

DATE: November 1, 2022

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Planner III, City of Atlanta
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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: 1400 Murphy DRI 3716

Submitting Local Government: City of Atlanta

Date Opened: October 5, 2022

Date Closed: November 1, 2022

Description: A DRI review of a proposal to build 614,036 SF of industrial warehouse space in two buildings on an approximately 31.5-acre site adjacent to the Oakland City MARTA rail station. The site was previously a biscuit factory and is bounded on the south by single-family homes and the east by Sylvan Middle School. There is a dedicated MARTA rail station entrance at the northwest corner of the site.

Comments:

Key Comments

The Atlanta Region's Plan designates the project site as Maturing Neighborhoods. The project is not aligned with corresponding policy recommendations which note that development "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."

Given the project's location directly adjacent to the Fort McPherson Regional Center and the Oakland City MARTA station, Regional Center growth policies are also relevant. The project is not aligned with corresponding recommendations which include "housing options should be expanded within their boundaries...support efforts to transform these areas into highly accessible mixed-use urban hubs...adaptive reuse of existing buildings...need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

In addition to being located at a MARTA rail station entrance, the project site is located at the eastern terminus of the planned MARTA Campbelltown Corridor BRT system. The project is not supportive of the

need to create the density and corresponding ridership required to make the MARTA rail/BRT systems successful or to the need to create safe welcoming pedestrian areas around these transit stations.

The city has an interest in preserving some industrial uses but locations immediately adjacent to stations for transit systems – which represent a crucial public asset valued at billions of dollars – are not appropriate for industrial use.

MARTA's TOD guidelines categorize industrial uses as a prohibited use in station areas like that of the Oakland City MARTA station because they don't support transit ridership; the project is only anticipated to generate a maximum of 100 daily transit trips according to the Limited Trip Generation Memo.

In addition to not adding new uses which support transit, the project will add a substantial amount of new heavy vehicle traffic on Murphy and Dill Avenues which directly conflicts with the need to make the rail and BRT station areas more pedestrian friendly.

All of the trucks accessing the project – 340 daily according to the Limited Trip Generation Memo – will utilize Dill Avenue to reach Murphy Avenue and the site. The roadway width is extremely limited at this complex intersection, and trucks will have to either enter opposing traffic lanes or drive over a sidewalk to make extremely tight right turns, which will create dangerous and disruptive pedestrian and traffic impacts. These serious safety conflicts will occur directly in front of Gateway Capitol View, a 162-unit senior living community. While these conflicts already occur to some extent, development of the new project will ensure that they continue for many years.

The proposed industrial use and the associated truck traffic conflict with the need to create a safe pedestrian environment for the roughly 550 children who attend Sylvan Middle School which borders the property to the east.

A Beltline spur trail is planned from the north along Dill and Murphy Avenues to the existing MARTA rail and proposed BRT station; project truck traffic will directly conflict with these routes.

The project could be more aligned with Maturing Neighborhood, Regional Center, and MARTA TOD policies by including a substantial number of residential units; ideally the entire 31-acre site could be redeveloped with a much higher density of housing, employment, and retail uses.

The project's reuse of the previously developed factory site is supportive of regional growth policies.

The project will generate 568 car and 340 heavy vehicle trips vehicular trips; the Limited Trip Generation Memo recommends improvements to pavement conditions on Murphy Avenue as well as pedestrian safety improvements.

The Atlanta Beltline noted that the industrial nature of the project – and the truck trips it generates – do not align with the mixed-use growth and development occurring in the area and presents a challenge for encouraging pedestrian activity in the area, particularly on Dill Avenue and Murphy Avenue.

City of Atlanta staff noted concerns related to pedestrian safety and transit supportive development and made a number of recommendations including: provide a traffic study analyzing Dill/Murphy/Lee intersection operations, as well as pedestrian and bicyclist safety; coordinate with Atlanta BeltLine and MARTA to address safety and access concerns; further evaluate the design of off-site improvements for pedestrian safety in accordance with Vision Zero pedestrian safety ordinance; consider a raised intersection at Arden Ave and Murphy Ave at the MARTA station entrance

The 2015 Cargo Atlanta: A Citywide Freight Study noted a “High Truck Crash Density” at the Lee Street/Dill Avenue and Murphy Avenue/Dill Avenue intersections where truck movements conflict with sidewalks and travel lanes.

General Comments

The Atlanta Region’s Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 11-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Maturing Neighborhoods. Given the site’s dedicated MARTA rail station entrance at the northwest corner and its immediate adjacency to the Fort McPherson Regional Center, Regional Center policy recommendations are also relevant. Policy recommendations for both designations are provided at the end of these comments.

In general, the project’s sole industrial use directly conflicts with the need to create ridership for and safe pedestrian networks around both the existing MARTA station and the planned Campbelltown Road BRT station.

The city has an interest in preserving some industrial uses but locations immediately adjacent to stations for transit systems – which represent a crucial public asset valued at billions of dollars – are not appropriate for industrial use.

The project will also create noise and pedestrian safety conflicts with the existing 162 senior living apartments across Arden Avenue – the Gateway Capitol View complex mentioned above – and with future planned TOD developments in the immediate area. While these conflicts already occur to some extent, development of the new project will ensure that they continue for many years.

The proposed industrial use and the truck traffic also generates conflicts with the need to create a safe pedestrian environment for the roughly 550 children who attend Sylvan Middle School which borders the property to the east.

Transportation and Mobility Comments

ARC’s Transportation and Mobility Group full comments are attached.

The project will generate 568 car and 340 heavy vehicle trips vehicular trips; improvements to pavement conditions on Murphy Avenue are recommended. The Limited Trip Generation Memo further states: "It should be noted that the sidewalk located adjacent to the westbound right-turn at the intersection of Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue is currently within the wheel path of a typical WB-67 Truck. Therefore, an expansion or redesign of the existing pedestrian sidewalk facility should be considered and monitored, based on actual truck traffic."

In addition to not adding new uses which support transit, the project will add a substantial amount of new heavy vehicle traffic immediately adjacent to the dedicated MARTA station entrance and the future BRT station which directly conflicts with the need to make the station area more pedestrian friendly.

The Lee Street/Dill Avenue/Murphy Avenue existing intersection is very complex and must accommodate a range of modes. This intersection will become more complex when the BRT terminus station is completed. At the same time, the ROW is very constrained and there is limited opportunity to adjust it. Most of the truck traffic generated by the project traveling through this intersection will need to enter opposing lanes in order to make the turns which will create extensive traffic congestion which will conflict with future BRT movements and with the existing bus route along Murphy Avenue. While these conflicts already occur to some extent, development of the new project will ensure that they continue for many years.

Some of the trucks can physically only make required turns by running over existing sidewalk as noted in the Limited Trip Generation Memo: "It should be noted that the sidewalk located adjacent to the westbound right-turn at the intersection of Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue is currently within the wheel path of a typical WB-67 Truck. Therefore, an expansion or redesign of the existing pedestrian sidewalk facility should be considered and monitored, based on actual truck traffic." Projects in the immediate vicinity of transit stations should be removing pedestrian hazards rather than creating or perpetuating these safety conflicts.

MARTA's TOD guidelines categorize industrial uses as a prohibited use in station areas like that of the Oakland City MARTA station because they don't support transit ridership; the project is only anticipated to generate a maximum of 100 daily transit trips.

A Beltline spur trail is planned from the north traveling through the 1314 Murphy parcel and then west along Dill Avenue to the planned BRT station on the west side of Lee Street and south along Murphy Avenues to the existing rail station; project truck traffic will directly conflict with the planning and operation of these routes.

The 2015 Cargo Atlanta: A Citywide Freight Study noted a "High Truck Crash Density" at the Lee Street/Dill Avenue and Murphy Avenue/Dill Avenue intersections where truck movements conflict with sidewalks and travel lanes.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will

cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Comments

ARC's Natural Resource Group comments are attached. Neither the USGS coverage for the project area or the submitted site plan show any streams on the project property.

Environmental Comments

The project can support The Atlanta Region's Plan by incorporating other aspects of regional environmental 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. Adequate tree canopy to reduce the urban heat island effect of the roughly 390 surface parking spaces proposed would also reinforce regional heat and climate change mitigation goals.

City of Atlanta Comments

City of Atlanta comments are attached. Comments on the DRI Preliminary Report include:

Provide a traffic study analyzing intersection operations, as well as pedestrian and bicyclist safety, specifically at the intersection of Dill Avenue with Murphy Ave and Dill Ave with Lee Street. Provide recommendations to mitigate the negative impact freight vehicles have on these locations as noted in the TIS. Coordinate with Atlanta BeltLine and MARTA on required improvements as needed.

Further evaluate the design, and construction of off-site improvements for pedestrian safety and truck accommodations, based on discussion at the October 7 GRTA Staff Recommendations Meeting and the recommendations from the Heavy Vehicle Enhanced Focus Area/Limited Trip Generation Memo

Comments on the Heavy Vehicle Enhanced Focus Area/Limited Trip Generation Memo include:

Obtain and report PCI data from ATLDOT Asset Management group (Contact Greg Underwood gunderwood@atlantaga.gov)

Use Streets Atlanta as the source for lane widths.

ATLDOT may require the off-site improvements recommended (sidewalk expansions, curb radii adjustments) before issuing a LD permit. Please proceed with further evaluation / study and design as noted at the DRI meeting on 10/7/2022. While some of the conditions were existing prior to the current proposed development, the future site use will exacerbate issues and create greater concern for pedestrian safety in the area. Vision Zero ordinance states the city will take every opportunity to mitigate safety issues on city streets.

Comments on the site plan include:

Extend sidewalk improvements along the site frontage on the Northwest corner, up to Oakland City MARTA station entrance

Show all curb ramps – Langston Ave, Driveway A, B, and E. Also, internal site curb ramps need to be shown to provide an accessible path.

Pavement resurfacing (maybe even with concrete) will be needed along Murphy Ave (between Dill and Langston) and Arden Ave (between Murphy and the existing school driveway)

Traffic calming along Arden Ave (Cycle Atlanta 2.0 – cross section OC 2.1 – proposes Arden Ave as a Neighborhood greenway), so addition of speed tables, signage/pavement markings, etc.

Reference other Cycle Atlanta 2.0 recommendations at nearby intersections, specifically at Lee Street and Dill. Consider appropriate improvements that could be made to improve intersection operations, specifically for truck movements and pedestrian/bicycle safety.

Consider a raised intersection at Arden Ave and Murphy Ave, since this is right at the MARTA station entrance.

Atlanta Beltline Inc. Comments

ABI supports providing access to attainable livable wage jobs; however, the massive nature of the project and the anticipate daily truck trips generated do not align with the direction of nearby development.

Given the large number of residential units planned or underway in this area. the additional 340 trucks per day will have a significant cumulative negative impact on the existing pedestrian infrastructure and will limit the ability to improve pedestrian access in the future.

An industrial–mixed use type of development would be more aligned with the type of development sought for the area.

NPU-X Comments

The DRI process focuses on agency stakeholder input and comments from government and institutional entities. Public comments are not routinely addressed in the summary but provided as an attachment for consideration. NPU-X comments on the project are attached.

Unified Growth Policy Considerations: Maturing Neighborhoods and Regional Center

The project site is designated as Maturing Neighborhoods which are older neighborhoods that include both single– and multi–family development, as well as commercial and office uses at connected key locations,

that were mostly built out before 1980. They 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. Given the project's location directly adjacent to the Fort McPherson Regional Center and to the that Oakland City MARTA station, Regional Center growth policies are also relevant. Among other things, these policies note "be connected to the regional transportation network with existing or planned high-capacity transit service...housing options should be expanded within their boundaries, especially around existing or planned transit...support efforts to transform these areas into highly accessible mixed-use urban hubs...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 is not aligned with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods or Regional Centers. The proposed industrial use does not support ridership for the existing Oakland City MARTA rail station ridership or the proposed adjacent Campbellton Corridor MARTA BRT eastern terminus station. The proposed use will preclude the transit supportive redevelopment of the 31-acre site for many years.

The truck traffic generated will cause major safety and movement conflicts with pedestrians in the existing MARTA and future BRT station walkshed areas and with vehicular and bus movements on Murphy and Dill Avenues and Lee Streets.

The project could be somewhat more aligned with Maturing Neighborhoods and Regional Center policies by including a meaningful amount of residential housing at a minimum. Ideally the entire 31-acre site could be redeveloped with a much higher density of mixed housing, employment, and retail uses to support MARTA rail and BRT ridership and to avoid degrading the pedestrian environment around these key stations. City of Atlanta staff and leadership, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, stakeholders, and natural systems.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF EAST POINT
MARTA

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
CITY OF HAPEVILLE

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF ATLANTA
FULTON COUNTY

For questions, 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>.



Developments of Regional Impact

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

DRI #3716

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Monique Forte

Telephone: 470-279-1545

E-mail: mbforte@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project: 1400 Murphy Avenue

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1400 Murphy Avenue, Atlanta, GA 30310

Brief Description of Project: Proposed 614,036 SF of industrial warehouse space in two (2) buildings on an approximately 31.5-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.): Proposed 614,036 SF of industrial warehouse space in two (2) buildings

Developer: Prologis

Mailing Address: 3475 Piedmont Road NE, Suite 650

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 404-760-7265

Email: mjones@prologis.com

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

If yes, property owner: Prologis-Exchange 1400 Murphy Avenue, LLC

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

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

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)Yes

No

If yes, provide the following information:

Project Name:

Project ID:

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

Rezoning

Variance

Sewer

Water

Permit

Other

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: 2023

Overall project: 2023

Back to Top



Developments of Regional Impact

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

DRI #3716

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: 1400 Murphy Avenue
DRI ID Number: 3716
Developer/Applicant: Prologis
Telephone: 404-760-7265
Email(s): mjones@prologis.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: \$58,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$875,000

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 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)?

0.007 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:

City of 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)?

0.006 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.)

908 net daily trips, 84 net AM peak trips, 88 net PM peak 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: Please refer to the traffic study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

560 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?

87%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormtrap Concrete Stormwater Storage chambers are being installed on site to provide the City's required stormwater management and runoff reduction through infiltration and storage within the chambers.

Environmental Quality

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

- 1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
- 2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
- 3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
- 4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
- 5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
- 6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
- 7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
- 8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

[Back to Top](#)

1400 MURPHY DRI
City of Atlanta
Natural Resources Group Comments
October 6, 2022

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.

Water Supply Watersheds

The proposed project is located in the South River Watershed. The South River is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Stream Buffers

Neither the USGS coverage for the project area or the submitted site plan show any streams on the project property. Any unmapped streams on the property may be subject to buffers required under the City of Atlanta Stream Buffer Ordinance as well as the State 25-foot Erosion and Sedimentation Control Buffer. Any unmapped waters of the state on the property will also be subject to the State 25-foot Erosion and Sedimentation Control Buffer.

Stormwater and Water Quality

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

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

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

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

DRI INFORMATION

DRI Number #3716
DRI Title 1400 Murphy Ave
County Fulton County
City (if applicable) Atlanta
Address / Location 1400 Murphy Avenue SW, Atlanta, GA 30310

Proposed Development Type:

Proposal to build 614,036 SF of industrial warehouse space in two buildings on an approximately 31.5-acre site adjacent to the Oakland City MARTA rail station.

Build Out: 2023

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date November 1, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn
Date September 1, 2022

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*)

RTP, pgs. 6-7

☐ NO (*provide comments below*)

[Click here to provide comments.](#)

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*)

No Site Driveways serve as access to roadways identified as Regional Thoroughfares.

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*)

No Site Driveways serve as access to roadways identified as Regional Truck Routes.

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 MARTA

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*)

Curb cracking and overall distress need addressing.

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) 172

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)

Curb cracking and overall distress need addressing.

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

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

☐ Route uses high volume and/or high speed streets

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

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

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

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

☐ NO

☒ YES

MARTA

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)*

Meetings with the City of Atlanta's planning department and InvestAtlanta have been had to discuss a strategy to call for a more friendly use of the property for the surrounding neighborhood.

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

Preliminary comments found that the project did not align with multiple agencies' policy guidelines, including the ARC's Maturing Neighborhood policy recommendations and MARTA's TOD guidelines, and this still appears to be the case as well.

ATLDOT Comments (DRI #3716 1400 Murphy Ave)

Deadline: Thursday, October 20th

Preliminary Report Comments

- Provide a traffic study analyzing intersection operations, as well as pedestrian and bicyclist safety, specifically at the intersection of Dill Ave with Murphy Ave and Dill Ave with Lee St. Provide recommendations to mitigate the negative impact freight vehicles have on these considerations. Coordinate with Atlanta BeltLine and MARTA as needed.
- City of Atlanta requests further evaluation, design, and construction of off-site improvements for pedestrian safety and truck accommodations, based on the DRI meeting (10/7/2022) and the recommendations from the Heavy Vehicle Enhanced Focus Area/Limited Trip Generation Memo

It should be noted that the sidewalk located adjacent to the westbound right-turn at the intersection of Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue is currently within the wheel path of a typical WB-67 Truck. Therefore, an expansion or redesign of the existing pedestrian sidewalk facility should be considered and monitored, based on actual truck traffic.

Heavy Vehicle Enhanced Focus Area/Limited Trip Generation Memo

- Pavement Condition – obtain and report PCI data from ATLDOT Asset Management group. Contact Greg Underwood gunderwood@atlantaga.gov
- Roadway Width – use Streets Atlanta as the source for lane widths <https://www.atlantaga.gov/home/showpublisheddocument?id=48107>
- ATLDOT may require the off-site improvements recommended (sidewalk expansions, curb radii adjustments) before issuing a LD permit. Please proceed with further evaluation / study and design as noted at the DRI meeting on 10/7/2022. While some of the conditions were existing prior to the current proposed development, the future site will exacerbate issues and create greater concern for pedestrian safety in the area. Vision Zero ordinance states the city will take every opportunity to mitigate safety issues on city streets.

Site Plan

- Extend sidewalk improvements along the site frontage on the Northwest corner, up to Oakland City MARTA station entrance
- Show all curb ramps – Langston Ave, Driveway A, B, and E. Also internal site curb ramps need to be shown to provide an accessible path.
- Pavement resurfacing (maybe even with concrete) along Murphy Ave (between Dill and Langston) and Arden Ave (between Murphy and the existing school driveway)
- Traffic calming along Arden Ave (Cycle Atlanta 2.0 - cross section OC 2.1- proposes Arden Ave as a Neighborhood greenway), so addition of speed tables, signage/pavement markings, etc.

- Reference other Cycle Atlanta 2.0 recommendations at nearby intersections, specifically at Lee Street and Dill. Consider appropriate improvements that could be made to improve intersection operations, specifically for truck movements and pedestrian/bicycle safety.
- Consider a raised intersection at Arden Ave and Murphy Ave, since this is right at the MARTA station entrance

From: Lynnette Reid <LReid@atlbeltline.org>
Sent: Thursday, October 20, 2022 4:44 PM
To: Shaun Green <SGreen@atlbeltline.org>
Cc: Beth McMillan <BMcMillan@atlbeltline.org>
Subject: 1400 Murphy Avenue DRI
Importance: High

Hi Shaun

Here are few of my comments to add to you notes for the DRI at 1400 Murphy.

My thoughts:

1. ABI does support providing access attainable livable wage jobs; however, the massive nature of the project and anticipate trips generated daily trucks from the site, does not align with the direction of the growth and development occurring in the area or is it compatible with the mature neighborhoods in the surrounding area.
2. Given the level of residential units rezoned/ underway in this area the additional 340x trucks per day will significant cumulative impact on the existing infrastructure, but also presents challenges for an increasing growing pedestrian-oriented community, especially on Dill and Murphy Avenue
3. An industrial-mixed use type of development would be more aligned with the type of development planned and/or proposed for the future.

Lynnette Reid
Director of Planning
Atlanta BeltLine, Inc.

Please note our NEW phone and fax numbers!
Office: 404.477.3551 // Fax: 404.477.3607 // lreid@atlbeltline.org //



**Atlanta
BeltLine**

The most comprehensive revitalization
effort ever undertaken in the
City of Atlanta >>

[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300 Atlanta, GA 30303

NEIGHBORHOOD PLANNING UNIT – X

October 10, 2022

Mayor Andre Dickens
Office of the Mayor
Atlanta City Hall
55 Trinity Ave. SW, #2500
Atlanta, Georgia 30303



Dear Mayor Dickens,

A large industrial developer, Prologis, has recently applied for a land disturbance permit to construct 613,986ft² of light industrial space (presumably logistics/warehousing) directly adjoining the Oakland City MARTA station in the Sylvan Hills and Capitol View neighborhoods of NPU-X (see Page 16 of **Attachment 1: 1400 Murphy Avenue DRI #3716**). The proposed development is located at 1400 Murphy Avenue SW – directly south of the Atlanta Beltline.

As part of the land disturbance permit application process, Prologis was asked to submit a Development of Regional Impact (DRI). This DRI was eventually negotiated down to a *Limited Trip Generation & Heavy Vehicle Enhanced Focus Area Memo* that was submitted in September 2022. Neighborhood Planning Unit X recently obtained and reviewed a copy of this memo, which raised a number of questions and concerns. A copy of the memo can be found with this letter in **Attachment 1**. What follows are the concerns the community has about Prologis's proposed industrial development, and requests we have of Mayor Andre Dickens to help us address these concerns.

Lack of a Full Traffic Study

Despite constructing over half a million square feet of industrial space directly adjoining a MARTA station, the developer was able to use a loophole in the DRI application process to avoid completing a full traffic analysis. As Page 2 of the memo articulates, the proposed project would generate 1,008 new trips a day once constructed; however, due to the project's proximity to the Oakland City MARTA station, Prologis was able to utilize an "Alternative Mode Reduction" credit to say that 15% of employee trips would occur via mass transit. This is despite the fact that Prologis currently does not propose to construct any improved connections between the site and the existing Murphy Ave. entrance to the Oakland City MARTA station. In fact, *the project currently proposes to construct the city's only heavy-truck parking lot directly adjacent to a MARTA station entrance* – something that is unacceptable in Atlanta in the year 2022.

The residents of NPU-X ask that the Mayor's Office utilize whatever policy tools available to urge Prologis to complete a full traffic study as a precursor to granting its land disturbance permit. As the proposed development would not actually enhance the parcel's connection

to the adjacent MARTA station, and would instead provide 390 private parking spaces, it is unlikely that it would ever actually achieve 15% of employees utilizing mass transit; as such, a full traffic study should be completed.

Inadequate Turning Radii

The most shocking portion of the *Limited Trip Generation & Heavy Vehicle Enhanced Focus Area Memo* involved the analysis of whether the only two intersections that heavy trucks would be able to utilize to access the proposed development (Lee Street @ Campbellton Road, and Murphy Avenue @ Dill Avenue) would actually be able to accommodate the truck traffic in question. Per the *GDOT Regulations for Driveway and Encroachment Control*, heavy trucks require a minimum corner radius (turning radius) of 75 feet. *All four intersection turning radii that were analyzed as part of memo failed to achieve a 75-foot turning radius.*

Below is a list that details the shortcomings of each enter and exit routes from the proposed development.

- 1) Entering the Site from Southbound on Lee Street
 - a. "The existing curb radius for the eastbound right-turn south onto Murphy Avenue is approximately 23 feet. [Entering] trucks will impede on northbound traffic along Murphy Avenue to make the maneuver"
 - i. This means that all trucks entering from this route *would have to go on the wrong side of the road to do so successfully.*
- 2) Entering the Site from Northbound on Lee Street
 - a. The existing curb radius for the northbound right turn lane onto Dill Avenue from Lee Street is 60 feet, while the curb radius from eastbound right turn lane onto Murphy Avenue from Dill Avenue is 23 feet – both of which are far below the 75 feet minimum corner radius as stated by GDOT.
 - i. This means that all trucks entering from this route *would have to travel on the wrong side of the road to do so successfully.*
- 3) Exiting the Site and Continuing Southbound on Lee Street
 - a. "The [truck] traffic slightly impedes on eastbound left-turn traffic when conducting northbound left-turn from Murphy Avenue onto Dill Avenue."
 - i. This means that exiting truck traffic would have to stray into on-coming traffic while turning onto Dill Avenue in order to successfully reach Lee Street.
- 4) Exiting the Site and Continuing Northbound on Lee Street
 - a. "The existing curb radius for the westbound right-turn is approximately 60 feet. The wheel-path of the [truck traffic] extends beyond the pavement into the nearby pedestrian sidewalk."
 - i. Most shockingly, the Memo admits here that truck traffic *would have to travel on a pedestrian sidewalk in order to successfully exit the Prologis site and continue north onto Lee Street.*

The residents of NPU-X urge the Mayor's Office to use any legal means necessary to prevent the development from moving forward as currently proposed – as the applicant's own abbreviated traffic memo admits that truck traffic would run over pedestrian improvements and stray into oncoming vehicle traffic in order to enter and exit the development successfully. Atlanta should not allow developments that admit they will degrade pedestrian infrastructure and safety from moving forward – especially adjoining a MARTA station.

Heavy Vehicle Staging/Parking

Finally, the residents of NPU-X have grave concerns over the amount of parking being proposed directly adjoining a MARTA rail station. While there is very little the city can do to address this, the fact that a heavy-truck parking lot is being constructed next to a MARTA rail station in 2022 is shameful and lies in direct opposition to the ideal of transit-oriented development and density that the city claims to espouse. The residents of NPU-X urge the Mayor's Office to use any legal means necessary to urge Prologis to reconsider both the placement and density of the proposed parking for its development. If heavy-truck parking were recommended to be constructed directly adjoining a MARTA station in any other part of the city, there would be outrage and pushback from the city – all that Southwest Atlanta requests is for the city to voice that same outrage on our behalf for this development.

The residents of NPU-X will continue to organize and work to change the development as it is currently proposed – any help the Mayor's Office can provide in that fight would be deeply appreciated.

Gratefully,



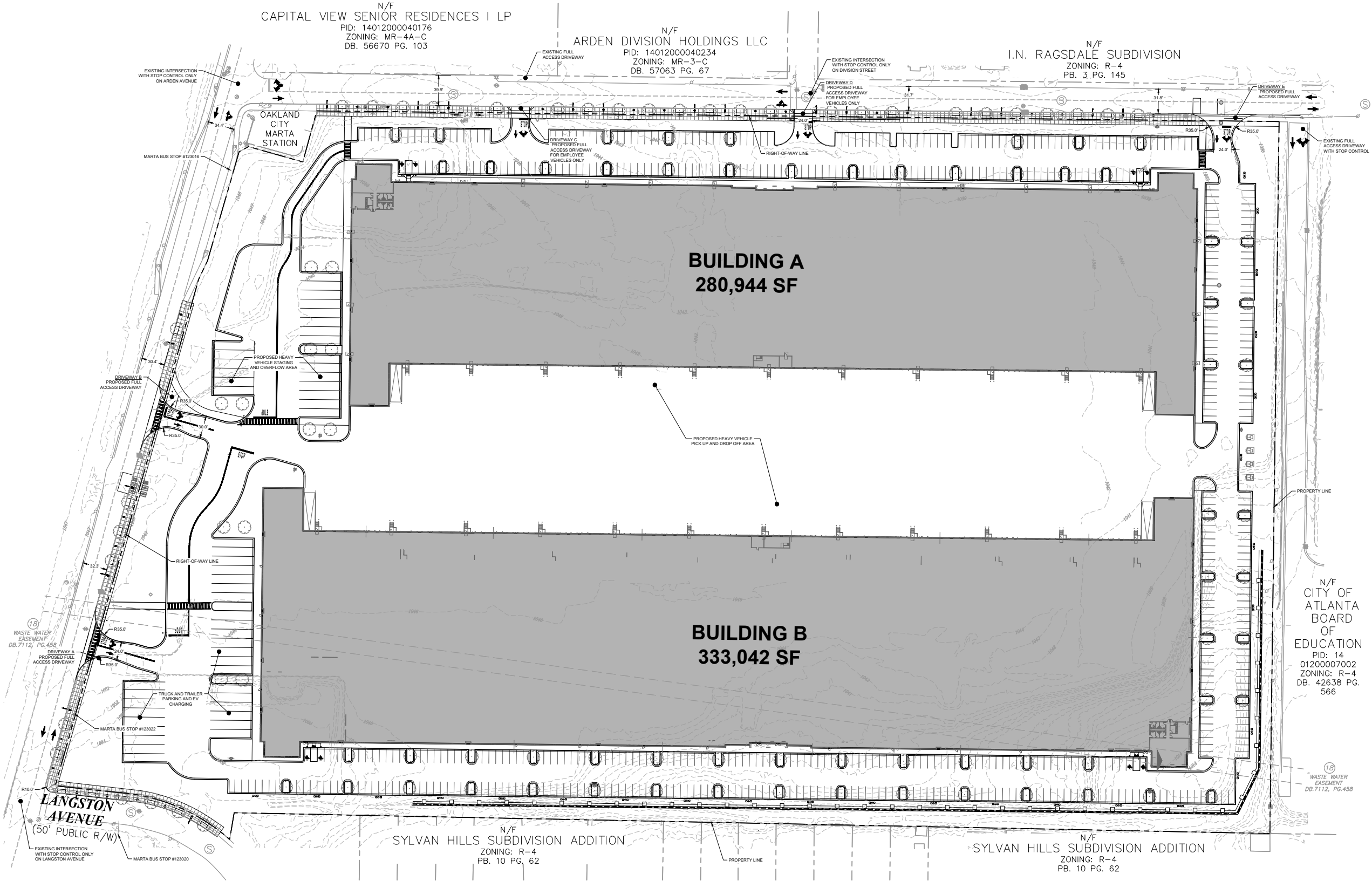
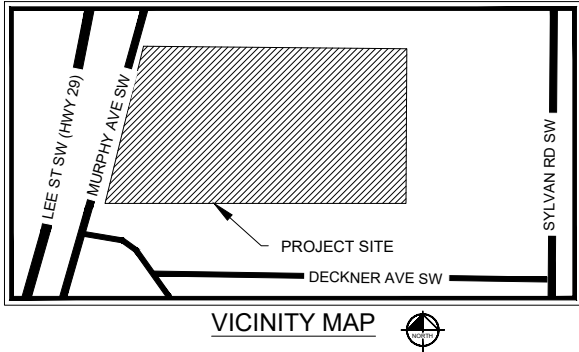
Zachary N. Adriaenssens
NPU-X Chair

CC: - Councilmember Antonio Lewis, District 12
Iva Williams, President, Capitol View Neighborhood Association
Charles Greene, President, Sylvan Hills Neighborhood Association
Nick Hess, Chair, NPU-S
Stephanie Flowers, Chair, NPU-V
Dr. J. Lawrence Miller, President, Adair Park Today
Terra Washington, President, Oakland City Civic Organization
Councilmember Amir Farokhi, Chair, Transportation Committee
Councilmember Jason Dozier, Chair, Community Development Committee
Marsha Anderson Bomar, Interim Commissioner, Atlanta DOT
Jahnee Prince, Commissioner, Department of City Planning
Nate Hoelzel, Planner, NPU-X

Drawing name: K:\AMT_CIVIL\01304001\1400_Murphy_Ave\CAD\Plan\Sheet\DR1 SITE PLAN.dwg DRI SITE PLAN, Aug 26, 2022, 2:04pm, by Graham Langford

SITE NOTES:
DRI NUMBER: #3716
OVERALL SITE AREA: 31.50 AC (1,371,934 SF)
CURRENT ADDRESS: 1400 MURPHY AVENUE
CURRENT ZONING: I-1
CURRENT USE: INDUSTRIAL
PROPOSED USE: INDUSTRIAL
PROPOSED DENSITY: 613,986 SF GFA
NON-RESIDENTIAL FAR: 0.48
VEHICULAR PARKING:
MINIMUM REQUIRED: 0 SPACES
MAXIMUM ALLOWED: 1,280 SPACES
PROPOSED: 390 SPACES

PROJECT CONTACTS
OWNER: PROLOGIS, L.P.
3475 PIEDMONT RD. NE SUITE 650
ATLANTA, GA 30305
PHONE: (404) 760-7200
CONTACT: MATTHEW JONES
TRAFFIC ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
PHONE: (770) 619-4280
CONTACT: HARRISON FORDER, P.E.
CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET
THE BILTMORE, SUITE 601
ATLANTA, GA 30308
PHONE: (404) 419-8700
CONTACT: ZAC RANDOLPH, P.E.



N/F
CITY OF ATLANTA
BOARD OF EDUCATION
PID: 14
01200007002
ZONING: R-4
DB. 42638 PG. 566

1400 MURPHY AVENUE
DRI #3716
1400 MURPHY AVENUE SW, ATLANTA, GA 30310
LAND LOT 120, 14TH DISTRICT



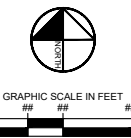
GSWCC CERT. LEVEL III
DRAWN BY: GFL
DESIGNED BY: MEM
REVIEWED BY: ZLR
DATE: 05/27/2022
PROJECT NO: 013040011
TITLE: DRI SITE PLAN

SHEET NUMBER
DRI #3716

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM

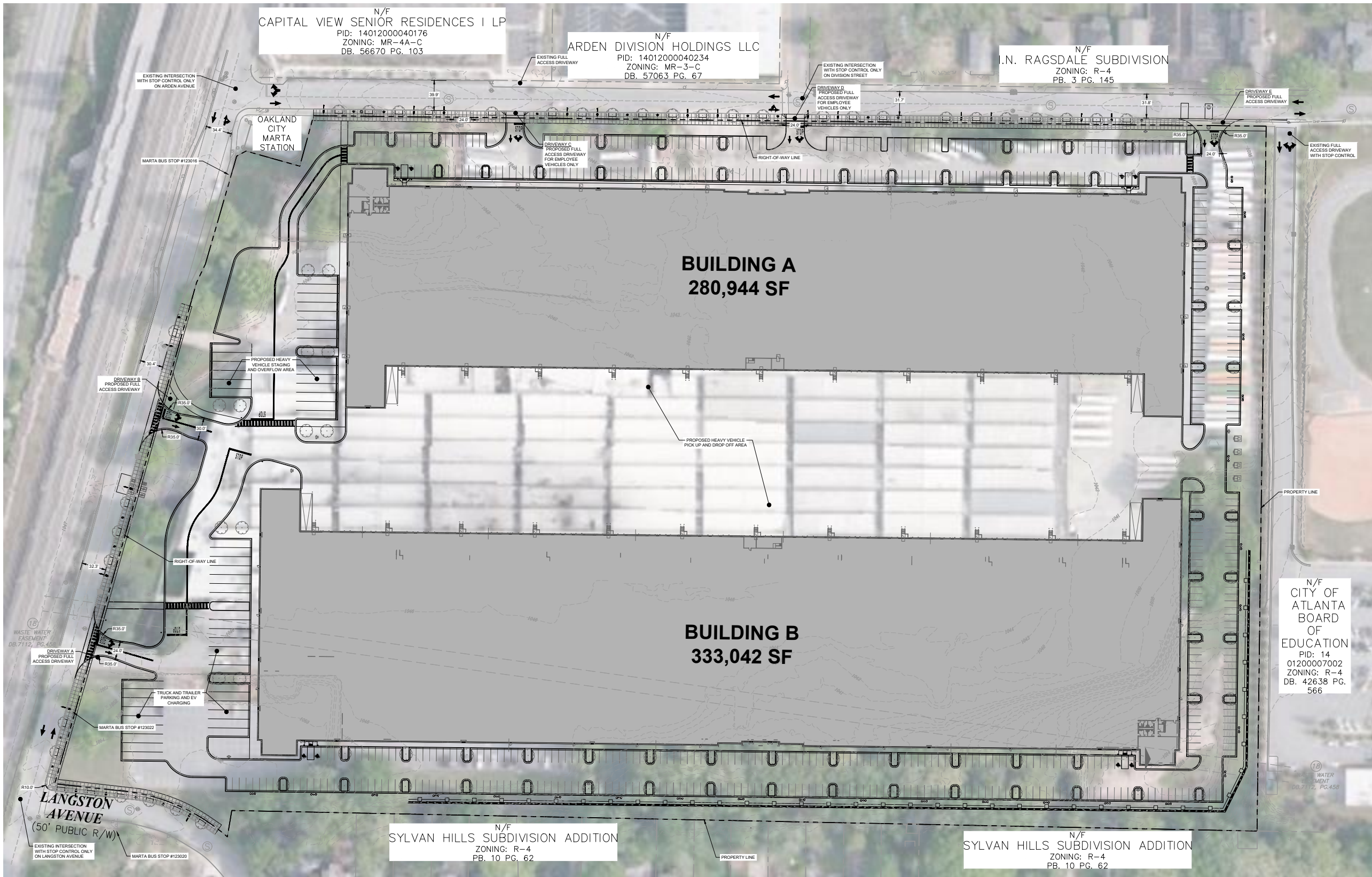
PROLOGIS, L.P.
3475 PIEDMONT RD. NE, SUITE 650
ATLANTA, GA 30305
PHONE: 404-760-7200

NO.	REVISION DESCRIPTIONS	DATE	BY
1	LDP SUBMITTAL	05/27/2022	MEM
2	DEMOLITION PERMIT SUBMITTAL	12/01/2022	MEM



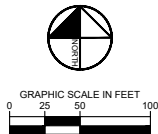
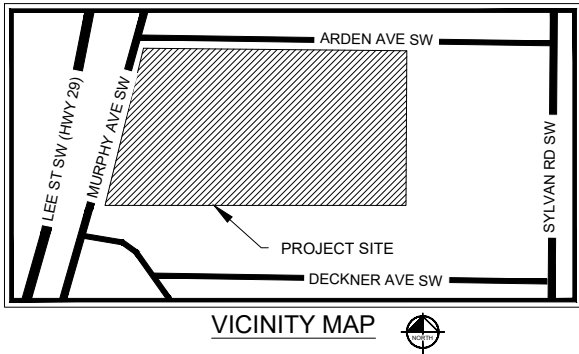
ISSUED FOR CONSTRUCTION

Drawing name: K:\AMT_CIVIL\01304001\1400_Murphy_Ave\CAD\Plan\Sheet\DR\SITE PLAN.dwg DRI SITE PLAN - AERIAL Aug 25, 2022 2:04pm by: Graham Langford



SITE NOTES:
DRI NUMBER: #3716
OVERALL SITE AREA: 31.50 AC (1,371,934 SF)
CURRENT ADDRESS: 1400 MURPHY AVENUE
CURRENT ZONING: I-1
CURRENT USE: INDUSTRIAL
PROPOSED USE: INDUSTRIAL
PROPOSED DENSITY: 613,986 SF GFA
NON-RESIDENTIAL FAR: 0.48
VEHICULAR PARKING:
MINIMUM REQUIRED: 0 SPACES
MAXIMUM ALLOWED: 1,280 SPACES
PROPOSED: 390 SPACES

PROJECT CONTACTS
OWNER: PROLOGIS, L.P.
3475 PIEDMONT RD. NE SUITE 650
ATLANTA, GA 30305
PHONE: (404) 760-7200
CONTACT: MATTHEW JONES
TRAFFIC ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
PHONE: (770) 619-4280
CONTACT: HARRISON FORDER, P.E.
CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET
THE BILTMORE, SUITE 601
ATLANTA, GA 30308
PHONE: (404) 419-8700
CONTACT: ZAC RANDOLPH, P.E.



ISSUED FOR CONSTRUCTION

GSWCC CERT. LEVEL III	0000076496
DRAWN BY	GFL
DESIGNED BY	MEM
REVIEWED BY	ZLR
DATE	05/27/2022
PROJECT NO.	013040011
TITLE	DRI SITE PLAN - AERIAL
SHEET NUMBER	DRI #3716

1400 MURPHY AVENUE
DRI #3716
1400 MURPHY AVENUE SW, ATLANTA, GA 30310
LAND LOT 120, 14TH DISTRICT

DATE	BY
05/27/2022	MEM
12/01/2021	MEM
LDP SUBMITTAL	
DEMOLITION PERMIT SUBMITTAL	
No. REVISION DESCRIPTIONS	

PROLOGIS, L.P.
3475 PIEDMONT RD. NE, SUITE 650
ATLANTA, GA 30305
PHONE: 404-760-7200

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700
WWW.KIMLEY-HORN.COM