



REGIONAL REVIEW NOTICE

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

DATE: July 21, 2016

ARC REVIEW CODE: R1607211

TO: Chairman Tommy N. Smith, Henry County Board of Commissioners
ATTN TO: Daunte' Gibbs, Director of Planning & Zoning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Midland Logistics Park – Scannell (DRI #2593)

Review Type: DRI

Submitting Local Government: Henry County

Date Opened: July 21, 2016

Deadline for Comments: Aug. 5, 2016

Date to Close: Aug. 10, 2016

Description: This DRI is located in Henry County on Midland Court, southeast of North McDonough Road/SR 155 and east of King Mill Road. Access is proposed via two site driveways on Midland Court. The site is approximately 0.5 miles from the SR 155/I-75 interchange. The proposed project consists of a 699,732 sq. ft. high cube warehouse and distribution facility on approximately 45 acres. The DRI trigger for this development is a land disturbance permit application filed with Henry County. Projected build-out for this DRI is 2019. A portion of this site was reviewed as part of a larger DRI (Nestle's Distribution Facility) in 1992.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), related components of the Atlanta Region's Plan, this proposed development is located in the Developing Suburbs area of the region. Developing Suburbs are areas of development that occurred roughly from 1995 to today. These areas are projected to remain suburbs through 2040.

The RDG details recommended policies for areas and places on the UGPM. Recommended policies for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Developing Suburbs area.

-CONTINUED ON NEXT PAGE-

This DRI is also located in a Regional Industrial and Logistics Area. These 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. These areas 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.

Recommended policies in the RDG for Regional Industrial and Logistics Areas include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

Additional preliminary comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LOCUST GROVE

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

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Midland Logistics Park - Scannell *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *August 5, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: July 21, 2016

ARC REVIEW CODE: R1607211

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Studdard, Daniel

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Midland Logistics Park - Scannell

Review Type: Development of Regional Impact

Description: This DRI is located in Henry County on Midland Court, southeast of North McDonough Road/SR 155 and east of King Mill Road. Access is proposed via two site driveways on Midland Court. The site is approximately 0.5 miles from the SR 155/I-75 interchange. The proposed project consists of a 699,732 sq. ft. high cube warehouse and distribution facility on approximately 45 acres. The DRI trigger for this development is a land disturbance permit application filed with Henry County. Projected build-out for this DRI is 2019. A portion of this site was reviewed as part of a larger DRI (Nestle's Distribution Facility) in 1992.

Submitting Local Government: Henry County

Date Opened: July 21, 2016

Deadline for Comments: August 5, 2016

Date to Close: August 10, 2016

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

MIDLAND LOGISTICS PARK DRI
Henry County
Natural Resources Division Review Comments

July 18, 2016

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located within the Tussahaw Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the Henry County.

Henry County has developed its own protection measures for water supply watersheds in the County, including Tussahaw Creek. All development in the Tussahaw Creek Watershed, including this project, is subject to all applicable requirements of the Henry County Tussahaw Creek Water Supply Watershed Regulations, as specified in the County Code.

The USGS coverage for the project area shows no blue-line streams on or near the property, and no streams are shown on the submitted proposed site plan. Any unmapped streams on the property may be subject to the requirements of Henry County's Stream Buffer Ordinance, which include a 50-foot undisturbed buffer and 75-foot impervious surface setback. Any waters of the state on the property will also subject to the State Erosion and Sedimentation Act, which also includes buffer requirements.

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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should 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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.



MEMORANDUM

TO: Andrew Smith, Community Development Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: July 20th, 2016

SUBJECT: **Transportation Division Review of DRI # 2593**
Project: Midland Logistics Park
County: Henry
Location: Midland Court, east of I-75 and south of SR 155
Analysis: Expedited ☒ X
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 Eberly & Associates. 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 Expedited Review Process.

The proposed development is planned for complete build-out by the year 2018. The approximately 45-acre site is in Henry County on Midland Court, east of I-75 and south of SR 155.

The proposed development will be an industrial warehouse facility with approximately 699,732 SF of warehousing space. The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of an industrial development.

INFRASTRUCTURE Transportation

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

The proposed development will be served by two (2) full-movement driveways along Midland Court.

- Proposed Driveway 1 – a proposed full-movement driveway located on Midland Court approximately 250 feet east of the intersection of King Mill Road at Midland Court.
- Proposed Driveway 2 – a proposed full-movement driveway located on Midland Court approximately 1,000 feet east of the intersection of King Mill Road at Midland Court.

The proposed site access points provides vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. Parking will be provided throughout the development as follows:

- Employee parking provided: 316 spaces
- Trailer parking provided: 164 spaces

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 1,126 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 3 Gross Trip Generation						
Land Use (Intensity)	ITE Code	Daily Traffic	AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit
High-Cube Warehouse/ Distribution Center (699,732 SF)	152	1,126	47	21	26	57

Source: Midland Logistics Park DRI #2593 Transportation Analysis

Summarize the transportation improvements as recommended by the traffic study consultant

The proposed development will construct two full-movement driveways along Midland Court, a two-lane, undivided, local road.

The traffic study indicates that all signalized and unsignalized study intersections currently operate at or above their acceptable overall level-of-service standard during the AM and PM peak hours for the Existing 2016 conditions. The intersections are projected to continue to operate at or above the acceptable overall level-of-service standard during the AM and PM peak hours in the projected 2018 No-Build traffic analysis and the projected 2018 Build traffic analysis. Therefore, there are no recommended improvements identified in the traffic study.

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 Plan, GDOT, and the GA 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.

Table 10 Programmed Improvements			
#	Year	Project ID	Project Description
1	2020	HE-118E	Constructing a new four-lane roadway linking SR 20/81 (Hampton Street) with SR 155 on the southwest side of McDonough.
2	2030	HE-113	Widen the section of SR 155 (McDonough Road) from I-75 South to SR 81 from two lanes to four lanes.

Source: *Midland Logistics Park DRI #2593 Transportation Analysis*

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 are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken.

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

The applicant should ensure that adequate truck parking is located on-site. In addition to truck parking for loading/unloading, adequate parking is also 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. Providing adequate on-site parking for these trucks will help mitigate this issue.

ARC's Policy and Investment Networks

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

- Regional Thoroughfare – Level 1: SR 155/N McDonough Road



Developments of Regional Impact

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

DRI #2593

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-Rudeseal, Planner II

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: Midland Logistics Park -- Scannell

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Midland Court, LL197 & 198/Dist 7

Brief Description of Project: Light Industrial Warehousing; Split-zoned property M-1 (Light Manufacturing) and M-2 (Heavy Manufacturing) -- Midland Industrial Park (former Nestle' Distribution DRI area); Both M-1 and M-2 permit Light Industrial Warehousing

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input checked="" type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 699,732 square feet in one (1) building on 45 +/- acres

Developer: Scannell Properties

Mailing Address: 294 Grove Lane East, Suite 140

Address 2:

City:Wayzata State: MN Zip:55391

Telephone: 1-763-331-8853

Email: danielm@scannellproperties.com

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

If yes, property owner: Crayex Georgia Inc. and Southern Regional Industrial

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

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

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name: Nestle' Distribution (1992)
Project ID:

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

- ☐ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☒ Permit
- ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 1/1/2018
Overall project: 1/1/2018

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[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



Developments of Regional Impact

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

DRI #2593

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-Rudeseal, Planner II
Telephone: 770-288-7526
Email: sjordan@co.henry.ga.us

Project Information

Name of Proposed Project: Midland Logistics Park -- Scannell
DRI ID Number: 2593
Developer/Applicant: Scannell Properties/Daniel Madrigal
Telephone: 1-763-331-8853
Email(s): danielm@scannellproperties.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☐ Yes ☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

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

Economic Development

Estimated Value at Build-Out: \$31,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$350,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc): Henry County is relying entirely on the Developer/Applicant for information. No other letter or report or study has been received.

Water Supply

Name of water supply provider for this site: Henry County Water & Sewerage Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.009 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity: Henry County is relying entirely on the Developer/Applicant for information. No other letter or report or study has been received.

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required? Henry County is relying entirely on the Developer/Applicant for information. No other letter or report or study has been received.

Wastewater Disposal

Name of wastewater treatment provider for this site: Henry County Water & Sewerage Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.008 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity: Henry County is relying entirely on the Developer/Applicant for information. No other letter or report or study has been received. It is not clear why more fresh water will be demanded than sewage generated, and where the additional fresh water will go.

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required? Henry County is relying entirely on the Developer/Applicant for information. No other letter or report or study has been received.

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.) Approximately: 1,126 trips per day; 68 trips AM peak; 83 trips PM peak

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: Henry County has not yet received a copy of the applicant's traffic impact analysis. Henry County is tentatively stating that no transportation improvements are needed to serve the project, believing that the Developer/Applicant is stating as much in good faith. Should Henry County determine at a later date that transportation improvements are indeed needed to serve the project, Henry County reserves the right to expand and modify our comments and to require the Developer/Applicant to make the determined transportation improvements as a condition of Henry County's approval of the project.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 158

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 does not have a commissioned landfill. The Developer/Applicant will need to privately contract with a waste hauler.

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain: Henry County is relying entirely on the Developer/Applicant for information. No other letter or report or study has been received.

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 69.5%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management. The project is located within the Tussahaw Watershed Protection District and will be limited to 25% impervious. The project may be approved for up to 75% impervious if the development meets the requirements of the Henry County Stormwater Management Department as provided by the Henry County Unified Land Development Code.

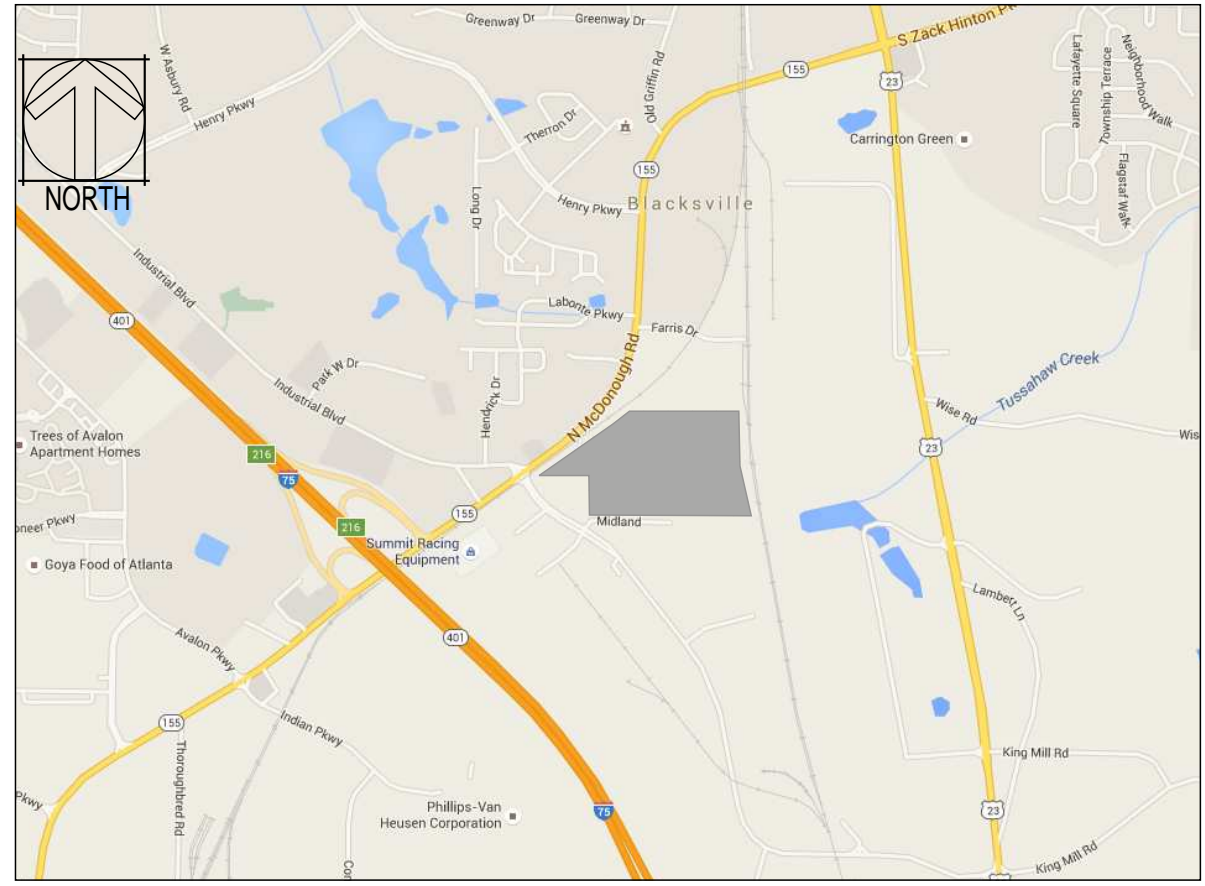
Environmental Quality

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:
The project is located within the Tussahaw Watershed Protection District. The development of the project will be required to comply with the watershed protection standards of the Henry County Unified Land Development Code in order to mitigate effects on the protected reservoir.

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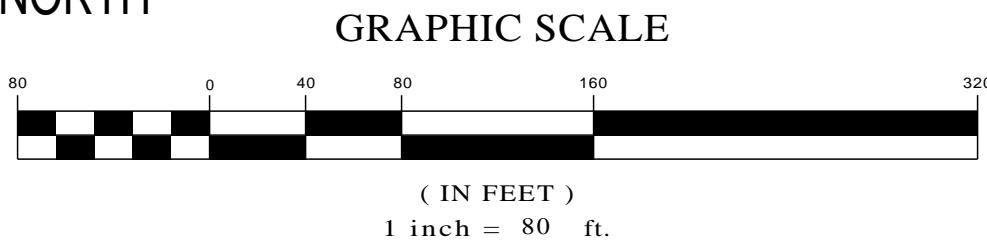
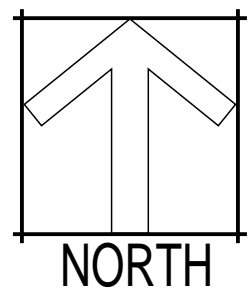
VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

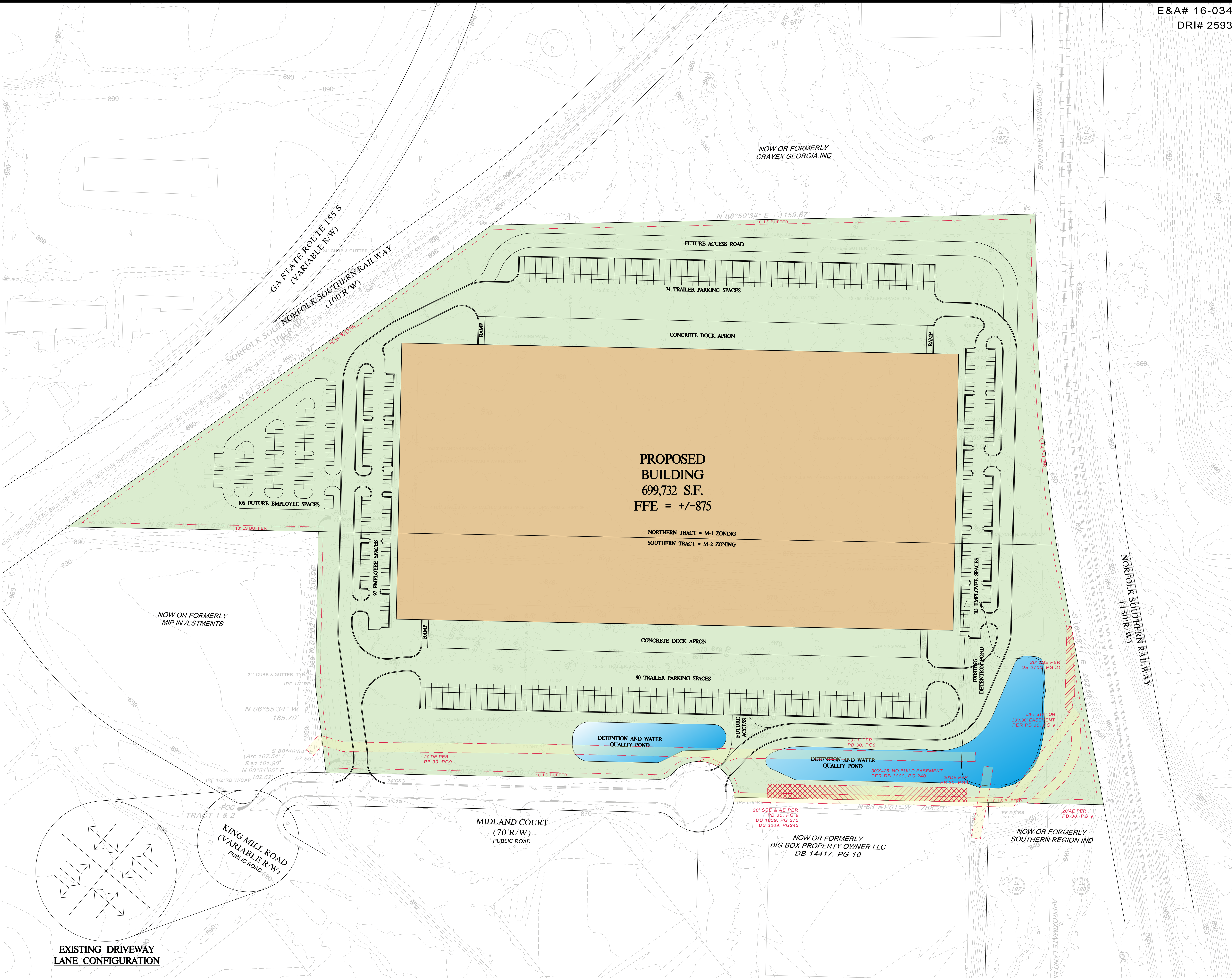
ACREAGE:	TOTAL	±45 AC
	FLOOD PLAIN (A/AE)	±0 AC
LOCATION:	STREET	MIDLAND COURT
	JURISDICTION	HENRY COUNTY
	DISTRICT	7
	LAND LOT	197, 198
YIELD:	BUILDING COVER	35.7%
	IMPERVIOUS COVER	69.5%
	DENSITY:	15,550 SF/ACRE
BUILDINGS :	BUILDING A	699,732 S.F.
	TOTAL	699,732 S.F.
PAVEMENT:	PARKING SPACES	±316
	-REQUIRED	±143
	TRUCK DOCKS	±114
	TRAILER STORAGE (DEDICATED)	±164
	-REQUIRED	±12
SERVICES:	SEWER DEMAND	7,950 GPD
	WATER DEMAND	9,508 GPD

ADDITIONAL SITE DATA

- PRESENT ZONING CLASSIFICATION - LIGHT MANUFACTURING (M-1) & HEAVY MANUFACTURING (M-2)
- ZONING YARD SETBACKS: FRONT = 70'; REAR = 20'; SIDE = NONE, BUT 30' IF A CORNER LOT
- SUBJECT PROPERTIES ARE LOCATED WITHIN A PROTECTED WATERSHED DISTRICT
- PROPOSED MINIMUM LOT SIZE = 1 ACRE
- ESTIMATED IMPERVIOUS SURFACE AREA = 1,562,539 S.F. = 31.28 AC
- THERE ARE NO STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- SUBJECT PROPERTY IS NOT LOCATED WITHIN THE WATER QUALITY CRITICAL AREA



EXISTING DRIVEWAY
LANE CONFIGURATION



DRI PLAN

MIDLAND LOGISTICS PARK
HENRY COUNTY, GA

JUNE 13, 2016

DEVELOPER

SCANNELL PROPERTIES
294 GROVE LANE EAST,
SUITE 140
WAYZATA, MN 55391

CONTACT: DANIEL MADRIGAL
(763) 331-8853

TRAFFIC ENGINEER

KIMLEY-HORN
2 SUN COURT, SUITE 450
PEACHTREE CORNERS, GA 30092

CONTACT: JOHN WALKER, P.E.
(404) 201-6157

REVISIONS	
7/18/16	FULL DRI PLAN

CIVIL ENGINEER

EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345

CONTACT: BRIAN BRUMFIELD, P.E.
(770) 452-7849

TEL 770.452.7849 FAX 770.452.0086

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