

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 14, 2021

ARC REVIEW CODE: R2104141

TO: Mayor Robert Price
ATTN TO: Gewel Richardson, Planner II
FROM: Douglas R. Hooker, Executive Director
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: 300 Marketplace DRI #3252

Review Type: DRI

Submitting Local Government: City of Locust Grove

Date Opened: April 14, 2021

Deadline for Comments: April 29, 2021

Date to Close: May 4, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use project at 300–590 Market Place Boulevard in the City of Locust Grove. The project proposes 540 residential units, 20,000 SF of retail space, 175,000 SF of self-storage, and 5,000 SF of fast-food restaurant. The nearest state route is US 23/SR 42 and the site is just north of the I-75 interchange at Bill Gardner Parkway. The local trigger is a rezoning. Expected buildout is 2023.

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

This DRI appears to manifest some aspects of regional policy, including providing new multifamily housing options for the area in a location that is theoretically accessible to some nearby businesses and services without vehicle trips. Better pedestrian infrastructure is needed both on and around the DRI to facilitate this. In its current form, the project does not appear compatible with some of the goals identified in the local comprehensive plan. These differences are detailed further below.

The 2018 "Imagine Henry" joint comprehensive plan shows the Future Land Use for this site as part of the Gateway Town Center surrounding the I-75 interchange at Bill Gardner Parkway, defined as the following:

“This classification includes a substantial mixture of significant revenue-producing uses (such as office, service and retail, restaurants, hotel/motel developments, entertainment, tourist/cultural facilities, recreational centers, etc.) that are integrated and mutually supporting. High-density multi-family residential shall be available to range from 12 to 20 dwelling units per acre, based on the overall project design and ability to provide mixture of uses, structured parking, and bonuses for amenities. Development shall incorporate non-vehicular transportation options such as pedestrian and bicycle friendly routes and shall occur in conformance with a coherent master development plan which stipulates the type, scale, and appearance of uses, permitted densities, and related developmental considerations such as parking ratios, parking placement and unique and consistent signage. Typical zoning district(s) under current ordinance would be C-2 (general commercial), C-3 (heavy commercial) with use of planned development (PD) and mixed use overlay districts for vertical integration of residential and commercial.

The existing development in the surrounding area provides a mix of revenue-producing uses, services, and jobs, but the prevailing urban design of the area is almost entirely auto-oriented and it will be difficult in the near term to satisfy the City's stated goals of providing more non-vehicular options. The proposed DRI offers higher-density multifamily residential options, at 18 units per acre. The site plan as proposed separates the uses, although it is being reviewed as a mixed-use development. The self-storage facility is a profitable use that is in high demand, but offers little in terms of activation and employment for the development and surrounding area.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable bike/pedestrian experience on all streets, paths, entrances, and parking areas. Here is a list of pedestrian concerns identified both in the submitted traffic study and by ARC staff:

- The retail and quick-serve restaurant (likely with drive-through service) are surrounded by surface parking. Pedestrians living inside the development will need to cross the driveway entrance for this restaurant to reach Market Place Boulevard. This could lead to numerous and constant conflicts, depending on the popularity of the tenant.
- The DRI will build sidewalks on its frontage on Market Place Boulevard, but there are no other sidewalks on the remainder of the western side of the street between Bill Gardner and SR 42.
- A pedestrian crossing is needed in the vicinity of the DRI to allow residents to safely cross Market Place Boulevard to reach the sidewalk on the eastern side, as well as the Walmart and other businesses. Based on discussion at the pre-review/methodology meeting and as detailed in the traffic study, the applicant proposes coordinating with the City and County to locate an enhanced pedestrian facility at or around mid-block between driveways 1 and 2 of the DRI. Design guidance and other considerations are available at <https://atlantaregional.org/transportation-mobility/bike-ped/bicycle-pedestrian/>.
- The submitted site plan does not show pedestrian facilities and connections among uses within the site. These will likely be required under standard GRTA conditions.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in

park/green spaces, parking areas and along internal roadways, and as part of any improvements to site frontages. Additional comments from ARC's Natural Resources Group are attached. They note that the entire site falls within the Indian Creek and Towaliga River Water Supply Watersheds and will be subject to relevant state and local laws. They also note that the submitted site plan does not currently show a blue line stream that is shown on USGS maps.

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

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

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF McDONOUGH
BUTTS COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF HAMPTON
THREE RIVERS REGIONAL COMMISSION

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
HENRY COUNTY
SPALDING COUNTY
GRTA/SRTA

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or 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: **300 Marketplace DRI #3252** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Comments must be emailed to:

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

Return Date: April 29, 2021

DATE: April 14 2021

ARC REVIEW CODE: R2104141

TO: ARC Group Managers

FROM: Greg Giuffrida, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Giuffrida, Greg

Transportation Access and Mobility: Little, Aries

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: 300 Marketplace DRI #3252

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use project at 300-590 Market Place Boulevard in the City of Locust Grove. The project proposes 540 residential units, 20,000 SF of retail space, 175,000 SF of self-storage, and 5,000 SF of fast-food restaurant. The nearest state route is US 23/SR 42 and the site is just north of the I-75 interchange at Bill Gardner Parkway. The local trigger is a rezoning. Expected buildout is 2023.

Submitting Local Government: City of Locust Grove

Date Opened: April 14, 2021

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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]

**300 MARKETPLACE DRI
City of Locust Grove
Natural Resources Group Review Comments**

April 13, 2021

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.

Water Supply Watershed Protection

The proposed project property is located entirely within both the Indian Creek and Towaliga River Water Supply Watersheds. Both are small (less than 100 square mile) public water supply watersheds as defined by the Georgia DNR Part 5 Minimum Planning Criteria. They are both public water supply sources for the Henry County.

Locust Grove has a protection ordinance for water supply watersheds in the City, including Indian Creek and Towaliga River. All development in these watersheds, including this project, is subject to all applicable requirements of that ordinance as specified in the Locust Grove City Code.

Stream Buffer Protection

The USGS coverage for the project area shows a blue line stream running from the pond across Price Road from the project across the property to its western edge. This stream is not shown on the submitted site plan and the e submitted site plan does not show this stream, which appears to run through the General Commercial portion of the project. However, the site plan shows an unmapped stream along the southern edge of the property with the city's 50-foot buffer and 75-foot impervious setback shown as well as the 25-foot State Erosion and Sedimentation Act buffer. No intrusions into those buffers is shown.

If the mapped stream exists and meets the requirements for the City and State buffers, any development over the stream or in its buffers will require variances. Any unmapped streams on the property may also be subject to the Locust Grove Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation Act buffer. All waters of the state on the property are subject to the 25-foot State Erosion and Sedimentation Act 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) 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.

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

DRI INFORMATION

DRI Number #3252
DRI Title 300 MARKET PLACE
County Henry County
City (if applicable) Locust Grove
Address / Location 300-590 Market Place Blvd.

Proposed Development Type:

The develop proposes 540 residential units, 20,000 SF of retail space, 175,000 SF of mini storage, and 5,000 SF of fast-food restaurant.

Build Out : 2023

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date April 12, 2021

TRAFFIC STUDY

Prepared by KCI Technologies, Inc.
Date April 8, 2021

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 traffic analysis includes a list of programmed projects in Appendix D.

☐ 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)*

The proposed access points are located on Market Place Blvd., which connects to US 23/ SR 42 and Bill Gardner 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*)

US 23/SR 20 is designated as a Regional Truck Route.

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) [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

Henry County has a demand-response transit system.

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

Henry County has a demand-response transit system.

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*)

The proposed development access points will be aligned with the Walmart shopping center on Market Place Blvd.

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*)

Currently, there is only a 5' sidewalk on the eastern side of Market Place Blvd. The traffic report did not clearly define pedestrian and bicycle accommodations within the development; however, it is proposed to improve the pedestrian crossing on Market Place Blvd.

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)

The traffic analysis proposes to improve pedestrian crossing on Market Place Blvd.

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):

The proposer should clarify pedestrian and bicycle accommodations within the development and clarify the connection with the proposed Market Place Blvd. crossing.

LEGEND

- MULTI-FAMILY (29.91 AC)

 - 540 UNITS (MAX)
 - ~18.05 UNITS / AC
 - 3-4 STORY BUILDINGS
- COMMERCIAL / RETAIL / OFFICE / STORAGE (8.04 AC)

 - 20,000 SF RETAIL / 115 PARKING SPACES
 - 5,000 SF QUICK SERVICE RESTAURANT / ~50 PARKING SPACES
 - 175,000 SF STORAGE
 - 0.571 FAR

CLIENT

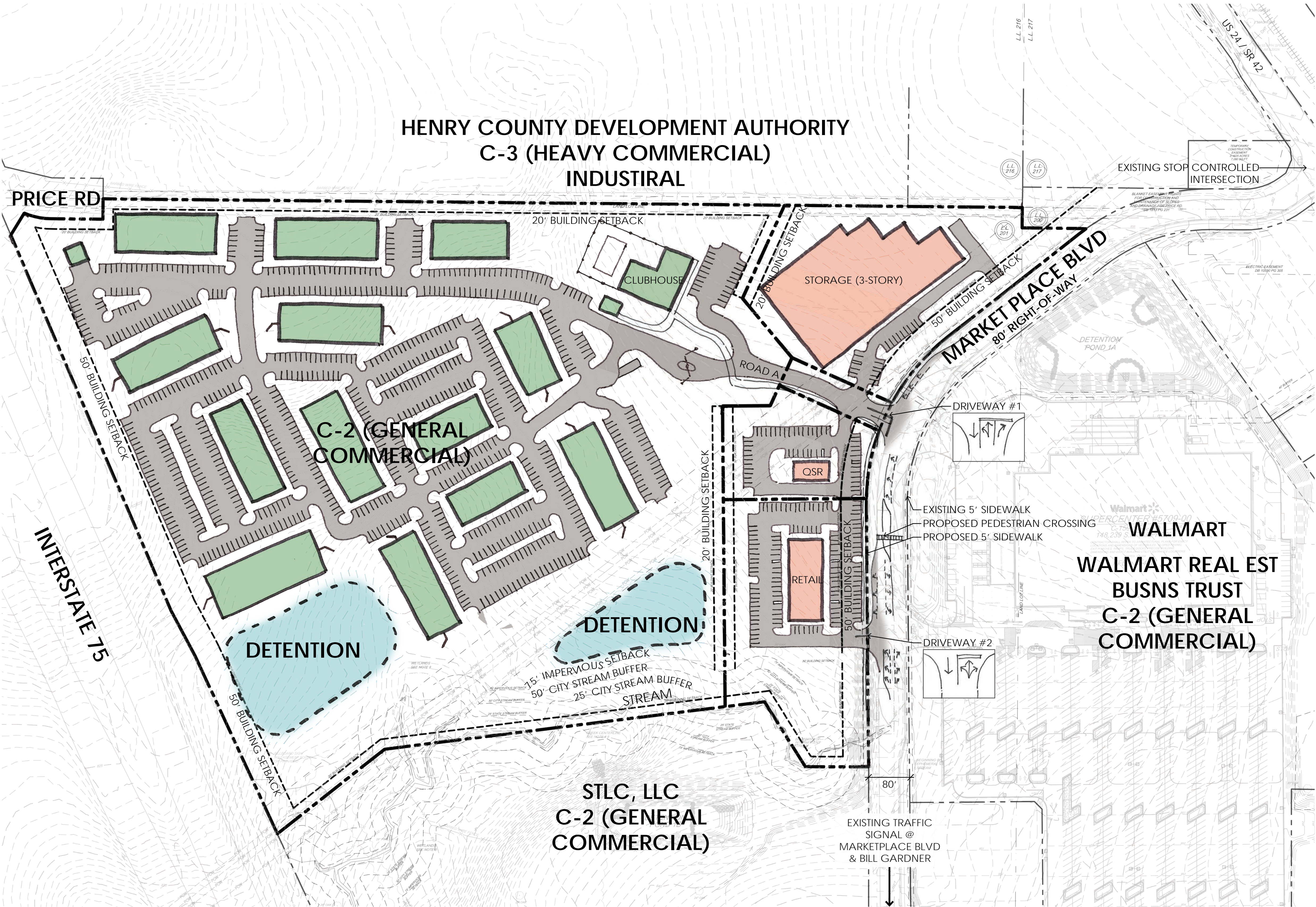
AHAD PROPERTIES
C/O LANG REAL ESTATE SERVICES
PO BOX 788
YORBA LINDA, CALIFORNIA 47885
JACOB LANG

CONTACTS

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DAVID STONIECKI, PE

TRAFFIC CONSULTANT
KCI TECHNOLOGIES, INC
2160 SATELLITE BLVD, SUITE 130
DULUTH, GA 30097
ANDREW ANTWEILER, PE PTOE

LOCATION MAP



300 MARKETPLACE BLVD - LOCUST GROVE, GA

SITE PLAN - DRI NO. 3252 300 MARKETPLACE