

January 22, 1997

Honorable Jack P. Longino, Mayor
City of College Park
P.O. Box F
College Park, GA. 30337

RE: Development of Regional Impact--Sullivan Road Majestic Warehouse Development

Dear Mayor Longino:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review of the proposed Sullivan Road Majestic Warehouse Development. Our finding is that the proposed DRI is in the best interest of the State.

Enclosed are copies of comments we received during the review from Hartsfield Atlanta International Airport, MARTA, and Fulton County Health Department. Also enclosed is a copy of our detailed report.

We appreciate the opportunity to review this DRI and ask that you let us know if you have any questions concerning the review.

Sincerely,

Harry West
Director

Enclosure

c Mr. William Moore, City Engineer
Mr. J. Todd Anderson, Majestic Realty
Mr. Rick Brooks, Georgia DCA
Mr. Wayne Shackelford, Georgia DOT
Mr. Harold Reheis, Georgia EPD
Mr. Rick Simonetta, MARTA
Mr. Tom Williams, Hartsfield Atlanta Int. Airport

Facility: Sullivan Road Warehouse Development
Preliminary Report: December 9, 1996
Final Report: January 10, 1997

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The College Park Future Land Use Map projects the site to be commercial development, but information submitted with the review indicates that an amendment has been proposed.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No inconsistencies were identified in the review.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Information submitted with the review estimates 500 long-term jobs. Regional averages suggest 1,056.

What other major development projects are planned in the vicinity of the proposed project?

ARC previously reviewed a College Park Redevelopment Area project and the Hartsfield Atlanta International Airport Commuter Runway DRI. The proposed warehouse development will be located slightly west of the Commuter Runway and, according to the Airport staff, could accommodate relocation of industrial users from the runway acquisition area.

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

No. Quite the opposite. The development could accommodate relocated industrial users from the nearby runway acquisition area.

Will the development cause a loss in jobs? If yes, how many.

No.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The site is located on Sullivan Road in southwest College Park. It is slightly east of Old National Highway and is bounded on the south side by I-285. 84°28'/33°37'

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The site is near the City of East Point and unincorporated Clayton and Fulton Counties but is not contiguous to any of these.

Will the proposed project be located close to land uses in other jurisdictions that would benefit or be negatively impacted by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

No. The proposed development site is within the 65-70 Ldn noise contour. Warehousing use is consistent with FAA noise compatibility criteria for such areas.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Fulton County \$284,160 and College Park \$50,748, according to information submitted with the review.

How many short-term jobs will the development generate in the Region?

Information submitted indicates 100.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

Hartsfield Atlanta International Airport will begin acquisition of industrial properties in 1997 in order to construct a commuter runway. The proposed development could accommodate relocation of some of these industrial users.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor or other environmentally sensitive area of the Region? If yes, identify those areas.

The site is located in the headwaters area of the Flint River water supply watershed.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

This watershed is classified as a large water supply watershed. None of the DNR minimum standards for large water supply watersheds would apply to this site.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

No.

In what ways could the proposed project create impacts that would damage the resource?

N/A

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

N/A

INFRASTRUCTURE

Transportation

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

| Land Use | Square Feet | Weekday | Peak Enter | Hour Exit | Peak Enter | Hour Exit |
|-----------|-----------------|---------|---------------|--------------|---------------|--------------|
| Warehouse | 845,000 sq. ft. | 3,452 | 290 | 112 | 171 | 316 |

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

The following volumes are based on 1995 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from GDOT estimates.

| Facility | 1995 Number of Lanes | 1995 Traffic Volume | 1995 V/C Ratio | 2010 Number of Lanes | 2010 Traffic Volume | 2010 V/C Ratio |
|---|----------------------------|---------------------------|----------------------|-------------------------------|---------------------------|----------------------|
| I-285 from I-85 to Old National Hwy. | 12 | 56,300 | .53 | 12 | 174,400 | .83 |
| I-285 from Old National Highway to I-85 | 12 | 59,940 | .57 | 12 | 168,225 | .80 |

| | | | | | | |
|---|-----|--------|------|-----|--------|-------|
| Old National Highway from I-285 to Herschel Rd. | 2/4 | 22,370 | .34* | 2/4 | 68,819 | 1.22* |
|---|-----|--------|------|-----|--------|-------|

(*calculated using 4 lanes)

The table above shows that all of the facilities in the immediate vicinity of the proposed project currently operate at an acceptable level of service. The 2010 volume estimates indicate that volumes will increase significantly between now and 2010 and that all roads in the vicinity will experience congestion.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

There are two projects contained in the Atlanta Regional Transportation Improvement Program FY 1996 - FY 2001 in the immediate vicinity of the proposed development.

FS 017 I-285 at Washington Road interchange project, including widening of Washington Road. Preliminary engineering and right of way acquisition have already been authorized. Construction is scheduled for FY 1998.

FS-R 165 Transit oriented sidewalks along Old National Highway/SR 279 from Sullivan Road to Flat Shoals Road. Construction is underway.

In addition, the Long Range Element of ARC's Regional Transportation Plan: 2010 includes two proposed projects in the vicinity of the proposed development:

FS 017 Widening Washington Road from I-285 to Desert Rd. from two to four lanes. All phases of the project are scheduled for FY 2002 or later.

FS 045 Widen Best Road from Sullivan Road to West Point Ave. from two to four lanes. All phases of the project are scheduled for FY 2002 or later.

FS 046 Widening Campbell Drive from SR 29 to termini from two to four lanes. All phases of the project are scheduled for FY 2002 or later. This is a local project.

FS 047 Extension of four lane Campbell Drive from termini to Camp Creek Parkway. All phases of the project are scheduled for FY 2002 or later. This is a local project.

FS 059 Extension of four lane Riverdale Road/ SR 314 from SR 14 to Camp Creek Parkway. All phases of the project are scheduled for FY 2002 or later. This is a local project.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

Yes, MARTA bus route 89 runs on Sullivan Road, adjacent to the project site. The bus provides connecting service to the College Park rail station seven days a week.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

No.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None.

What is the cumulative generation of this and other DRIs or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

Two other major developments or DRIs in the project vicinity have been reviewed. They are the College Park Redevelopment Project and the Commuter Runway Project at Hartsfield Airport. The College Park Redevelopment Project has not been built as planned, so the traffic impact has been negligible. Impacts of the Commuter Runway Project have not been measured.

The Sullivan Road Warehouse Development will add approximately 3,450 daily trips to the local road network. It appears that the future area transportation system will be unable to maintain an acceptable level of service due to traffic generated by development in the vicinity of the proposed Sullivan Road Warehouse.

In order to ensure the integrity of the transportation system, College Park and Fulton County officials should work with the developer, ARC, and the Georgia Department of Transportation to ensure the integrity and efficient interaction of the Atlanta Region's transportation facilities.

AIR QUALITY ANALYSIS

Analysis Methodology

The emissions analysis for the Sullivan Road warehouse development in the city of College Park was based on trip generation estimates for the facility. The estimated emissions are based on mix of light duty gas vehicles (passenger automobiles) light duty diesel trucks and heavy duty diesel trucks. It was assumed for this analysis that a majority of the trips generated by this facility would not be new trips, but rather trips replaced from the closing of other warehouse facilities in the area.

Results of Analysis

Estimates for both hydrocarbons and nitrogen oxides resulting from this development are presented in the following table:

| | <u>TONS PER YEAR</u> | <u>TONS PER DAY</u> |
|-----------------|----------------------|---------------------|
| Nitrogen Oxides | 15.28 | .0588 |
| Hydrocarbons | 3.86 | .0148 |

Despite the fact that this analysis reveals a marginal increase in pollutants it should not necessarily be viewed as having a negative impact on the regions air quality. If this development were to take place in the periphery of the region it could result in considerably higher levels of emissions. Indeed, the location of this facility in an established light industrial area with close proximity to the airport and serviced by a rail spur could lead to reduced trips and shorter trip distances. In turn, this would help lower the region's vehicle miles of travel and as a result have an air quality benefit.

Development in established industrial areas that have potential for intermodal connections should be encouraged to help the region's air quality problem.

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

Estimates submitted with the review indicate 0.062 MGD.

Which facility will treat wastewater from the project?

The effluent would be pumped to and treated at the South River plant and then sent to the discharge at the Chattahoochee River.

What is the current permitted capacity and average annual flow to this facility?

41 MGD with 40.31 MGD average flow in 1992.

What other major developments will be served by the plant serving this project?

Reviewed developments, such as Centennial Olympic Stadium and Live Oak Landfill Expansion, would add 0.796 MGD to the Plant. The stadium, however, is an event generator only.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

According to information submitted with the review 0.062 MGD.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

College Park owns and operates a water distribution system with water treatment provided by East Point. The East Point Plant has a design capacity of 20 MGD with an average production of 10 MGD.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

1,685 tons per year. The City provides collection service for all residences and businesses and uses Southern States landfill in Taylor County through transfer stations in East Point and Hapeville.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental service?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

No.

HOUSING

Will the proposed project create a demand for additional housing?

No significant demand.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

Yes.

Is it likely or unlikely that potential employees of the proposed project be able to find affordable* housing?

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region. 1996 median family income of \$52,100 for Atlanta MSA.



December 30, 1996

Ms. Beverly Rhea
Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite #300
Atlanta, Georgia 30327-2809

Subject: Development of Regional Impact Majestic Warehouse, Sullivan Road

Dear Ms. Rhea:

The Metropolitan Atlanta Rapid Transit Authority has reviewed the documentation for a Development of Regional Impact for the Majestic Warehouse on Sullivan Road in College Park. The Regional Transportation Plan (RTP) for the Atlanta Region in the 1980's proposed an extension followed Sullivan Road from the Airport property to the CSX Railroad corridor. This site may have been impacted by that alignment. However, that proposed extension was deleted from the updated RTP. Therefore, at this time, this project does not conflict with any future MARTA rail line or facility improvement.

Thank you for the opportunity to review this proposal.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gloria J. Gaines".

Gloria J. Gaines
Vice President, Planning



Hartsfield Atlanta International Airport

December 30, 1996

Ms. Beverly Rhea, Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, GA 30327-2809

William C. (Bill) Campbell
Mayor
City of Atlanta

Angela Gittens
Aviation General Manager

RE: DRI Review, Sullivan Road Warehouse Development in College Park

Dear Ms. Rhea: *Beverly*

The Department of Aviation has reviewed the referenced Development of Regional Impact (DRI). We have the following comments:

1. The site is located within the 65-70 Ldn noise contour. The proposed industrial use is consistent with FAA noise compatibility criteria. Sound attenuation measures should be applied to general office areas and areas designated for receiving the public.
2. The site is in the final approach for the proposed commuter runway, approximately 5,000 feet west of the western runway threshold. Project design, particularly for structure heights and lighting, will need to be coordinated with the FAA-Air Traffic Division and with the Department of Aviation.
3. This proposed development could accommodate relocation of industrial users from the commuter runway acquisition area. The Department of Aviation will begin acquisition of those industrial properties in 1997. Relocation within College Park would minimize adverse impacts of the commuter runway project on College Park's tax base.

Thank you for the opportunity to comment on this proposal.

Sincerely,

Tom N. Williams
Aviation Planning Manager

cc: Angela Gittens
Byron Marshall
Andy Bell

Shirley Harris
Fernando Costa, BOP
Lee Kyker, FAA-ADO
Barry Knight, FAA-ASO



City of Atlanta • Department of Aviation