

Limited Trip Generation & Heavy Vehicle Enhanced Focus Area Memo

1400 Murphy Avenue

DRI #3716

City of Atlanta, Georgia

Report Prepared:

September 2022

Applicant:

Prologis

013040011

Kimley»»Horn

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Introduction

The 1400 Murphy Avenue development is a proposed light industrial development on an approximately 31.5-acre site located south of Arden Avenue along Murphy Avenue in the City of Atlanta, Georgia. As currently envisioned, the 1400 Murphy Avenue development will consist of 613,986 SF of light industrial space in two (2) buildings. This memorandum provides density, trip generation, and a heavy vehicle enhanced focus area, as approved during the Methodology Meeting on June 27, 2022 and GRTA’s Revised Letter of Understanding (LOU) dated July 6, 2022.

Note: A traffic study is not required by GRTA or the Atlanta Regional Commission (ARC) to support the DRI process because the proposed development is projected to generate fewer than 1,000 trips per day. However, the purpose of this memorandum is to satisfy the GRTA DRI requirements, documenting the trip generation and the heavy vehicle enhanced focus area (heavy vehicle routing).

Trip Generation

Project traffic, for the purposes of this evaluation, is defined as the vehicle trips expected to be generated by the proposed development. Anticipated trip generation for the 1400 Murphy Avenue development was calculated using rates and equations contained in the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual, 11th Edition, 2021*.

The density and the anticipated project trip generation are summarized in **Table 1**.

| Table 1: Trip Generation | | | | | | | | | | |
|--|------------|---------------|------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
| Land Use | Density | Daily Traffic | | | AM Peak Hour | | | PM Peak Hour | | |
| | | Total | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit |
| 150 – Warehousing | 613,986 SF | 1,008 | 504 | 504 | 97 | 75 | 22 | 100 | 28 | 72 |
| Gross Project Trips | | 1,008 | 504 | 504 | 97 | 75 | 22 | 100 | 28 | 72 |
| <i>Mixed-Use Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Alternative Mode Reductions (15% of employee trips)</i> | | -100 | -50 | -50 | -13 | -10 | -2 | -12 | -3 | -10 |
| <i>Pass-By Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Trips | | 908 | 454 | 454 | 84 | 65 | 20 | 88 | 25 | 62 |
| <i>Employee (Car Trips)</i> | | 568 | 284 | 284 | 72 | 59 | 14 | 70 | 16 | 53 |
| <i>Heavy Vehicle (Trucks)</i> | | 340 | 170 | 170 | 12 | 6 | 6 | 18 | 9 | 9 |

Based on **Table 1**, the proposed development is projected to generate approximately 908 total daily trips (454 in; 454 out), 84 AM peak hour trips, and 88 PM peak hour trips. It is important to note that the projected net total daily trips generated by the 1400 Murphy Avenue development are less than 1,000 per day.

Enhanced Focus Area

The following segments are included in the Enhanced Focus Area (highlighted yellow) shown in **Figure 1**, as approved during the Methodology Meeting on June 27, 2022 and GRTA’s Revised Letter of Understanding dated July 6, 2022:

- Murphy Avenue between Dill Avenue and the site
- Dill Avenue between Murphy Avenue and Lee Street (US 29/SR 14/SR 139/SR 154)

Heavy Vehicle Routing

Figure 1 depicts the proposed truck routes under the Heavy Vehicle Focus Area (highlighted yellow) and the existing truck routes that will serve project traffic (highlighted blue).

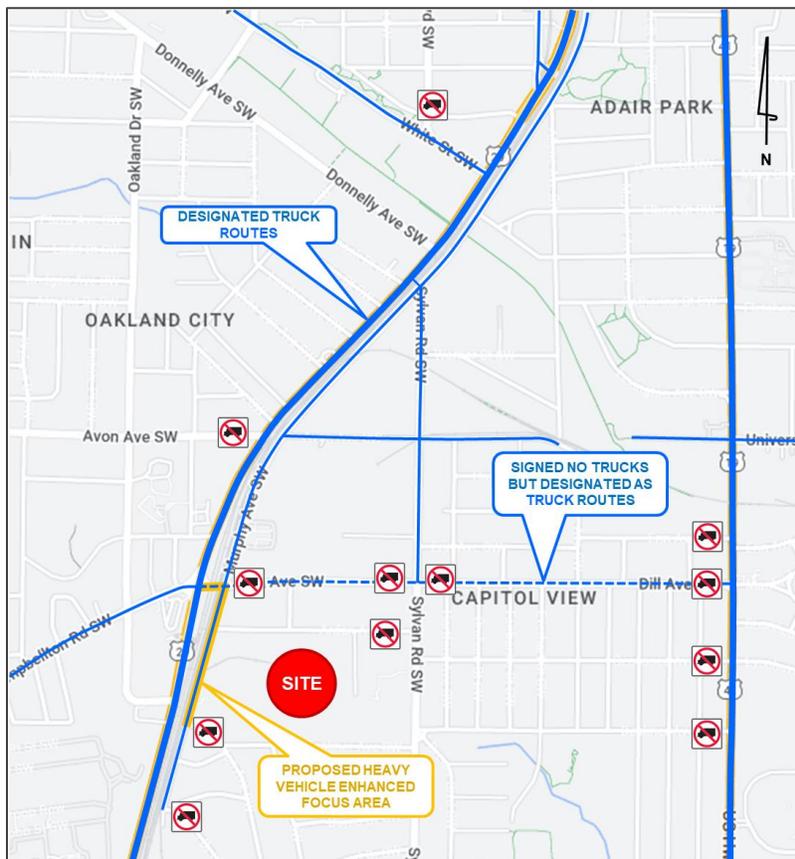


Figure 1: Proposed Truck Routing

There are no roadways in the study network that have an ordinance prohibiting heavy vehicles or that have underpass or bridge constraints that limit heavy vehicles. Adjacent neighborhood street, outside of the focus area, do not allow heavy vehicle traffic.

It should be noted that heavy vehicles are restricted from using Dill Avenue and Arden Avenue between Murphy Avenue and Metropolitan Parkway (US 41/SR 3) as the roadways go through residential areas. All heavy vehicles will enter/exit the site via Lee Street (US 29/SR 14/SR 139/SR 154).

Pavement Condition

A site visit was conducted on July 15, 2022. Pavement conditions within the Enhanced Focus Area were noted during a site visit. **Figure 2** illustrates the locations of the observed pavement conditions.

The pavement within the Heavy Vehicle Focus Area along Murphy Avenue was generally in poor condition. Major pavement distresses such as cracking, potholes, and roadway patches were observed throughout the roadway segment. **Figure 3** and **Figure 4** show pavement cracking along Murphy Avenue. **Figure 5** shows a pothole along Murphy Avenue. **Figure 6** shows roadway patches along Murphy Avenue. The pavement within the Heavy Vehicle Focus Area along Dill Avenue was generally in good condition.

Vegetation overgrowth within the pavement was present on the segment of Murphy Avenue between Arden Avenue and the site. **Figure 7** shows minor overgrowth along the east side of Murphy Avenue. **Figure 8** shows major overgrowth along the west side of Murphy Avenue. No overgrowth was observed along Dill Avenue within the Heavy Vehicle Focus Area.

Figure 9 shows minor curb cracking on Murphy Avenue at a location approximately 675-feet south of Dill Avenue. **Figure 10** shows minor curb cracking along the westbound right-turn approach at the intersection of Lee Street (US 27/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue.

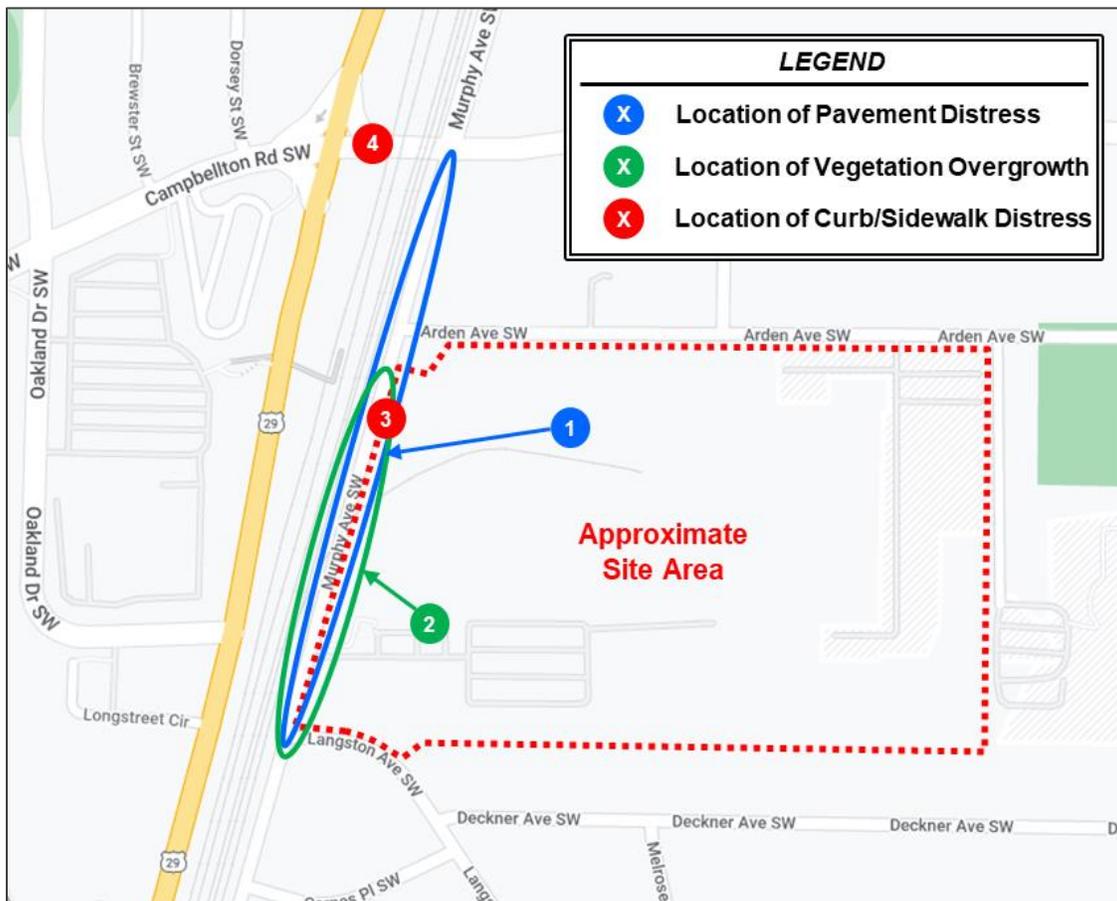


Figure 2: Observed Pavement Locations



Figure 3: Murphy Avenue Pavement Cracking



Figure 4: Murphy Avenue Pavement Cracking



Figure 5: Murphy Avenue Pothole



Figure 6: Murphy Avenue Pavement Patch



Figure 7: Minor Vegetation Overgrowth along the east side of Murphy Avenue

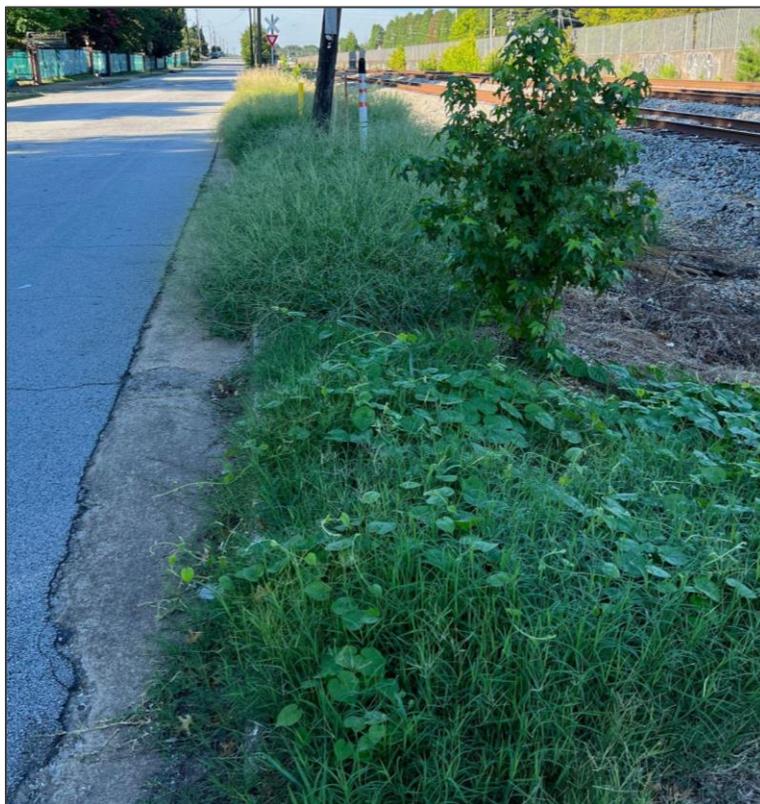


Figure 8: Major Vegetation Overgrowth along the west side of Murphy Avenue



Figure 9: Minor Curb Cracking along Murphy Avenue

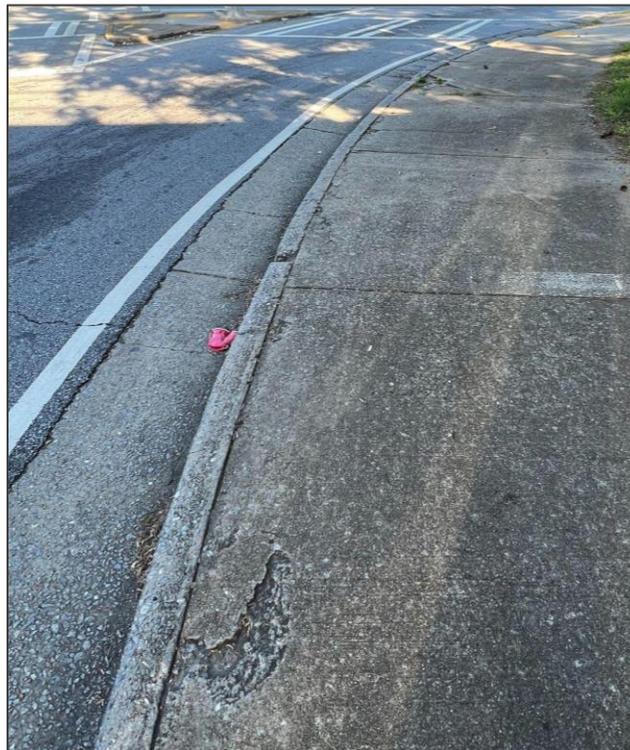


Figure 10: Minor Curb Cracking along Dill Avenue at Lee Street (US 29/SR 14/SR 139/SR 154)

Roadway Width

The lane widths for the Enhanced Focus Area are shown in **Table 2**. The City of Atlanta roadway width standards were taken from the [City of Atlanta Neighborhood Development Standards](#), which notes that, “a two-way street with no parking may be designed with curb to curb street sections of a 20-feet in width.”

Lane width dimensions were measured on Nearmap.

Table 2: Roadway Widths

| Roadway | Lane Width | Lane Width Standard (City of Atlanta) |
|--|------------|---------------------------------------|
| Murphy Avenue | 11 ft | 10 ft minimum |
| Dill Avenue | 10 ft | 10 ft minimum |
| Lee Street (US 29/SR 14/SR 139/SR 154) | 12 ft | 10 ft minimum |

Corner Radii

The corner radii of two (2) study intersections were analyzed along the Enhanced Focus Area:

1. Dill Avenue at Murphy Avenue
2. Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue

Due to the intersections of Dill Avenue at Murphy Avenue (Intersection 1) and Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue (Intersection 2) being approximately 200’ apart along Dill Avenue, the corner radii of these intersections were analyzed based off turning movements at both intersections.

1. Entering Site from North taking SBL at Intersection 2 and EBR at Intersection 1
2. Entering Site from South taking NBR at Intersection 2 and EBR at Intersection 1
3. Exiting Site to South taking NBL at Intersection 1 and WBL at Intersection 2
4. Exiting Site to North taking NBL at Intersection 1 and WBR at Intersection 2

Note: While many roadways in the site vicinity are not GDOT maintained, for informational purposes, the *GDOT Regulations for Driveway and Encroachment Control* outlines minimum corner radii for trucks as 75 feet.

1.0 Turning Movements Entering the Site

1.1 Southbound on Lee Street (US 29/SR 14/SR 139/SR 154)

Figure 11 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a southbound left-turn from Lee Street (US 29/SR 14/SR 139/SR 154) onto Dill Avenue followed by an eastbound right-turn from Dill Avenue onto Murphy Avenue. The existing curb radius for the eastbound right-turn is approximately 23 feet. The WB-67 truck will impede on northbound traffic along Murphy Avenue to make the maneuver.

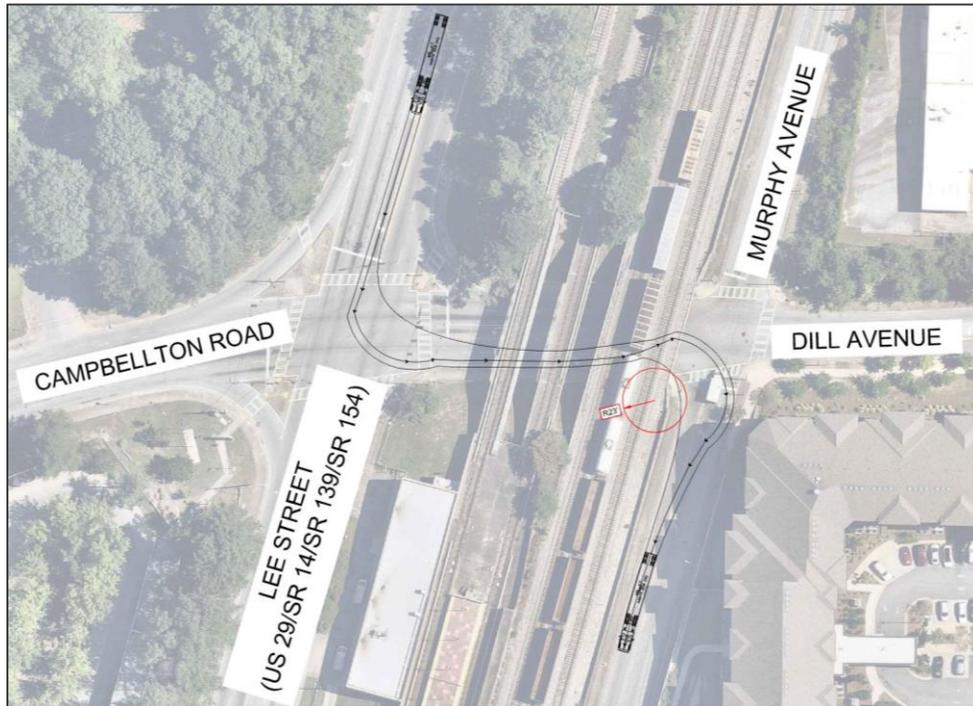


Figure 11: Entering Truck from North on Lee Street (US 29/SR 14/SR 134/SR 159)

1.2 Northbound on Lee Street (US 29/SR 14/SR 139/SR 154)

Figure 12 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a northbound right-turn from Lee Street (US 29/SR 14/SR 139/SR 154) onto Dill Avenue followed by an eastbound right-turn from Dill Avenue onto Murphy Avenue. The existing curb radii for the northbound right-turn and eastbound right-turn are approximately 60 feet and 23 feet respectively. The WB-67 truck must impede with the westbound traffic along Dill Avenue and northbound traffic along Murphy Avenue to make the maneuver. Figure 13 shows the anticipated wheel-path for a WB-67 vehicle during the eastbound right-turn.

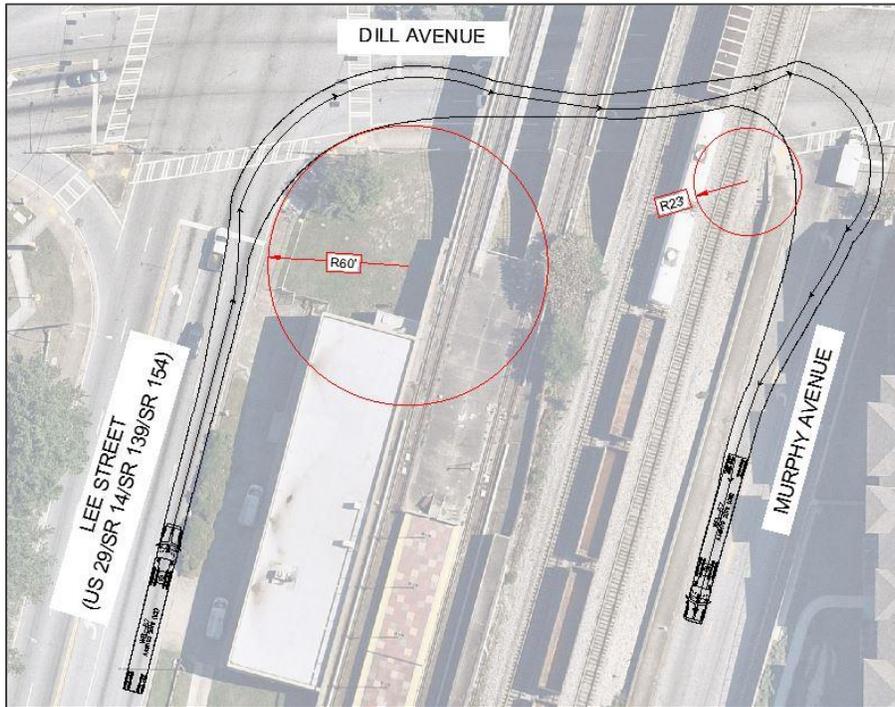


Figure 12: Entering Truck from South on Lee Street (US 29/SR 14/SR 139/SR 154)

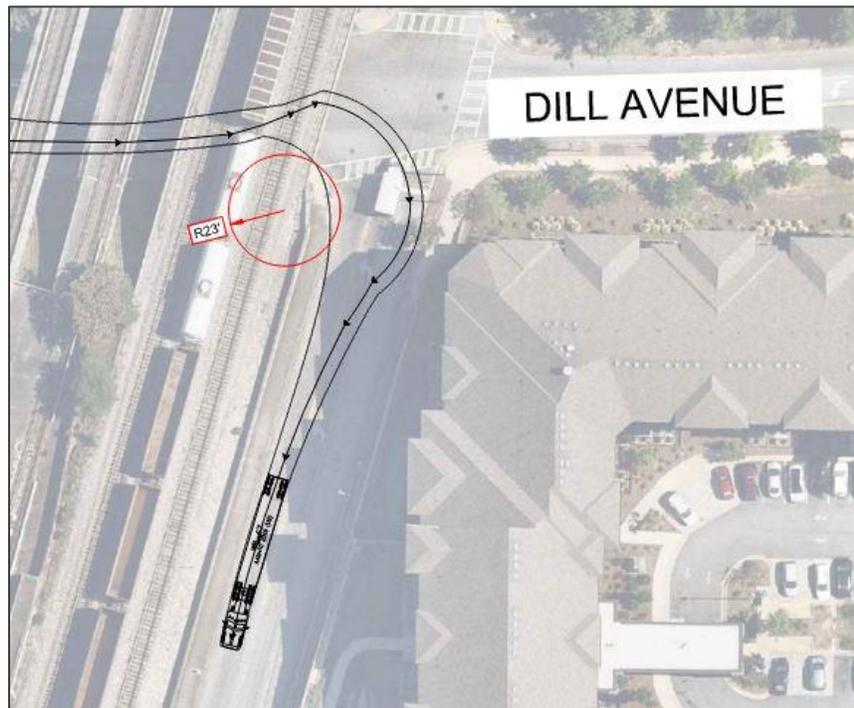


Figure 13: Dill Avenue at Murphy Avenue – Eastbound Right (Entering Truck)

During the site visit, a heavy vehicle was observed making the eastbound right maneuver shown in **Figure 12** and **Figure 13**. **Figure 14** shows the heavy the heavy vehicle utilizing the northbound lanes along Murphy Avenue to complete this maneuver, however the truck did not impede on any pedestrian facilities.



Figure 14: Heavy Vehicle making Eastbound Right Maneuver from Dill Avenue to Murphy Avenue

It should be noted that only minor adjustments can be made to the corner radii at the intersection of Dill Avenue at Murphy Avenue due to the existing bridge structure for the rail overpass.

2.0 Turning Movements Exiting the Site

2.1 Southbound on Lee Street (US 29/SR 14/SR 139/SR 154)

Figure 15 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a northbound left-turn from Murphy Avenue onto Dill Avenue followed by a westbound left-turn onto Lee Street (US 29/SR 14/SR 139/SR 154). The WB-67 truck slightly impedes on eastbound left-turn traffic when conducting the northbound left-turn from Murphy Avenue onto Dill Avenue.

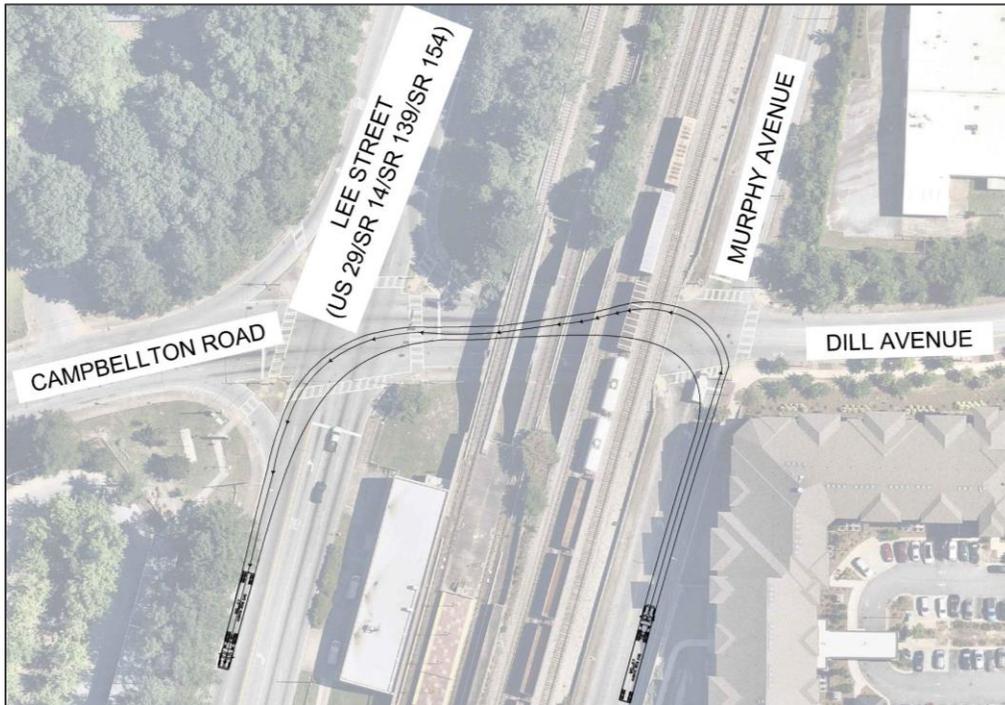


Figure 15: Exiting Truck from Site Southbound onto Lee Street (US 29/SR 14/SR 139/SR 154)

2.2 Northbound on Lee Street (US 29/SR 14/SR 139/SR 154)

Figure 16 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making a northbound left-turn from Murphy Avenue onto Dill Avenue followed by a westbound right-turn from Dill Avenue onto Lee Street (US 29/SR 14/SR 139/SR 154). The existing curb radius for the westbound right-turn is approximately 60 feet. The wheel-path of the WB-67 truck extends beyond the pavement into the nearby pedestrian sidewalk. Figure 17 shows the wheel-path for the WB-67 truck taking the westbound right-turn from Dill Avenue onto Lee Street (US 29/SR 14/SR 139/SR 154). Figure 18 shows the condition of the curb at the location of the westbound right-turn from Dill Avenue onto Lee Street (US 29/SR 14/SR 139/SR 154).

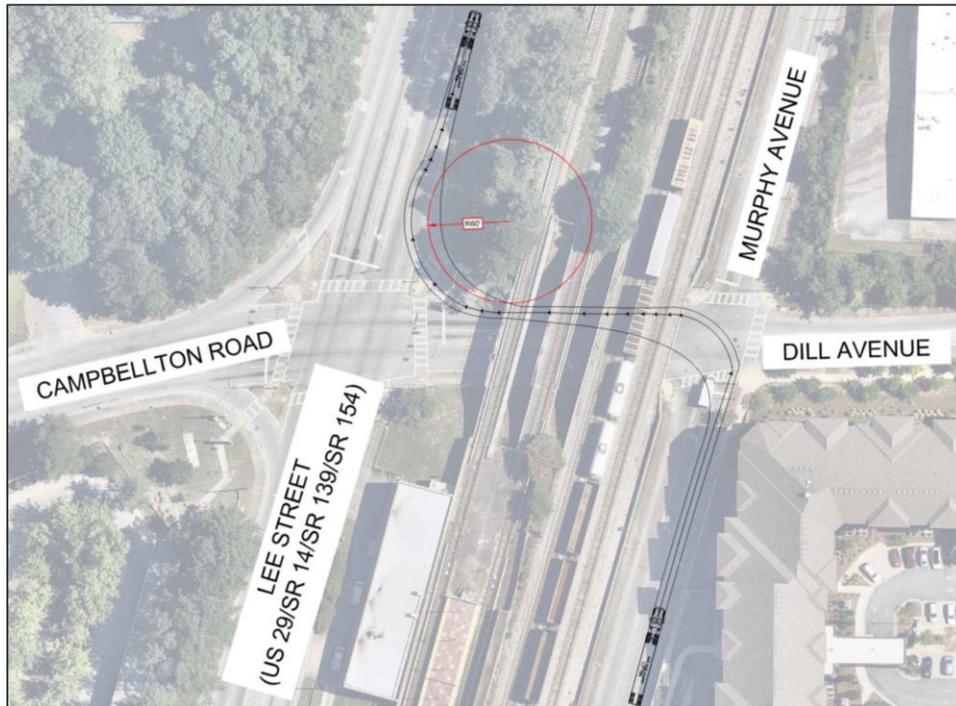


Figure 16: Exiting Truck from Site Northbound onto Lee Street (US 29/SR 14/SR 139/SR 154)

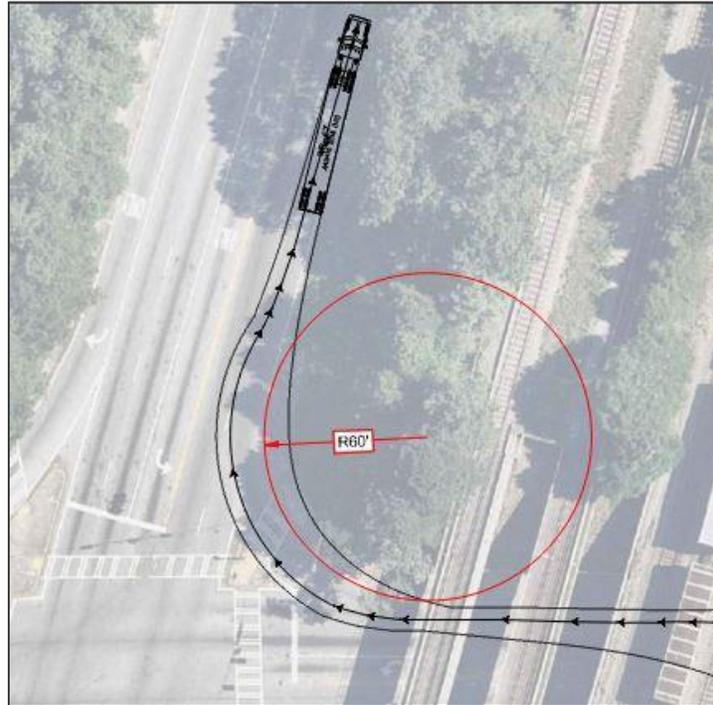


Figure 17: Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue – Westbound Right (Exiting Truck)



Figure 18: Lee Street (US 29/SR 14/SR 139/SR 154) at Campbellton Road/Dill Avenue – Westbound Right Wheel-path

Heavy Vehicle Staging

It is anticipated that the site’s peak delivery hours will be between 7:00 AM and 10:00 AM with a maximum of 40 delivery vehicle trips taking place during the peak delivery period. It should be noted that this is a preliminary estimate and the peak delivery trips and schedule may vary based on the tenant.

The site plan includes a designated truck court to accommodate heavy vehicle queuing, staging, and overflow. **Figure 19** indicates the designated truck staging/overflow areas on the site plan.

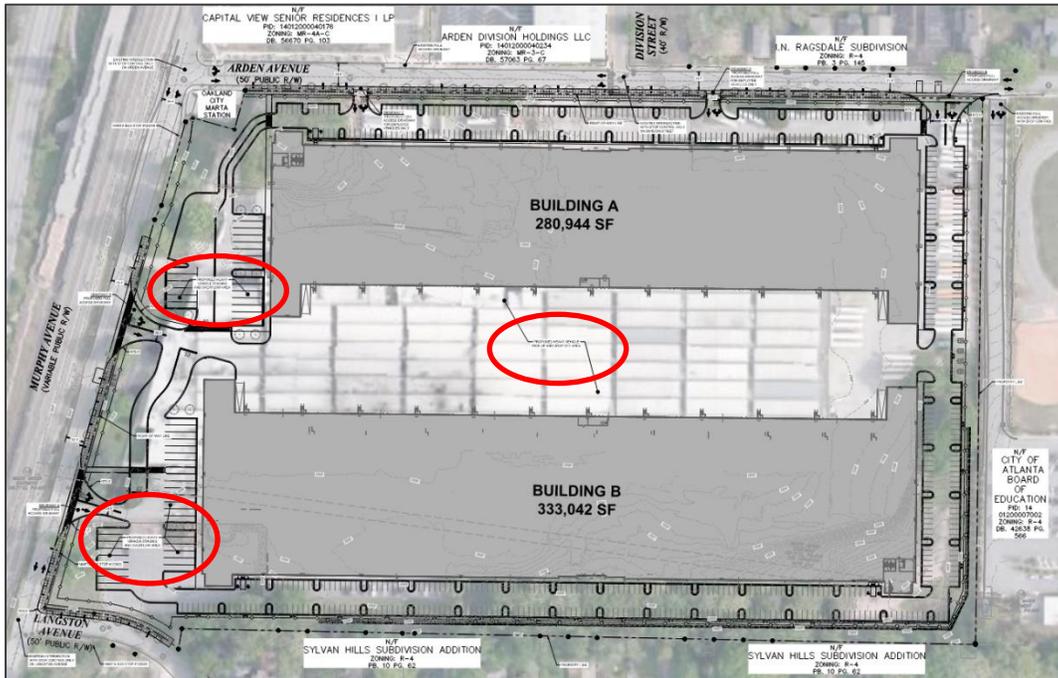


Figure 19: Heavy Vehicle Staging

Pedestrian Safety

The proposed development will improve and upgrade all existing pedestrian sidewalk facilities along the site frontage, to be compliant with the City of Atlanta Code. ADA compliant curb ramps with detectable warning strips will be located on either side of the driveways at the crosswalks. Sidewalks will also be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances.

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.

Attachments:

- Trip Generation Analysis
- 1400 Murphy Avenue DRI #3716 GRТА Letter of Understanding
- 1400 Murphy Avenue DRI #3716 Site Plan

Trip Generation Analysis (11th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)
1400 Murphy Avenue DRI #3716
City of Atlanta, GA

| Land Use | Intensity | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|--------------|--------------|--------------|-----------|-----------|--------------|-----------|-----------|
| | | | Total | In | Out | Total | In | Out |
| Proposed Site Traffic | | | | | | | | |
| 150 Warehousing | 613,986 s.f. | 1,008 | 97 | 75 | 22 | 100 | 28 | 72 |
| Gross Trips | | 1,008 | 97 | 75 | 22 | 100 | 28 | 72 |
| Truck Trips (per ITE 11th Edition Supplement) | | 340 | 12 | 6 | 6 | 18 | 9 | 9 |
| <i>Mixed-Use Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Alternative Mode Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Adjusted Truck Trips | | 340 | 12 | 6 | 6 | 18 | 9 | 9 |
| Car Trips (per ITE 11th Edition Supplement) | | 668 | 85 | 69 | 16 | 82 | 19 | 63 |
| <i>Mixed-Use Reductions</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Alternative Mode Reductions</i> | | -100 | -13 | -10 | -2 | -12 | -3 | -10 |
| Adjusted Car Trips | | 568 | 72 | 59 | 14 | 70 | 16 | 53 |
| <i>Mixed-Use Reductions - TOTAL</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Alternative Mode Reductions - TOTAL</i> | | -100 | -13 | -10 | -2 | -12 | -3 | -10 |
| <i>Pass-By Reductions - TOTAL</i> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Trips | | 908 | 84 | 65 | 20 | 88 | 25 | 62 |
| Driveway Volumes | | 908 | 84 | 65 | 20 | 88 | 25 | 62 |

k:\alp_tpto\013040011_1400 murphy industrial dri - atlanta - february 2022\dri phase I\analysis\1400 murphy avenue trip gen analysis 11th edition post packet.xls\trip generation



REVISED LETTER OF UNDERSTANDING

July 6, 2021

Matthew Jones
ProLogis
3475 Piedmont Road NE
Atlanta, GA 30305

RE: **1400 Murphy Avenue (DRI#:3716)**

Dear Matthew Jones:

The purpose of this letter is to document the discussions during the Pre-Review and Methodology Meeting held virtually on June 27, 2022, regarding **DRI #3716 1400 Murphy Avenue** development of regional impact. Some of the following items were discussed in this meeting and should assist you and your consultant team in preparing the DRI Review Package.

PROJECT OVERVIEW

- The proposed site is located on 1400 Murphy Avenue SW, Atlanta, GA 30310, the southeast corner of Murphy Avenue at Arden Avenue.
- The DRI trigger for this development is a land disturbance permit.
- The project proposes two warehouse buildings with a total of 614,036 square feet.
- The vehicular trip generation is estimated to be 908 net daily trips based on the *ITE Trip Generation Manual 11th edition*.
- The development site proposes access via three full access entrances along Arden Avenue and two full access entrances on Murphy Avenue.
- The projected build-out is one phase to be completed by 2023.
- The applicant is applying for approval under GRTA's expedited review process.

Limited Trip Generation Memo

- DRI #3716 1400 Murphy Avenue, will require a Limited Trip Generation Memo in place of a Transportation Impact Study (TIS) with the net ADT being 908 daily trips.
- The Limited Trip Generation Memo shall meet all standards within Section 3.1 of the GRTA DRI Review Procedures.

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.
- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity.

- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Limited Trip Generation Memo shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentage, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment, and a bus blockage adjustment factor.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Limited Trip Generation Memo and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding.**

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

Elizabeth Davis
Senior Transit and Transportation Planner

Cc:

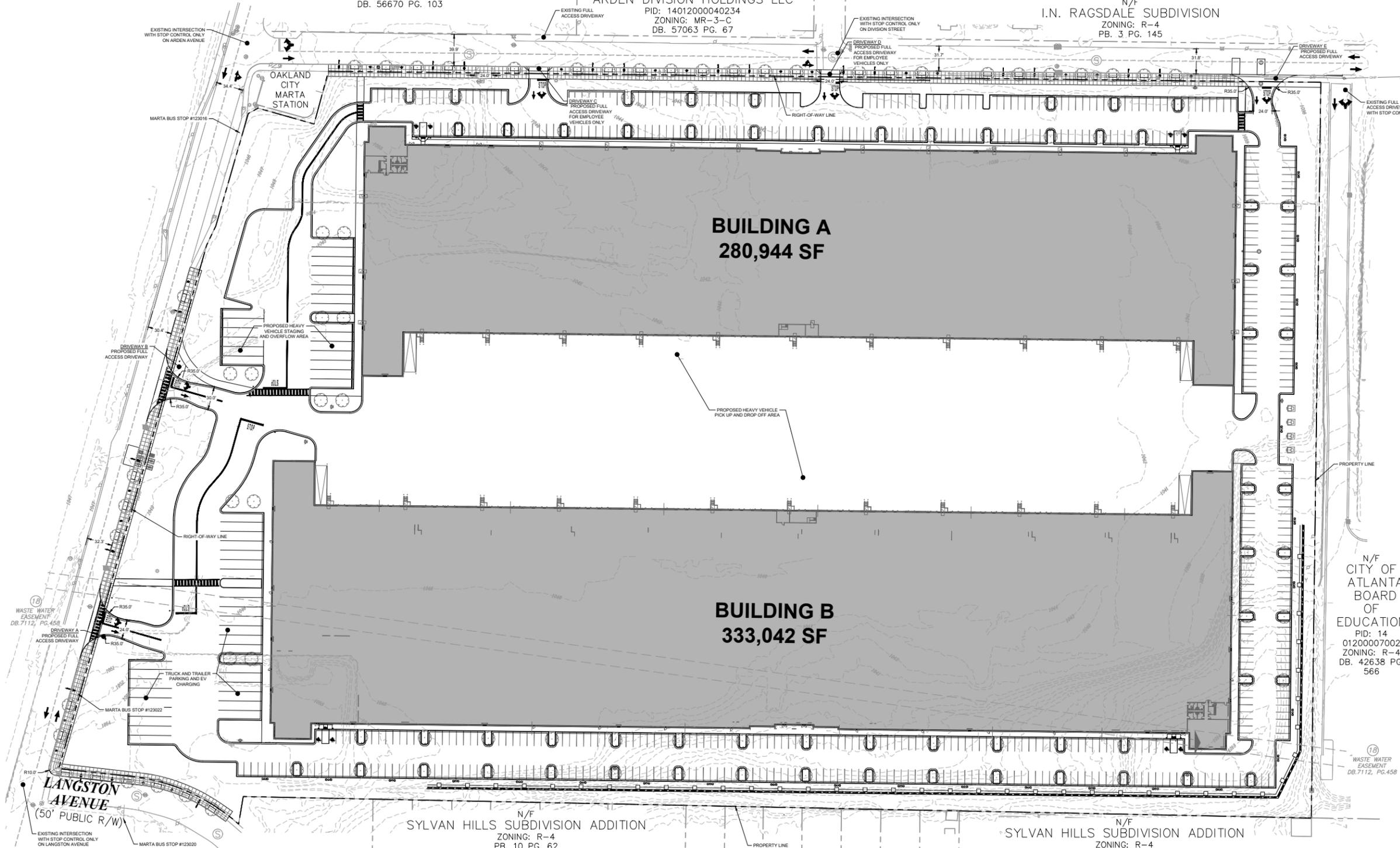
| | |
|--|------------------------------|
| Donald Shockey, ARC | Andrew Lebish, Kimley-Horn |
| Aries Little, ARC | Harrison Forder, Kimley-Horn |
| Nursef Kedir, City of Atlanta | Ana Eisenman, Kimley-Horn |
| Keyetta Holmes, City of Atlanta | Zac Randolph, Kimley-Horn |
| Christopher Rome, City of Atlanta | Thompson Scott, Powers Brown |
| Tyger Curtis, City of Atlanta | Matthew Jones, Pro Logis |
| Monique Forte, City of Atlanta | Kyle Brown, Pro Logis |
| Mark Tai, City of Atlanta | Kent Mason, Pro Logis |
| Jason Morgan, City of Atlanta | Cassie Hanavich, Pro Logis |
| Tre'Jon Singletary, City of East Point | Grant Benson, Pro Logis |
| Megan Wilson, GDOT | Ryan Duncan, Pro Logis |
| December Weir, GRTA/ATL | |
| Natavis Harris, MARTA | |
| Greg Floyd, MARTA | |
| Joseph Longo, MARTA | |
| Corentin Auguin, MARTA | |
| Charles Rosa, MARTA | |
| Jacob Vallo, MARTA | |

N/F
CAPITAL VIEW SENIOR RESIDENCES I LP

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N/F
ARDEN DIVISION HOLDINGS LLC
PID: 14012000040234
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N/F
I.N. RAGSDALE SUBDIVISION
ZONING: R-4
PB. 3 PG. 145



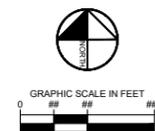
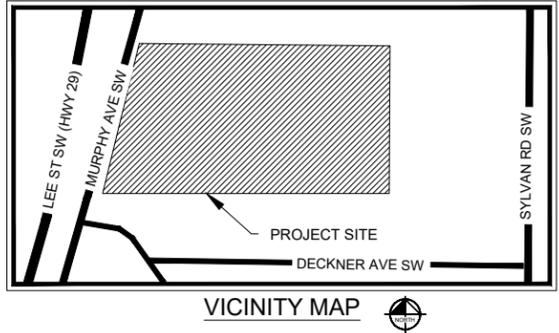
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CITY OF ATLANTA
BOARD OF EDUCATION
PID: 14
01200007002
ZONING: R-4
DB. 42638 PG. 566

N/F
SYLVAN HILLS SUBDIVISION ADDITION
ZONING: R-4
PB. 10 PG. 62

N/F
SYLVAN HILLS SUBDIVISION ADDITION
ZONING: R-4
PB. 10 PG. 62

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



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

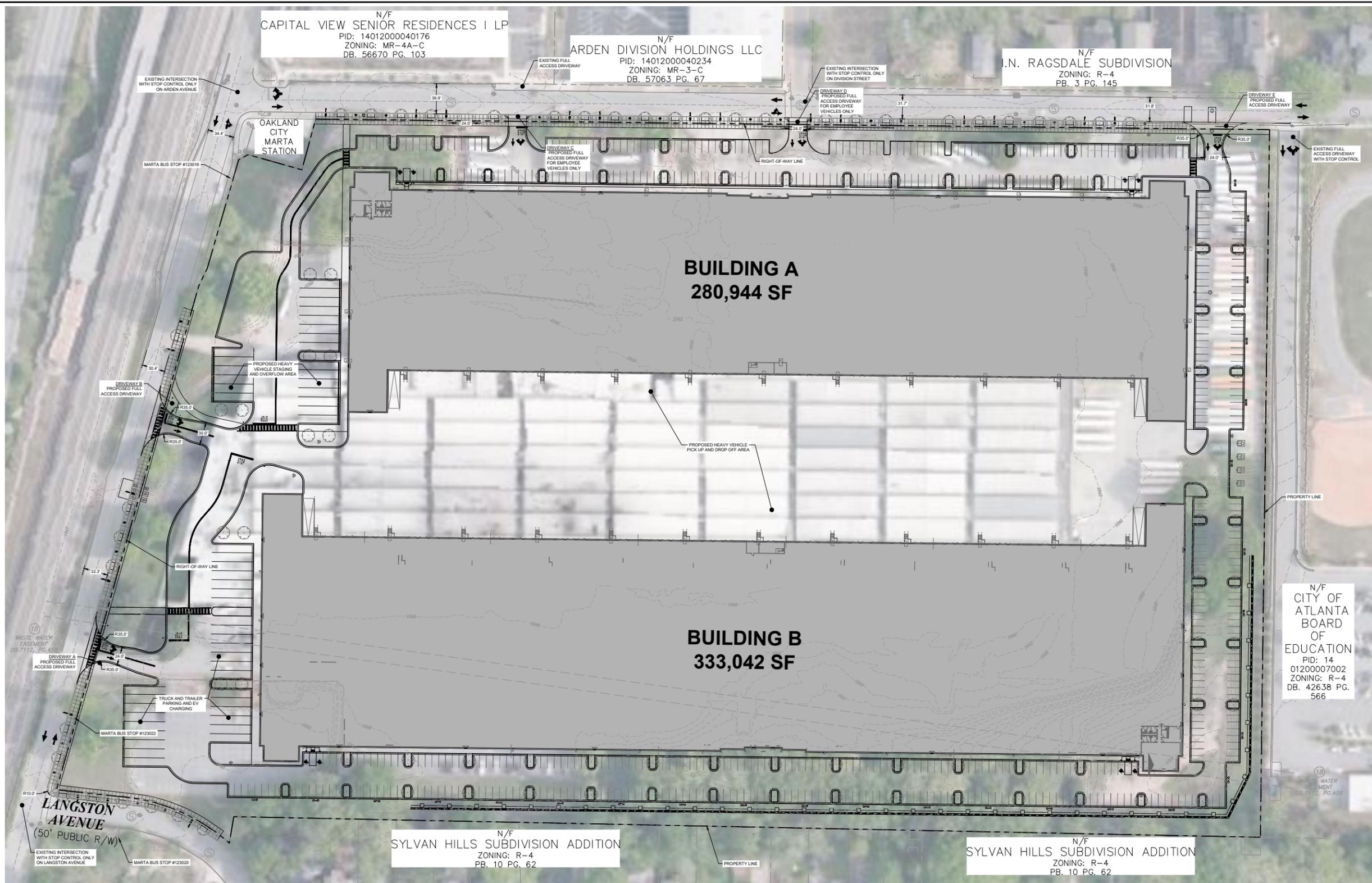
1400 MURPHY AVENUE
DRI #3716
1400 MURPHY AVENUE SW, ATLANTA, GA 30310
LAND LOT 120, 14TH DISTRICT



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

Drawing name: K:\AMT_CIVIL\013040011_1400_Murphy_Ave\CAD\Plan\Sheet\DR\SITE PLAN.dwg DRI SITE PLAN, Aug 26, 2022, 2:04pm, by Graham Langford

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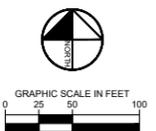
| NO. | REVISION DESCRIPTIONS | DATE | BY |
|------------|-----------------------|------------|------|
| 05/27/2022 | MEMO | 12/11/2021 | MEMO |

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



ISSUED FOR CONSTRUCTION

GSWCC CERT. LEVEL: II 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**



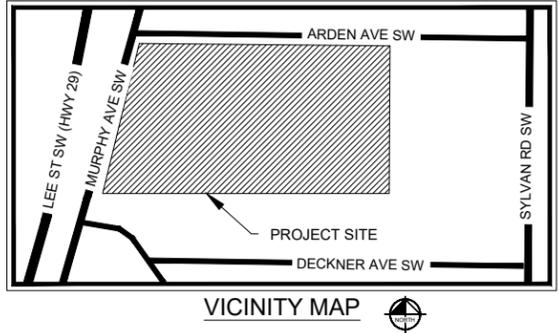
SITE NOTES:
DRI NUMBER: #3716
OVERALL SITE AREA: 31.50 AC (1,371,934 SF)
CURRENT ADDRESS: 1400 MURPHY AVENUE
CURRENT ZONING: I-1
CURRENT USE: INDUSTRIAL
PROPOSED USE: INDUSTRIAL
PROPOSED DENSITY: 613,986 SF GFA
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VEHICULAR PARKING:
MINIMUM REQUIRED: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

PROJECT CONTACTS

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Drawing name: K:\AMT_CIVIL\013040011_1400_Murphy_Ave\CAD\Plan\Sheet\01 SITE PLAN.dwg DRI SITE PLAN - AERIAL Aug 25, 2022 2:04pm by: Graham Langford

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