

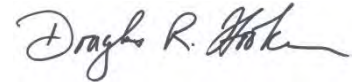
REGIONAL REVIEW NOTIFICATION

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

DATE: August 7, 2019

ARC REVIEW CODE: R1908071

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: 1908 Hall Road Union City (DRI 2916)

Review Type: DRI

Submitting Local Government: City of Union City

Date Opened: Aug. 7, 2019

Deadline for Comments: Aug. 22, 2019

Date to Close: Aug. 27, 2019

Description: This DRI is in the City of Union City, north of South Fulton Parkway, east of Jones Road and south of Hall Road. The project is planned to consist of 518 residential units (330 single family detached homes and 188 townhomes) and an 8,000 SF commercial daycare facility. Site access is proposed via one driveway on Hall Rd., primarily serving the single family detached homes, and one driveway on Jones Rd., primarily serving the townhomes and commercial component. The local trigger action for this DRI review is a rezoning application. The estimated full build-out year for this project is 2024.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Rural 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 Rural areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy, including some of those at the bottom of this narrative. It incorporates multiple areas of open space, as well as a neighborhood park and an amenity area. The project also proposes sidewalks on both sides of all internal roadways and an off-street pedestrian trail on the east side of the site, enhancing internal connectivity. ARC encourages the applicant team to ensure that the development, as constructed, promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed sidewalks, paths and parking areas on the site. This framework can offer safe internal site circulation for residents and guests.

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 best practices (e.g., rain gardens, vegetated swales, etc.) throughout the site – in parks/greenspaces, parking areas and driveways, stormwater facilities, alongside roadways, and as part of any improvements to site frontages. This is of particular importance given the site's location in the watersheds of Line Creek and Deep Creek, which ultimately feed to the Chattahoochee River, and given the presence of multiple streams and wetlands on the site. More detailed preliminary comments on water resources are attached to this report. They include the key point that – while the site plan identifies wetland areas as well as the 50-foot City stream buffer and the 75-foot City impervious setback on all streams – the 25-foot State sediment and erosion control buffers are not shown along the streams and the wetlands, and it appears that the City buffers are measured from the stream centerlines when they should be measured from the stream banks.

In order to safely and efficiently accommodate the DRI's projected traffic, the applicant team should ensure that project driveways and any associated improvements are implemented in full coordination with the City of Union City, the City of South Fulton (both project driveways are directly across the roadway from the City of South Fulton), Fulton County, Fulton County Schools (both site driveways are across the roadway from schools), and GDOT (just east of the Hall Road site driveway is SR 92, leading to S. Fulton Pkwy., both of which are state routes). As shown on the DRI site plan and in the GRTA-required traffic study, ARC recommends that Jones Road, currently partially a gravel road, be paved from the Jones Road site driveway northeast to the existing pavement; the Jones Road site driveway be aligned with the driveway of the residential subdivision on the opposite side of Jones Road; and the Hall Road site driveway be aligned with the entrance to Renaissance Middle School on the opposite side of Hall Road.

It should be noted that the intensity of this DRI is higher than the ARC RDG's recommended development parameters for density in Developing Rural areas. The DRI does appear less intense than what is recommended for the "Urban-Neighborhood Emerging" character area in Union City's current Comprehensive Plan. In terms of land use, the project is in a part of the region that is experiencing rising development pressure. Meanwhile, many area near the subject site are predominated by lightly developed or undeveloped properties and agricultural-residential properties, some of which are outside the City of Union City's jurisdiction (e.g., the City of South Fulton immediately north and west of the site). In view of these factors, it will be critical for Union City leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

Additional preliminary ARC staff comments, focused on transportation and water resources planning, are attached to this report.

Further to the above, Developing Rural and Rural Areas are mostly undeveloped land within the region. Developing Rural areas are areas that are being planned for new development, and Rural Areas are areas that are planned to see limited or no growth. Both of these areas may have limited infrastructure and services. General policy recommendations for Developing Rural and Rural Areas include:

- Maintain rural road characteristics and protect scenic corridors
- Implement conservation design and development as appropriate in new residential neighborhood
- 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
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
AEROTROPOLIS ATLANTA CIDS
CITY OF SOUTH FULTON

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
CITY OF CHATTAHOOCHEE HILLS
CITY OF UNION CITY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GRTA
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
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: **1908 Hall Road Union City** *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: August 22, 2019

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1908071

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Barrett, Jean Hee

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: 1908 Hall Road Union City (DRI 2916)

Review Type: Development of Regional Impact

Description: This DRI is in the City of Union City, north of South Fulton Parkway, east of Jones Road and south of Hall Road. The project is planned to consist of 518 residential units (330 single family detached homes and 188 townhomes) and an 8,000 SF commercial daycare facility. Site access is proposed via one driveway on Hall Rd., primarily serving the single family detached homes, and one driveway on Jones Rd., primarily serving the townhomes and commercial component. The local trigger action for this DRI review is a rezoning application. The estimated full build-out year for this project is 2024.

Submitting Local Government: City of Union City

Date Opened: August 7, 2019

Deadline for Comments: August 22, 2019

Date to Close: August 27, 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:

[illegible]



Developments of Regional Impact

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DRI #2916

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: 1908 Hall Road Union City

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located at the Southeast corner Hall Road and Jones Road.

Brief Description of Project: A mixed used residential development consisting of 330 single-family lots, 188 townhomes and a two-acre commercial node.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 508 Total Residential Units: 330 Single-family lots and 188 townhomes

Developer: General Holdings Unilimited

Mailing Address: P.O. Box 1129

Address 2:

City: Monroe State: GA Zip: 30655

Telephone: 404-925-9103

Email: neil@libertycommunities.com

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

If yes, property owner: Charles McClure

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: 2024

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Developments of Regional Impact

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DRI #2916

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: 1908 Hall Road Union City
DRI ID Number: 2916
Developer/Applicant: General Holdings Unilimited
Telephone: 404-925-9103
Email(s): neil@libertycommunities.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: 2024

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 733,612

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)?

0.162 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)?

0.1633 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.)

4,878 Daily

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: Pave dirt road along right-of-way frontage.

Solid Waste Disposal

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

956 Tons/Year

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?

>85% (15% OS Required)

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Min. 30.43 acres open space provided; includes stream setbacks (buffers) and Flood Area, in addition to WQA/Detention Facilities will mitigate impact on storm-water management.

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:
Wetlands have been filed located and will not be impacted by the development. The development has (2) creeks crossings but will not exceed 300 LF of impact and will be permitted as a Nationwide Permit.

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1908 HALL ROAD UNION CITY DRI #2916
City of Union City
ARC Natural Resources Group Review Comments

August 1, 2019

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 2,000-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 project property line, as well as a tributary to Line Creek running into the central portion of the property. The site plan also shows a branch of Line Creek, roughly paralleling the Creek as well as four short branches off the tributary. All the branches shown on the site plan are contained within the project property. The site plan shows and identifies the 50-foot City stream buffer and the 75-foot City impervious setback on all streams shown on the property and wetland areas have been identified. However, the 25-foot State sediment and erosion control buffers are not shown either along the streams and the wetlands, and it appears that the City buffers are measured from the stream centerlines when they should be measured from the stream banks. The site plan shows one possible intrusion into the City setback in the commercial node on Jones Road, which may require a variance from the City. The only other activity shown in the buffers are road and trail crossings, which generally do not require variances from City. Any unmapped streams on the property 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.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2916
DRI Title 1908 Hall Road
County Fulton County
City (if applicable) Union City
Address / Location At the southeast corner of Hall Road and Jones Road, on the north side of South Fulton Pkwy

Proposed Development Type: 202-acre Residential development consisting of 330 SFR, 188 townhomes and 8,000 SF commercial daycare 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 August 5, 2019

TRAFFIC STUDY

Prepared by VHB
Date July 31, 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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

Pages 11 and 12 of the traffic analysis addresses programmed projects in the network study area. There are no constrained RTP projects identified or programmed in the study area.

☐ 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)*

According to the Traffic Analysis, the site will be accessed using one access point on Jones Road and one on Hall Road.

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*)

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) [Click here to enter name of operator\(s\).](#)

Bus Route(s)

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

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*)

Adjacent parcels may be accessed by local roadways. Site plan does not indicate stubouts for future connectivity. Jones Road is undeveloped which allows an opportunity for sidewalks.

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)

The site depicts proposed pedestrian facilities internal to the site. Bicycle facilities are not provided.

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)

Connections to adjacent parcels are provided through existing facilities along Hall Road. Jones Road is undeveloped but allows an opportunity for pedestrian connectivity through development. Internal stubouts are not proposed.

- 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)

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



EXISTING ZONING: *Single Family Residential (R-1)*
2018 FUTURE LAND USE MAP: *Town Center Mixed Use (TCMU)*
PROPOSED ZONING: *Town Center Mixed Use (TCMU)*
OVERLAY DISTRICT: *N/A TCMU Detached & Attached*

TOTAL ACRES : 202.385 acres
TOTAL RESIDENTIAL UNITS: +/- 518 (Single Family and Townhomes)
GROSS DENSITY: +/- 2.56 du/acre

NET ACRES: 145.23 acres - 6,326,218 sq. ft. (202.385 acres less 57.15 acres)
(5.00 acres detention / 31.45 acres 100-year flood hazard area / 20.70 acres public right-of-way)

NET DENSITY REQUIREMENT:

Total lot area multiplied by 1.5 times shall not exceed the total square footage of the net acreage. (per UCZD code. 6-15 E b.)

TOTAL LOT AREA: 2,857,464 sq. ft. (all lands dedicated to lots only exclusive of streets, r/w, etc.)
NET SQUARE FOOTAGE: 6,326,218 sq. ft. (as defined above)

NET DENSITY CALCULATION:

2,857,464 sq. ft. (total lot area) x 1.5 = 4,286,196 sq. ft.
4,286,196 sq. ft. (lot area x 1.5) < 6,326,218 sq. ft. (net square footage)
(Net density requirement satisfied)

OPEN SPACE REQUIREMENT:

The Minimum required open space shall be at least 15% of gross acreage.

TOTAL GROSS ACREAGE: 202.385 acres
15% OF GROSS ACREAGE: 30.43 acres

OPEN SPACE PROVIDED:

30.43 acres
30.43 acres provided = 30.43 acres required
(Open space requirement satisfied)

Number of Lots: 330
Min. Lot Size: 5,980 s.f. (52' x 115')
Min. Lot Width: 52'
Min. Front Yard Setback: 20'
Min. Side Yard Setback: NONE (10' not on adjacent streets)
Min. Corner Yard Setback: 15'
Min. Rear Yard Setback: 20'
Min. Heated Floor Area: 2,400 s.f.
Max. Bldg. Ht.: 45'

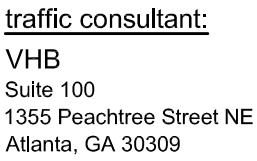
Total Number of Units: 188
Product Size: 26' x 50'

Development Standards:

Min. Front Yard Setback: 20'
Min. Side Yard Setback: NONE (10' not on adjacent streets)
Min. Corner Yard Setback: 15'
Min. Distance Between Buildings: 20'
Min. Rear Yard Setback: 30'
Max. Bldg. Ht.: 4 stories or 45', whichever is less






Total Commercial Area: +/- 1.4 acres
Total Number of Buildings: 1
Total Square Footage of Building: 8,000 sq. ft.
Parking Provided: 21 spaces

engineering, planning, and survey by:

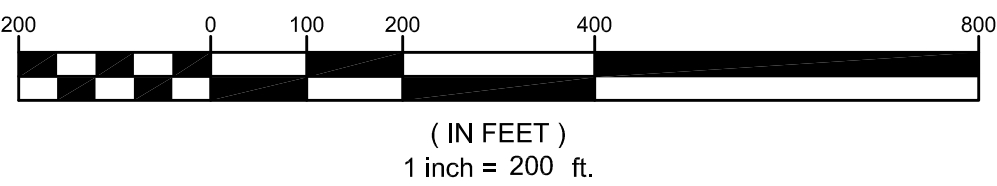


Date: July 31, 2019



-  **Creek Centerline**
 **Proposed Sidewalk**
 **Existing Floodplain**
 **Existing Wetlands**
 **Pedestrian Trail**

GRAPHIC SCALE




Note: Design is conceptual in nature and shall be used for discussion purposes only. We reserve the right to adjust final uses within the property in accordance with UCZO development standards.

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DESIGN**

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1908 HALL ROAD (DRI # 2916)

MASTER PLAN FOR:

LOCATED IN:

LAND LOTS 142, 143, 146 AND 147, 7TH DISTRICT
AND LAND LOT 117 OF DISTRICT 9F
UNION CITY, GEORGIA

REVISIONS	
1.	
2.	
3.	
4.	

DATE:	7-31-19
SCALE:	1"=200'
FILE NUMBER:	MP20
DRAWN BY:	AM

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE
ORIGINAL SIGNATURE OF THE REGISTRANT
ACROSS THE REGISTRANT'S SEAL.

SHEET NUMBER

1.0