



ATLANTA REGIONAL COMMISSION

# 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:** April 29, 2020

**ARC REVIEW CODE:** R2004291

**TO:** Chairman Jeffrey Turner  
**ATTN TO:** Madolyn Spann, Planning Manager  
**FROM:** Douglas R. Hooker, Executive Director  
**RE:** Development of Regional Impact Review

Digital signature  
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:** Mt. Zion & Richardson (DRI #3039)

**Review Type:** DRI                      **Submitting Local Government:** Clayton County

**Date Opened:** April 29, 2020    **Deadline for Comments:** May 14, 2020    **Date to Close:** May 15, 2020

**Description:** A Development of Regional Impact (DRI) review of a proposed project to build two distribution warehouses on a 70.2-acre site in unincorporated Clayton County at 2464 Mt. Zion Road near the intersection with Richardson Parkway. The site is near the Interstate 75 interchange at Mt. Zion Boulevard. The project proposes one warehouse of 412,300 SF and the other 474,300 SF. Access will be provided with two new driveways on Richardson Parkway. The location is served by MARTA route #194. The local trigger is a rezoning. Expected buildout is 2022.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Established Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. Because this is an industrial/logistical facility, general RDG information and recommendations for both Established Suburbs and Regional Industrial & Logistics areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. It offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its accessibility to Interstate 75, Macon Highway (US 23/SR 42), and Interstate 675. Although this location is not currently considered an Industrial & Logistics Area in The Atlanta Region's Plan, the growing number of distribution/warehouse facilities in the south metro area surrounding Hartsfield-Jackson Atlanta International Airport requires considering these logistical issues.

The proposed project appears to serve some elements of the 2019 Clayton County Comprehensive Plan, which states the following Land Use goals: “Encourage industrial growth that provides quality employment opportunities, makes effective use of the County’s resources, and does not negatively impact the quality of life in Clayton County” and “Establish and maintain a balanced relationship between industrial, commercial and residential growth to ensure a stable and healthy tax base in Clayton County.” The project as proposed is not entirely compatible with the County’s Future Land Use Map, which defines this property and others along both sides of Interstate 75 from Interstate 675 to the City of Morrow as Mixed Use.

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. The site is served by MARTA route #194, which provides service to Southlake Mall, numerous residential areas, and a connection to rail service at Lakewood/Fort McPherson station. It is critical for the stops adjacent to the site to have accessible pedestrian connections and a safe crossing for Richardson Parkway serving riders in both directions. Additional comments from ARC's Transportation Access and Mobility Group are attached.

The DRI’s site design should provide sufficient truck parking to prevent trucks from queuing or waiting on any adjacent or nearby roads. Trucks parking in and along public roadways – typically while waiting for an available dock at a nearby facility – is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion. Signage and other measures to ensure drivers use the appropriate freight routes should be emphasized.

The ARC’s Regional Development Guide defines Established Suburbs as areas that were constructed from around 1995 to today. These areas are projected to remain suburbs through 2040. General policy recommendations for Established Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

These recommendations don’t fully address the relevant issues with this DRI, so the following RDG recommendations are offered from the Regional Industrial & Logistics section, defined as areas that will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential

and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users. Recommendations include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

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

ARC COMMUNITY DEVELOPMENT

ARC RESEARCH & ANALYTICS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

METRO ATLANTA RAPID TRANSIT AUTHORITY

CITY OF STOCKBRIDGE

ARC TRANSPORTATION ACCESS & MOBILITY

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

CITY OF MORROW

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GRTA/SRTA

HENRY COUNTY

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or [ggiuffrida@atlantaregional.org](mailto:ggiuffrida@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: **Mt. Zion & Richardson (DRI #3039)** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***All comments must be emailed to:***

Greg Giuffrida  
Atlanta Regional Commission  
[ggiuffrida@atlantaregional.org](mailto:ggiuffrida@atlantaregional.org)  
Ph. (470) 378-1531

**Return Date: May 14, 2020**





## Developments of Regional Impact

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

**DRI #3039**

### 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: Clayton  
 Individual completing form: Madolyn Spann  
 Telephone: 770-477-3577  
 E-mail: madolyn.spann@claytoncountyga.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: Mt. Zion & Richardson  
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33 degrees 33' 49.47 N 84degrees 18' 44.64 W  
 Brief Description of Project: The proposed project consist of a two phased industrial development totaling 886,300 square feet.

**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.): 886,300 sf

Developer: Hillwood

Mailing Address: 3414 Peachtree Rd NE

Address 2: Suite 960

City:Atlanta State: GA Zip:30326

Telephone: 770-407-4763

Email: scott.martin@hillwood.com

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

If yes, property owner: Kiran Shailendra & Etal

Is the proposed project entirely located within your local government's jurisdiction?  (not selected)  Yes  No

[Back to Top](#)

If no, in what additional jurisdictions is the project located?

is the current proposal a continuation or expansion of a previous DRI?  Yes  No  (not selected)

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?  Yes  No  (not selected)

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: June 2021 Overall project: June 2022



## Developments of Regional Impact

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

### DRI #3039

#### 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: Clayton  
 Individual completing form: Madolyn Spann  
 Telephone: 770-477-3577  
 Email: madolyn.spann@claytoncountyga.gov

#### Project Information

Name of Proposed Project: Mt. Zion & Richardson  
 DRI ID Number: 3039  
 Developer/Applicant: Hillwood  
 Telephone: 770-407-4763  
 Email(s): scott.martin@hillwood.com

#### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)  
 (not selected)  Yes  No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?  
 (not selected)  Yes  No

If no, the official review process can not start until this additional information is provided.

#### Economic Development

Estimated Value at Build-Out: \$44,888,909

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$728,924.06

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: Clayton County Water Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?  
 .044 MGD = (886,600 sf \* 0.05gpd/sf)

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?

Yes  No

If yes, how much additional line (in miles) will be required?

### Wastewater Disposal

Name of wastewater treatment provider for this site: Clayton County Water Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .044 MGD = (886,600 sf \* 0.05gpd/sf)

is sufficient wastewater treatment capacity available to serve this proposed project?

Yes  No

If no, describe any plans to expand existing wastewater treatment capacity:

is a sewer line extension required to serve this project?

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 or volume is available, please provide.) 106 Trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

Yes  No

Are transportation improvements needed to serve this project?

Yes  No

If yes, please describe below:

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 578 tons (@5lb/sf/day)

is sufficient landfill capacity available to serve this proposed project?

Yes  No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

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?

is projected to be impervious surface once the proposed development has been constructed? =/-.68%

Describe any measures proposed (such as buffers, detention or retention ponds, previous parking areas) to mitigate the project's impacts on stormwater management:Stormwater ponds and grassed swales

### Environmental Quality

is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

Yes  No

2. Significant groundwater recharge areas?

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](#)

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

## DRI INFORMATION

**DRI Number** #3039  
**DRI Title** Mount Zion Distribution Center  
**County** Clayton County  
**City (if applicable)** Morrow  
**Address / Location** Northeast of Richardson Parkway and Southeast of Mount Zion Parkway

**Proposed Development Type:** Approximately 70 acres consisting of two building totaling 887,000 sq feet of industrial warehouse, distribution center

**Review Process**  EXPEDITED  
 NON-EXPEDITED

## REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice Mangham  
**Copied** [Click here to enter text.](#)  
**Date** April 27, 2020

## TRAFFIC STUDY

**Prepared By:** SEI Engineering  
**Date** April 17, 2020

## 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)

NO (provide comments below)

**No programmed projects are proposed in the study network area.**

## 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)

**Access to the development is proposed by two points on Richardson Parkway .**

**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*)

**Access to the site is proposed on Richardson Parkway.**

**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

There are plans for rail service in area in the long range plan. Planned service is more than a mile from proposed site.

**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) 194

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 ( No Sidewalks or accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\*  Dedicated paths, lanes or cycle tracks provide sufficient connectivity

Low volume and/or low speed streets provide sufficient connectivity

Route uses high volume and/or high speed streets

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

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

**07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.*

- NO  
 YES

**MARTA, GRTA Express**

**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	Chattahoochee Greenway Trail is proposed in the area
Distance	<input type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input type="checkbox"/> 0.15 to 0.50 mile <input type="checkbox"/> 0.50 to 1.00 mile
Walking Access*	<input type="checkbox"/> Sidewalks and crosswalks provide connectivity <input type="checkbox"/> Sidewalk and crosswalk network is incomplete <input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	<input type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity <input type="checkbox"/> 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 uses are accessible by local roads.

### **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*)

**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)

Pedestrian facilities do not exist along Richardson Parkway and appear incomplete along Mount Zion Parkway adjacent to the development. Bicycle facilities do not exist along either roadway.

**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)

Truck and vehicular traffic share access points and drive aisles.

## **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)*

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

It is recommended that sidewalk connections be completed along the Mount Zion Parkway and along Richardson Parkway adjacent to the development.

**MT. ZION & INDUSTRIAL DRI**  
**Clayton County**  
**Natural Resources Group Review Comments**  
**April 28, 2020**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The property is entirely within the Big Cotton Indian Creek Water Supply Watershed. The Big Cotton Indian Creek Water Supply Watershed serves Clayton County and is classified as a large (greater than 100 square miles) watershed under the Part 5 Rules for Water Supply Watersheds (Chapter 391-3-16-.01). As water withdrawals in the watershed are drawn directly from Big Cotton Indian Creek and the project is more than 7 miles upstream of the river intake, no Part 5 Water Supply Watershed criteria apply to the property.

**Stream Buffers**

The USGS coverage for the project area shows no blue-line streams on or near the property. Any unmapped streams on the property may be subject to the Clayton County Stream Buffer Ordinance as well as the State 25-foot State Erosion and Sedimentation Act buffer are shown on all the streams. Any unmapped waters of the state may also be subject to the State erosion and sedimentation buffer.

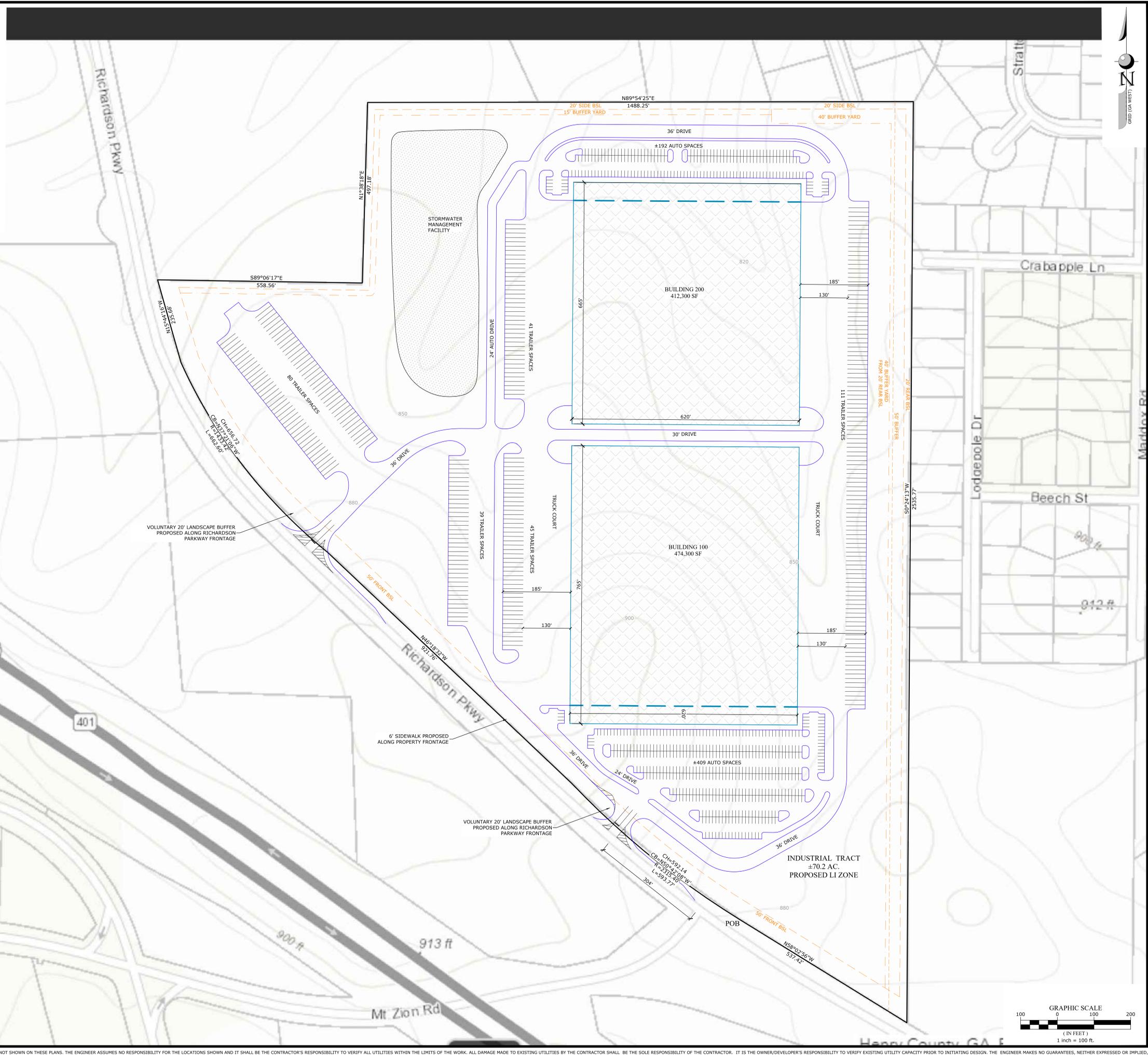
**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

**SITE DATA**  
 OWNER/DEVELOPER: HILLWOOD  
 3000 TURTLE CREEK BOULEVARD  
 DALLAS, TX 75219  
 ENGINEER/SURVEYOR: SOUTHEASTERN ENGINEERING, INC.  
 2470 SANDY PLAINS ROAD  
 MARIETTA, GA 30066  
 PHONE: 770.321.3936  
 BOUNDARY: CLAYTON COUNTY GIS  
 TOPOGRAPHY: CLAYTON COUNTY GIS  
 SITE AREA: ±70.2 ACRES  
 FLOOD INFO: THIS SITE IS NOT LOCATED WITHIN THE 100 YEAR FLOOD ZONE PER FEMA FLOOD PANELS # 13063C0083F, DATED 6-17-17.  
 EXISTING ZONING: A1 - AGRICULTURAL  
 PROPOSED ZONING: LI - LIGHT INDUSTRIAL  
 DEVELOPMENT STANDARDS:  
 MIN. FRONT BUILDING SETBACK: 50'  
 MIN. SIDE BUILDING SETBACK: 20' MIN.  
 REAR BUILDING SETBACK: 50'  
 BUFFER YARDS REQUIRED AGAINST RESIDENTIAL PROPERTIES AND ARE SHOWN IN WIDTHS OF 15' AND 40'  
 PARKING REQUIREMENTS: 586,600 SF ÷ 1 SPACE/1700 SF + 5 SPACES = 527 SPACES  
 PARKING PROVIDED = ±601 SPACES



FILE NAME: M:\u-REP\2019\REP\Hillwood\2464 Mt Zion\2464 Mt Zion - Prelim\Chan\_Spnr\_Bldgs.dwg PLOT DATE: 4/24/2020 USER: WAYNE MATTHEWS

SEI  
 SOUTHEASTERN ENGINEERING, INC.  
 2470 Sandy Plains Road Marietta, Georgia 30066  
 Tel: 770-321-3936  
 www.seiengineering.com

No.	ISSUED DESCRIPTION	DATE
1	SITE PLAN REVISION	10-08-19
2	REVISED ENTRANCE LOCATION	04-24-20
3		
4		
5		
6		
7		
8		
9		

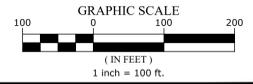
© COPYRIGHT 2018 | SOUTHEASTERN ENGINEERING, INC. THIS DRAWING AND ITS REPRODUCTION ARE THE PROPERTY OF THE ENGINEER AND MAY NOT BE REPRODUCED, PUBLISHED OR USED IN ANY WAY WITHOUT THE WRITTEN PERMISSION OF THIS ENGINEER.  
 PROJECT OWNED/DEVELOPED BY:  
**HILLWOOD**  
 3000 TURTLE CREEK BLVD.  
 DALLAS, TX 75219  
 PHONE: (972) 201-2968  
 24 HOUR CONTACT INFORMATION

**CONCEPT SITE PLAN**  
 2464 MT. ZION ROAD TRACT  
 PROJECT LOCATED AT:  
 LL 84 AND 85, 12TH DISTRICT  
 CLAYTON COUNTY, GEORGIA



Project No.: 1009  
 Designed By: EWM  
 Issue Date: 10-02-19

**811**  
 Know what's below.  
 Call before you dig.



THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. IT IS THE OWNER/DEVELOPER'S RESPONSIBILITY TO VERIFY EXISTING UTILITY CAPACITY PRIOR TO INITIATING DESIGN. THE ENGINEER MAKES NO GUARANTEES, NEITHER EXPRESSED OR IMPLIED, REGARDING EXISTING UTILITY LOCATION, CAPACITY OR CONDITION.