

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: December 10, 2019

ARC REVIEW CODE: R1912101

TO: Mayor Keisha Lance Bottoms, City of Atlanta
ATTN TO: Monique Forte, Urban Planner III
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: Huber Street Ready-Mix Concrete Plant (DRI #2934)

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: 12/10/2019

Deadline for Comments: 12/26/2019

Date to Close: 12/30/2019*

*If no significant issues are identified during the comment period, the review will close on December 26, per the Limited Trip Generation Expedited Review process outlined in ARC's DRI Rules.

Description: This DRI is on approximately 13.5 acres in the City of Atlanta at the southern terminus of Huber Street NW, west of the CSX rail line and north of the northern terminus of Fairmont Avenue NW. The proposed project is a facility for the manufacture and distribution of ready-mix concrete, also including a truck fueling station and truck repair/maintenance shop. The project proposes improving Huber St. to create a new public street connection to Fairmont Ave. to the south. Site access is proposed via driveways on the improved/extended Huber Street. Based on the use and location within one mile of a public facility (Hemphill Reservoir/City of Atlanta Waterworks and Underwood Hills Park being two examples), the project warrants DRI review. The estimated buildout year is 2020. The local trigger action for the DRI review is a special use permit application filed with the City of Atlanta.

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

The projected number of vehicle trips is below 1,000 gross daily trips, which qualified the DRI for expedited ARC and SRTA/GRTA review. Therefore a full traffic analysis ("traffic study") was not required as part of SRTA/GRTA's expedited review. However, because a significant portion of the trips will be trucks, utmost care should be taken to consider project driveway design and construction, route choice, turning movements, acceleration and deceleration lanes, and grades in the surrounding area that will be affected by heavy vehicles. In terms of routing, signage and other instruction for truck drivers should be considered to ensure compliance with any routing requirements that are developed. Broadly, ongoing coordination is strongly encouraged between the applicant team, City of Atlanta, Upper Westside Community Improvement District, GDOT as needed (the site is roughly 1.5 miles from the I-85/Howell Mill Road interchange), and other planning partners, to mitigate any potential effects from truck travel generated by the project.

The applicant team and local government should take care to review the attached comments from ARC's Natural Resources Group regarding nearby water resources and relevant requirements and best practices for mitigation of impacts from construction and plant operations. The proposed project is located on an already mostly paved property in the Peachtree Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water supply intakes. The USGS coverage for the

project area shows no blue line streams on or near the project property, and no streams are shown on the submitted site plan. Any unmapped streams on the property may be subject to the City of Atlanta's Stream Buffer Ordinance. Any waters of the state that may be on the property will also be subject to the State 25-foot erosion and sedimentation buffer requirements.

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 throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages.

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. Along these lines, the submitted DRI site plan only shows sidewalks installed on the opposite side (west and south sides) of the improved/extended Huber Street from the main part of the proposed facility. ARC recommends that sidewalks be added on the near side (east and north sides) of the new Huber Street extension as well. ARC's understanding is that installing sidewalks on both sides of the street may be a requirement of both I-2 and BeltLine Overlay zoning, both of which apply to this site. Crosswalks across the improved/extended Huber Street should also be provided at key points to allow employees or visitors ingress and egress on foot. This recommendation is made in view of the site's proximity to MARTA Bus Route #14 and potential future transit (BeltLine or other) in the area.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for density and building height for Maturing Neighborhoods. In terms of land use, the project is in an existing industrial area, with adjacent and nearby industrial properties in multiple directions. The City's comprehensive plan also indicates that the DRI site is in an industrial area in terms of future land use. Given its location just north of the BeltLine corridor, this DRI site is also part of BeltLine Subarea 8, specifically the northern edge of the Elaine/Huff Station node within that Subarea. The vision documented in the Subarea 8 Plan appears to be to channel density and non-industrial development southward, toward Huff Road, while property to the north and west is part of an industrial preservation district where industrial zoning is to be retained. This DRI site is within the industrial preservation district but is just north of the boundary between the two districts.

Meanwhile, many areas near the DRI site – particularly to the south and southwest – have experienced intense redevelopment pressure in recent years, transitioning to a range of mixed-use, residential and commercial (retail, restaurant and entertainment) uses that are completely unlike this DRI. These trends highlight the reality that strong market forces, presumably in line with local government policy, continue to drive non-industrial redevelopment in this area of Atlanta. This inevitably puts potentially incompatible uses in close quarters with one another.

City leadership and staff will have to weigh this information carefully as the local review continues forward. It will be critical for the applicant team, City leadership and staff, and other relevant planning partners, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby land uses, neighborhoods, natural resources, etc.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970. These areas are typically adjacent to the Region Core and Regional Employment Corridors. These three areas, combined, represent a significant percentage of the region's jobs and population. General policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/ or shelters adjacent to bus stops
- Identify and remedy incidents of "food deserts" within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

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
ATLANTA BELTLINE INC.

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
UPPER WESTSIDE CID

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
CITY OF ATLANTA

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: **Huber Street Ready-Mix Concrete Plant** *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: *December 26, 2019*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: December 10, 2019

ARC REVIEW CODE: R1912101

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: Huber Street Ready-Mix Concrete Plant (DRI #2934)

Review Type: Development of Regional Impact

Description: This DRI is on approximately 13.5 acres in the City of Atlanta at the southern terminus of Huber Street NW, west of the CSX rail line and north of the northern terminus of Fairmont Avenue NW. The proposed project is a facility for the manufacture and distribution of ready-mix concrete, also including a truck fueling station and truck repair/maintenance shop. The project proposes improving Huber St. to create a new public street connection to Fairmont Ave. to the south. Site access is proposed via driveways on the improved/extended Huber Street. Based on the use and location within one mile of a public facility (Hemphill Reservoir/City of Atlanta Waterworks and Underwood Hills Park being two examples), the project warrants DRI review. The estimated buildout year is 2020. The local trigger action for the DRI review is a special use permit application filed with the City of Atlanta.

Submitting Local Government: City of Atlanta

Date Opened: December 10, 2019

Deadline for Comments: December 26, 2019

Date to Close: December 30, 2019*

*If no significant issues are identified during the comment period, the review will close on December 26, per the Limited Trip Generation Expedited Review process outlined in ARC's DRI Rules.

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:



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
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DRI #2934

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: Atlanta

Individual completing form: Monique Forte

Telephone: 404-546-0196

E-mail: mbforte@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Huber Street Ready-Mix Concrete Plant

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1521 Huber Street

Brief Description of Project: Ready-mix concrete plant, for the manufacture and distribution of ready-mix concrete.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 13.5 acre site

Developer: SRM Concrete c/o G. Douglas Dillard

Mailing Address: 1776 Peachtree Street

Address 2: Suite 322S

City: Atlanta State: Ge Zip: 30309

Telephone: 678-705-1084

Email: ddillard@dillardsellers.com

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

If yes, property owner: 1521 Huber Street 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

Special Use Permit

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

This project/phase: One Phase

Dates: Overall project: 12-18 months following SUP approval

Back to Top



Developments of Regional Impact

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

DRI #2934

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: Atlanta
Individual completing form: Monique Forte
Telephone: 404-546-0196
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Huber Street Ready-Mix Concrete Plant
DRI ID Number: 2934
Developer/Applicant: SRM Concrete c/o G. Douglas Dillard
Telephone: 678-705-1084
Email(s): ddillard@dillardsellers.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: \$5 Million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$25-30 million gross sales per year (approximately \$400K in local tax, \$1.2 million state tax plus additional county taxes and local property taxes)

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): 13.5 acres of tractor-trailer storage

Water Supply

Name of water supply provider for this site: City of Atlanta plus attempted well-water site

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 8-10 million gallons/year (3 million from City of Atlanta water)

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: City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? <0.1 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.) AM Peak - 28 trucks, 5 cars; PM Peak- 27 trucks, 5 cars

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)? <1 ton

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? approximately 70% (minimal stormwater discharge due to water recycling program and detention pond system)

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will incorporate multiple stormwater management ponds, as well as landscape/tree buffering and tree preservation/replacement areas, along the southern boundary of the property to manage and mitigate the project's impact on stormwater management. In addition, because of the property presently has many areas of the impervious surface without proper drainage management, the project will enhance the property's level of stormwater 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:

[Back to Top](#)

HUBER STREET READY-MIX DRI
City of Atlanta
Natural Resources Group Review Comments
December 6, 2019

Watershed Protection and Stream Buffers

The proposed project is located on an already mostly paved property in the Peachtree Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes. The USGS coverage for the project area shows no blue line streams on or near the project property, and no streams are shown on the submitted site plan. Any unmapped streams on the property may be subject to the City of Atlanta's Stream Buffer Ordinance. Any waters of the state that may be on the property will also be subject to the State 25-foot erosion and sedimentation buffer requirements.

Stormwater / Water Quality

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, if new or upgraded on-site detention is required, the design should include the relevant stormwater management controls (structural and/or nonstructural) in the Georgia Stormwater Management Manual (www.georgiastormwater.com). Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

In addition to standard measures, we suggest the following additional measures to help reduce stormwater runoff and provide for its reuse before returning it to the stream system:

- Using 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.
- Including 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 #2934
DRI Title Huber Street Ready Mix Concrete Plant
County Fulton County
City (if applicable) City of Atlanta
Address / Location 1521 Huber street NW, Atlanta, GA 30318

Proposed Development Type:

13.5 acre Industrial site for a ready Mix Concrete plant

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 December 6, 2019

TRAFFIC STUDY

Prepared by A & R Engineering
Date 12/3/2019

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*)

The project is proposing less than 1000 trips generated per day which constitutes an expedited review. A full traffic analysis is not required as a part of the expedited review.

☐ 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*)

Site access is provided by Huber Street, a local 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*)

Site access is provided by Huber Street.

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

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

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

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

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 14

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. 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) [Click here to enter bus route number\(s\).](#)

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

08. 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

09. 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

10. 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)

11. 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)

[Click here to provide comments.](#)

12. 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)

13. 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)

Although vehicle traffic is expected to be very low, vehicles appear to share common drive access with trucks entering and exiting the site.

RECOMMENDATIONS

14. 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.

15. 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.

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

None



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Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com



Memorandum

To: Georgia Regional Transportation Authority (GRTA)
CC: Atlanta Regional Commission (ARC)
Georgia Department of Transportation (GDOT)
City of Atlanta
Date: December 3, 2019
Subject: Expedited Review for DRI 2934 Huber Street Ready-Mix Concrete Plant

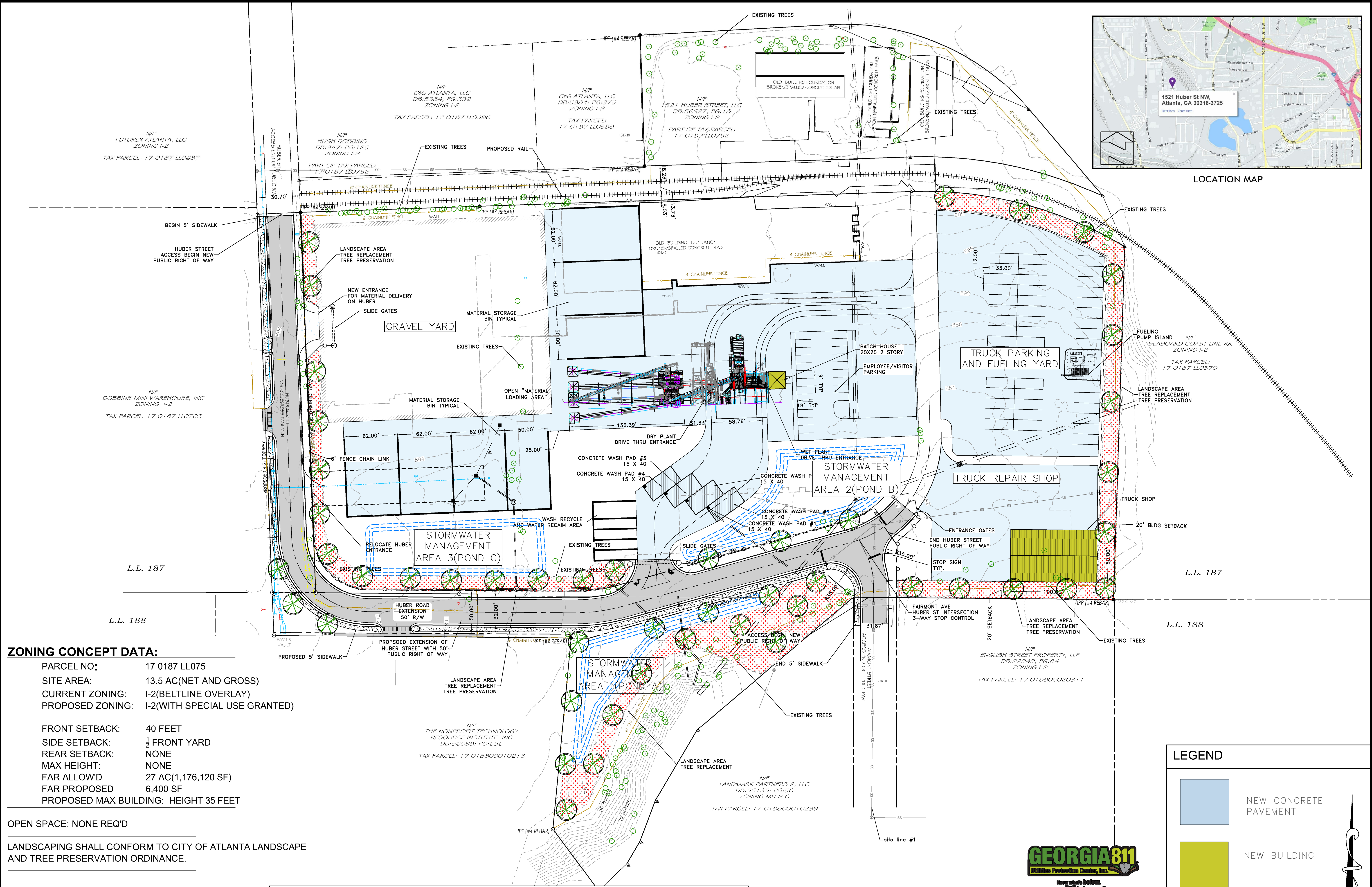
The purpose of this memorandum is to document the conditions for expedited review met by the proposed 1521 Huber Street Ready-Mix Concrete Plant that will be located east of Ellsworth Industrial Boulevard and south of Chattahoochee Avenue in Atlanta, Georgia. The location of the development is shown below in Figure 1.



Figure 1: Site Location

The Ready-Mix plant is planned to begin operations next year (2020) and meets the following condition for DRI expedited review: No more than 1,000 gross daily trips generated by the development. Trip generation estimates for the project were based on existing entering and exiting volumes collected at a similar facility in Marietta, Georgia and increased by 50% to account for the larger size of this proposed development. With an estimated 85% of the total traffic due to aggregate and mixer trucks, the site is estimated to generate a total 210 trips in a 24-hour period: 89 entering and 90 exiting truck trips as well as 15 entering and 16 exiting passenger car trips.

G:\17000\17179 - HUBER ROAD ATLANTA GIESKE\CIVIL\DESIGN\DRAWINGS\DESIGN 1.dwg 3/8/2019 11:07 AM



ZONING CONCEPT DATA:

PARCEL NO: 17 0187 LL075
SITE AREA: 13.5 AC(NET AND GROSS)
CURRENT ZONING: I-2(BELTLINE OVERLAY)
PROPOSED ZONING: I-2(WITH SPECIAL USE GRANTED)

FRONT SETBACK: 40 FEET
SIDE SETBACK: 1/2 FRONT YARD
REAR SETBACK: NONE
MAX HEIGHT: NONE
FAR ALLOW'D: 27 AC(1,176,120 SF)
FAR PROPOSED: 6,400 SF
PROPOSED MAX BUILDING: HEIGHT 35 FEET

OPEN SPACE: NONE REQ'D

LANDSCAPING SHALL CONFORM TO CITY OF ATLANTA LANDSCAPE AND TREE PRESERVATION ORDINANCE.

BUILDING AREA:
SHOP 1 6,000 SF(60'X100')
BATCH HOUSE 800 SF(20'X20' - 2 STORY)
TOTAL AREA: 6,800 SF

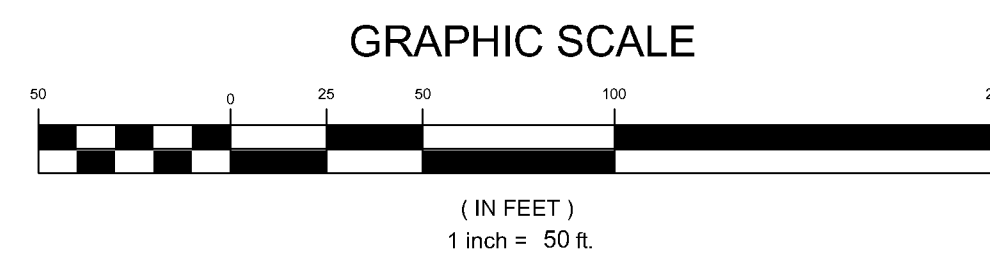
PARKING:
EMPLOYEE/VISITOR 24 SPACES
TRUCK STORAGE 40 SPACES

CERTIFICATION STATEMENT:

I AM FAMILIAR WITH THE CITY OF ATLANTA ZONING ORDINANCE, INCLUDING REVISIONS, AND I CERTIFY TO THE BEST OF MY ABILITY, THESE PLANS ARE ACCURATE AND COMPLY WITH THE GENERAL AND DISTRICT REGULATIONS OF THE ZONING ORDINANCE.

Kas...

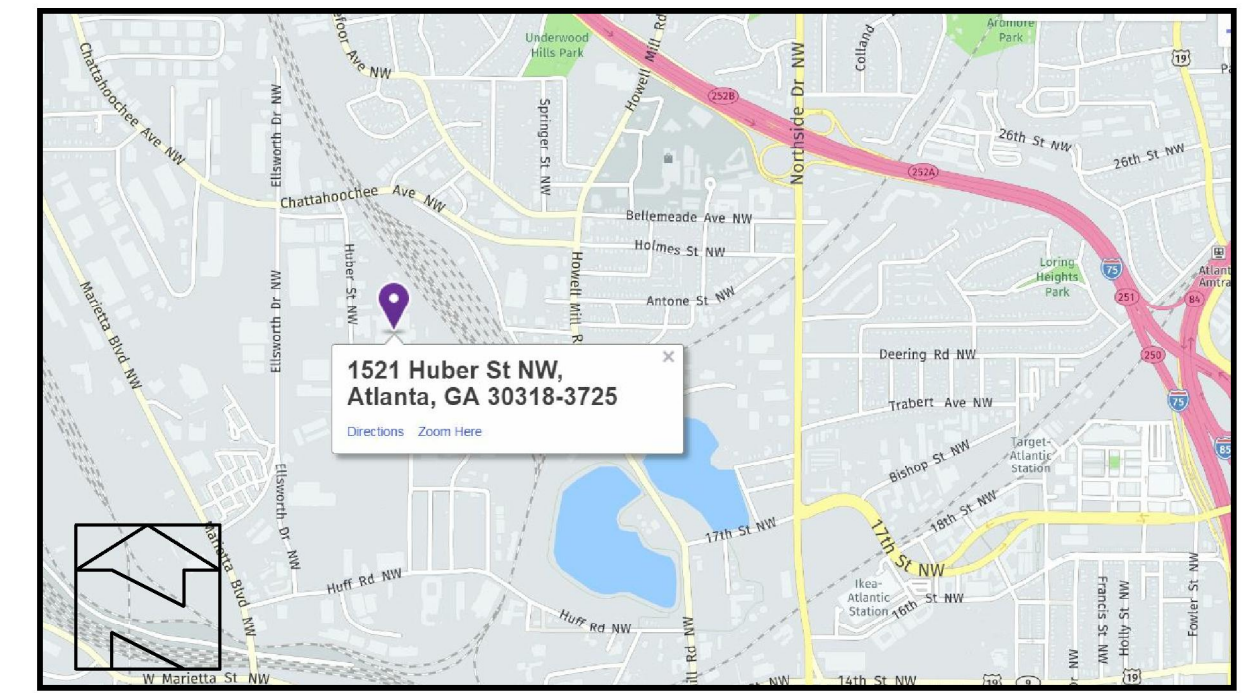
11-1-2018



24 HOUR CONTACT
TOMMY GIESKE
615-633-7032

LEGEND

- NEW CONCRETE PAVEMENT
- NEW BUILDING
- AREA OF GRAVEL
- EXISTING TREE
- PROPOSED LANDSCAPE AREAS



PROJECT NO.: 17179

DATE: 04/02/18

REVISIONS:	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

SOUTHLAND
ENGINEERING
CIVIL ENGINEERS - LAND SURVEYORS - LAND PLANNERS
114 OLD MILL ROAD, CARTERSVILLE, GA 30120 PH: 770.387.0440 FAX: 770.607.6161

HUBER ST CONCRETE PLANT
LOCATED IN LAND LOTS - XXTH DISTRICT
X SECTION, CITY OF ATLANTA, GA.



SHEET TITLE:

SITE CONCEPT PLAN

SHEET NO.:

C201