



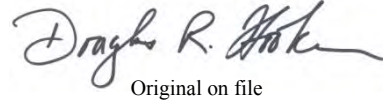
REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: May 24, 2015

ARC REVIEW CODE: R15050401

TO: Chairman Tommy Smith
ATTN TO: Stacey Jordan, Planner I
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Lambert Farms Phase II

Submitting Local Government: Henry County

Review Type: Development of Regional Impact **Date Opened:** May 4, 2015 **Date Closed:** May 24, 2015

Description: This development project is located on 318 acres in unincorporated Henry County at 1409 Highway 42 South. It is proposed to include approximately 4,817,200 square feet of warehouse/distribution space in six buildings.

Comments: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Developing Suburbs area of the region, and is also within an Industrial and Logistics Area.

The UGPM and RDG state that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development. These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

Industrial and Logistics Areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network. This area will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users.

The proposed development is located in an area that is rapidly changing and is becoming dominated by industrial and warehouse uses. It is important to promote compatible uses where possible, as well as identify and mitigate potential land use and transportation conflicts as the area continues to develop.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
HENRY COUNTY
THREE RIVERS REGIONAL COMMISSION

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF McDONOUGH

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF LOCUST GROVE

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: May 18th, 2015

SUBJECT: **Transportation Division Review of DRI # 2487**
Project: Lambert Farms Phase II
County: Henry
Location: East of US 23/SR 42, along King Mill Road
Analysis:
Expedited ☐
Non-Expedited ☒

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn and Associates, Inc. on behalf of Panattoni Development Company. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process.

The proposed development is planned for complete build-out by the year 2020. The approximately 318-acre site is located east of US 23/SR 42 with approximately 80 percent of the DRI development north of King Mill Road and 20 percent south of King Mill Road. The proposed development will consist of 4,817,200 SF of warehouse space in six buildings.

INFRASTRUCTURE

Transportation

How many site access points and parking facilities will be associated with the proposed development? What are their locations?

Vehicular access to the development is proposed by ten full movement driveways - three proposed locations along US 23/SR 42, three proposed locations along Old King Mill Road, and four proposed locations along King Mill Road. Internal private roadways throughout the site provide access to all buildings and parking facilities.

The site driveways provide access to all parking on the site. Parking will be provided throughout the development as follows:

- Employee Parking Provided: 1,962 spaces
- Truck Court Provided: 2,400 feet

How much average daily traffic will be generated by the proposed project?

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9th edition, was used to conduct trip generation for this development. The trip generation was based on ITE Land Use 152 – High Cube Warehouse. A total of 8,093 daily trips are projected for the proposed development. The calculated total trip generation for the proposed development is shown in Table 3 in the DRI transportation study.

Table 1: Gross Trip Generation						
Land Use (Intensity)	ITE Code	Daily Traffic	AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit
High-Cube Warehouse (4,817,200 SF)	152	8,093	448	201	193	430
Total Gross Trips		8,093	448	201	193	430

Source: *Lambert Farms Phase II DRI #2487 Transportation Analysis*

Summarize the transportation improvements as recommended by the traffic study consultant

The traffic analysis recommends the following transportation improvements based on the results of the projected 2020 No Build analysis:

- SR 155 (N McDonough Road) at King Mill Road/Industrial Boulevard (Int. #3)
 - Widen SR 155 (N McDonough Road) from 2 to 4 lanes, providing a 2nd eastbound through lane and a 2nd westbound through lane.
- US 23 / SR 42 at Bill Gardner Parkway (Int. #11)
 - Construct a 2nd northbound left-turn lane to create dual left-turn lanes, and convert the left-turn phasing to protected-only.
 - Install permissive-overlap right-turn phasing for the eastbound right-turn movement.

The traffic analysis recommends that based on the projected 2020 Build conditions, the following improvements result in the below listed intersections operating at or above their LOS standard.

- SR 155 (N McDonough Road) at I-75 Southbound Ramps (Int. #1)
 - Construct a 2nd southbound left-turn lane to create dual left-turn lanes.
- SR 155 (N McDonough Road) at King Mill Road / Industrial Boulevard (Int. #3)
 - Construct a 2nd northbound left-turn lane to create dual left-turn lanes, and convert the left-turn phasing to protected-only.
- US 23 / SR 42 at SR 155 (N McDonough Road) (Int. #4)
 - Widen SR 155 (N McDonough Road) from 2 to 4 lanes, providing a 2nd eastbound through lane and a 2nd westbound through lane.

- US 23 / SR 42 at Whirlpool Driveway 2 / Old King Mill Road (Int. #5)
 - Construct a westbound right-turn lane.
- King Mill Road / Old King Mill Road (Int. #7)
 - Construct an eastbound left-turn lane.
 - Construct a westbound right-turn lane.
- Bill Gardner Parkway at I-75 Northbound Ramp (Int. #10)
 - Construct a 2nd westbound right-turn lane to create dual right-turn lanes.
- US 23 / SR 42 at Bill Gardner Parkway (Int. #11)
 - No additional improvements are recommended at this intersection.

Ten full movement driveways are proposed to provide vehicular access to the development. The access locations and the planned lane geometry at each access intersection is identified in the following list:

- US 23 / SR 42 at Proposed Driveway A (Int. #12)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Provide two westbound egress lanes (shared left-turn / through lane and exclusive right-turn lane).
- US 23 / SR 42 at Proposed Driveway B (Int. #13)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Construct a southbound left-turn lane along US 23 / SR 42.
 - Provide one westbound egress lane (shared left-turn / right-turn lane).
- US 23 / SR 42 at Proposed Driveway C (Int. #14)
 - Provide full-movement access at this location.
 - Construct a northbound right-turn lane along US 23 / SR 42.
 - Construct a southbound left-turn lane along US 23 / SR 42.
 - Provide one westbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway D (Int. #15)
 - Provide full-movement access at this location.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway E (Int. #16)
 - Provide full-movement access at this location.
 - Construct an eastbound left-turn lane along Old King Mill Road.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- Old King Mill Road at Proposed Driveway F (Int. #17)
 - Provide full-movement access at this location.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway G (Int. #18)
 - Provide full-movement access at this location.
 - Construct an eastbound right-turn lane along King Mill Road.
 - Provide one northbound egress lane (shared left-turn / right-turn lane).
- King Mill Road at Proposed Driveway H (Int. #19)
 - Provide full-movement access at this location.
 - Construct an eastbound left-turn lane along King Mill Road.
 - Provide one southbound egress lane (shared left-turn / right-turn lane).

- King Mill Road at Proposed Driveway I (Int. #20)
 - Provide full-movement access at this location.
 - Construct a westbound left-turn lane along King Mill Road.
 - Provide one northbound egress lane (shared left-turn / through / right-turn lane).
- King Mill Road at Proposed Driveway J (Int. #21)
 - Provide full-movement access at this location.
 - Provide one northbound egress lane (shared left-turn / right-turn lane).

List the transportation improvements that would affect or be affected by the proposed project.

The traffic consultant reviewed ARC's Transportation Improvement Program, the Regional Transportation Improvement Program, GDOT's Construction Work Program (none at this time), Henry County's programmed projects, and the STIP. This review showed the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in the table below.

Programmed Improvements			
#	Year	Project Number	Project Description
1	2017	AR-ML-640	I-75 South Managed Lanes from Eagles Landing Parkway to SR 155 and associated ITS improvements beginning 2.1 miles south of SR 155 on I-75 South.
2	2030	HE-113	SR 155 Widening from I-75 South to SR 81, by adding one general purpose lane in each direction along SR 155.
3	2030	HE-118E	McDonough Parkway Extension (McDonough Bypass): Phase IV – New Alignment from SR 20/81 (Hampton Street) to Henry Parkway, by constructing a new four-lane roadway.
4	2030	HE-126B	Bill Gardner Parkway Widening from SR 155 to Lester Mill Road (2 lanes to 4 lanes) and from Lester Mill Road to I-75 South (2 lanes to 6 lanes).
5	2040+	ASP-HE-190	US 23 / SR 42 Widening from Old Griffin Road to County Line Road (2 lanes to 4 lanes).
6	2040+	ASP-AR-955	New Interchange along I-75 South at Bethlehem Road.
7	2040+	ASP-HE-189	SR 155 (McDonough Road) Widening from I-75 South to Frog Road / Heron Bay Boulevard (2 lanes to 4 lanes).

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There is currently no fixed-route transit service in the vicinity of this project, and there are no plans to expand transit in the near future.

What other issues should be considered during the traffic study or in general for the proposed development?

The location of each of the three proposed driveways on US 23/SR 42, their design, and their proximity to existing intersections and to each other must be approved by GDOT.

The applicant should ensure that adequate truck parking is located on-site. Truck parking is needed at each building for loading/unloading. Additionally, adequate parking is needed for trucks that are waiting to load/unload at the warehouse. A lack of parking for trucks that are waiting to access a warehouse is an issue at some existing developments, and results in trucks parking on the side of nearby roadways to wait. This creates potential congestion and safety issues along these roadways.

ARC's Policy and Investment Networks

The applicant should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is near the following:

- Regional Thoroughfare Network Level 1: SR 155

LAMBERT FARMS PHASE II DRI
Henry County
Natural Resources Division Comments
April 30, 2015

Watershed Protection and Stream Buffers

The project property is located in the head waters of the Tussahaw Creek Water Supply Watershed, which is a small (less than 100-square mile) water supply watershed for Henry County. The County has developed a watershed protection district for Tussahaw Creek under Article VIII, Section 3-7-159 of the Henry County Code. The project will need to conform to all County Watershed District requirements.

The USGS coverage for the project area shows Tussahaw Creek as a blue line stream at the northwestern corner of the project property, near the intersection of Wise Road and SR 42. The stream is shown on the project site plan as well. No proposed development is shown near Tussahaw Creek and no buffers are shown along the creek. Buffers are shown around two existing lakes on the eastern side of the property. All required buffers should be shown for all affected streams on the property. In addition to any required Water Supply Watershed District buffers, the project will need to meet all applicable requirements of the County's Stream Buffer Ordinance, which has been adopted as one of the stormwater ordinances required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. Any work in County buffers will need meet ordinance requirements or a variance will need to be approved by the County.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the State erosion and sedimentation requirements and must be approved by the appropriate agency.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Based on the zoning and the proposed use, heavy industrial use was used to calculate the numbers for this project. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Heavy Industrial	318.20	461.39	6122.17	40729.60	252969.00	528.21	66.82
TOTAL	318.20	461.39	6122.17	40729.60	252969.00	528.21	66.82

Total % impervious 80%

There is the potential for major impacts on project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. A detailed stormwater plan needs to be developed that fully addresses how stormwater impacts will be controlled, including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. In order to address post-construction stormwater runoff quality, the project should adhere to the applicable Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan's

Stormwater and Watershed Protection Ordinances, as adopted by Henry County. It should also implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Lambert Farms Phase II** See the Preliminary Report.

Comments from affected party (attach additional sheets as needed):

Per the Georgia Department of Transportation Office of Planning's review, the Lambert Farms Phase II DRI (#2487) does not appear to affect any GDOT projects currently programmed in the immediate area.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT Office of Planning

Telephone: (404) 631 - 1774

Signature:

Date: 5/11/15

Please return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: May 19, 2015

Jonathan Tuley

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, May 15, 2015 8:48 AM
To: Jonathan Tuley
Cc: Brian, Steve; Ronald Burckhalter (rburckhalter@co.henry.ga.us); Rmohl@cityofgriffin.com
Subject: FW: DRI Review Notification - Lambert Farms Phase II (DRI #2483)
Attachments: Preliminary Report - Lambert Farms Phase II (DRI 2487).pdf

Jon,

The proposed Lambert Farms- Phase II, consisting 4,817,200 sq. feet of warehouse and distribution space, is located approximately 11 miles east of Atlanta South Regional Airport (4A7) and 12 miles north east of new proposed Griffin airport, and is located outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airports.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 90 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Ron Burckhalter with the Atlanta South Regional Airport and Mr. Robert Mohl with the Griffin Spalding Airport on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
T: 404-631-1343 | F: 404-631-1935 | M: 404-660-3394 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/Aviation>

From: Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]
Sent: Monday, May 04, 2015 10:15 PM
To: jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; Govus, Michael; lbeall@grta.org; DRI; 'Jon West'; Stacey Jordan; David Simmons; rheard@mcdonoughga.org; tyoung@locustgrove-ga.gov; jbrantley@threeriversrc.com; Abdul Amer; Geoff Warr
Cc: Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Lambert Farms Phase II (DRI #2483)

Development of Regional Impact Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for **Lambert Farms Phase II (DRI #2483)**. This development project is located on 318 acres in unincorporated Henry County at 1409 Highway 42 South. It is proposed to include approximately 4,817,200 square feet of warehouse/distribution space in six buildings.

We request that you or a member of your staff review the attached preliminary report, and provide comments to ARC by May 19 , 2015.

Review opened on: May 4, 2015

Comments Due: May 19, 2015

Review will close on: May 24, 2015

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP

Principal Planner

Atlanta Regional Commission
regional impact + local relevance

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Traffic deaths in Georgia are up an average of 25%. Many of these fatalities result from preventable crashes and distracted driving. The DriveAlert ArriveAlive campaign implores motorists to ... Drive responsibly. It's easy as 1-2-3. 1. Buckle up 2. Stay off the phone/no texting 3. Drive alert Visit www.dot.ga.gov/DS/SafetyOperation/DAAA. #ArriveAliveGA The DriveAlert ArriveAlive campaign is a partnership between the Georgia Department of Transportation (GDOT), the Governor's Office of Highway Safety (GOHS) and the Georgia Department of Public Safety (DPS).

Jonathan Tuley

From: Stacey Jordan <sjordan@co.henry.ga.us>
Sent: Friday, May 22, 2015 2:41 PM
To: Jonathan Tuley; David Simmons
Subject: OUT OF REGION DRI - REQUEST FOR COMMENTS Development of Regional Impact Request for Comments (Lambert Farms Phase II (DRI #: 2487), located in unincorporated Henry County.

Hi Jon,

Please see David's and my comments/responses to questions/comments below in red:

The Three Rivers Regional Commission (TRRC) has completed its outside regional review of the Development of Regional Impact (DRI), project Lambert Farms Phase II DRI #: 2487, located in unincorporated Henry County, and we offer the following comments:

1. The site plan for DRI #: 2487 prepared by E&A (Eberly & Associates), dated 04-28-2015, identified ±6 warehouses: 100,000 SF, 333,600 SF, 939,600 SF, 360,000 SF, 1,500,000 SF and 1,584,000 SF for a total of 4,817,200 SF. The transportation analysis dated April 2015, prepared by Kimley-Horn and Associates, Inc. The subject DRI is located directly west of a previous DRI (King Mill – Lambert Development DRI #: 2035), approved in September 2009 and currently under construction (correct).
2. SR 155 (N/ McDonough Road) at I-75 Southbound Ramps -Traffic study indicated the construction of a 2nd southbound left-turn lane to create dual left-turns lanes. (N McDonough Road) at King Mill Road/Industrial Boulevard the construction of a 2nd northbound left-turn lane to create dual left-turn lanes and convert the left-turn phasing to protected-only. TRRC wishes to note that the 2008-2013 TIP, ARC number HE -175, identified the paving of SR 155 from Spalding County Line to SR 20 and was scheduled for completion in 2010. Was that project completed and if not what is the adverse negative impact this would pose to Phase II of this project in relation to phase I; if any? (I believe that this resurfacing has been completed – GDOT M003971). Since HE-175 was resurfacing only, there were no capacity improvements associated with HE-175 (M003971) to my knowledge.
3. US 23/SR 42 at 155 (N. McDonough Road) the widening of SR 155 (N. McDonough Road) from 2 to 4 lanes, proving a 2nd eastbound through lane and a 2nd westbound through lane. Pursuant to an email dated 9/01/2009, from GDOT by Mike England in comments to DRI #: 2035 Phase I King Mill – Lambert, Mr. England alluded to recommendation(s) to SR 155 corridor and the expansion through additional study due to existing restrictions of the existing railroad corridor along the east side of SR 155, and the Interstate 75 interchange ramps. The reference document further noted the recommendation that the 155 corridor will require these improving of the interstate 75 overpass and ramp configuration, as well a significant impact along the west side of SR 155. **Source: email dated 9/1/2009, by Mike England GDOT District Three Traffic Engineer.** Has these issues been addressed and are they not relevant to phase II impact? No, these improvements have not taken place, and yes, the needed improvements are relevant to the phase II impact. Another relevant project would also be the construction of a new interchange between Exit 216 and Exit 212 (ASP-HE-955).

4. US 23/SR 42 at Whirlpool Driveway 2/Old King Mill Road constructs an east bound left-turn lane. Envision6 RTP (Long Range Projects, ARC number HE-113, identified the capacity widening of SR 155 from I-75 South to US 23 and is scheduled for completion in 2030. Is this still a viable project and is it still reflective as programmed for the area and if not, how would that affect this project? **HE 113 is for improvements to SR155. It is still a viable project and remains programmed in the current TIP. I believe GDOT is nearing having an engineer on board to beginning the Preliminary Engineering Phase. However, per the info in the TIP, Construction Phase (and Utilities) are shown in Long Range 2020-2030. As info, SR42 at Whirlpool DW 2/Old King Mill Road is about 1.4 miles south of SR155 along SR42.**
5. County and Local Projects, Henry County SPLOST III 3052, intersection realignment and signalization along the intersection of Kings Mill Road and SR 42, was scheduled to be completed in 2010 per Cheri Hobson-Matthews 08-19-09, with signalization requiring final approval from GDOT and at the time was anticipated to take longer than the projected 2010. Was that project completed and if not, are there any impacts to this phase of the development? **That project has been completed. This project will impact the intersection, but per the traffic study there is sufficient laneage in place (i.e. existing condition there is a thru lane, a left turn lane, and a right turn lane on all 4 approaches).**
6. Summarization of the traffic study yield back in 2009, at the time of DRI #: 2035 (King Mill – Lambert), there were some capacity deficiencies as a result of future background traffic. Based on that the traffic engineers back in 2009, made recommendations for improvements to be carried out in order to upgrade the existing level of services. Those included and not limited to: King Mill Road Realignment, SR 155 from I-75 South bound Ramps to SR 20 Intersection, King Mill Road at SR 155; Bill Gardner Parkway from I-75 Southbound Ramps to SR 42 Intersection. These recommendations are contained in the traffic analysis prepared by Kimley-Horn and Associates, Inc., dated August 2009, were these considered in the traffic analysis dated April 2015 and what impacts from phase I would have on phase II? **The King Mill Road Realignment has taken place. The remaining segments mentioned are also addressed within the April 2015 Traffic Analysis report. In addition to the traffic generation from the proposed site, the 2015 Traffic Analysis includes the traffic generation from the DRI 2035 Site, plus 1% background growth rate applied to current counts up to 2020.**
7. TRRC express some concern that the development, particularly from a traffic viewpoint may cause a problem to Spalding County in particular City of Griffin with vehicular traffic on SR 155 to I-75, city of Sunny Side, Butts County in particular City of Jenkinsburg. **The traffic distribution pattern in the 2015 Traffic Study traffic assignment for project trips shows 10% (cars only) being on SR155 west of I-75. The total project trips (peak hour) shown for SR155 west of I-75 is 49 trips in peak hour in the AM & 47 trips in the PM peak hour. Similarly, east of I-75, it is not anticipated that unmitigated traffic congestion due to Phase II will extend beyond Bill Gardner Parkway along SR 42.**
8. Preliminary research revealed that the proposed development maybe located in the head waters or close proximity to the Tussahaw Creek Water Supply Watershed. TRRC is of the belief that Henry County Code does provide a watershed protection district for the Tussahaw Creek. TRRC believes that the developer will conform to all the requirements of Henry County Stream and Buffer Ordinance essential to maintaining the integrity of the Metropolitan North Georgia Water Planning District and the District-wide Watershed Management Plan. As a direct result, the developer will comply with the protection of all state waters on and within close proximity to the subject property. **That will be monitored by the Henry County Stormwater Department.**

Stacey D. Jordan, AICP
Planner I
Henry County Planning & Zoning
140 Henry Parkway
McDonough, GA 30253
770-288-7537

From: Jonathan Tuley [mailto:JTuley@atlantaregional.com]
Sent: Tuesday, May 19, 2015 9:58 AM
To: 'Geoff Warr'; Stacey Jordan; David Simmons
Subject: FW: OUT OF REGION DRI - REQUEST FOR COMMENTS Development of Regional Impact Request for Comments (Lambert Farms Phase II (DRI #: 2487), located in unincorporated Henry County.

All,

See comments and questions below from the Three Rivers Regional Commission regarding Lambert Farms Phase II. Will you all be able to provide answers or additional information before the review closes this weekend? I would like to include the questions below with some form of response from the County or applicant where appropriate.

Thank you,

Jon Tuley, AICP
Principal Planner
Atlanta Regional Commission
regional impact + local relevance
40 Courtland Street, NE
Atlanta, Georgia 30303-2538
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From: James Abraham [mailto:jabraham@threeriversrc.com]
Sent: Monday, May 18, 2015 4:24 PM
To: Jonathan Tuley
Subject: OUT OF REGION DRI - REQUEST FOR COMMENTS Development of Regional Impact Request for Comments (Lambert Farms Phase II (DRI #: 2487), located in unincorporated Henry County.

Hi Jonathan,

The Three Rivers Regional Commission (TRRC) has completed its outside regional review of the Development of Regional Impact (DRI), project Lambert Farms Phase II DRI #: 2487, located in unincorporated Henry County, and we offer the following comments:

1. The site plan for DRI #: 2487 prepared by E&A (Eberly & Associates), dated 04-28-2015, identified ±6 warehouses: 100,000 SF, 333,600 SF, 939,600 SF, 360,000 SF, 1,500,000 SF and 1,584,000 SF for a total of 4,817,200 SF. The transportation analysis dated April 2015, prepared by Kimley-Horn and Associates, Inc. The subject DRI is located directly west of a previous DRI (King Mill – Lambert Development DRI #: 2035), approved in September 2009 and currently under construction

2. SR 155 (N/ McDonough Road) at I-75 Southbound Ramps -Traffic study indicated the construction of a 2nd southbound left-turn lane to create dual left-turns lanes. (N McDonough Road) at King Mill Road/Industrial Boulevard the construction of a 2nd northbound left-turn lane to create dual left-turn lanes and convert the left-turn phasing to protected-only. TRRC wishes to note that the 2008-2013 TIP, ARC number HE -175, identified the paving of SR 155 from Spalding County Line to SR 20 and was scheduled for completion in 2010. Was that project completed and if not what is the adverse negative impact this would pose to Phase II of this project in relation to phase I; if any?
3. US 23/SR 42 at 155 (N. McDonough Road) the widening of SR 155 (N. McDonough Road) from 2 to 4 lanes, proving a 2nd eastbound through lane and a 2nd westbound through lane. Pursuant to an email dated 9/01/2009, from GDOT by Mike England in comments to DRI #: 2035 Phase I King Mill – Lambert, Mr. England alluded to recommendation(s) to SR 155 corridor and the expansion through additional study due to existing restrictions of the existing railroad corridor along the east side of SR 155, and the Interstate 75 interchange ramps. The reference document further noted the recommendation that the 155 corridor will require these improving of the interstate 75 overpass and ramp configuration, as well a significant impact along the west side of SR 155. **Source: email dated 9/1/2009, by Mike England GDOT District Three Traffic Engineer.** Has these issues been addressed and are they not relevant to phase II impact?
4. US 23/SR 42 at Whirlpool Driveway 2/Old King Mill Road constructs an east bound left-turn lane. Envision6 RTP (Long Range Projects, ARC number HE-113, identified the capacity widening of SR 155 from I-75 South to Us 23 and is scheduled for completion in 2030. Is this still a viable project and is it still reflective as programmed for the area and if not, how would that affect this project?
5. County and Local Projects, Henry County SPLOST III 3052, intersection realignment and signalization along the intersection of Kings Mill Road and SR 42, was scheduled to be completed in 2010 per Cheri Hobson-Matthews 08-19-09, with signalization requiring final approval from GDOT and at the time was anticipated to take longer than the projected 2010. Was that project completed and if not, are there any impacts to this phase of the development?
6. Summarization of the traffic study yield back in 2009, at the time of DRI #: 2035 (King Mill – Lambert), there were some capacity deficiencies as a result of future background traffic. Based on that the traffic engineers back in 2009, made recommendations for improvements to be carried out in order to upgrade the existing level of services. Those included and not limited to: King Mill Road Realignment, SR 155 from I-75 South bound Ramps to SR 20 Intersection, King Mill Road at SR 155; Bill Gardner Parkway from i-75 Southbound Ramps to SR 42 Intersection. These recommendations are contained in the traffic analysis prepared by Kimley-Horn and Associates, Inc., dated August 2009, were these considered in the traffic analysis dated April 2015 and what impacts from phase I would have on phase II?
7. TRRC express some concern that the development, particularly from a traffic viewpoint may cause a problem to Spalding County in particular City of Griffin with vehicular traffic on SR 155 to I-75, city of Sunny Side, Butts County in particular City of Jenkinsburg.
8. Preliminary research revealed that the proposed development maybe located in the head waters or close proximity to the Tussahaw Creek Water Supply Watershed. TRRC is of the belief that Henry County Code does provide a watershed protection district for the Tussahaw Creek. TRRC believes that the developer will conform to all the requirements of Henry County Stream and Buffer Ordinance essential to maintaining the integrity of the Metropolitan North Georgia Water Planning District and the District-wide

Watershed Management Plan. As a direct result, the developer will comply with the protection of all state waters on and within close proximity to the subject property.

James A. Abraham, Sr.

Planner

Three Rivers Regional Commission

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DRI #2487

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:

Henry

Individual completing form:

Stacey Jordan, Planner I

Telephone:

770-288-7537

E-mail:

sjordan@co.henry.ga.us

*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:

Lambert Farms, Phase II

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

1409 Highway 42 South, LL 218 & 219/Dist 7, The site is roughly bordered by Wise Road to the north,

Brief Description of Project:

Warehouse/Distribution
The requested M-2 (Heavy Manufacturing) zoning district would allow any manufacturing/ industrial uses.

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 checked="" 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 type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:	
Project Size (# of units, floor area, etc.):	4,817,200 square feet of warehouse space
Developer:	Panattoni
Mailing Address:	1230 Peachtree Street NE
Address 2:	Suite 250
	City: Atlanta State: GA Zip: 30309
Telephone:	404-921-2002
Email:	dpryor@panattoni.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Lambert Family Investments, LLC and L&C Partnership
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: King Mill -- Lambert
	Project ID: 2035
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Connect Sewer <input type="checkbox"/> Connect Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	60%
Estimated Project Completion Dates:	This project/phase: 2020 Overall project: 2020
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DRI #2487

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:	Henry
Individual completing form:	Stacey Jordan, Planner I
Telephone:	770-288-7537
Email:	sjordan@co.henry.ga.us

Project Information

Name of Proposed Project:	Lambert Farms, Phase II
DRI ID Number:	2487
Developer/Applicant:	Panattoni/Dayne Prior
Telephone:	404-921-2002
Email(s):	dprior@panattoni.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$192,688,000
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,650,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): 	
Water Supply	
Name of water supply provider for this site:	Henry County Water & Sewerage Authority (HCWSA)
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.197 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: 	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? 	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Henry County Water & Sewerage Authority (HCWSA)
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.104 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: Sewage treatment capacity is available to the subject property; however, the following will be necessary at the developer's expense: 1) Cost sharing for the installation of the existing Williamsburg lift station; 2) Installation of a new lift station (proposed to be located on the developer's site), associated force main and gravity sewer main extension; 3) Acquisition of any necessary off-site easements in conjunction with the sewer line extension; and 4) A non-refundable fee of \$50,000 prior to construction of the new lift station. (HCWSA Ordinance 2002-23)	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.04 Miles	

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.)

8,093 daily trips, 649 AM peak hour trips, 623 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:

See DRI Transportation Analysis prepared by Kimley-Horn.

Solid Waste Disposal

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

3,688 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:

Henry County requires contracts with waste haulers for the use of regional landfills. There are no commissioned landfills in Henry County.

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?

63.2%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

There are multiple detention/water quality ponds, designed in accordance with Georgia Stormwater Management manual, located on the subject property. The developer will retain undisturbed and non-impervious required State and Henry County buffers and setbacks on streams.

Environmental Quality

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

- | | |
|---|--|
| 1. Water supply watersheds? | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 2. Significant groundwater recharge areas? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Wetlands? | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 4. Protected mountains? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 5. Protected river corridors? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 6. Floodplains? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 7. Historic resources? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 8. Other environmentally sensitive resources? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |

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

The subject property is in the Tussahaw Watershed District and must meet the guidelines for the Limited Development Area set forth by the Henry County Watershed Protection Ordinances (in conformity with Metro North Georgia). Any jurisdictional waters or wetlands will be permitted through the Army Corps of Engineers prior to land disturbance permitting.

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LAMBERT FARMS PHASE II

DRI #2487

OWNER/DEVELOPER

MR. DAYNE PRYOR
KMI LAND HOLDINGS, LLC
1230 PEACHTREE STREET N.E.
SUITE 250
ATLANTA, GA 30309
404-921-2002 PHONE
DPRYOR@PANATTONI.COM

ENGINEER/ DESIGNER

SCOTT L. GARDNER, P.E.
EBERLY & ASSOCIATES, INC.
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ATLANTA, GEORGIA 30345
678-287-4728 PHONE
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817W. PEACHTREE STREET
ATLANTA, GA 30308
404-419-8700
JOHN.WALKER@KIMLEY-HORN.COM



VICINITY MAP
N.T.S.

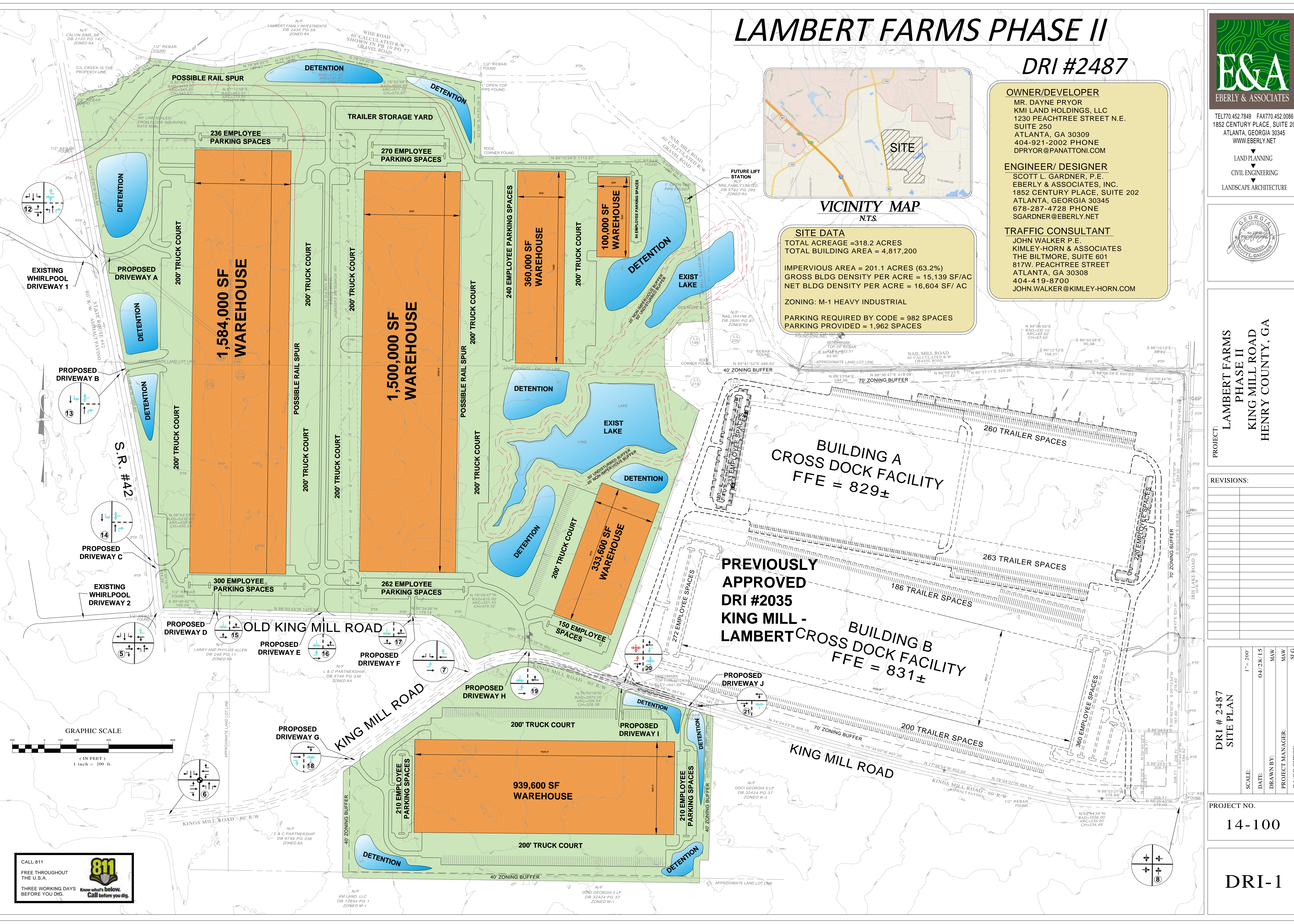
THE DATA

TOTAL ACREAGE = 318.2 ACRES
TOTAL BUILDING AREA = 4,817,200

IMPERVIOUS AREA = 201.1 ACRES (63.2%)
GROSS BLDG DENSITY PER ACRE = 15,139 SF/AC
NET BLDG DENSITY PER ACRE = 16,604 SF/ AC

ZONING: M-1 HEAVY INDUSTRIAL

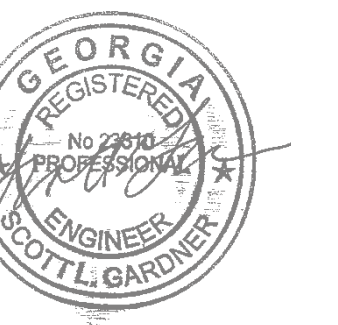
PARKING REQUIRED BY CODE = 982 SPACES
PARKING PROVIDED = 1,962 SPACES



E&A
BERBERY & ASSOCIATES

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LAND PLANNING
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LAMBERT FARMS
PHASE II
KING MILL ROAD
HENRY COUNTY, GA

I

REVISIONS:

[illegible]DRI # 2481
SITE PLAN

SCALE:	1" = 200'
DATE:	04/28/15
DRAWN BY:	MAW
PROJECT MANAGER:	MAW
CHECKED BY:	SIG

PROJECT NO.

4-100

DRI-1

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