REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: November 5, 2018 **ARC REVIEW CODE**: R1811051

TO: Mayor Vince Williams, City of Union City
ATTN TO: Ellis Still, Community Development Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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The Atlanta Regional Commission (ARC) has completed a preliminary 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Crossroads Business Center (DRI 2854)
Review Type: DRI **Submitting Local Government**: City of Union City
Date Opened: Nov. 5, 2018 **Deadline for Comments**: Nov. 20, 2018 **Date to Close**: Nov. 26, 2018

Description: This DRI is on a 132-acre site in the City of Union City, south of McClure Road, west of Campbellton-Fairburn Road (SR 92), north of Line Creek Road, and east of Line Creek itself. The project is planned to consist of 1,333,920 sq. ft. of warehouse/distribution space in two buildings. Site access is proposed via one driveway onto SR 92 across from Rosewood Place, approximately 0.7 miles south of the intersection of SR 92 and South Fulton Parkway. The local trigger for DRI review is a land disturbance permit application. The estimated buildout year is 2022.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Rural Area of the region. Rural Areas are the least developed parts of the region and are planned to see limited or no growth. These areas may have limited infrastructure and services. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General RDG information and recommendations for Rural Areas are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy. The plan contemplates a 1,333,920-sq. ft. warehouse/distribution facility, supporting regional economic development. Additionally, it offers the potential for efficiencies and connectivity in intraregional and interregional freight movement through its proximity to SR 92, connecting to SR 138, US 29, I-85 and industrial areas (e.g., Oakley Industrial Boulevard) to the south – and to South Fulton Parkway, connecting to other industrial sites, US 29 and ultimately I-285/I-85 to the east.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, 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. This is of particular importance in terms of the project's rural setting/context, and given the presence of floodplain and streams on-site and Line Creek on the southwestern (rear) property line (more detailed comments on water resources are attached to this report). In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

The intensity of this DRI generally falls within with the ARC RDG's recommended parameters for Rural and Developing Rural Areas. In terms of land use, the project is in a part of the region that is experiencing demand for warehouse/distribution development; the site is in relatively close proximity to existing warehouse/distribution uses, especially to the east along South Fulton Parkway and to the southeast along US 29 and I-85. However, many areas adjacent to and near the site (especially to the north, west and south) are unlike this DRI as they are predominated by single family residential uses, small homesteads, and undeveloped/forested land. This includes areas and properties in other jurisdictions besides Union City, e.g., the City of South Fulton immediately south of the entrance to the project site. Union City leadership and staff, along with the development team, should therefore collaborate to ensure maximum sensitivity to nearby local governments, neighborhoods, natural resources and land uses.

Additional preliminary ARC staff comments related to transportation and water resources are attached to this report.

Further to the above, general policy recommendations for Rural Areas include:
- Maintain rural road characteristics and protect scenic corridors
- Implement conservation design and development as appropriate in new residential neighborhoods
- Develop opportunities for heritage, recreation, and agriculturally-based tourism initiatives
- Identify areas to preserve as future large parks or conservation areas and create partnerships and dedicated funding sources for land conservation activities
- Identify opportunities for the development of rural broadband technology

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
CITY OF COLLEGE PARK
CITY OF PALMETTO
FULTON COUNTY
ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
AEROTROPOLIS ATLANTA CIDS
CITY OF EAST POINT
CITY OF SOUTH FULTON
ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF CHATTAHOOCHEE HILLS
CITY OF FAIRBURN
DOUGLAS COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

DEVELOPMENT OF REGIONAL IMPACT
REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Crossroads Business Center** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ( )

Signature:

Date:

Please return this form to:
Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: *November 20, 2018*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: November 5, 2018 **ARC REVIEW CODE**: R1811051

TO: ARC Group Managers
FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew	**Transportation Access and Mobility:** Mangham, Marquitrice
Natural Resources: Santo, Jim	**Research and Analytics:** Skinner, Jim
Aging and Health Resources: Perumbeti, Katie	

Name of Proposal: Crossroads Business Center (DRI 2854)
Review Type: Development of Regional Impact
Description: This DRI is on a 132-acre site in the City of Union City, south of McClure Road, west of Campbellton-Fairburn Road (SR 92), north of Line Creek Road, and east of Line Creek itself. The project is planned to consist of 1,333,920 sq. ft. of warehouse/distribution space in two buildings. Site access is proposed via one driveway onto SR 92 across from Rosewood Place, approximately 0.7 miles south of the intersection of SR 92 and South Fulton Parkway. The local trigger for DRI review is a land disturbance permit application. The estimated buildout year is 2022.
Submitting Local Government: City of Union City
Date Opened: November 5, 2018
Deadline for Comments: November 20, 2018
Date to Close: November 26, 2018

Response:

1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
6) ☐Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #2854

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: Ellis Still
Telephone: 770-515-7955
E-mail: estill@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: Crossroads Business Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located west of Campbellton-Fairburn Road (SR 92) at Rosewood Place
Brief Description of Project: Industrial Warehousing - Construction of 2 buildings that total approximately 1,350,000 square feet of warehouse distribution facility.

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:

Project Size (# of units, floor area, etc.): 2 buildings, totaling approximately 1,350,000
Developer: Core5 Industrial Partners
Mailing Address: 1230 Peachtree Street NE
Address 2: Suite 3560
City:Atlanta State: GA Zip:30309
Telephone: 404-262-5431
Email: dnelson@c5ip.com
Is property owner different from developer/applicant? (not selected) Yes No
If yes, property owner: GR-SF Parkway, LLC
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: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2022 Overall project: 2022

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #2854

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:	Ellis Still
Telephone:	770-515-7955
Email:	estill@unioncityga.org

Project Information

Name of Proposed Project:	Crossroads Business Center
DRI ID Number:	2854
Developer/Applicant:	Core5 Industrial Partners
Telephone:	404-262-5431
Email(s):	lward@c5ip.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:	70,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	650,000
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)?	0.0216 MGD
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)?	0.018 MGD
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.)	Approximately: 2,150 net daily trips; 185 AM peak hour trips; 188 PM peak hour trips
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 refer to the traffic study completed by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,248 Tons
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?	55 Percent Impervious

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:75 feet vegetated buffers will surround the northern, eastern and southern boundaries. Stormwater detention facilities designed for water quality, channel protection and stormwater volume detention will be utilized.

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:
There are no proposed wetland impacts, however a Nationwide permit issued by the Army Corp of Engineers will be obtained if any wetlands or buffers onsite area impacted. If any fill is graded within the floodplain area, floodplain compensation will be designed so that the flood elevation is not changed.

Back to Top

CROSSROADS BUSINESS CENTER DRI
City of Union City
Natural Resources Group Review Comments

November 5, 2018

Watershed and Stream Protection

The project site is in the Deep Creek watershed, which is a tributary to the Chattahoochee River Watershed, but the site is not within the 2000-foot Chattahoochee River Corridor of the Metropolitan River Protection Act. Deep Creek enters the Chattahoochee downstream of the portion of the river that serves as a water supply source in the Atlanta Region.

Both the USGS coverage for the project area and the submitted site plan show Line Creek, which is a tributary to Deep Creek, running along the southwestern (or rear) project property line. In addition, the site plan shows streams along the eastern and northwestern sides of the property, each with short branches running into the property. The site plan shows and identifies the 25-foot State Sediment and erosion control buffer, the 50-foot City stream buffer and the 75-foot City impervious setback on all streams shown on the property. The site plan shows one branch of the northwestern stream as impacted by the proposed development, with about 290 feet culverted for a road crossing. This activity will most likely require variances from both the State and City buffers. The site plan does not show any other proposed activity within the stream buffers. Any unmapped streams may also be subject to the requirements of the State and City buffers. Any unmapped waters of the state may be subject to the state 25-foot sedimentation and erosion control buffer requirements.

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.

We also suggest the following additional measures, where applicable, to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#2854
DRI Title	Crossroads Business Center
County	Fulton County
City (if applicable)	**Union City**
Address / Location	**West of the intersection of Campbellton Fairburn Road (SR 92) and Rosewood Place**

Proposed Development Type: 132 acre site with two buildings consisting of 1,333, 920 square foot warehouse distribution center

Review Process

☒ EXPEDITED

☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Marquitrice Mangham
Copied	Click here to enter text.
Date	November 5, 2018

TRAFFIC STUDY

Prepared by	Kimley Horn
Date	October 18, 2018

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis includes a list of programmed projects within the study network on page 27.

☐ NO *(provide comments below)*

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 shows one proposed site access from GA SR 92, a regional thoroughfare.

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)*

Site access is proposed from SR 92, a designated Regional Truck Thoroughfare.

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

Nearest Station — Click here to enter name of operator and rail line

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)*
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 Route(s) 82

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 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)*

* *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

MARTA

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)*

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*

* *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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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)*

☒ OTHER *(Please explain)*

Site is currently adjacent to undeveloped land.

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)*

☐ OTHER *(Please explain)*

No existing bike ped facilities exist along the SR 92 and none appear to be proposed internal or external to the site.

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)*

The development does not propose bike or pedestrian facilities internal or external to the site.

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)*

One driveway will provide access for both heavy truck and vehicle traffic entering and exiting the site.

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?**

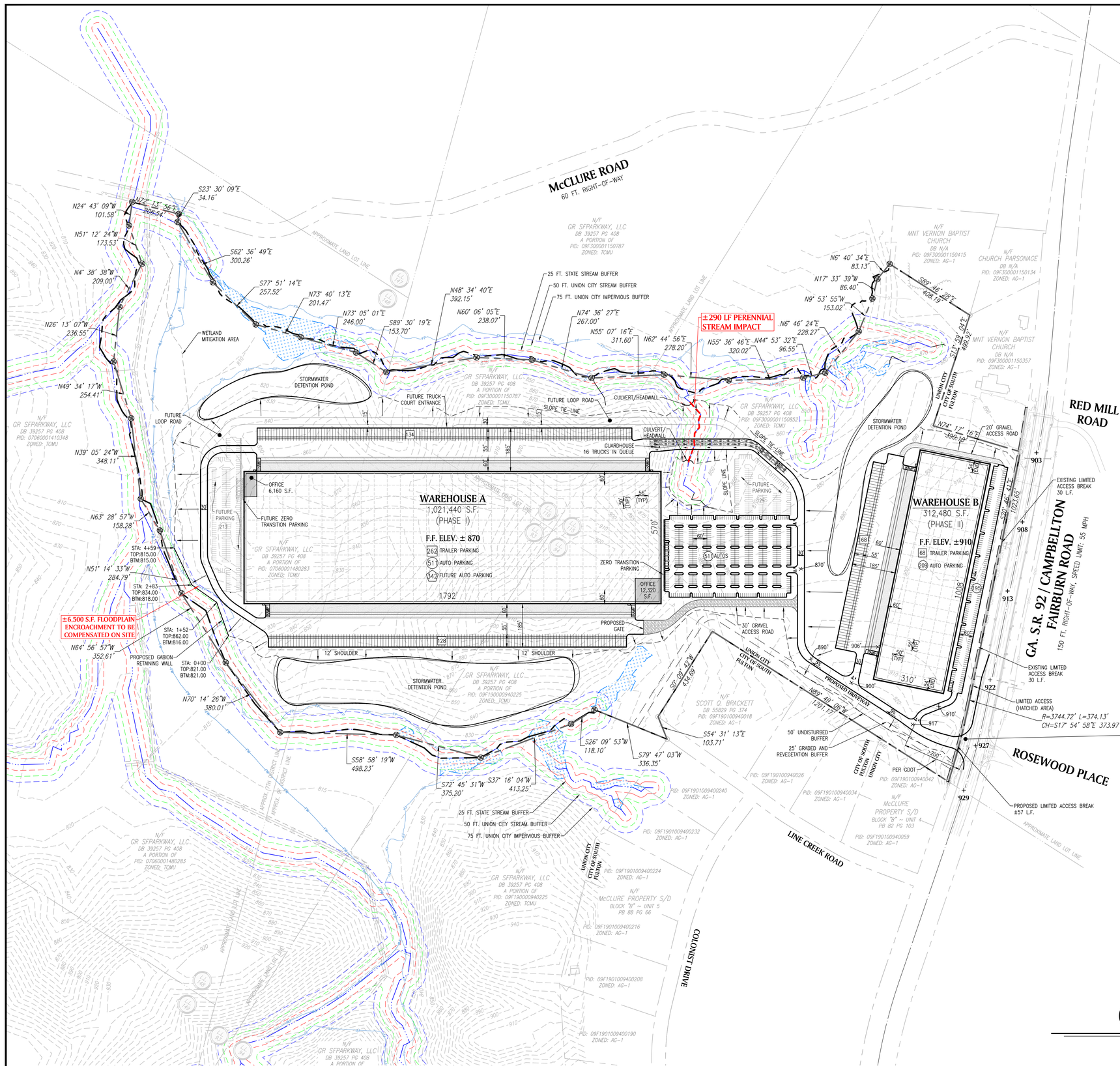
    ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

    ☐ 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):**

    ARC encourages developments to incorporate alternative modes of transportation access to the site. In this case, sidewalks should be included to provide a safe alternative mode of pedestrian access to the site.



VICINITY MAP

UNION CITY, GA SCALE: NTS

CLIENT:
CORE5 INDUSTRIAL PARTNERS
CONTACT: DAVID NELSON
PHONE: 404.262.5431

TRAFFIC ENGINEER:
KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
CONTACT: JOHN WALKER
PHONE: 470.273.3181

CIVIL ENGINEER:
PAULSON MITCHELL, INC.
CONTACT: MARC SNYDER
PHONE: 770.650.7685

SITE ANALYSIS

WAREHOUSE A	1,021,440 S.F.
TRAILER PARKING REQUIRED	21 SPACES
TRAILER PARKING PROVIDED	262 SPACES
EMPLOYEE PARKING REQUIRED	511 SPACES
EMPLOYEE PARKING PROVIDED	511 SPACES
FUTURE EMPLOYEE PARKING	342 SPACES
WAREHOUSE B	312,480 S.F.
TRAILER PARKING REQUIRED	13 SPACES
TRAILER PARKING PROVIDED	68 SPACES
EMPLOYEE PARKING REQUIRED	209 SPACES
EMPLOYEE PARKING PROVIDED	209 SPACES
TOTAL BUILDING AREA	1,333,920 S.F.
FLOOR AREA RATIO	0.233
TOTAL LAND AREA	± 131.57 ACRES

GRTA DRI SITE PLAN

0 100 200 400 800
SCALE: 1 = 200

LAND PLANNERS
ENGINEERS + SURVEYORS
TRANSPORTATION
LANDSCAPE ARCHITECTS
85-A MILL STREET
SUITE 200
ROSWELL, GEORGIA 30075
VOICE 770.650.7685
FAX 770.650.7684
www.paulsonmitchell.com

PAULSON MITCHELL INCORPORATED

PROJECT:
CROSSROADS BUSINESS CENTER
SR 92/CAMPBELLTON ROAD
LAND LOTS 93, 94, 115, 116
7TH DISTRICT
CITY OF UNION CITY
FULTON CO., GA 30213
DRI #: 2854

FOR:
CORE5 INDUSTRIAL PARTNERS
1230 PEACHTREE ST. NE
SUITE 3560
ATLANTA, GA 30309

ZONING INFORMATION
ZONING RESEARCH DATE: APRIL 2017
**INFORMATION OBTAINED FROM 2014 UNION CITY ZONING ORDINANCE

ZONING CLASSIFICATION	
JURISDICTION:	CITY OF UNION CITY, GA
EX. ZONING:	TCMU (TOWN CENTER MIXED USE)
PR. ZONING:	TCMU (TOWN CENTER MIXED USE)
BUILDING SETBACKS	
FRONT:	50' (SEC. 6-15.E.2.d)
SIDE:	20'
REAR:	20'
BUFFERS	
FRONT/STREET:	10' LANDSC. STRIP
SIDE (TO RESIDENTIAL)	50' (SEC. 6-15.N.3)
REAR:	--'
BUILDING SUMMARY	
MAX. BUILDING HT.:	20 STORIES
MAX. LOT COVERAGE:	80%
PARKING SUMMARY	
RETAIL REQ.:	5.0 SPACES/1,000 S.F.
INDUSTRIAL REQ.:	SEC. 10-7.M
STD. CITY STALL DIMENSIONS:	8'-6" x 18'
STALL DIMENSIONS SHOWN:	9' x 18'
COMPACT STALLS ALLOWED:	--%
MIN. 90°/60° DRIVE WIDTH:	24'/18'
LANDSCAPE REGULATIONS	
TREE DENSITY:	100 IN./ACRE
ISLAND REQ.:	1 ISLAND/10 SPACES
MIN. ISLAND SIZE/WIDTH:	90 S.F./5'
OPEN SPACE %:	15%
FEMA MAP	
FIRM PANEL #:	13121C0451F
DRAWING RECORD	
DRAWN BY:	VP

2018159 - DRI1.dwg 10.22.18

GRTA DRI SITE PLAN

SHEET **DRI-1**