

**DATE:** August 9, 2021

**ARC REVIEW CODE:** R2107201

**TO:** Mayor Anthony Ford, City of Stockbridge  
**ATTN TO:** Linda Logan, Senior Planner  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**RE:** Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

**Name of Proposal:** Davidson Parkway Commerce Center DRI #3309

**Submitting Local Government:** City of Stockbridge

**Review Type:** DRI

**Date Opened:** July 20, 2021

**Date Closed:** August 9, 2021

**Description:** A Development of Regional Impact (DRI) review of a proposal to build five distribution warehouses totaling 730,690 SF on a 75.54-acre site on the south side of Davidson Parkway to the west of Walter Way and to the east of I-675 in the City of Stockbridge. Access would be provided on a new street intersecting with Davidson Parkway. The DRI is located in GDOT District 3 near the boundary of District 7. The local trigger action is a proposed rezoning from C-3 (Highway Commercial District) to M-1 (Light Manufacturing). Expected buildout is 2024. This DRI includes the northern portion of the site previously reviewed in 2019 as Reeves Creek DRI #2996. This project proposes a different land use and site layout than what was reviewed as part of DRI #2996.

**Comments:** According to the Unified Growth Policy Map (UGPM), a component of The Atlanta Region's Plan, this project is located in the Developed/Established Suburbs of the region. General policy recommendations for this area are listed at the end 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 access to GA 138, US 23, I-75, and I-675.

This project proposes five distribution warehouses and is expected to generate 1,200 new daily trips. Under new GRTA review rules enacted in April 2021, the applicant included information in the traffic impact study focusing on potential impacts of Heavy Vehicles, which require different design considerations for local

roadways. The study documents anticipated project impacts on existing pavement conditions, roadway and lane widths, and curb radii. According to the study, existing pavement cracking and stress are evident on some nearby roadways, including Davidson Parkway, which provides truck access to the site.

The traffic study also discusses anticipated truck staging and overflow, which is a regional issue often raised by other local governments for similar projects. According to the study, queuing onto nearby roadways will be prevented due to the planned lack of access control for each warehouse building; designated space for trailer drops and short-term overflow parking; and the fact that the buildings are served by a dead-end roadway that can accommodate staging and overflow if needed.

Stockbridge City staff has indicated that a heavy truck restriction will be implemented on Davidson Parkway from Walter Way to N. Henry Parkway. Therefore, all heavy trucks generated by the development are expected to access the site via Davidson Parkway north/west of the site. Additional comments from ARC's Transportation Access & Mobility Group are attached, which note that the heavy vehicle staging plan described in the traffic impact study should be more clearly identified on the site plan as it continues through the local review process.

In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, 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.

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, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general, in parking areas, on site driveways, and as part of any improvements to site frontages. Additional comments from ARC's Natural Resources Group are attached. They note that the site is within the Little Cotton Indian Creek small water supply watershed – a public water supply source for Clayton County – meaning the site is subject to certain stream buffer/setback and other requirements.

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developed/Established Suburbs. In terms of land use, this location is not currently part of an Industrial & Logistics Area in The Atlanta Region's Plan, but the growing number of warehouse/distribution facilities on the south side of the Atlanta region requires considering these logistical issues. However, it should be noted that this project is in an area of mixed land uses, including single family residential to the east, and commercial properties to the north. Stockbridge leadership and staff, along with the applicant team, must collaborate to ensure sensitivity to nearby local governments, land uses and natural resources to the greatest extent possible.

Comments received from GDOT's Aviation Division note that the DRI is ten miles from Hartsfield-Jackson Atlanta International Airport but is outside the FAA approach/departure surfaces and compatible land use areas for, and does not appear to impact, the airport. However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed

for the buildings and any cranes. Those submissions for the buildings and any associated cranes must be filed with the FAA no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Further to the above, Developed/Established Suburbs are generally areas of residential development that occurred after 1970 to around 1995 and are projected to remain suburbs through 2040. General policy recommendations 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  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CLAYTON COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA ENVIRONMENTAL FACILITIES AUTHORITY  
SRTA/GRTA  
CITY OF STOCKBRIDGE

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA SOIL & WATER CONSERVATION COMMISSION  
HENRY COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## Developments of Regional Impact

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### DRI #3309

#### 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: City of Stockbridge

Individual completing form: LINDA M LOGAN

Telephone: 678-833-3344

E-mail: [llogan@cityofstockbridge-ga.gov](mailto:llogan@cityofstockbridge-ga.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: Davidson Parkway Commerce Center

Location (Street Address, GPS Parcel ID 030-01009000 and 030-010090006, Henry County, GA lat 33.5479; long-Coordinates, or Legal Land Lot 84.2668, South of the i  
Description):

Brief Description of Project: A five-building business distribution development with a total of 730,690 SF of business distribution space is planned for the 75.54-acre site.

#### 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.): Five buildings consisting of 730,690 SF of business distribution space.

Developer: EastGroup Properties

Mailing Address: 3495 Piedmont Road

Address 2: Building 11, Suite 350

City: Atlanta State: GA Zip: 30305

Telephone: 404-301-2670

Email: [Ron.Coffey@eastgroup.net](mailto:Ron.Coffey@eastgroup.net)

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

If yes, property owner: GDCI GA 6LP

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: Reeves Creek (Henry County)  
Project ID: 2996

The initial action being requested of the local government for this project:

- ☒ Rezoning  
☐ Variance  
☐ Sewer  
☐ Water  
☐ Permit

☐ Other NOTE: This project would not truly be a continuation or expansion of DRI #2996, but would be a change in use for a portion of the property that was re

Is this project a phase or part of a larger overall project?

☐ (not selected) ☐ Yes ☒ No

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

Estimated Project Completion Dates: This project/phase: 2024  
Overall project: 2024

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### DRI #3309

#### 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: City of Stockbridge  
Individual completing form: LINDA M LOGAN  
Telephone: 678-833-3344  
Email: llogan@cityofstockbridge-ga.gov

#### Project Information

Name of Proposed Project: Davidson Parkway Commerce Center  
DRI ID Number: 3309  
Developer/Applicant: EastGroup Properties  
Telephone: 404-301-2670  
Email(s): Ron.Coffey@eastgroup.net

#### 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: \$49 Million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$810,000

Is the regional work force sufficient to fill the demand created by the proposed project? ☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses? ☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

#### Water Supply

Name of water supply provider for this site: City of Stockbridge

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.021

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 Stockbridge

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.021

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.) 116 peak hour trips

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)? 540

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? 50%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Existing stream buffers on-site will be maintained. Storm water ponds will be designed to provide water quality, channel protection, and detention.

### 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:  
A perennial stream is located within the site boundaries, but the required State and local stream buffers will be preserved.

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**From:** [Hood, Alan C.](#)  
**To:** [Andrew Smith](#)  
**Subject:** RE: ARC DRI Review Notification: Davidson Parkway Commerce Center DRI #3309  
**Date:** Tuesday, August 3, 2021 3:08:59 PM  
**Attachments:** [image001.png](#)  
[ARC Preliminary Report - Davidson Parkway Commerce Center DRI 3309.pdf](#)

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Andrew,

This proposal to build five distribution warehouses totaling 730,690 SF on a 75.54-acre site on the south side of Davidson Parkway to the west of Walter Way and to the east of I-675 in the City of Stockbridge is 10 miles southeast of the Hartsfield - Jackson Atlanta International Airport (ATL). It is outside the FAA approach and departure surfaces, and is outside airport compatible land use areas, and does not appear to impact the airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed for the buildings and any cranes. Those submissions to the FAA for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood**

*Airport Safety Data Program Manager*



*Aviation Programs*

600 West Peachtree Street NW

6<sup>th</sup> Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

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**From:** Andrew Smith <ASmith@atlantaregional.org>

**Sent:** Tuesday, July 20, 2021 7:01 PM

**To:** glinton@cityofstockbridge-ga.gov; Randy Knighton <RKnighton@cityofstockbridge-ga.gov>; Linda Logan (LLogan@cityofstockbridge-ga.gov) <LLogan@cityofstockbridge-ga.gov>; apeterson@cityofstockbridge-ga.gov; bjohnson@cityofstockbridge-ga.gov; Vanessa Holiday - City of Stockbridge (VHoliday@cityofstockbridge-ga.gov) <VHoliday@cityofstockbridge-ga.gov>; Madolyn Spann - Clayton County (Madolyn.Spann@claytoncountyga.gov) <Madolyn.Spann@claytoncountyga.gov>; keedra.jackson@claytoncountyga.gov; Lee Kelley - Clayton County (Lee.Kelley@claytoncountyga.gov) <Lee.Kelley@claytoncountyga.gov>; Toussaint M. Kirk <tkirk@co.henry.ga.us>; Stacey Jordan <sjordan@co.henry.ga.us>; Yaritza Nieves

**DAVIDSON PARKWAY COMMERCE CENTER DRI**  
**City of Stockbridge**  
**Natural Resources Group Review Comments**

**July 19, 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 City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The proposed project property is located entirely within the Little Cotton Indian Creek Water Supply Watershed which is a public water supply source for Clayton County. It is classified as a small (less than 100 square mile) water supply watershed. Under the Georgia Planning Act of 1989, all development in a small public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD. The criteria include a 100-foot vegetative buffer and 150-foot impervious setback along all perennial streams within 7 miles upstream of a public water supply reservoir or public water supply intake. This project is within 7 miles of the reservoir. In addition, without approved alternate criteria, impervious surface is limited to 25 percent of the basin area. It is not known if the City of Stockbridge has adopted a water supply watershed protection ordinance or if it follows the Henry County Watershed Protection Ordinance standards for Little Cotton Indian Creek, which include the perennial stream 100-foot vegetative buffer and 150-foot impervious surface setback specified in the State Minimum Criteria.

**Stream Buffers**

The USGS coverage for the project areas show no blue-line streams on the property. The submitted site plan shows a stream along the eastern boundary of the property. The 50-foot undisturbed buffer and a 75-foot impervious surface setback required under the City's Stream Buffer Ordinance, as well as the State 25-foot Sediment and Erosion Control Buffer, are shown and identified on the site plan. If this stream meets the definition of a perennial stream under the State Minimum Criteria, then it may be subject to the water supply watershed 100-foot vegetative buffer and 150-foot impervious setback required within 7 miles upstream of a public water supply reservoir.

Any unmapped streams on the property may also be subject to the City's Stream Buffer Ordinance. All streams as well as any other waters of the state on this property are also subject to the State 25-foot Sediment and Erosion Control Buffer.

**Storm Water/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.

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

### DRI INFORMATION

**DRI Number** #3309  
**DRI Title** Davidson Parkway Commerce Center  
**County** Henry County  
**City (if applicable)** Stockbridge  
**Address / Location** South of Davidson Parkway to the west of Walter Way and to the east of I-675

**Proposed Development Type:**

The develop proposes to build five distribution warehouses totaling 730,690 SF on a 75.5-acre site.

**Build Out :** 2024

**Review Process** ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** Marquitrice Mangham  
**Date** July 19, 2021

### TRAFFIC STUDY

**Prepared by** NV5 Engineers and Consultants, Inc.  
**Date** July 2, 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*)

☒ NO (*provide comments below*)

There are two programmed projects within the area of the proposed project: CL-064 and M-AR-452. Project CL-064 is a capacity improvement on US 23/SR 42/N. Henry Blvd. Project M-AR-452 will implement a new bus route on SR 138/Lake Spivey Pkwy west of I-675, which will provide east/west connectivity.

## **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*)

There is one full-access driveway on Davidson Pkwy approximately 460 ft west of the Davidson Pkwy and Walter Way which is not located on a regional thoroughfare. However, Davidson Pkwy and Walter Way both provide access to the regional thoroughfares SR 138/Lake Spivey Pkwy and US 23/SR 42/SR138/N. Henry Blvd.

**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*)

Although the site is not directly served by a regional freight route, SR 138/Lake Spivey Pkwy is identified as a regional truck route which is within the project area.

**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

- Walking Access\* ☐ 0.50 to 1.00 mile  
☐ 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) Route 197

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

Clayton County proposes east-west fixed route service connection on SR 138/Lake Spivey Pkwy west of the I-675 interchange. The bus service is approximately one mile from the proposed development and could provide an opportunity to connect people and jobs. Currently, the project is referenced in the TIP as M-AR-42.



**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 Transit operates within the jurisdiction. MARTA also operates in the adjacent county and will soon have a route near the project area.

**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*)

### **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)

**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 proposed access point/driveway location referenced in the traffic impact study is unclear (pg. 24); whereas the methodology clearly defined where the driveway would be identified.

The heavy vehicle staging described in the traffic impact study (pg. 30) should be clearly identified on the site plan.



