REGIONAL REVIEW NOTIFICATION

ATLANTA REGIONAL COMMISSION

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

DATE: April 2, 2019 **ARC REVIEW CODE**: R1904021

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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Original on file

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: 85 South Commerce (DRI 2915)
Review Type: DRI **Submitting Local Government**: City of Union City
Date Opened: 4/2/2019 **Deadline for Comments**: 4/17/2019 by 5:00 PM **Date to Close**: 4/22/2019*

If no significant issues are identified during the 15-day comment period, the review will close on **April 17, 2019 per the **Limited Trip Generation Expedited Review process** outlined in ARC's DRI Rules.*

Description: This DRI is on approximately 44.2 acres in the City of Union City, southeast of the intersection of SR 138 (Beverly Engram Parkway) and Gresham Street, and west of Goodson Road and the CSX rail line. The project consists of 575,560 sq. ft. of cross-dock warehouse/distribution space in one building. Site access is proposed via an existing driveway that currently serves an adjacent facility and intersects with SR 138 across from Gresham Street. The estimated full buildout year is 2020. The local trigger action for the DRI review is a land disturbance permit application.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Suburbs areas are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy. The plan contemplates a warehouse/distribution facility, supporting regional economic development. It also offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its access to Hwy 138 and, ultimately, I-85 to the east and south – and its proximity to nearby warehousing and industrial areas, particularly to the northeast along I-85 and southwest along US 29.

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 particularly important given the project's location in the Whitewater Creek Water Supply Watershed, a small (less than 100 square mile) public water supply watershed. 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 proposed driveways, 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.

In addition, the development team should ensure that HWY 138 and Gresham Street is improved to accommodate the DRI project traffic, especially trucks, as shown on the submitted site plan. Finally, the applicant/development team, City of Union City, Fulton County DOT and GDOT will need to continue coordination regarding the planned improvements, shown on the site plan.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for Developing Suburbs. 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 to the northwest, along I-85 and US 29. However, many areas near the site, especially to the west, north, east, and southeast, are unlike this DRI – in that they are predominated by single family residential uses, small homesteads, historic downtown Fairburn and Union City, and undeveloped or forested land. This includes areas and properties outside the City of Union City's jurisdiction. In view of all of these factors, it will be critical for City leadership and staff, along with the development team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential local impacts to nearby local governments, neighborhoods, natural resources and land uses.

Additional ARC staff comments related to transportation and water resources, along with external comments received from contacted parties during the review period, are attached to this report. Of note are the following:
Water Supply Watershed and Stream Buffer Protection
The proposed project is within the Whitewater Creek Water Supply Watershed, which is a small (less than 100 square mile) watershed that serves as a public water supply source for both Fayette County and the City of Fayetteville. The proposed project property is more than 7 miles upstream of both the County and City intakes. The USGS coverage for the project area shows no streams on or adjacent to the project property. The site plan shows an unidentified stream and possible wetland area in the southwest corner of the property. No buffers are shown, and both grading and paving are proposed over the indicated stream.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. It is our understanding that the City has adopted the Water Supply Watershed Minimum Criteria. The City will need to determine if the proposal meets the requirements of its water supply watershed ordinance.

The City will also need to determine if the stream must meet the City's Stream Buffer Ordinance requirements, which include a 50-foot vegetative buffer and an additional 25-foot impervious surface setback on most streams. The State 25-foot Sediment and Erosion Control Buffer will also be applicable. Work within any required buffers will require a variance from the appropriate agency. Any unmapped streams on property may also subject to the City's Stream Buffer and the State Sediment and Erosion Control Buffer. Any unmapped waters of the state on this property may also be subject to the State buffer.

Storm Water/Water Quality:
The site plan shows a proposed detention pond at the southern end of the property. The final design for stormwater controls on the property should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. Also, 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 use the stormwater better site design concepts included in the Manual.

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

- Where possible, use green spaces and tree planting beds as stormwater controls. These can provide 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.

As mentioned above, continued coordination will be required regarding planned improvements, shown on the site plan, to the intersection of HWY 138 at Gresham Street. As the site is also within one mile of a fixed route bus service, MARTA bus route 180, the planned access improvements to the site via the proposed private drive should include sidewalks and other pedestrian safety improvements. The development should not preclude providing interparcel access to the undeveloped parcel to the south.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General 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

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF UNION CITY
FAYETTE COUNTY
ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION
CITY OF FAIRBURN
ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY
CITY OF SOUTH FULTON

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: **85 South Commerce** *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: *Apr 17 2019*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: April 2, 2019 **ARC REVIEW CODE**: R1904021

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: 85 South Commerce
Review Type: Development of Regional Impact
Description: This DRI is on approximately 44.2 acres in the City of Union City, southeast of the intersection of SR 138 (Beverly Engram Parkway) and Gresham Street, and west of Goodson Road and the CSX rail line. The project consists of 575,560 sq. ft. of cross-dock warehouse/distribution space in one building. Site access is proposed via an existing driveway that currently serves an adjacent facility and intersects with SR 138 across from Gresham Street. The estimated full buildout year is 2020. The local trigger action for the DRI review is a land disturbance permit application.
Submitting Local Government: City of Union City
Date Opened: April 2, 2019
Deadline for Comments: April 17, 2019
Date to Close: April 22, 2019

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 #2915

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: 85 South Commerce
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Highway 138 & Gresham Street
Brief Description of Project: The proposed project consists of a 575,560 sqft cross dock industrial 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.): 575,560 sqft
Developer: Hillwood
Mailing Address: 7000 Central Parkway
Address 2: Suite 970
City:Atlanta State: GA Zip:30328
Telephone: 770-407-4763
Email: scott.martin@hillwood.com
Is property owner different from developer/applicant? (not selected) Yes No
If yes, property owner: Theodoua West May and Hwy 138, 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: October 2020 Overall project: October 2020

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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 #2915

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:	85 South Commerce
DRI ID Number:	2915
Developer/Applicant:	Hillwood
Telephone:	770-407-4763
Email(s):	scott.martin@hillwood.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:	29,250,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	185,000
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 Union City

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.10
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, GA
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.04
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.)	97 Trips PM Peak - Daily Total is 954 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:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	75
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?	60%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The stormwater system is designed to allow for water quality and detention.

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:
0.07 acres of wetlands will be impacted by this development.

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85 SOUTH COMMERCE CENTER DRI
City of Union City
Natural Resources Group Review Comments

April 1, 2019

Water Supply Watershed and Stream Buffer Protection

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

- Where possible, use green spaces and tree planting beds as stormwater controls. These can provide 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	#2915
DRI Title	85 South Commerce Center
County	Fulton County
City (if applicable)	Union City
Address / Location	Gresham Road and Hwy 138
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	April 3, 2019

TRAFFIC STUDY

Prepared by	Calyx
Date	March 11, 2019

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)*

The traffic analysis identifies programmed improvements identified in the Atlanta Regions pLanfor the study network on page 25.

☒ NO *(provide comments below)*

No traffic study was completed or required due to trip generation under 1000 per day.

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 identifies one (1) proposed driveway off Hwy 138.

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)*

The site plan depicts one access point from Hwy 138.

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	Marta Rail
Nearest Station	Vine city 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)*

Dedicated bicycle lanes currently do not exist along right of way adjacent to the project site. Low volume traffic and speeds of 35 mph along Northside Drive and 25mph along Cameron M Alexander Boulevard allow for shared bicycle use of the right of way.

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)*

Marta bus routes along Northside Drive and John Street allow for connectivity to rail service.

** 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 connnection 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) 180

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)*

No sidewalk or bike facilities are present along the adjacent roadways.

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

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)*

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 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)*

Click here to provide comments.

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)*

.

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)*

Click here to provide comments.

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)*

The development offers one shared access point for vehicles and freight 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):

None

LOCATION MAP

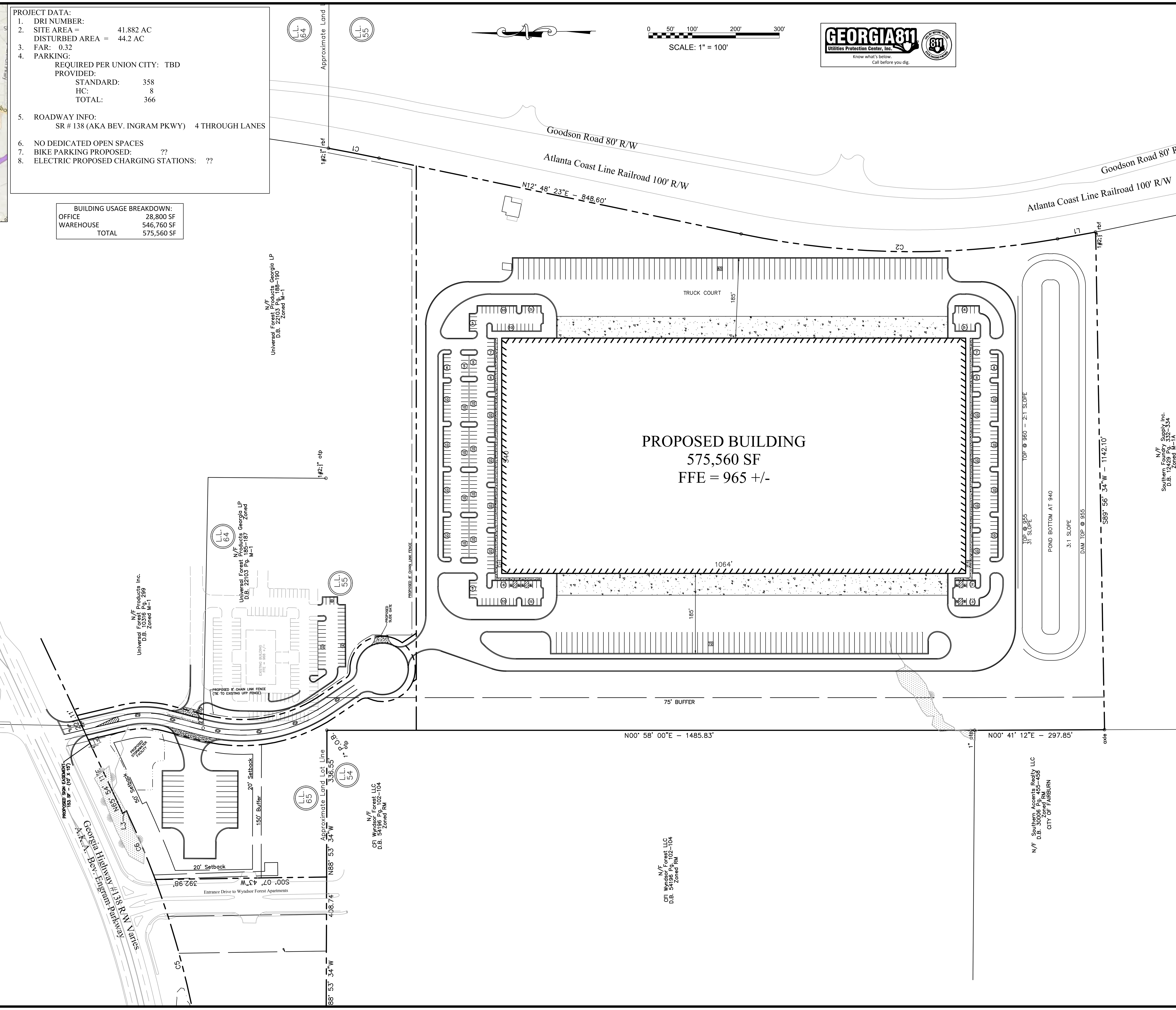
PROJECT DATA:
1. DRI NUMBER:
2. SITE AREA = 41.882 AC
   DISTURBED AREA = 44.2 AC
3. FAR: 0.32
4. PARKING:
   REQUIRED PER UNION CITY: TBD
   PROVIDED:
   STANDARD: 358
   HC: 8
   TOTAL: 366
5. ROADWAY INFO:
   SR # 138 (AKA BEV. INGRAM PKWY) 4 THROUGH LANES
6. NO DEDICATED OPEN SPACES
7. BIKE PARKING PROPOSED: ??
8. ELECTRIC PROPOSED CHARGING STATIONS: ??

BUILDING USAGE BREAKDOWN:	
OFFICE	28,800 SF
WAREHOUSE	546,760 SF
TOTAL	575,560 SF

OWNER/DEVELOPER:
HILLWOOD
7000 CENTRAL PARKWAY
SUITE 970
ATLANTA, GA 30328
PHONE NO: (770) 407-4763
CONTACT: SCOTT MARTIN

TRAFFIC ENGINEER:
CALYX ENGINEERS
1255 CANTON STREET, SUITE G
ROSWELL, GA 30075
PHONE NO: (678) 795-3600
CONTACT: RANDALL PARKER, PE

CIVIL ENGINEER:
URBAN ENGINEERS, INC
1904 MONROE DRIVE, STE. 150
ATLANTA, GEORGIA 30324
PHONE NO: (404) 873-5874
CONTACT: DANIEL R. WINTERMEYER, P.E.



3/5/2019

Urban Engineers, Inc.
1904 MONROE DRIVE, N.E., SUITE 150
ATLANTA, GEORGIA 30324
PHONE:(404) 873-5874
www.urbanengineers.net

REVISIONS

DATE	Δ	DESCRIPTION

OVERALL SITE PLAN

Hillwood
Goodson Road Site
Union City

PROJECT No.	21809-1
LAND LOT(S):	55, 64 & 65
DISTRICT:	9th
COUNTY:	Fulton / Union City
SCALE:	1"=100'
DATE:	03/05/19

DRAWING NO.:
C-1.0

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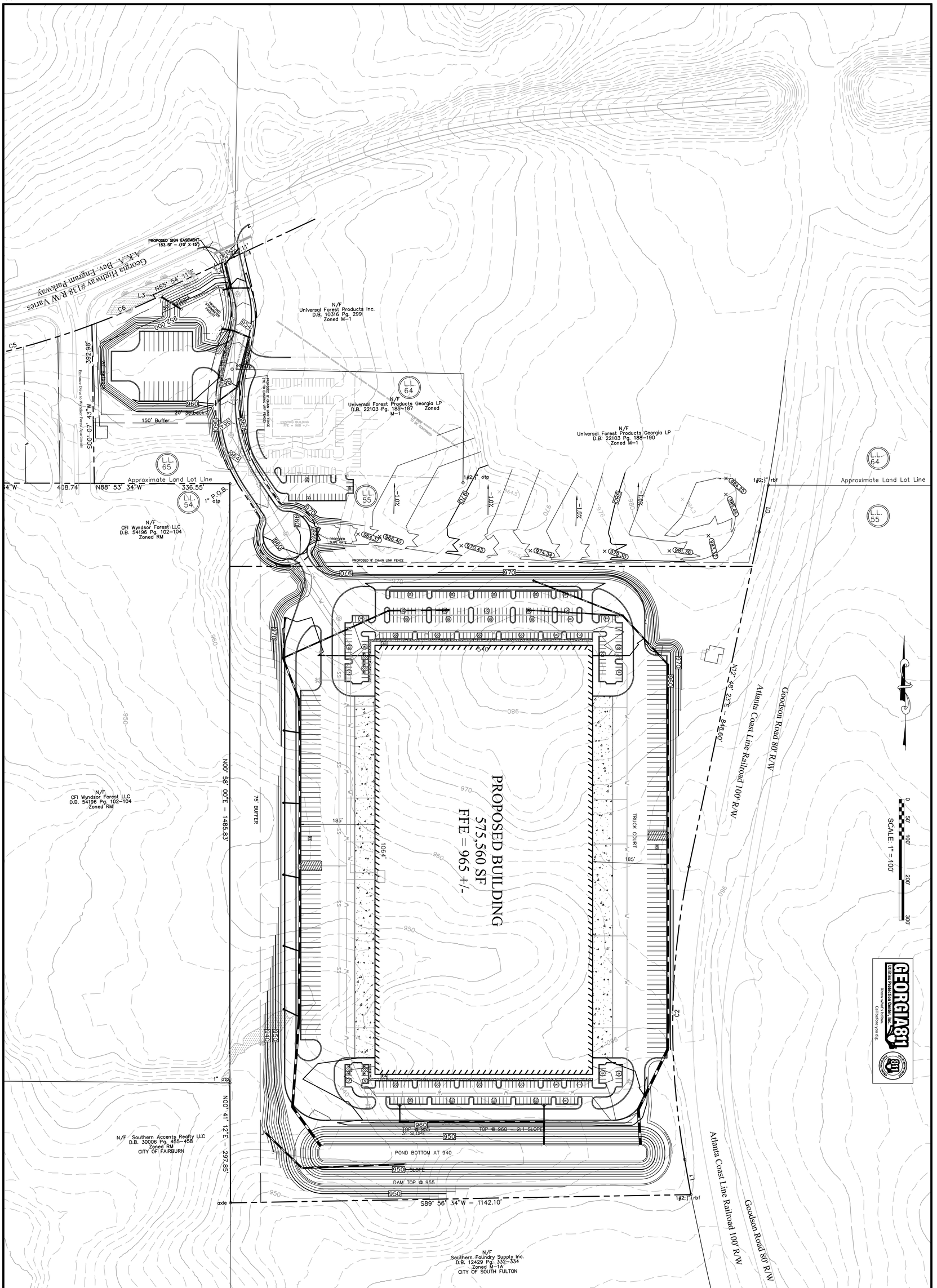

DRAWING NO.: C-2.0	PROJECT No. 21809-1	OVERALL GRADING & DRAINAGE	REVISIONS
	LAND LOT(S): 55, 64 & 65		DATE △ DESCRIPTION
	DISTRICT: 9th	Hillwood Goodson Road Site Union City	
	COUNTY: Fulton / Union City		
	SCALE: 1"=100'		
	DATE: 03/05/19		

Urban Engineers, Inc.
1904 MONROE DRIVE, N.E., SUITE 150
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3/5/2019

March 11, 2019

Emily Estes, Planner, State Road & Tollway Authority
245 Peachtree Center Avenue, Suite 2200, Atlanta, GA 30303
Telephone: 404-893-6171
Email: eestes@srta.ga.gov

Re: Expedited Review Request for DRI #2915 85 South Commerce in Union City, GA

Dear Ms. Estes,

An expedited DRI review is requested for the planned 575,560 square foot warehouse/distribution center located southeast of the intersection of Beverly Engram Parkway (SR 138) and Gresham Street and west of Goodson Road in Union City, Fulton County, Georgia. The vehicular access will be via an existing private driveway to SR 138 at the existing intersection with Gresham Street. The project will be developed in a single phase by 2020.

According to GRTA's Procedures and Principles for DRI Review, the proposed DRI complies with the Expedited Review Criteria in Section 3-102, Part B – Limited Trip Generation, which states "…the land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network." Complying with both:

1. No more than one thousand (1,000) gross daily trips generated by the DRI…, and

3. The proposed DRI is projected to generate no more than one hundred (100) gross PM peak hour weekday trips…The data and methodology from the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition determined the trip generation shown in the following table:

575,560 sf Warehouse Distribution Center (150 LUC)		Project Trips		
		Total	Inbound	Outbound
Personal Vehicles	Daily	**586**	293	293
	AM Peak Hour	**77**	59	18
	PM Peak Hour	**74**	20	54
Trucks	Daily	**368**	184	184
	AM Peak Hour	**17**	13	4
	PM Peak Hour	**23**	6	17
Total Trips Generated	Daily	**954**	477	477
	AM Peak Hour	**94**	72	22
	PM Peak Hour	**97**	26	71

Developer Applicant Contact: Scott Martin, Hillwood (770.407.4763)
Daniel Wintermeyer, Urban Engineers (404-873-5874)
Traffic Engineering Contact: Randall C. Parker, CAYLYX Engineers, an NV5 Company (770.316.1452)

Sincerely,

Randall Parker PTP PTOE PE