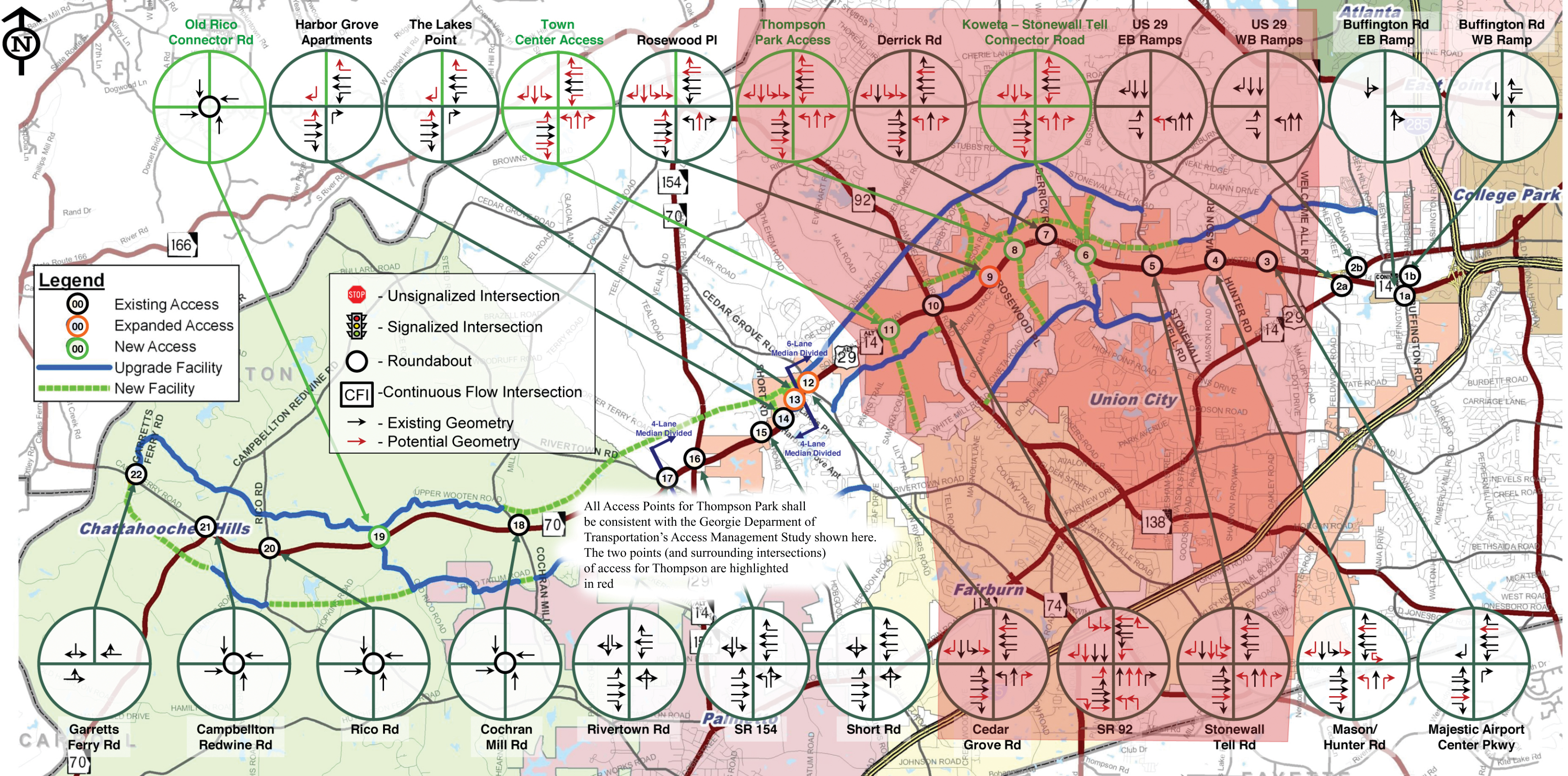
In summation, this DRI is conducive to the establishment of transit along South Fulton Parkway. Moreover, it helps to address two of the three conditions that must be in place that were mentioned in the South Fulton Parkway Transit Feasibility Study. MARTA must be a partner in the ongoing planning efforts for this corridor.

I hope this was helpful to your planning efforts. Thank you for involving us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gregory T. Floyd", is written over the typed name.

Gregory T. Floyd
Senior Land Use Planner
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road N.E.
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All Access Points for Thompson Park shall be consistent with the Georgie Department of Transportation's Access Management Study shown here. The two points (and surrounding intersections) of access for Thompson are highlighted in red

Recommended Roadway Geometry

South Fulton Parkway Access Management Plan

Figure C

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2207**

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:

Thompson park

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

LL's 118, 119, 137, 138, 139, 144, 145 9F District, Fulton County Georgia

Brief Description of Project:

The property is approximately 536.09 acres. 431.98 acres is located on the north side of South Fulton Parkway, west of Derrick road and 104.11 acres is located south of South Fulton Parkway, West of Derrick Road. The property is zoned Town Center Mixed Use which is a form based zoning district. Uses are anticipated to include 1101 Residential Units, (Single Family, Townhomes, Multiple-Family), 245,000 S.F. Retail, 2,028,000 S.F. Office, and 50,000 S.F. schools. The project also includes 45 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:

☐ (not selected)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☒ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care Facilities

☐ Post-Secondary Schools

☐ Truck Stops

☐ Housing

☐ Waste Handling Facilities

☐ Any other development types

☐ Industrial

☐ Quarries, Asphalt & Cement Plants

If other development type, describe:	
<hr/>	
Project Size (# of units, floor area, etc.):	1101 Residential Units, 2.756/ acre (74. Single Family, 327 Townhomes, 100 Multiple-Family-sale, an
Developer:	CRB Realty Associates, Inc.
Mailing Address:	3379 Peachtree Rd. NE
Address 2:	Suite 255
	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/>	
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2207**

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: Thompson park

DRI ID Number: 2207

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.)

☐ (not selected) ☒ Yes
☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☐ (not selected) ☒ Yes
☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:

516,500,500.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

1,962,702

Is the regional work force sufficient to fill the demand created by the proposed project?

☐ (not selected) ☒ Yes
☐ No

Will this development displace any existing uses?

☐ (not selected) ☐ Yes
☒ 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)?	1.3
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)?	.85 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? .82	
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.)	30756 daily, 3626 AM peak, 4387 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)?	6175
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?

40%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 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?

☐ (not selected) ☐ Yes
☒ No

2. Significant groundwater recharge areas?

☐ (not selected) ☐ Yes
☒ No

3. Wetlands?

☐ (not selected) ☐ Yes
☒ No

4. Protected mountains?

☐ (not selected) ☐ Yes
☐ No

5. Protected river corridors?

☐ (not selected) ☐ Yes
☒ No

6. Floodplains?

☐ (not selected) ☐ Yes
☒ No

7. Historic resources?

☐ (not selected) ☐ Yes
☒ No

8. Other environmentally sensitive resources?

☐ (not selected) ☐ Yes
☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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