



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: March 27, 2017

ARC REVIEW CODE: R1703071

TO: Chairman John Eaves, Fulton County Board of Commissioners
ATTN TO: Morgan Ellington, Senior Planner, Planning and Community Services
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Woodbury Park E-Commerce & Distribution Center (DRI 2654)

Submitting Local Government: Fulton County

Review Type: Development of Regional Impact **Date Opened:** March 7, 2017 **Date Closed:** March 27, 2017

Description: This DRI is located in unincorporated Fulton County (transitioning to City of South Fulton), bounded by SR 70/Fulton Industrial Boulevard on the west, Riverside Drive on the east, and SR 154/Campbellton Road on the south. The approximately 312-acre mixed-use project consists of 2,200,000 SF of warehouse/distribution space in six buildings; 185,831 SF of commercial space; 108,000 SF of office space; and 126 townhome units. The DRI review trigger for this project is a rezoning application filed with Fulton County. The projected build-out year is 2022. The DRI overlaps with a significant portion of a previous DRI known as Riverside Park (DRI #1132), reviewed in 2006.

Comments: According to the ARC Unified Growth Policy Map (UGPM), a component of The Atlanta Region's Plan, this DRI is located in the Developing Suburbs Area of the region. A substantial portion of the DRI, on the west side of the site along Fulton Industrial Boulevard, is also located in a Regional Employment Corridor. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Developing Suburbs and Regional Employment Corridors are listed at the bottom of this report.

This DRI appears to manifest some aspects of regional policy in that it connects to the existing road network, with site access provided onto multiple adjacent roadways. It also adds a new mixed-use activity center to the area that includes housing and retail options; this can complement the still-developing mixed-use node to the east, across Riverside Drive/Suber Road. In addition, the office park use on the west side of the site can add a new set of professional jobs to the area workforce. Finally, the DRI offers new recreational opportunities in the form of a multi-use trail and pervious walking trails that also function as bicycle and pedestrian connectivity across this large site. External connectivity for pedestrians is provided via proposed sidewalks on the site's frontages.

The project could further support regional policy if it incorporated other aspects of the below, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. ARC also encourages the applicant team to ensure that the development broadly promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on site, including those connecting light industrial uses to commercial uses. The development team is also encouraged to ensure that end-of-trip facilities (e.g., bicycle racks, etc.) are provided for workers and visitors at key locations throughout the site. This overall framework can offer the potential for safe site circulation for residents, retail visitors, and office and warehouse workers on foot or by another alternative mode.

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs and Regional Employment Corridors. In terms of land use, this DRI is located within a larger area of long-established light industrial uses to the north along Fulton Industrial Boulevard. The south side of metro Atlanta is also experiencing demand for the development of new light industrial, warehouse/distribution and logistics facilities. However, much of the area surrounding this site, especially to the east and south, is predominated by existing residential uses and undeveloped land. Some of these uses to the east are in the City of Atlanta. Fulton County's leadership and staff, along with the applicant team, should therefore collaborate to balance the goal of new development with the need for sensitivity to nearby local governments, land uses and natural resources, to the greatest extent possible. Buffering will be an important consideration as a result.

Additional comments from ARC staff and external parties are attached to this report.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. Regional policy recommendations for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

Further to the above, Regional Employment Corridors, along with the Region Core (Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites

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

ARC COMMUNITY DEVELOPMENT DIVISION
ARC RESEARCH & ANALYTICS DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON INDUSTRIAL BOULEVARD CID
DOUGLAS COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY DIVISION
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA

ARC NATURAL RESOURCES DIVISION
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
CITY OF DOUGLASVILLE

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.

WOODBURY CENTER DRI
Fulton County
Natural Resources Division Review Comments
March 2, 2017

Watershed Protection and Stream Buffers

The proposed project is located in the Chattahoochee River watershed, but it is outside the 2000-foot Chattahoochee River Corridor. It is located downstream of the portion of the Chattahoochee that serves as a water supply source in the Atlanta Region.

The USGS coverage for the project area shows two blue line streams on the project property. The submitted project site plan shows these streams as well as others running through the project property. The site plan shows the 75-foot undisturbed buffer required by the Fulton Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Act buffer along both banks of all indicated streams, as well as an additional 25-foot impervious surface setback shown on the larger streams. Any land disturbance or development in these buffers will require variances from the appropriate agencies. Any unmapped streams on the property may also be subject to the County Stream Buffer Ordinance and any other state waters that may be on the property will be subject to the requirements of the State 25-foot Erosion and Sedimentation Act buffer.

Stormwater / 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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #2654
DRI Title Woodbury Park
County Fulton County
City (if applicable) None / Unincorporated
Address / Location South side of Riverside Drive between Fulton Industrial Blvd and Campbellton Road
Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied David Haynes, Daniel Studdard
Date March 15, 2017

TRAFFIC STUDY

Prepared by Southeastern Engineering
Date February 16, 2017

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☐ YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

[Click here to provide comments.](#)

☒ NO (*provide comments below*)

The traffic analysis includes two planned and/or programmed projects for the study area, however no sources of the information was provided. One project from the Atlanta Regions plan is not included and is listed below. While the table of contents references page numbers, there are no page numbers in the analysis portion of the report, only on the appendix.

DO-019 SR 166 (FAIRBURN ROAD / CAMPBELLTON ROAD) WIDENING FROM OLD LOWER RIVER ROAD IN DOUGLAS COUNTY TO SR 70 IN FULTON COUNTY
Programmed- Begin in Douglas and ends in Fulton- Network Year 2024

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

The site plan and traffic analysis indicates eleven (11) site access points: three (3) on Fulton Industrial Blvd (SR 70), four (4) on Riverside Drive, three (3) Campbellton Road (SR 154) and one (1) on Kendal Park Lane. Fulton Industrial Blvd and Campbellton Road are designated as regional thoroughfares.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

Access points are proposed on Campbellton Road (SR 154) and Fulton Industrial Blvd. (SR70) which are both designated as a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest station more than one mile away)

☐ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line Click here to enter name of operator and rail line

Nearest Station Click here to enter name of station.

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Click here to provide comments.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

Click here to provide comments.

Transit Connectivity ☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

Click here to provide comments.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) Marta Bus Service

Bus Route(s) #73 Fulton Industrial and Tradewater Parkway

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

The development is adjacent to Fulton Industrial Blvd, Riverside Drive and Campbellton Road. No sidewalk or pedestrian facilities exists adjacent to the subject site along Fulton Industrial Blvd or Riverside Drive. Limited sidewalks are provided along Campbellton Road however none currently exist adjacent to the proposed development site.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

No bicycle facilities exist adjacent to the subject site along either of the roadways adjacent to the site. Fulton Industrial Blvd has a posted speed limit of 55 mph with vehicles volumes significantly high. While Marta is within a mile of the development, the subject site is not on a transit route or adjacent to transit facilities.

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Yes. See question 6 above.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

No multiuse trails are in the study area. The site plan depicts a proposed pervious walking trail within the development

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The development proposes a mixture of neighborhood uses including, office, industrial warehousing, townhouses and a mix of commercial uses including banks, a grocery store, fast food and sit down restaurants, retail and shopping centers. The proposed development is bordered by mix zoned parcels and existing residential and commercial uses along Riverside Drive and Campbellton Road. Wetlands limit connectivity in some areas however there are opportunities for roadway inter parcel connectivity. No internal roadway connectivity is provided.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☒ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

The site plan and traffic analysis does not propose bicycle and pedestrian facilities being provided throughout the development site. Sidewalks are proposed on Riverside Drive and Campbellton Road adjacent to the development site. Natural barriers, such as streams, create some limitations on maneuverability and accessibility within the site. Limited pedestrian facilities are proposed for the

commercial section of the development. In some areas, pedestrian traffic appears to intermingle with vehicular traffic with no indication of separate pedestrian facilities being provided for the different modes.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

External connectivity with adjacent parcels is planned for the development. Sidewalks are proposed on all roadways adjacent to the development site. Internal bicycle and pedestrian connectivity with adjacent parcels is not provided.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☒ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

Industrial uses are separated from other uses in the development limiting vehicular traffic interaction with freight traffic. Freight traffic serving the industrial use may gain access from Fulton Industrial Blvd or Campbellton Road along with vehicular and pedestrian traffic to the site. Pedestrian facilities are provided along majority of the internal driveway separating pedestrian from truck and vehicle traffic.

RECOMMENDATIONS

- 13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

- 14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

- 15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

With the goal of safety and congestion reduction for all modes of travel in mind, it is the policy of the ARC to encourage sound transportation practices to be incorporated in each development. It is recommended that, where feasible, vehicular and pedestrian connectivity with adjacent parcels be considered and incorporated within the development. Also, consider adding more accommodations for pedestrian and bicycle facilities internal to the site in the commercial phase of the development at a minimum. Minimize safety concerns by reducing pedestrian interface with vehicle and truck traffic in high traffic areas (Entrance 3) .

Andrew Smith

From: Weiss, Megan J <MWeiss@dot.ga.gov>
Sent: Wednesday, March 08, 2017 8:28 AM
To: Andrew Smith
Cc: Mertz, Kaycee; Fowler, Matthew
Subject: RE: ARC DRI Review Notification: Woodbury Park E-Commerce & Distribution Center (DRI #2654)

Andrew.

GDOT Planning has reviewed the Woodbury Park E-Commerce & Distribution Center DRI Preliminary report and show no additional GDOT projects, other than those already mentioned in the report. For further information that may be needed concerning this review, please contact Megan Weiss at 404-631-1779 or mweiss@dot.ga.gov.

Megan Weiss, AICP
Transportation Planner II
Georgia Department of Transportation
Office of Planning-5th Floor
P:404-631-1779 E:mweiss@dot.ga.gov

From: Andrew Smith [mailto:ASmith@atlantaregional.com]
Sent: Tuesday, March 07, 2017 6:01 PM
To: 'jud.turner@gaepd.org' <jud.turner@gaepd.org>; VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfwolder@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Humphrey, James <jhumphrey@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Annie Gillespie <agillespie@georgiatolls.com>; Parker Martin <PMartin@GRTA.org>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; gflloyd@itsmarta.com; gil@boulevardcid.org; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; Lewis, Jonathan <jlewis@AtlantaGa.Gov>; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; trye@co.douglas.ga.us; rhulsey@co.douglas.ga.us; Lynn, Jonathan <lynnj@douglasvillega.gov>; Wright, Michelle <wrightm@douglasvillega.gov>; hooperd@douglasvillega.gov; Randy Beck (Randy.Beck@fultoncountyga.gov) <Randy.Beck@fultoncountyga.gov>; Michelle.Macauley@fultoncountyga.gov; Ellington, Morgan <Morgan.Ellington@fultoncountyga.gov>; Ward, Lem <lem.ward@dentons.com>; Danny Mitchell <dmitchell@paulsonmitchell.com>; John Paulson <jpaulson@paulsonmitchell.com>; Phillip Takacs <ptakacs@paulsonmitchell.com>; Frederic Shmurak <FShmurak@walton.com>; Wayne Matthews <wayne@seengineering.com>; Steven Foy <sfoy@seengineering.com>
Cc: Community Development <CommunityDevelopment@atlantaregional.com>; Mike Alexander <MAlexander@atlantaregional.com>; David Haynes <DHaynes@atlantaregional.com>; Marquitrice Mangham <MMangham@atlantaregional.com>; Daniel Studdard <DStuddard@atlantaregional.com>; Jim Santo <JSanto@atlantaregional.com>; Jim Skinner <JSkinner@atlantaregional.com>
Subject: ARC DRI Review Notification: Woodbury Park E-Commerce & Distribution Center (DRI #2654)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Woodbury Park E-Commerce & Distribution Center (DRI #2654)**.

This DRI is located in unincorporated Fulton County (transitioning to City of South Fulton), bounded by SR 70/Fulton Industrial Boulevard on the west, Riverside Drive on the east, and SR 154/Campbellton Road on the south. The approximately 56-acre mixed-use project consists of 2,200,000 SF of warehouse/distribution space in six buildings; 185,831 SF of commercial space; 108,000 SF of office space; and 126 townhome units. The DRI review trigger for this project is a rezoning application filed with Fulton County. The projected build-out year is 2022. The DRI overlaps with a significant portion of a previous DRI known as Riverside Park (DRI #1132), reviewed in 2006. Given the new land uses in the currently proposed plan of development, this is a new ARC DRI review.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **March 22, 2017**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) and searching for "Woodbury Park E-Commerce & Distribution Center" in the field at the bottom of the page. The report and other information will be permanently available online as of tomorrow, March 8.

Date opened: March 7, 2017

Deadline for comments: March 22, 2017

Close by: March 27, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

Atlanta Regional Commission
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303-2538

P | 404.463.5581

F | 404.463.3254

asmith@atlantaregional.com

atlantaregional.com

Pedestrian deaths are surging in Georgia - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit www.dot.ga.gov/DS/SafetyOperation/SBS. #ArriveAliveGA

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, March 13, 2017 5:48 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette
Subject: RE: ARC DRI Review Notification: Woodbury Park E-Commerce & Distribution Center (DRI #2654)
Attachments: Preliminary Report - Woodbury Park E-Commerce and Distribution Center .pdf

Andrew,

The proposed project consists of 2,200,000 SF of warehouse/distribution space in six buildings; 185,831 SF of commercial space; 108,000 SF of office space; and 126 townhome units, and is located within 7 miles southwest of Fulton County Airport – Brown Field, but is located outside of any FAA surface, and compatible land use areas, and does not appear to impact the airport.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 90 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
M: 404-660-3394 | F: 404-631-1935 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/AirportAid>

From: Andrew Smith [mailto:ASmith@atlantaregional.com]
Sent: Tuesday, March 07, 2017 6:01 PM
To: 'jud.turner@gaepd.org'; VanDyke, Cindy; Fowler, Matthew; Comer, Carol; Hood, Alan C.; Zahul, Kathy; Weiss, Megan J; DeNard, Paul; Regis, Edlin; Woods, Chris N.; Boone, Eric; Humphrey, James; Johnson, Lankston; Annie Gillespie; Parker Martin; 'DRI@grta.org'; 'Jon West'; gflloyd@itsmarta.com; gil@boulevardcid.org; Charletta Wilson Jacks (cjacks@atlantaga.gov); Lewis, Jonathan; Jessica Lavandier (jlavandier@atlantaga.gov); trye@co.douglas.ga.us; rhulsey@co.douglas.ga.us; Lynn, Jonathan; Wright, Michelle; hooperd@douglasvillega.gov; Randy Beck (Randy.Beck@fultoncountyga.gov); Michelle.Macauley@fultoncountyga.gov; Ellington, Morgan; Ward, Lem; Danny Mitchell; John Paulson; Phillip Takacs; Frederic Shmurak; Wayne Matthews; Steven Foy
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Daniel Studdard; Jim Santo; Jim Skinner
Subject: ARC DRI Review Notification: Woodbury Park E-Commerce & Distribution Center (DRI #2654)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Woodbury Park E-Commerce & Distribution Center (DRI #2654)**.

This DRI is located in unincorporated Fulton County (transitioning to City of South Fulton), bounded by SR 70/Fulton Industrial Boulevard on the west, Riverside Drive on the east, and SR 154/Campbellton Road on the south. The approximately 56-acre mixed-use project consists of 2,200,000 SF of warehouse/distribution space in six buildings; 185,831 SF of commercial space; 108,000 SF of office space; and 126 townhome units. The DRI review trigger for this project is a rezoning application filed with Fulton County. The projected build-out year is 2022. The DRI overlaps with a significant portion of a previous DRI known as Riverside Park (DRI #1132), reviewed in 2006. Given the new land uses in the currently proposed plan of development, this is a new ARC DRI review.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **March 22, 2017**.

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Date opened: March 7, 2017

Deadline for comments: March 22, 2017

Close by: March 27, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Senior Planner, Community Development Division

Atlanta Regional Commission
regional impact + local relevance

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P | 404.463.5581

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Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2654

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: Fulton

Individual completing form: Morgan Ellington

Telephone: 404-612-8049

E-mail: Morgan.Ellington@fultoncountygga.gov

*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: Woodbury Park E-Commerce & Distribution Center

Location (Street Address, District 14 F, LL 118, 119, 130, 131, 137, 149 & 150 Parcel ID - 14F0131LL0040
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Warehouse Distribution - total of 2.2 million sf in six buildings (431,600 sf; 734,000 sf; 238,000 sf; 296,000 sf; 308,000 sf; 630,000 sf); Mixed Use- total of 395,231 sf (multi-family residential- 226,000 sf and 169,231 sf commercial); Commercial - 16,600 sf; Office - 108,000 sf

Development Type:

- | | | |
|--|---|--|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input 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 checked="" type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, 312.7 acres, Warehouse (2.2 million sf), Mixed Use - 395,231 sf, Commercial - 16,600 sf, floor area, etc.): Office 108,

Developer: Walton Georgia LLC

Mailing Address: 295 Crossville Rd

Address 2: Building 700, Suite 710

City: Roswell State: GA Zip: 30075

Telephone: 770-642-7750 x 205

Email: fshmurak@walton.com

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☒ Yes ☐ No

If yes, provide the following information:	Project Name: Riverside Park (this project is part (312.7 acres) of the original 456.93 acreseplace the previous submittal)
	Project ID: 1132
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning
	<input type="checkbox"/> Variance
	<input type="checkbox"/> Sewer
	<input type="checkbox"/> Water
	<input type="checkbox"/> Permit
	<input type="checkbox"/> Other
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: 2019 Overall project: 2019
Back to Top	

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



Developments of Regional Impact

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DRI #2654

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: Fulton
Individual completing form: Morgan Ellington
Telephone: 404-612-8049
Email: Morgan.Ellington@fultoncountygga.gov

Project Information

Name of Proposed Project: Woodbury Park E-Commerce & Distribution Center
DRI ID Number: 2654
Developer/Applicant: Walton Georgia LLC, Frederick Shmurak
Telephone: 770-642-7750 x 205
Email(s): fshmurak@walton.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: estimated construction costs \$180,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4,000,000

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)? 0.157

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ 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)? 0.157

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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.) AM Peak 1,659; PM Peak 2,407

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please see DRI Traffic Study.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,280

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ 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? 46.67%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site is located in Fulton County and will include buffers along all creeks that meet local and state requirements; and incorporate stormwater management features as well as common areas and greenspace that will mitigate the project's impact. Parking areas, roadways and drives will be kept to a minimum and will meet County's requirements to mitigate the impact of such areas.

Environmental Quality

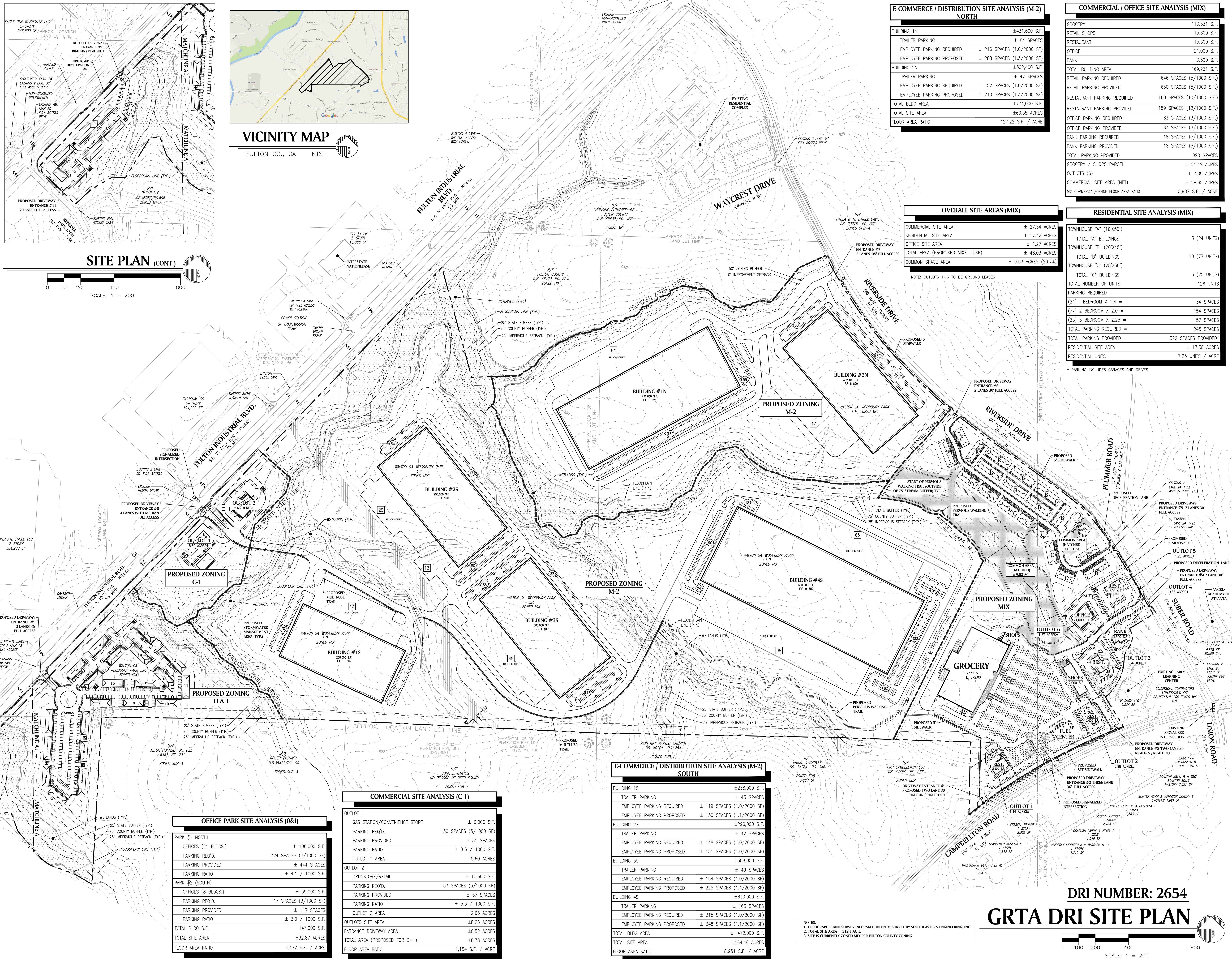
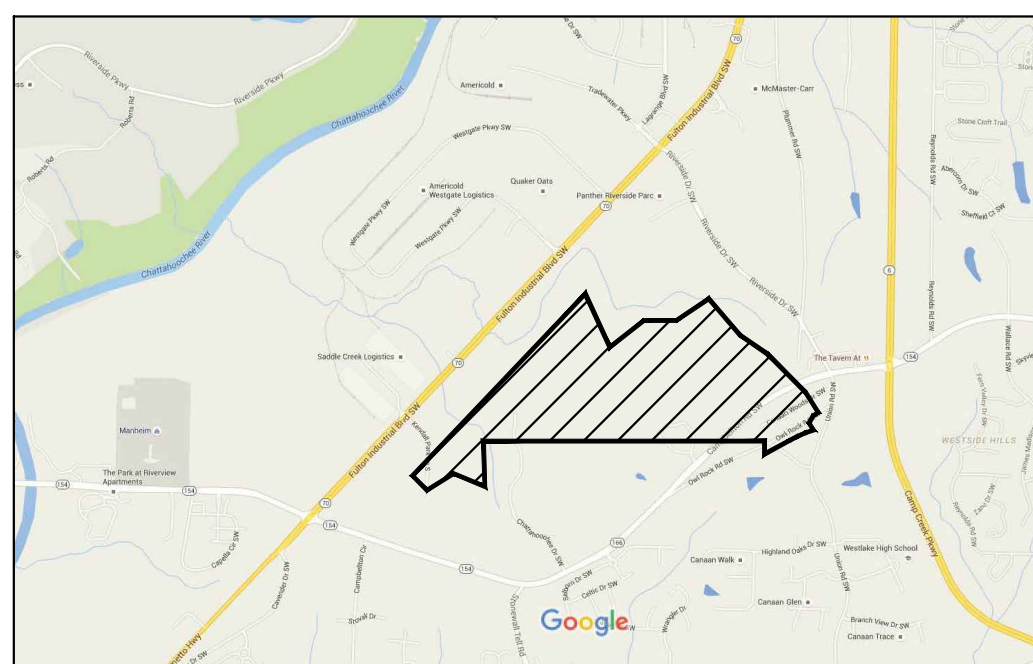
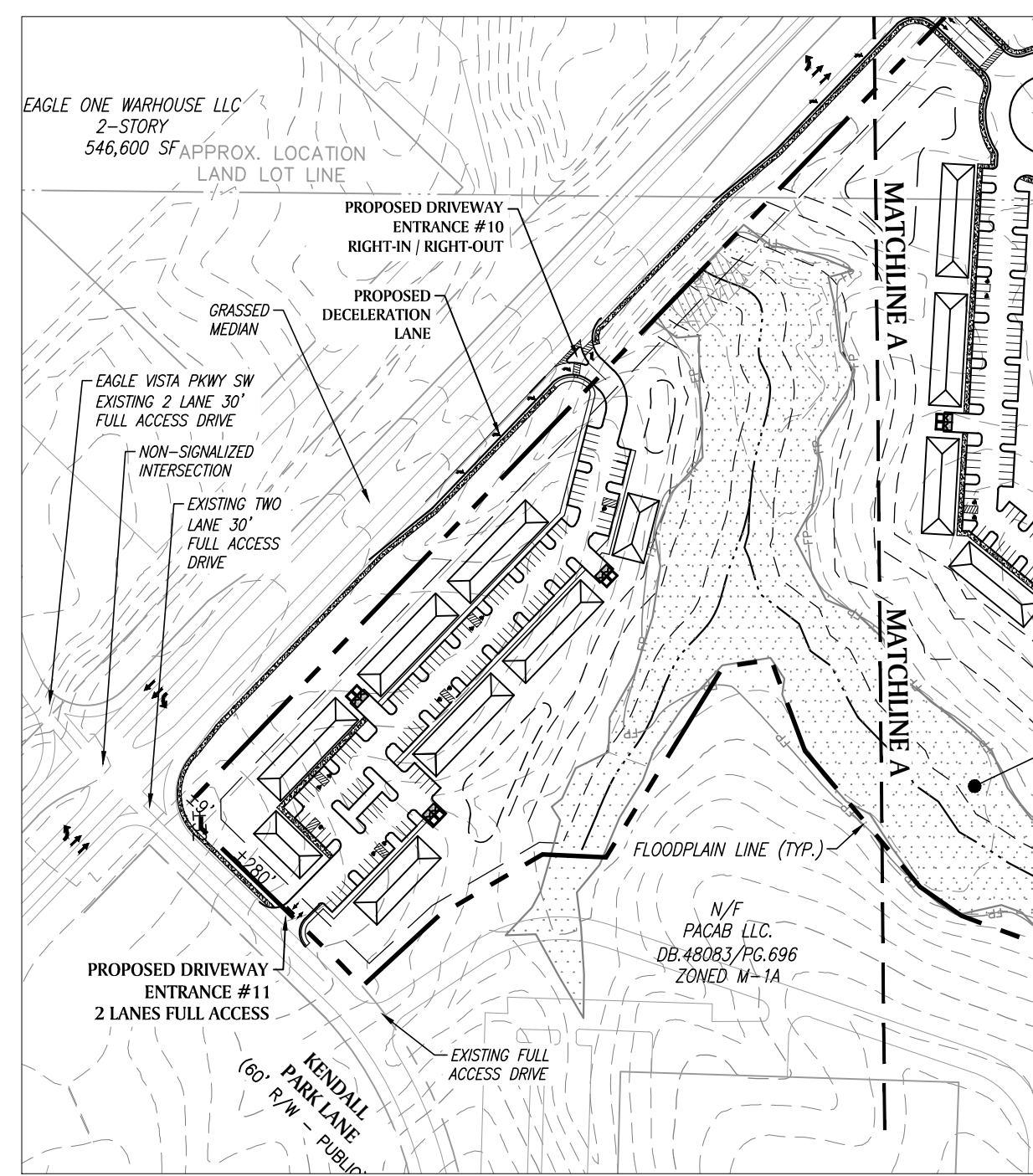
Is the development located within, or likely to affect any of the following:

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:

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



E-COMMERCE / DISTRIBUTION SITE ANALYSIS (M-2) NORTH	
BUILDING 1N:	+431,600 S.F.
TRAILER PARKING	± 84 SPACES
EMPLOYEE PARKING REQUIRED	± 216 SPACES (1.0/2000' S/F)
EMPLOYEE PARKING PROPOSED	± 288 SPACES (1.3/2000' S/F)
BUILDING 2N:	+302,400 S.F.
TRAILER PARKING	± 47 SPACES
EMPLOYEE PARKING REQUIRED	± 152 SPACES (1.0/2000' S/F)
EMPLOYEE PARKING PROPOSED	± 210 SPACES (1.3/2000' S/F)
TOTAL BLDG AREA	+734,000 S.F.
TOTAL SITE AREA	+60.55 ACRES
FLOOR AREA RATIO	12,122 S.F. / ACRE

COMMERCIAL / OFFICE SITE ANALYSIS (MIX)		
GROCERY		113,531 S.F.
RETAIL SHOPS		15,600 S.F.
RESTAURANT		15,500 S.F.
OFFICE		21,000 S.F.
BANK		3,600 S.F.
TOTAL BUILDING AREA		169,231 S.F.
RETAIL PARKING REQUIRED	646 SPACES (5/1000 S.F.)	
RETAIL PARKING PROVIDED	650 SPACES (5/1000 S.F.)	
RESTAURANT PARKING REQUIRED	160 SPACES (10/1000 S.F.)	
RESTAURANT PARKING PROVIDED	189 SPACES (12/1000 S.F.)	
OFFICE PARKING REQUIRED	63 SPACES (3/1000 S.F.)	
OFFICE PARKING PROVIDED	63 SPACES (3/1000 S.F.)	
BANK PARKING REQUIRED	18 SPACES (5/1000 S.F.)	
BANK PARKING PROVIDED	18 SPACES (5/1000 S.F.)	
TOTAL PARKING PROVIDED		920 SPACES
GROCERY / SHOPS PARCEL		± 21.42 ACRES
OUTLOTS (6)		± 7.09 ACRES
COMMERCIAL SITE AREA (NET)		± 28.65 ACRES
MIX COMMERCIAL/OFFICE FLOOR AREA RATIO		5,907 S.F. / ACRE

OVERALL SITE AREAS (MIX)	
COMMERCIAL SITE AREA	± 27.34 ACRES
RESIDENTIAL SITE AREA	± 17.42 ACRES
OFFICE SITE AREA	± 1.27 ACRES
TOTAL AREA (PROPOSED MIXED-USE)	± 46.03 ACRES
COMMON SPACE AREA	± 9.53 ACRES (20.7%)

RESIDENTIAL SITE ANALYSIS (MIX)	
TOWNHOUSE "A" (16'X50')	
TOTAL "A" BUILDINGS	3 (24 UNITS)
TOWNHOUSE "B" (20'X45')	
TOTAL "B" BUILDINGS	10 (77 UNITS)
TOWNHOUSE "C" (28'X50')	
TOTAL "C" BUILDINGS	6 (25 UNITS)
TOTAL NUMBER OF UNITS	126 UNITS
PARKING REQUIRED	
(24) 1 BEDROOM X 1.4 =	34 SPACES
(22) 2 BEDROOM X 2.0 =	154 SPACES
(25) 3 BEDROOM X 2.25 =	57 SPACES
TOTAL PARKING REQUIRED =	245 SPACES
TOTAL PARKING PROVIDED =	322 SPACES PROVIDED*
RESIDENTIAL SITE AREA	= 17.38 ACRES
RESIDENTIAL UNITS	7.25 UNITS / ACRE

* PARKING INCLUDES GARAGES AND DRIVES

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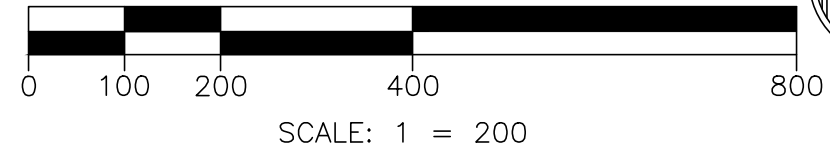
E-COMMERCE / DISTRIBUTION SITE ANALYSIS (M-2) SOUTH		
BUILDING 1S:		±238,000 S.F.
TRAILER PARKING		± 43 SPACES
EMPLOYEE PARKING REQUIRED	± 119 SPACES	(1.0/2000) SF
EMPLOYEE PARKING PROPOSED	± 130 SPACES	(1.1/2000) SF
BUILDING 2S:		±296,000 S.F.
TRAILER PARKING		± 42 SPACES
EMPLOYEE PARKING REQUIRED	± 148 SPACES	(1.0/2000) SF
EMPLOYEE PARKING PROPOSED	± 151 SPACES	(1.0/2000) SF
BUILDING 3S:		±308,000 S.F.
TRAILER PARKING		± 49 SPACES
EMPLOYEE PARKING REQUIRED	± 154 SPACES	(1.0/2000) SF
EMPLOYEE PARKING PROPOSED	± 225 SPACES	(1.4/2000) SF
BUILDING 4S:		±630,000 S.F.
TRAILER PARKING		± 163 SPACES
EMPLOYEE PARKING REQUIRED	± 315 SPACES	(1.0/2000) SF
EMPLOYEE PARKING PROPOSED	± 348 SPACES	(1.1/2000) SF
TOTAL BLDG AREA		±1,472,000 S.F.
TOTAL SITE AREA		±164.46 ACRES
FLOOR AREA RATIO		8.951 S.F. / ACRE

COMMERCIAL SITE ANALYSIS (C-1)		
OUTLOT 1		
GAS STATION/CONVENIENCE STORE		± 6,000 S.F.
PARKING REQ'D.	30 SPACES (5/1000 SF)	
PARKING PROVIDED		± 51 SPACES
PARKING RATIO		± 8.5 / 1000 S.F.
OUTLOT 1 AREA		5.60 ACRES
OUTLOT 2		
DRUGSTORE/RETAIL		± 10,600 S.F.
PARKING REQ'D.	53 SPACES (5/1000 SF)	
PARKING PROVIDED		± 57 SPACES
PARKING RATIO		± 5.3 / 1000 S.F.
OUTLOT 2 AREA		2.66 ACRES
OUTLOTS SITE AREA		+82.26 ACRES
ENTRANCE DRIVEWAY AREA		+0.52 ACRES
TOTAL AREA (PROPOSED FOR C-1)		+87.78 ACRES
FLOOR AREA RATIO		1,154 S.F. / ACRE

OFFICE PARK SITE ANALYSIS (08J)		
PARK #1 NORTH		
OFFICES (21 BLDGS.)		± 108,000 S.F.
PARKING REQ'D.	324 SPACES	(3/1000 S.F.)
PARKING PROVIDED		± 444 SPACES
PARKING RATIO		± 4.1 / 1000 S.F.
PARK #2 (SOUTH)		
OFFICES (8 BLDGS.)		± 39,000 S.F.
PARKING REQ'D.	117 SPACES	(3/1000 S.F.)
PARKING PROVIDED		± 117 SPACES
PARKING RATIO		± 3.0 / 1000 S.F.
TOTAL BLDG S.F.		147,000 S.F.
TOTAL SITE AREA		± 32.87 ACRES
FLOOR AREA RATIO		4.472 S.F. / ACRE

DRI NUMBER: 2654

GRTA DRI SITE PLAN



2015210z.dwg 10-JAN-17

GRTA DRI SITE PLAN

SHEET

DRI-1