

DRI 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: April 15, 2024

TO:	Chairman Oz Nesbitt Sr., Rockdale County Commission
ATTN TO:	Denise Tugman, Planning Manager, Rockdale County
FROM:	Mike Alexander, COO, Atlanta Regional Commission
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:Rockdale Technology Park 1 DRI 4147Submitting Local Government:Rockdale CountyDate Opened:April 1, 2024Date Closed:April 15, 2024

Description: Project Description: A DRI review of a proposal to construct three data center buildings with a combined 837,500 SF of space with associated equipment yards, parking, and electrical substation on a 53-acre site on Sigman Road in Rockdale County.

Comments:

Key Comments

The project is not aligned with applicable Established Suburbs policy recommendations which emphasize the importance of preserving single-family neighborhoods with appropriate infill development. The project could be more aligned with these policies by preserving additional wooded land and utilizing low-impact design and construction techniques.

There are growing concerns about the impacts of high levels of energy and water consumption generated by the tremendous increase in the number of data center projects in the Atlanta region. ARC recommends that Rockdale Water Resources and Rockdale County carefully examine their capacity to meet peak-day project demands in addition to other current and projected peak-day demands. ARC also recommends the use of advanced "waterless" cooling technologies or "near waterless" technology for data center projects to reduce the burden on the drinking water supplies and increase the resiliency of both the project and the potable water system. The project is generally not supportive of regional environmental policies but could be sunstantially more so by utilizing a range of green infrastructure and low-impact design techniques including providing additional trees and using flush curb planting islands in parking areas, utilizing a natural habitat focused design for stormwater and bio-retention ponds, and utilizating vegetated rather than fortified embankments for areas sournding the raised building sites.

The project's environmental and natural resource impacts could be further mitigated somewhat by dedicating some of the substantial tax revenue generated to the acquisition of environmentally sensitive land elsewhere in County.

The project is expected to generate approximately 800 daily new vehicular trips.

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 category designation to all areas in the region- Established Suburbs for this project – and provides accompanying growth policy recommendations which are detailed at the end of these comments.

Transportation and Mobility Comments

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

The project is projected to generate 800 daily new vehicular trips; some roadway improvements to mitigate the traffic impact are proposed.

Opportunities for alternative transportation mode connections are limited by the project's location and low number of employees and patrons.

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 Resources Group Comments

ARC's Natural Resources Group comments are attached.

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes will create a large peak demand from Rockdale Water Resources. The application proposes 0.03 MGD of water supply demand and 0.016 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by Rockdale Water Resources of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the County and Rockdale Water Resources require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

Additional Water Resources Comments

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.

Stream Buffers

The USGS coverage for the project area and the submitted site plan both show Shipley Branch, a blue-line tributary of the Yellow River, which bends into the northwestern side of the property under the power line easement. The site plan also shows a tributary to Shipley Branch starting at the existing lake on the property. The submitted site plan shows and identifies the 25-foot State Sediment and Erosion Control Buffer as well as the Rockdale County 50-foot undisturbed buffer and the 75-foot impervious setback on both streams and on around the lake. The site plan shows Driveway A crossing the unnamed stream just below the lake as well as grading for the substation and access roads around the unnamed stream and the lake. Access road and substation impervious elements also appear to come to the edge of the 75-foot setback may ordinance. Other activities and intrusions that are not specifically exempted in the 75-foot setback may require variances from Rockdale County.

Water Supply and Wastewater

Given the large water demands associated with data centers, ARC recommends working with Rockdale Water Resources to ensure that adequate water supply, wastewater capacity, and infrastructure are available.

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

Environmental Comments

Natural forested areas in the Atlanta region provide critical services and benefits related to stormwater management, heat island mitigation, air pollution mitigation, wildlife preservation, human recreation, and carbon sequestration. As the limited remaining forested and natural areas of the Atlanta region continue to be developed at a rapid pace while climate change creates warmer temperatures and more extreme weather events, there is a need to carefully plan for the future to ensure the retention and proper management of an optimal amount of these invaluable assets.

Additional retention of wooded and stream adjacent areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The rationale for separate bioretention and wet ponds is not discussed and the strategy for separting these flows on the site is unknown. Ideally these could be consildated to allow preservation of more natural and wooded areas.

The project could be somewhat more supportive of these policies by utilizing a range of green infrastructure and low-impact design techniques. These include providing additional trees and using flush rather than raised curb planting islands in parking areas, utilizing a natural habitat focused design for the proposed stormwater and bio-retention ponds, and utilizating vegetated rather than fortified embankments for the areas sournding the raised building sites.

The County could help mitigate the negative environmental impact of the project somewhat by dedicating some of the substantial tax revenue generated for the aquisition of environmentally sensistive land elsewhere in the City.

GDOT Aviation Comments

Comments received from GDOT aviation are attached.

Atlanta Region's Plan Growth Policy Considerations: Established Suburbs

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.

The project is not aligned with Established Suburbs recommendations but could be more aligned by preserving additional wooded land and by utilizing a construction approach that retains existing trees in the development footprint where possible and by generally employing low-impact design features . Rockdale County leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses 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 DEKALB COUNTY GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY GEORGIA CONSERVANCY CITY OF STONECREST GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION CITY OF CONYERS

For questions, please contact Donald Shockey at (470) 378–1531 or <u>dshockey@atlantaregional.org</u>. This finding will be published to the ARC review website located at <u>http://atlantaregional.org/plan-reviews</u>.











DRI Initial Information Form



GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page

DRI Site Map | Contact





Developments of Regional Impact

<u>DRI H</u>	<u>ome</u> <u>T</u>	<u>ier Map</u>	<u>Apply</u>	View Submission	<u>s</u>	<u>Login</u>
DRI #4147						
	DEVELOP Ado	MENT OF F	REGIONAL Informati	- IMPACT on		
This form is to be completed the proposed DRI. Refer to b information.	by the city or cou oth the Rules for	nty government the DRI Proces	to provide info ss and the DR	ormation needed by the R I Tiers and Thresholds t	DC for its review for more	of
	Local	Governme	nt Informa	ation		
Submitting Local	Rockdale					
Individual completing form:	Denise Tuqman					
Telephone:	7702787124					
Email:	denise.tugman@	ockalecountyg	a.gov			
		Project Info	ormation			
Name of Proposed Project:	Rockdale Techn	ology Park 1				
DRI ID Number:	4147	ology rain r				
Developer/Applicant:	SDP Acquisition	s, LLC				
Telephone:	404-852-2214					
Email(s):	jyoung@strategi	icrepartners.com	ı			
	Additio	onal Informa	ation Requ	lested		
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				
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected)	Yes				
If no, the official review proce	ss can not start u	Intil this addition	al information	is provided.		
	Ec	conomic De	velopmer	ıt		
Estimated Value at Build- Out:	+/- \$800 million :	at full build-out				
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	+/- \$3 million at t	full build-out				
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected)	Yes				
Will this development displace any existing uses?	(not selected)	Yes				
If yes, please describe (inclue	ling number of ur	nits, square feet,	etc):			
		Water S	upply			
Name of water supply		vvater S	ирріу			
provider for this site:	Rockdale Water	r Resources				

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to e	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 The applicant is working thro infrastructure	line (in miles) will be required? sugh the final design and calculations with County officials to connect to Rockdale County
	Wastewater Disposal
Name of wastewater treatment provider for this site:	Rockdale County Water and Sewer
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.016 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to e	expand existing wastewater treatment capacity:
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional I parcel	ine (in miles) will be required? Applicant will tie into planned sewer expansion for an adjacent
	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.)	830 daily trips, 103 AM peak hour trips, 86 PM peak hour trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below	<i>v</i> :
	Solid Waste Disposal
How much solid waste is the project expected to generate annually (in tops)?	750 tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to e	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	48%
is projected to be	

DRI Additional Information Form

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development is proposed to utilize 2 detention basins for stormwater run-off. The ponds will provide water quality, channel protection, and detention. Additionally, 3 bioretention areas are proposed to provide a portion of run-off reduction treatment. The bio retention's overflow will be routed to the wet detention ponds to work as a "treatment train". The on-site streams, that are not disturbed, have the required buffers per local and state requirements.

Environmental Quality

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

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

If you answered yes to any question above, describe how the identified resource(s) may be affected: A portion of the wetland and stream will be affected by the development of Building 3. Plans have been submitted to the Army Corps of Engineers for review and approval for a Nationwide Permit.

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impervious surface once the proposed development has been constructed?

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page

DRI Site Map | Contact

2024 ROCKDALE TECHNOLOGY PARK DRI Rockdale County Natural Resources Review Comments April 8, 2024

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes will create a large peak demand from Rockdale Water Resources. The application proposes 0.03 MGD of water supply demand and 0.016 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by Rockdale Water Resources of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the County and Rockdale Water Resources require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

Additional Water Resources Comments

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 Yellow River watershed which in turn is part of the South River watershed. While neither is a water supply watershed for the Atlanta Region or the Metropolitan North Georgia Water Planning District, the South River is classified as a large water supply watershed (over 100 square miles) downstream of the District and the Region under the Part 5 Criteria of the 1989 Georgia Planning Act. However, 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 public water supply intake and no water supply watershed criteria apply.

Stream Buffers

The USGS coverage for the project area and the submitted site plan both show Shipley Branch, a blue-line tributary of the Yellow River, which bends into the northwestern side of the property under the power line easement. The site plan also shows a tributary to Shipley Branch starting at the existing lake on the property. The submitted site plan shows and identifies the 25-foot State Sediment and Erosion Control Buffer as well as the Rockdale County 50-foot undisturbed buffer and the 75-foot impervious setback on both streams and on around the lake. The site plan shows Driveway A crossing the unnamed stream just below the lake as well as grading for the substation and access roads around the unnamed stream and the lake. Access road and substation impervious also appears to come to the edge of the 75-foot setback along the unnamed stream and the lake. The transportation crossing is exempt under the County ordinance. Other activities and intrusions that are not specifically exempted in the 75-foot setback may require variances from Rockdale County.

Any unmapped streams on the property may also be subject to the City buffer requirements. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

2024 Rockdale Technology Park DRI ARC Natural Resources Comments Page Two April 8, 2024

Water Supply and Wastewater

Given the large water demands associated with data centers, we recommend working with Rockdale Water Resources to ensure that adequate water supply, wastewater capacity, and infrastructure are available.

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.

Donald,

This proposed construction is more than 10 miles from any open to the public airport. It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp? action=showNoNoticeRequiredToolForm). Those submissions for any associated cranes may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on this proposal.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs 600 West Peachtree Street NW 6th Floor Atlanta, GA, 30308 404.660.3394 cell 404.532.0082 office Website: <u>https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx</u>

From: Donald Shockey <DShockey@atlantaregional.org>

Sent: Tuesday, April 2, 2024 2:14 PM

To: Andrew Smith <ASmith@atlantaregional.org>; Arin Yost <AYost@atlantaregional.org>; Danny Johnson <DJohnson@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Eleanor Swensson <ESwensson@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Jonathan Philipsborn <JPhilipsborn@atlantaregional.org>; Katherine Zitsch <KZitsch@atlantaregional.org>; Kristin Allin <KAllin@atlantaregional.org>; Lauren Blaszyk <LBlaszyk@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Patrick



regional impact + local relevance

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

DRI INFORMATION

DRI Number	#4147		
DRI Title	Rockdale Technology Park		
County	Rockdale County		
City (if applicable)	N/A		
Address / Location	1975 Sigman Road NW		
Proposed Developmen	t Type: A DRI review of a proposal to construct three data center buildings with a combined 837,500 SF of space with associated equipment yards, parking, and electrical substation on a 53-acre site on Sigman Road in Rockdale County. Build Out: 2026		
Review Process	EXPEDITED		
	NON-EXPEDITED		
REVIEW INFORMATIC	<u>NO</u>		

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	N/A
Date	April 15, 2024

TRAFFIC STUDY

Prepared by	Kimley Horn		
Date	March 1. 2024		

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)

On page 6 of the traffic study.

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 access to the site is provided via a roadway identified as a Regional Thoroughfare.

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 access to the site is provided via a roadway 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?

- 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.

Ac ca joi bio loo wo	ccess between major deve nnot or prefer not to driv bs, and can help reduce c cycling between the deve cal government(s) is enco alking and bicycling infras	clopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.		
	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)		
\square	SERVICE WITHIN ONE MILE (provide additional information below)			
	Operator(s)	GRTA Xpress		
	Bus Route(s)	423, 426, 428		
	Distance*	Within or adjacent to the development site (0.10 mile or less)		
		🔀 0.10 to 0.50 mile		
		0.50 to 1.00 mile		
	Walking Access*	Sidewalks and crosswalks provide sufficient connectivity		
		Sidewalk and crosswalk network is incomplete		
		Not applicable (accessing the site by walking is not consistent with the type of development proposed)		
		Click here to provide comments.		
	Bicycling Access*	Dedicated paths, lanes or cycle tracks provide sufficient connectivity		
		Low volume and/or low speed streets provide sufficient connectivity		
		Route uses high volume and/or high speed streets		
		Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)		

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

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



GRTA Xpress

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.

YES (provide additional information below)

Name of facility	Chattahoochee Hill Country Regional Greenway Trail
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 (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)
inte	parcel 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):

None at this time.