



ATLANTA REGIONAL COMMISSION



GEORGIA REGIONAL TRANSPORTATION AUTHORITY

DEVELOPMENT OF REGIONAL IMPACT

## **AUSTELL – INTERMODAL LOGISTICS CENTER**

DRI Number: 2964

CITY OF AUSTELL, GEORGIA

**PRE-REVIEW MEETING CHECKLIST**

**Monday, May 20, 2019 @ 11:30 AM (ARC Office)**

Applicant Contact: Mike Irby (770.795.1330) at Taylor & Mathis  
Traffic Engineering Contact: John Walker (470.273.3181) at Kimley-Horn & Associates, Inc.  
Jin Seo (470.299.7064) at Kimley-Horn & Associates, Inc.  
Civil Engineering Contact: Wesley Reed (678.942.9020) at Eberly & Associates.

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### **DRI REVIEW**

The applicant is applying for approval under Georgia Regional Transportation Authority's (GRTA) Development of Regional Impact (DRI) Expedited Review (15 day review versus 35 day review) per the Limited Trip Generation based on under 3,000 trips per day, 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...No more than one thousand (1,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum".

Also, the project is applicable for Expedited Review (20 day review versus 25 day review) due to the anticipated traffic volumes expected for the warehousing land use, which fall below the 1,000 daily trip qualification for Expedited Review (See pages 4 and 14 – 910 trips per day). Additionally, because the projected trips fall under 1,000 trips per day, a traffic study report may not be required by GRTA (to be discussed).

The proposed site was previously contemplated in October 2018 as DRI #2861, which was withdrawn from the DRI review process.

**GRTA does not require a traffic study report. The DRI site plan, form 2, and this packet are all that is required by GRTA. GDOT requires a traffic study due to the proposed median opening.**

**PROJECT INFORMATION****Description of the Program:**

The proposed development will consist of one building with a total square footage of approximately 547,500 SF of warehouse space located on an approximately 47.12-acre lot in the City of Austell, Georgia. The proposed development is located along the west side of Austell Powder Springs Road and north of Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR-6 SPUR W). See the referenced conceptual plan of the site layout on page 17 (last page) for a visual representation of the site layout.

Warehouse Square Footage: 547,500 SF on 47.12 acres (previously considered 550,000 SF)

**Project Phasing and Build-Out Schedule:**

The project will be built-out in one phase, with full build-out expected by 2020 (approximately 1 year).

**Explanation of Zoning and Land Use:**

The project site is currently zoned for LI (Light Industrial) land use and the Atlanta Regional Commission (ARC) identifies the area as developing suburbs. The site will remain in the LI zoning which will accommodate the proposed land use.

The DRI trigger for this development is the proposed development exceeding 500,000 gross square feet for industrial developments within a developing suburbs area combined with the anticipated filling of the Land Disturbance Permit (LDP) application.

Please refer to the ARC Unified Growth Policy Map and the current City of Austell Zoning Map on pages 11-12 for more detailed information.

**Description of Site Access:**

Access to the proposed development will be provided by two driveways located along Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR-6 SPUR W). These two proposed driveways are located approximately 600' apart.

Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR-6 SPUR W) is a four-lane (2 in each direction), divided, minor arterial with a posted speed limit of 50 MPH.

The site is located between two signalized intersections, Dr. Luke Glenn Garrett, Jr. Memorial Parkway (SR-6 SPUR W) at Austell Powder Springs Road to the east, and Dr. Luke Glenn Garrett, Jr. Memorial Parkway (SR-6 SPUR W) at Norfolk Southern (NS) Intermodal Facility driveway to the west.

Austell Powder Springs Road is a two-lane (1 in each direction), undivided, minor arterial with a posted speed limit of 45 MPH.

**Description of the location of driveways, any plans for shared driveways, and the identification of the permitting agency for driveway access:**

Two driveways will provide access to the entire proposed development.

1. Proposed Driveway A is proposed as a full-movement driveway on Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR-6 SPUR W) approximately 900 feet west of the intersection at Austell Powder Springs Road and approximately 1,250 feet east of the Norfolk Southern (NS) driveway (existing median opening). The driveway is proposed to be side-street stop-control.

*Note: Proposed Driveway A will require a new median opening.*

**No trucks will be allowed to take a left turn out of the site.**

2. Proposed Driveway B is proposed as a right-in, right-out driveway on Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR-6 SPUR W) approximately 1,500 feet west of the intersection at Austell Powder Springs Road

and approximately 650 feet east of the Norfolk Southern (NS) driveway (existing median opening). The driveway is proposed to be side-street stop-control.

**Description of parking requirements (ratios and total numbers), proposed parking, location, and proposals for shared parking:**

Site Plan is still under development and the exact number and location of parking spaces is subject to change. However, at this time, the site plan shows 124 trailer spaces and 220 employee spaces.

**A site plan that clearly illustrates the uses, intensities of use, internal vehicular and pedestrian circulation, parking areas (including ingress and egress points), and access points (vehicular and pedestrian) to adjacent public roadways and to adjacent land uses. A designation of each land use should be clearly delineated as “pods” on the plan—these should exactly match the land use categories used in the trip generation analyses:**

Please refer to the conceptual plan on page 17 (last page). The site plan is still under development and subject to change.

**ADJACENT LAND USES / ROADWAY NETWORK**

**Description of adjacent land uses (desired to be shown using a combination of an aerial photograph and local land use plan):**

The project site is located in the City of Austell. The site is surrounded by LI and residential land uses.

Please refer to the street and aerial maps on pages 7 and 8, and the zoning map on page 12 for more detailed information.

**Description of roadway network and respective functional classifications:**

The functional classifications, according to the Georgia Department of Transportation (GDOT), for the roadways in the vicinity of the proposed development are summarized below in the following table (bolded roadways run adjacent to the site).

Roadway	Classifications
<b>Dr. Luke Glenn Garrett, Jr. Memorial Highway (SR-6 SPUR W)</b>	<b>Minor Arterial</b>
Austell Powder Springs Road	Minor Arterial
C.H. James Parkway (SR-6)	Principal Arterial

**Proposed and planned projects considered in future-year analyses from the ARC’s Transportation Improvement Plan (TIP), GDOT Statewide TIP (STIP), Atlanta Region’s Plan, GDOT’s Construction Work Program, and Henry County’s Comprehensive Transportation Plan:**

According to ARC’s TIP, the GDOT STIP, Atlanta Region’s Plan, GDOT’s Construction Work Program, Cobb County’s programmed projects, and City of Austell’s programmed projects, one project is programmed or planned to be completed near the vicinity of the site. The completion dates of these projects are either after the project build-out date or are still to be determined. The following projects are programmed or planned to be completed by the respective years:

#	Year	Project ID	Description
1	TBD	DO-299	Implement truck friendly lanes along SR 6 (Thornton Road) from I-20 West in Douglas County to SR 6 Spur (Garrett Road)

Available fact sheets of the proposed and planned projects can be found in page 16.

**TRIP GENERATION AND TRIP DISTRIBUTION**

**Trip generation data sources, including all variables and assumptions used to calculate the proposed trip generation (including reductions):**

The Institute of Transportation Engineer's *Trip Generation Manual, 10<sup>th</sup> Edition, 2017*, and *Trip Generation Handbook, an ITE Proposed Recommended Practice*, June 2004, will be used for all land uses in this study. Trip generation for this proposed development is calculated based on the Warehousing (ITE Code 150) land use.

Consistent with past warehouse DRI's, the truck percentage of development traffic is assumed to be approximately 25% of the total traffic generated.

<b>Weekly Daily (24 Hour) Trip Generation Summary</b>			
	<b>Total</b>	<b>In</b>	<b>Out</b>
Gross Trips	910	455	455
Mixed-Use	-0	-0	-0
Alt. Modes	-0	-0	-0
Pass-by	-0	-0	-0
Net Total	910*	455*	455*

\*Note: 25% trucks and 75% cars

Please refer to the trip generation worksheet on page 14 for more detailed information.

***Mixed-use reduction assumptions and justification:*** No mixed-use reductions taken.

***Alternative mode split assumptions; description of existing and proposed transit service; description of transit amenities provided on the site plan; discussion of parking supply and effect on competition of alternative modes.***

There are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken.

***Pass-by trip reductions and application of limits test:*** No pass-by reduction taken.

**Proposed methodology to be used for traffic distribution and assignment:**

The distribution was based on the project land uses, engineering judgment, and a review of land use densities in the area (aerial mapping). The proposed trip distribution is summarized below. A trip distribution map is attached on page 9.

**Truck (Warehouse) Trips**

- To/from the west (SR 6) – 90%
- To/from Norfolk Southern facility – 10%
- To/from the east (Austell Powder Springs Road) – 0%

Trucks are mostly going towards the interstate, but there is some local traffic

**Employee (Warehouse) Vehicle Trips**

- To/from the west (SR 6) – 65%
- To/from the east (Austell Powder Springs Road) – 35%

**ANALYSIS METHODOLOGY – FOR GDOT REQUIRED TRAFFIC STUDY****Recommended locations within the Study Network for detailed intersection analyses, detailed segment analyses, and planning-level segment analyses:**

The project is expected to generate less than 1,000 daily trips, which qualifies the DRI project for Expedited Review. Also, it is anticipated that GRTA will likely NOT require a traffic study to be provided. However, with the proposed median opening at Proposed Driveway A, it is anticipated that GDOT will require a traffic study in conjunction with the driveway permitting process. Based on this, the following intersections will be included in the “Median Opening Justification Study” to be submitted to GDOT:

1. Dr. Luke Glenn Garrett, Jr. Memorial Hwy (SR-6 SPUR W) at Austell Powder Springs Rd – signalized
2. Dr. Luke Glenn Garrett, Jr. Memorial Hwy (SR-6 SPUR W) at Norfolk Southern (NS) Driveway (SR-6 Spur W) – signalized

Please refer to the map figures on page 10 for a visual depiction of the proposed study intersections.

**Listing of peak periods, AM and PM peak hours, and project phase years to be analyzed: Do you**

Analysis: All intersections listed above (plus site driveways) will be analyzed during the AM and PM weekday peak hour for 1) Existing 2019 conditions, 2) Projected 2020 No-Build conditions, and 3) Projected 2020 Build conditions. Intersection capacity analyses will be performed using *Synchro* software.

**Proposed capacity analysis procedures for: (1) detailed intersection, (2) detailed segment, and (3) planning-level segments. Provide the name and version of software to be used:**

The capacity analyses for the detailed intersection analyses will be performed using *Synchro* software.

For the purposes of this traffic analysis, the LOS standard for all intersections will be LOS D.

**Proposed methodology to be used for calculating future year background traffic:**

Based on the recent trends in traffic along the area roadways according to Georgia’s Traffic Count Database System (TCDS), population forecasts and knowledge of the area, we recommend a background growth rate of 2.0% per year for 1 year (2020 build-out year). Please see page 13 for historical ADT growth rates.

**Sources of data (turning movement counts [may be up to 12 months old] and 24-hour two-way counts [may be up to 24 months old]) to be used and assumptions related to the collection and analysis of that data:**

Existing data will be used to the fullest extent possible. GDOT ADT volumes will be used as appropriate. Counts for the following intersections were performed on May 16, 2019:

1. Dr. Luke Glenn Garrett, Jr. Memorial Hwy (SR-6 SPUR W) at Austell Powder Springs Rd – signalized
2. Dr. Luke Glenn Garrett, Jr. Memorial Hwy (SR-6 SPUR W) at Norfolk Southern (NS) Driveway (SR-6 Spur W) – signalized

**OTHER PERTINENT INFORMATION****Any other pertinent information that the Applicant believes will be relevant to the evaluation of the proposed DRI’s impacts on regional mobility and air quality:**

Open for discussion.

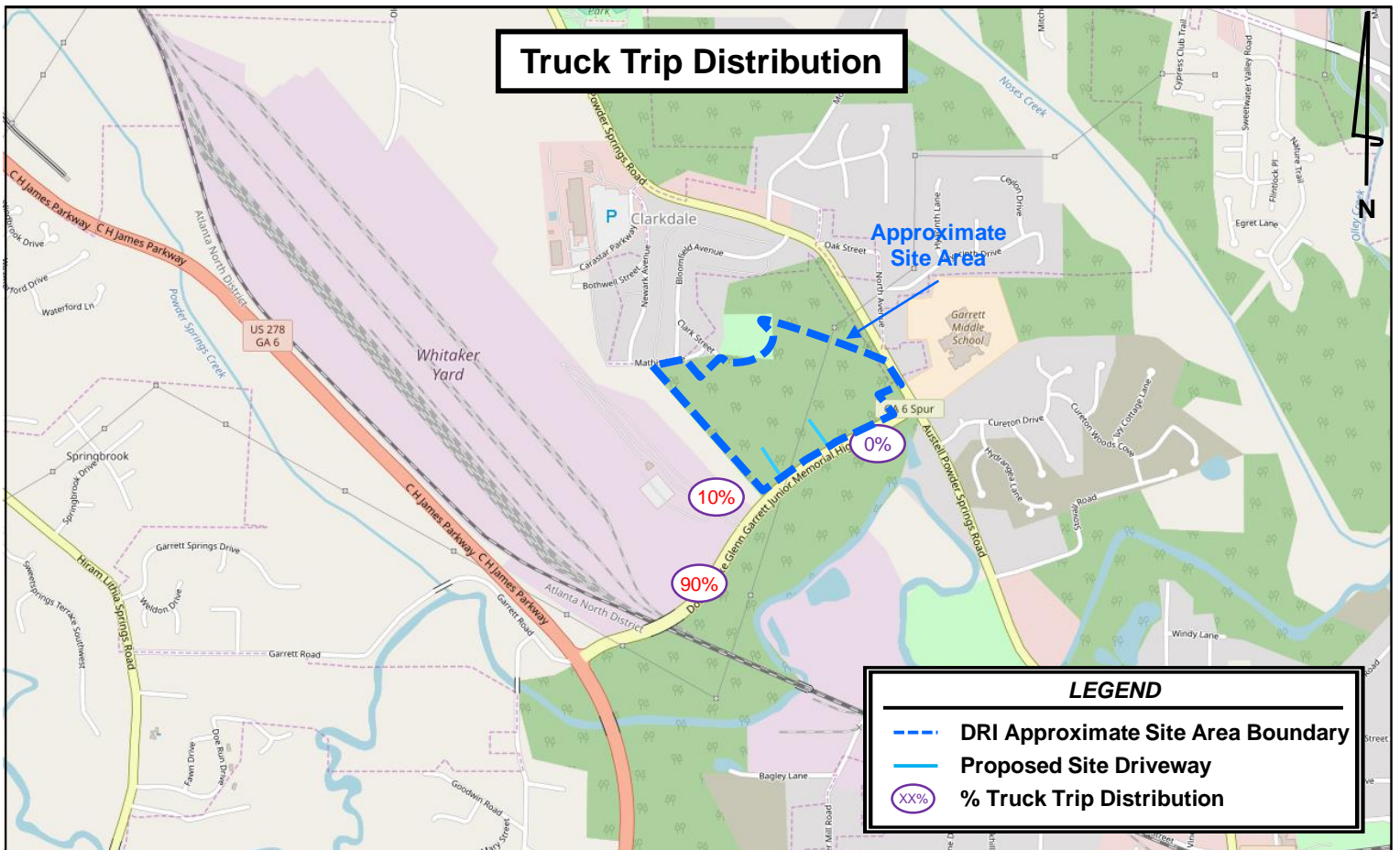
**PROPOSED PROJECT SCHEDULE – DRI EXPEDITED REVIEW (15 DAYS FOR GRTA AND 20 DAYS FOR ARC)**

<b>DRI Phase I – Pre-Review/Methodology</b>	
City of Austell sends an email to ARC requesting a DRI Pre-Review Meeting - triggers the DRI.	May 10
City of Austell submits DRI "Form 1"	May 10
<b>Pre-Review Meeting with GRTA, ARC, GDOT, City of Austell, and Cobb County: (ARC's Office)</b>	<b>May 20</b>
<b>DRI Phase II</b>	
City of Austell submits DRI "Form 2"	June 7
Applicant to file the LDP application	By June 10 *
<b>Full DRI Package (Post Pre-Review Meeting Handout and Site Plan) is submitted to GRTA and ARC for review.</b>	<b>June 10</b>
GRTA issues the "Letter of Understanding and Staff Recommendations."	June 17
ARC opens their Review (Preliminary Report)	June 17
Meeting at GRTA's office to discuss the GRTA proposed conditions.	Week of June 17
GRTA issues the "Notice of Decision."	June 24
ARC issues their Final Findings.	July 1
DRI Complete - Local jurisdictional action can occur.	July 2

\* - Delay in this date will result in all subsequent dates noted above being delayed



## Truck Trip Distribution



## Employee Trip Distribution

