REGIONAL REVIEW FINDING

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

DATE: January 3, 2022

TO: Mayor Keisha Lance Bottoms
ATTN TO: Moniqe Forte, Planner III
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review Finding

Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a 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: **Project Revive DRI 3489**
Submitting Local Government: City of Atlanta
Date Opened: December 3, 2021 **Date Closed:** January 3, 2022

Description: A Development of Regional Impact (DRI) review of a proposal to build a warehouse/distribution complex on approximately 159 acres in the City of Atlanta. The site is on the west side of Marietta Road NW, on the former site of the CSX Tilford railyard. Most of the site is currently covered with gravel; several mapped and unmapped streams traverse the site. The development plan totals 1,466,220 sq. ft. and includes multiple warehouse/distribution buildings (totaling 1,245,537 sq. ft.) and an e-commerce last-mile distribution facility (at 220,683 sq. ft.); a total of 1,739 parking spaces are proposed. Site access is proposed via an existing driveway on Marietta Road about one mile southeast of Bolton Road (cars only); a driveway on Marietta Road opposite Annie Street and Laurel Avenue (cars and delivery vans only); and a realigned and rebuilt extension of the private road Thomas Street, connecting the site directly to Marietta Boulevard to the east (truck entrance/exit). The local DRI trigger action is a parking variance application. The expected buildout year is 2023.

Comments:

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located within an area designated Maturing Neighborhoods. The Plan's Regional Development Guide (RDG) details general information and policy recommendations for Maturing Neighborhoods which are listed at the bottom of these comments.

The project proposes to build to build a warehouse/distribution complex on approximately 159 acres in the City of Atlanta on the west side of Marietta Road NW on a portion of the former site of the CSX Tilford railyard. The development plan totals 1,466,220 sq. ft. and includes multiple warehouse/distribution buildings (totaling 1,245,537 sq. ft.) and an e-commerce last-mile distribution facility (at 220,683 sq. ft.). The project includes 1,739 parking spaces. Site access is proposed via an existing driveway on Marietta Road about one mile southeast of Bolton Road (cars only); a driveway on Marietta Road opposite Annie Street and Laurel Avenue (cars and delivery vans only); and a realigned and rebuilt extension of the private road Thomas Street, connecting the site directly to Marietta Boulevard to the east (truck entrance/exit). Existing nearby uses include single-family and multi-family residential, light industrial, and commercial. Some rail uses will also continue on the portion of the CSX Tilford site retained for that purpose. Redevelopment of underutilized industrial land is a positive aspect of the project.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

In general, the project is expected to generate a modest amount of new vehicular traffic mainly in the form of trucks. Care needs to be taken to ensure that truck traffic, which is expected to occur throughout the day and night, flows smoothly in and out of the site and does not overly impact traffic on adjacent roadways.

The City of Atlanta Department of Transportation submitted extensive comments which are attached. Highlights of those comments include:

- Additional attention must be given to utilizing alternative multi-modal transportation options including pedestrian, bicycle, and transit modes;
- The traffic analysis needs to be updated to include noted considerations and additional relevant City of Atlanta projects including the Marietta Boulevard Scoping Study, the Marietta Road Bridge Replacement, Moores Mill Multi Modal Roadway Extension, Marietta Traffic Communication Corridor, and Westside BeltLine Segment 3.;
- The truck traffic expected to be generated is more substantial than the review to date indicates and needs to be further addressed.
- Significant additional attention should be given to needed adjacent sidewalk and trail connections – including the Beltline and the Whetstone Creek Trail – and improvements.

Natural Resources and Environment Comments

Comments from ARC's Natural Resources Group are attached.

USGS data for the site shows one blue-line stream on either side of the site near the intersection of Marietta Road and La Dawn Lane in the northwestern portion of the property which appears to be currently piped under the railroad tracks before resurfacing on the southwest side of the site. A tributary to the unnamed

stream is also shown between the site and Marietta Road. No new intrusions are shown within the buffer areas of either stream.

The site plan also shows two other short unmapped streams on the property. The first parallels Marietta Road roughly between Ford Street and Westside Boulevard. The second stream starts between William Place and DuPont Avenue and runs south into the property and appears to be piped under the existing development. However, proposed construction, including an access road is shown over the first of these streams and apparent parking or storage areas are shown within the buffer areas of both streams. Generally, development should avoid intrusion into stream buffers unless there are exceptional circumstances. Any intrusions may require variances under the both the City Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Control buffer. Any other unmapped streams on the property may also be subject to the City and State buffer areas.

The project proposes to construct approximately 1,739 parking spaces mostly in the form of surface parking. This is a very large increase in impervious area from the existing semi-pervious gravel areas used for railroad operations. This introduction of these very large areas of asphalt surface will generate substantial new runoff and contribute to the urban heat island effect experienced by the City of Atlanta. These extensive new surface parking lots should be designed to include green infrastructure to the maximum extent possible to limit runoff and achieve groundwater recharge. Further, the tree planting plan for the parking lot should ensure the greatest canopy coverage possible to mitigate the heat island impact of the very large asphalt area being added. 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., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Maturing Neighborhoods

This DRI site falls under the Maturing Neighborhoods category of ARC's Unified Growth Policy Map (UGPM) which are characterized by older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations. These areas were mostly built out before 1980 and represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The intensity and land use of this proposed project generally aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. It should be noted that this project is relatively close to multiple existing residential neighborhoods. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments,

neighborhoods, land uses and natural resources. To fully capitalize on the DRI's potential, City of Atlanta staff should also ensure that the project supports the City's most current vision for the area.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA CONSERVANCY
CITY OF ATLANTA
MARTA
ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA WATER & SOIL CONSERVATION COMMISSION
FULTON COUNTY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA ENVIRIONMENTAL FINANCE AGENCY
SRTA/GRTA
COBB COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs

Developments of Regional Impact

Application Details:

Project Name:	Project Revive
Submitting Local Government:	Atlanta
Developer:	TPA Group
Current Status:	Initial Form Submitted
Projected Process Completion Date:	
RDC:	Atlanta Regional Commission RD
DRI Tier:	Metro
GRTA Jurisdiction?	Yes

Application History:

Initial DRI Information Form Submitted:	10/6/2021	View Initial Form
Additional DRI Information Form Submitted:		View Additional Form
DRI Determination:		
Completeness Certification:		
Request for Comments:		
RDC Finding:		
GRTA Finding:		

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3489

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Monique Forte
Telephone:	470-279-1545
Email:	mbforte@atlantaga.gov

Project Information

Name of Proposed Project:	Project Revive
DRI ID Number:	3489
Developer/Applicant:	TPA Group
Telephone:	770 771 6389
Email(s):	ReviveATL2021@gmail.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:	$117M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2M
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:	Atlanta Department of Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.13 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Atlanta Department of Watershed Management
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.11 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	Daily: 4,239 | AM: 222 | PM: 309
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:	Please see the Traffic Study completed by NV5

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	953 tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	Approximately 75-80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Multiple underground detention systems throughout the site plus possible storm water detention ponds will be incorporated in the site to provide adequate storage.

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:
The applicant is applying for a City of Atlanta Riparian Buffer Encroachment permit.

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number # 3489

DRI Title Project Revive: CSX Tilford Yard Industrial Development

County Fulton County

City (if applicable) Atlanta

Address / Location West side of Marietta Road NW on the former CSX Tilford railyard site.

Proposed Development Type: It is proposed to develop a 1,466,220 square-foot industrial development.

Build Out: 2023

Review Process
- ☐ EXPEDITED
- ☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Aries Little

Copied Marquitrice Mangham

Date December 2, 2021

TRAFFIC STUDY

Prepared by NV5 Engineers and Consultants, Inc.

Date November 23, 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 study includes a list of projects in Table 1 and a reference map in Figure 3 of projects identified in fiscally constrained RTP.

☐ 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)*

There are three proposed access points which two are located on Marietta Road (Driveways 1 and 2) and one on Marietta Boulevard (Driveway 3). Marietta Boulevard is identified as a Regional Throughfare.

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)*

Marietta Boulevard is identified 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) MARTA

Bus Route(s) Routes 1, 14, 26, 60

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

Distance is based on the referenced driveway locations. Driveway 1 is approximately 1mi. from a bus stop, however, the pedestrian would have to cut though the Dunkin/Baskin Robbins parking lot.

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

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

Click here to provide comments.

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

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

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

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

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

☐ NO

☒ YES

Click here to provide comments.

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: Whetstone Creek PATH Trailhead

Distance:
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☒ 0.15 to 0.50 mile
- ☒ 0.50 to 1.00 mile

Distance is based on the referenced driveway locations.

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):

PROJECT REVIVE: CSX TILFORD YARD DRI
City of Atlanta
Natural Resources Group Review Comments
November 30, 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.

Watershed Protection

The project property is located in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor. It is not within the 2000-foot Chattahoochee River Corridor and therefore is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. This portion of the watershed drains into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers

The USGS coverage for the project area shows one blue-line stream on or near the project property. The unnamed stream is shown on either side of the proposed project property near the intersection of Marietta Road and LaDawn Lane in the northwestern portion of the property. It appears that the stream is currently piped under the existing tracks and resurfaces to the southwest of the project property. The submitted site plan shows the short stretch of this stream between Marietta Road and the current piping with both the 25-foot State Sediment and Erosion Control buffer and the City 75-foot stream buffer. A tributary to the unnamed stream is also shown on the plans between the proposed project and Marietta Road. Both buffers are also shown on this stream. No new intrusions are shown on either stream. The site plan also shows two other short unmapped streams. The first parallels Marietta Road roughly between Ford Street and Westside Boulevard. The second stream starts between William Place and DuPont Avenue and runs south into the property and appears to be piped under the existing development. The 25-foot State Sediment and Erosion Control buffer and the City 75-foot stream buffer are shown on both streams. However, proposed construction, including an access road is shown on the first of these streams and apparent parking or storage areas is shown in the buffers of both streams. These intrusions may require variances under the both the City Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Control buffer. Any other unmapped streams on the property may also be subject to the City buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control 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.

ATLDOT Comments

General Comment

- Will there be a sidewalk connection on Thomas Street to assure safe pedestrian access to the site? The current conditions show a sidewalk gap on that street.

Chris Rome's Comments

- Preliminary comments has a cutoff sentence at the end of Unified Growth Policy Map Designation: Maturing Neighborhoods – "To fully capitalize on the DRI's potential, City of Atlanta staff should also ensure that the project supports its mos" Please resubmit for review
- ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM - **Response 6 - Staff wishes to confer with the applicant for the reasons listed in the comment section.**
- Assessment of Consistency with the Regional Transportation Plan
    - Question 1

    - Did the traffic analysis incorporate all projects contained in the current version of t he fiscally constrained RTP which are within the study area or along major transport ation corridors connecting the study area with adjacent jurisdictions?
        - Yes, but there are additional City of Atlanta projects that we'd like to have considered and incorporated into the traffic analysis – see comments on traffic analysis
    - Question 6

    - 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 inform ation on walking and bicycling accessibility conditions.
        - Driveway 1 is also approx. 1 mile from the bus stops on Bolton Rd. COA applied for funding through the 2022 ARC TIP solicitations for the Marietta Road bridge replacement, which also includes sidewalk improvements along 1 side of Marietta Road, north of the bridge to Perry Blvd.
    - Question 8 - If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.
        - Developer should be required to reserve space for extending the Whetstone Creek trail adjacent to or on their site, as planned by PATH Foundation https://www.pathfoundation.org/whetstone-creek-trail
    - Question 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?
        - Answer should be NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
    - Question 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 th e site and on the surrounding road network?
        - Answer states NOT APPLICABLE but trucks are definitely applicable - the site plan shows one hundred eight seven (187) 55' long parking stalls in the industrial warehouse section to the northwest, and twenty seven (27) 55' long parking stalls in the e-commerce section (in addition to one hundred

seventy (170) 28'-40' loading areas for single unit trucks or large delivery vans). Developer needs to adjust the site plan so that it is clear that trucks are only allowed to use Driveway 3 – Thomas St Ext. Internal signage and pavement markings may be helpful.

Chris's Comments on Traffic Analysis

- General – Need to study Marietta Blvd at W Marietta St intersection before issuing a NOD, as this intersection has known existing operational problems, and has 20-30% of site trips traveling through it.
- Page ii – Add condition under General Conditions: Pedestrian, Bicycle, and Transit Facilities
    - Install sidewalk and crosswalks across all legs of the mini-roundabout proposed at the intersection of Marietta Rd at Laurel Ave / Site Driveway 2
    - Install sidewalk along the site frontage of Marietta Rd, per Appendix G Page 11 – "Sidewalks will be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances. Additionally, sidewalks will be provided along the Marietta Road frontage"
    - in accordance with City of Atlanta standards.
- Page 4 – Table 1 – Add the following projects
    - Moores Mill Multi Modal Roadway Ext. https://atldot.atlantaga.gov/projects/moores-mill-multi-modal-roadway-ext
    - Marietta Traffic Communication Corridor https://atldot.atlantaga.gov/projects/marietta-tcc-combo
    - Westside BeltLine Segment 3 https://beltline.org/2021/03/04/westside-connector-trail-beltline-trail-segment-3-marietta-blvd/
- Page 8 – B.4 – Identify and discuss the Whetstone Creek Trail in more detail https://www.pathfoundation.org/whetstone-creek-trail
- Page 11, etc – the turning movements for the 5-leg intersection is unclear. Add additional arrows for hard right and hard left turns as applicable
- Page 14 – there is a reference to Marietta St – should it be Marietta Rd?
- Page 24 – D. please correct incomplete sentence "As a result of the signal warrant study, the signal and associated intersection improvements were by the City of Atlanta"
- Page 37 - Include approved signal plans as an appendix. Revise stop bar locations per recommendations from Appendix G.

Betty's Comments

- The developer states that there is "little opportunity" for alternative multi-modal transportation options. ATLDOT does not believe that this is sufficient reason to not maximize those opportunities as much as possible. In addition to previous comments around adjacent neighborhood connectivity, this facility should also consider employee mobility options and encourage more ped/bike/transit usage, rather than primarily single-occupancy vehicle usage. The developer should construct and/or repair sidewalks adjacent and/or fronting its property, and along all streets adjacent to or within its site. In general, The developer should develop a plan for reducing single-occupancy trips and maximize alternative modes for its employees.

- Truck traffic is expected to occur throughout the day and night, so the developer needs to ensure that street lighting is adequate and meets COA standard, along its entire frontage and within the site to minimize conflicts between delivery vehicles and adjacent neighborhoods.
- Developer should be aware of 2 major planned projects by COA/ATLDOT
    - Marietta Boulevard Scoping Study: Marietta Boulevard is a regional thoroughfare as well as a regional truck route with growing development and redevelopment throughout the corridor. This growing development is adding varying land uses that now place more demand for alternative mode options. This scoping study will evaluate opportunities for improved roadway and multi-modal connections throughout the corridor.
    - Marietta Road Bridge Replacement: The Marietta Road Bridge over Tilford Yard is currently the worst rated bridge in the city of Atlanta. ATLDOT is actively pursuing federal funds to advance replacement of this bridge, which will impact operations along Marietta Road and site access during construction. Ongoing coordination with the city will be eminent to minimize impacts to adjacent communities.
- Transit Connectivity: While the Bankhead MARTA Station is the closest station and nearly 2.5 miles away, the Number 1 and 26 bus routes provide connectivity to the station and into downtown and further north to Westside Village and other corridor amenities.
- Provide additional details around the proposed conditions where the existing Thomas Street meets Marietta Road, the northern terminus of the Marietta Road Bridge over Tilford. The site plan does not provide any details around whether this connection will continue to exist or not.

Nursef, Mark, & Chris's Comments

- Analyze the trip distribution of Huff Road and Marietta Blvd.
- Requesting the traffic analysis for W. Marietta St and Marietta Blvd.
- Review the Upper Westside CID study for bicycle lane on W. Marietta St.
- Traffic-calming is recommended with neighborhood-approval along Carroll Dr.

Mark's Comments

- Much of the project traffic showing distribution on the Thomas St extension to/from Marietta Blvd may instead take Carroll Dr to/from Marietta Blvd. Carroll Dr is mostly residential. Install signage at the intersection of Site Driveway B and Site Driveway A (shown on the plan sheets C2-00) to direct all delivery traffic, both trucks and vans, onto Thomas St towards Marietta Blvd. Any internal company documents or directions should also keep delivery traffic off Carroll Dr.

SITE PLAN SPECIFICATIONS:

1. DRI #3489
   - OVERALL PROJECT AREA: 6,906,386 SF (158.549 AC)
   - CURRENT ZONING: I-2
   - OWNER: TILFORD LAND PARTNERS, LLC
2. PROGRAM
   - E-COMMERCE DISTRIBUTION: 220,683 SF
   - INDUSTRIAL WAREHOUSE: 1,245,537 SF
3. FLOOR AREA RATIOS:
   - ALLOWED: 2.0 * NLA = 13,812,772
   - PROPOSED: 1,466,220 SF
     - E-COMMERCE: 220,683 SF
     - WAREHOUSE: 1,245,537 SF
4. BUILDING HEIGHT: 70 FT MAX
5. ESTIMATED PARKING PROVIDED:
   - E-COMMERCE:
     - MINIMUM REQ: 368 SPACES
     - PROPOSED: 1,067 SPACES
   - WAREHOUSE:
     - MINIMUM REQ: 2,076 SPACES
     - PROPOSED: 1,067 SPACES

   TOTAL ESTIMATED PARKING PROVIDED: 1,739 SPACES
6. CONTACTS
   - APPLICANT: TPA GROUP
     CONTACT: JOHN CRANE
     JCRANE@TPA-GRP.COM
     1776 PEACHTREE ST, SUITE 100
     ATLANTA, GA 30309
     770.560.5333
   - TRAFFIC CONSULTANT: NV5
     CONTACT: JOHN KARNOWSKI
     JOHN.KARNOWSKI@NV5.COM
     1255 CANTON ST, SUITE G
     ROSWELL, GA 30075
     678.795.3607
   - CIVIL ENGINEER: KIMLEY-HORN
     CONTACT: BEN SKIDMORE
     BEN.SKIDMORE@KIMLEY-HORN.COM
     817 WEST PEACTREE ST NW, SUITE 600
     ATLANTA, GA 30308
     404.419.8700

SITE PLAN LEGEND:

- PROPERTY LINE
- XX FT BUILDING SETBACK LINE
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- (10) PARKING COUNT

LOCATION MAP:

GEORGIA811

GRAPHIC SCALE IN FEET
0 125 250 500

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: 770.645.4900
WWW.KIMLEY-HORN.COM

CLIENT
TPA GROUP
1776 PEACHTREE ST, SUITE 100
ATLANTA, GA 30309
PHONE: 770.560.5333

NO.	REVISION DESCRIPTIONS	DATE	BY

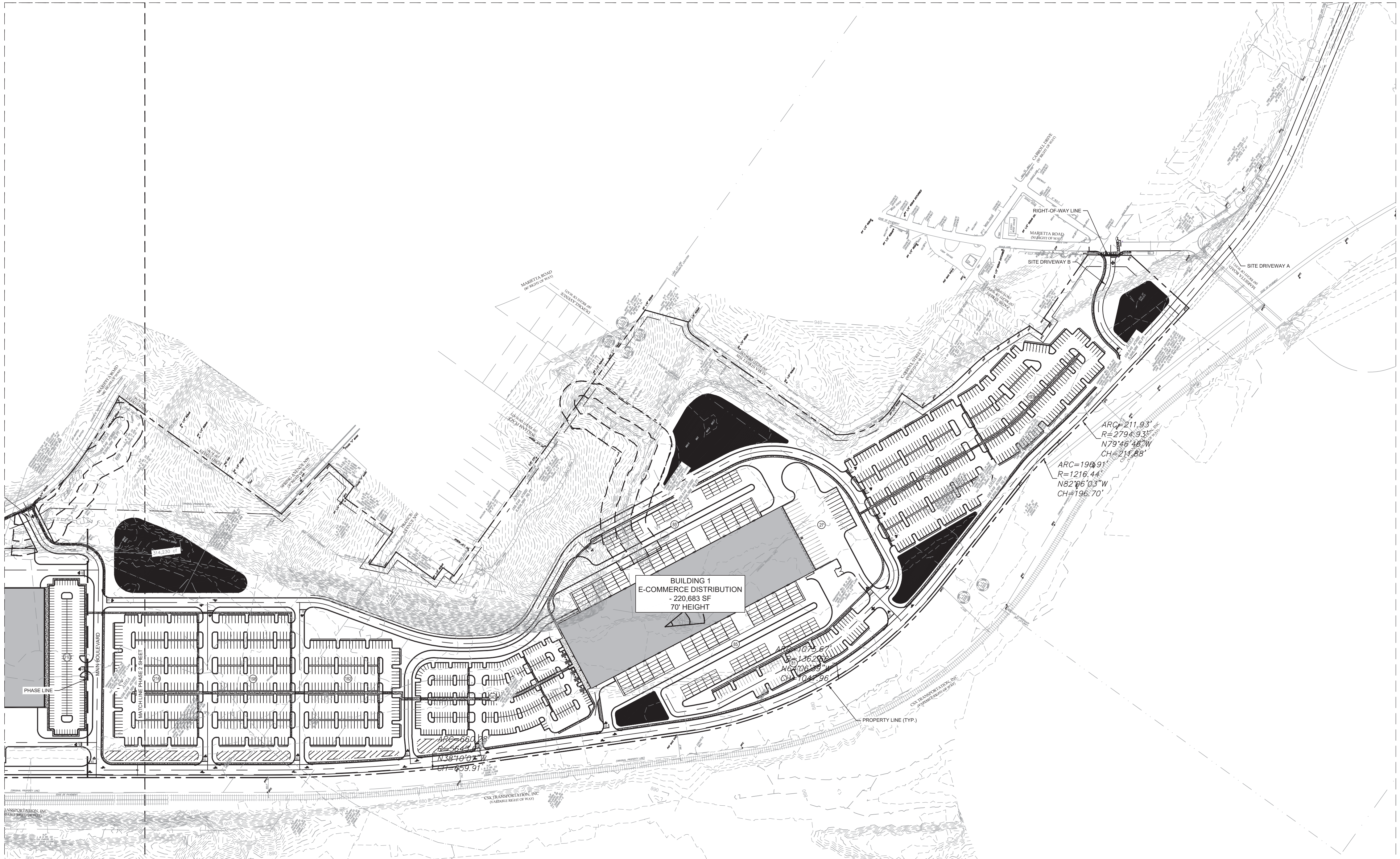
PROJECT
DRI #3489
PROJECT REVIVE

GSWCC CERT. (LEVEL II)	--
DRAWN BY	HED
DESIGNED BY	BWS
REVIEWED BY	BWS
DATE	11/23/2021
PROJECT NO.	--

TITLE
OVERALL DRI SITE PLAN

SHEET NUMBER
C2-00

Drawing name: K:\ANT_Marketing\TPA Group\Tilford Yards Ph 2\Site Planning\GCA\Plansheets\C2-00 - DRI SITE PLAN.dwg C2-00 DRI SITE PLAN Nov 23, 2021 4:09pm by Heather Dolisch



SITE PLAN SPECIFICATIONS:

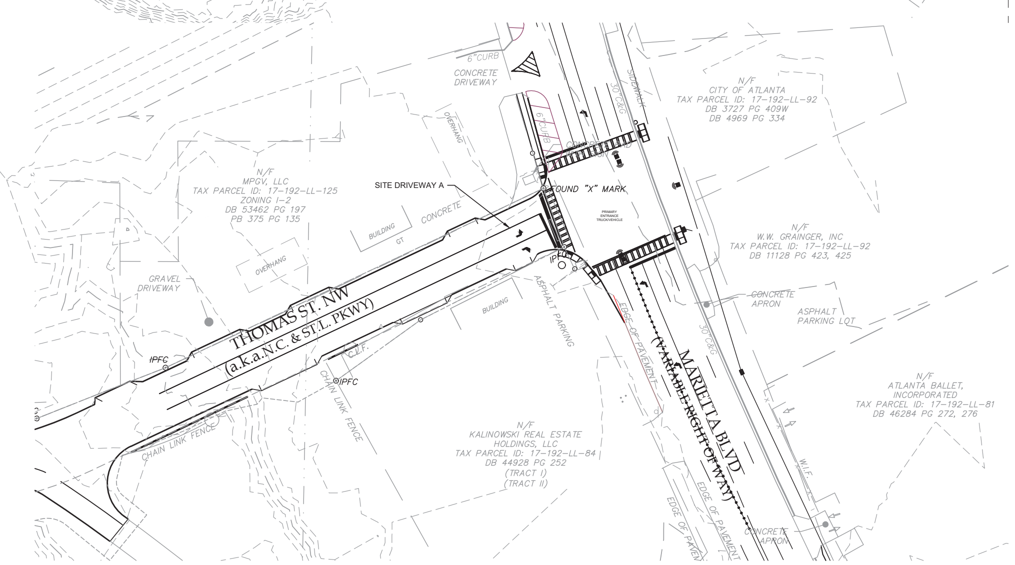
1. DRI #3489
   - OVERALL PROJECT AREA: 6,906,386 SF (158.549 AC)
   - CURRENT ZONING: I-2
   - OWNER TILFORD LAND PARTNERS, LLC
2. PROGRAM
   - E-COMMERCE DISTRIBUTION 220,683 SF
   - INDUSTRIAL WAREHOUSE 1,245,537 SF
3. FLOOR AREA RATIOS:
   - ALLOWED: 2.0 * NLA = 13,812,772
   - PROPOSED: 1,466,220 SF
     - E-COMMERCE: 220,683 SF
     - WAREHOUSE: 1,245,537 SF
4. BUILDING HEIGHT: 70 FT MAX
5. ESTIMATED PARKING PROVIDED:
   - E-COMMERCE:
     - MINIMUM REQ: 368 SPACES
     - PROPOSED: 1,067 SPACES
   - WAREHOUSE:
     - MINIMUM REQ: 2,076 SPACES
     - PROPOSED: 1,067 SPACES

   TOTAL ESTIMATED PARKING PROVIDED: 1,739 SPACES
6. CONTACTS
   - APPLICANT: TPA GROUP
     CONTACT: JOHN CRANE
     JCRANE@TPA-GRP.COM
     1776 PEACHTREE ST, SUITE 100
     ATLANTA, GA 30309
     770.560.5333
   - TRAFFIC CONSULTANT: NV5
     CONTACT: JOHN KARNOWSKI
     JOHN.KARNOWSKI@NV5.COM
     1255 CANTON ST, SUITE G
     ROSWELL, GA 30075
     678.795.3607
   - CIVIL ENGINEER: KIMLEY-HORN
     CONTACT: BEN SKIDMORE
     BEN.SKIDMORE@KIMLEY-HORN.COM
     817 WEST PEACTREE ST NW, SUITE 600
     ATLANTA, GA 30308
     404.419.8700

SITE PLAN LEGEND:

- PROPERTY LINE
- XX FT BUILDING SETBACK LINE
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- (10) PARKING COUNT

LOCATION MAP:



SITE DRIVEWAY A CONTINUATION
THOMAS ST NW & MARIETTA BLVD
INTERSECTION

GRAPHIC SCALE IN FEET
0 75 150 300

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

CLIENT
TPA GROUP
1776 PEACHTREE ST, SUITE 100
ATLANTA, GA 30309
PHONE: 770.560.5333

No.	REVISION DESCRIPTIONS	DATE	BY

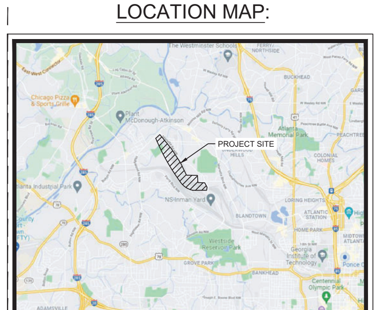
PROJECT
DRI #3489
PROJECT REVIVE

GSWCC CERT. (LEVEL II)	--
DRAWN BY	HED
DESIGNED BY	BWS
REVIEWED BY	BWS
DATE	11/23/2021
PROJECT NO.	--

TITLE
DRI SITE PLAN - PHASE 1

SHEET NUMBER
C2-00

LOCATION MAP:



SITE PLAN SPECIFICATIONS:

1. DRI #3489
   - OVERALL PROJECT AREA: 6,906,386 SF (158.549 AC)
   - CURRENT ZONING: I-2
   - OWNER TILFORD LAND PARTNERS, LLC

2. PROGRAM
   - E-COMMERCE DISTRIBUTION 220,683 SF
   - INDUSTRIAL WAREHOUSE 1,245,537 SF

3. FLOOR AREA RATIOS:
   - ALLOWED: 2.0 * NLA = 13,812,772
   - PROPOSED: 1,466,220 SF
     - E-COMMERCE: 220,683 SF
     - WAREHOUSE: 1,245,537 SF

4. BUILDING HEIGHT: 70 FT MAX

5. ESTIMATED PARKING PROVIDED:
   - E-COMMERCE:
     - MINIMUM REQ: 368 SPACES
     - PROPOSED: 1,067 SPACES
   - WAREHOUSE:
     - MINIMUM REQ: 2,076 SPACES
     - PROPOSED: 1,067 SPACES

   TOTAL ESTIMATED PARKING PROVIDED: 1,739 SPACES

6. CONTACTS
   - APPLICANT: TPA GROUP
     CONTACT: JOHN CRANE
     JCRANE@TPA-GRP.COM
     1776 PEACHTREE ST, SUITE 100
     ATLANTA, GA 30309
     770.560.5333
   - TRAFFIC CONSULTANT: NV5
     CONTACT: JOHN KARNOWSKI
     JOHN.KARNOWSKI@NV5.COM
     1255 CANTON ST, SUITE G
     ROSWELL, GA 30075
     678.795.3607
   - CIVIL ENGINEER: KIMLEY-HORN
     CONTACT: BEN SKIDMORE
     BEN.SKIDMORE@KIMLEY-HORN.COM
     817 WEST PEACTREE ST NW, SUITE 600
     ATLANTA, GA 30308
     404.419.8700

SITE PLAN LEGEND:

- PROPERTY LINE
- XX FT BUILDING SETBACK LINE
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- (10) PARKING COUNT

GRAPHIC SCALE IN FEET
0 75 150 300

Kimley-Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

CLIENT
TPA GROUP
1776 PEACHTREE ST, SUITE 100
ATLANTA, GA 30309
PHONE: 770.560.5333

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
DRI #3489
PROJECT REVIVE

GSWCC CERT. (LEVEL II)	--
DRAWN BY	HED
DESIGNED BY	BWS
REVIEWED BY	BWS
DATE	11/23/2021
PROJECT NO.	--

TITLE
DRI SITE PLAN - PHASE 2

SHEET NUMBER
C2-00