

REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: October 4, 2018

ARC REVIEW CODE: R1810041

TO: Chair June Wood, Henry County Board of Commissioners
ATTN TO: Stacey Jordan-Rudeseal, Chief Planner, Planning & Zoning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review



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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: Lower Woolsey Henry 780 (DRI 2808)

Review Type: DRI

Submitting Local Government: Henry County

Date Opened: Oct. 4, 2018

Deadline for Comments: Oct. 19, 2018

Date to Close: Oct. 24, 2018

Description: This DRI is on approximately 651 acres in southwest Henry County with an adjacent 33 acres in Clayton County. Per ARC's DRI rules, Henry County has submitted the DRI for review as the majority of the acreage is in that jurisdiction. The site is primarily north of Lower Woolsey Road, east of the Henry County/Clayton County line, south of Wilkins Road, and west of the Atlanta Speedway Airport. The development plan proposes 6,330,000 SF of warehouse/distribution space across seven buildings. Site access is proposed via one driveway on Wilkins Rd. and one driveway on Lower Woolsey Rd. The local trigger for this DRI review is a rezoning application. The estimated buildout year is 2023. A portion of the site (97 acres south of the airport runway) was reviewed as DRI 1451 ("Lovejoy FBO") in 2007. That project consisted of hangar space, residential units and retail space, and was never developed.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Rural Area of the region. Rural Areas are the least developed parts of the region and are planned to see limited or no growth. These areas may have limited infrastructure and services. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General RDG information and recommendations for Rural Areas are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy. The plan contemplates a 6,330,000-sq. ft. warehouse/distribution facility, supporting regional economic development efforts. The development also features access to multiple area roadways, preventing a cul-de-sac/pod scenario in terms of site access. Additionally, it offers the potential for efficiencies and connectivity for intraregional and interregional freight movement through its proximity to US 41/SR 3 (Bear Creek Blvd.) and SR 20, both to the east – as well as I-75, farther east.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. This is of particular importance in terms of the project's rural setting/context, and given the presence of floodplain areas on the site and two streams with tributaries crossing or adjacent to the site (more detailed comments on water resource management are attached to this report). In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian

experience on all streets, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

The intensity of this DRI generally falls within with the RDG's recommended parameters for Rural and Developing Rural Areas. In terms of land use, the project is in a part of the region that is experiencing demand for the development of these types of facilities. However, this land use on this scale, is unlike its surroundings. Many areas adjacent to and near the site (especially to the north, west and south) are predominated by single family residential uses, small homesteads, and undeveloped/forested land – as well as with a camp/environmental education center. This covers areas and properties in other jurisdictions besides unincorporated Henry County, e.g., Clayton County to the west and the City of Hampton to the east. Henry County leadership and staff, along with the development team, should therefore collaborate to ensure maximum sensitivity to nearby local governments, neighborhoods, natural resources and land uses.

Additional preliminary ARC staff comments, related to transportation and water resources, are included in this report.

Further to the above, general policy recommendations for Rural Areas include:

- Maintain rural road characteristics and protect scenic corridors
- Implement conservation design and development as appropriate in new residential neighborhoods
- Develop opportunities for heritage, recreation, and agriculturally-based tourism initiatives
- Identify areas to preserve as future large parks or conservation areas and create partnerships and dedicated funding sources for land conservation activities
- Identify opportunities for the development of rural broadband technology

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

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

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
CITY OF LOVEJOY
SPALDING COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
HENRY COUNTY
TOWN OF WOOLSEY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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: **Lower Woolsey Henry 780** *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
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: *October 19, 2018*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: October 4, 2018

ARC REVIEW CODE: R1810041

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Agging and Health Resources: Perumbeti, Katie

Name of Proposal: Lower Woolsey Henry 780 (DRI 2808)

Review Type: Development of Regional Impact

Description: This DRI is on approximately 651 acres in southwest Henry County with an adjacent 33 acres in Clayton County. Per ARC's DRI rules, Henry County has submitted the DRI for review as the majority of the acreage is in that jurisdiction. The site is primarily north of Lower Woolsey Road, east of the Henry County/Clayton County line, south of Wilkins Road, and west of the Atlanta Speedway Airport. The development plan proposes 6,330,000 SF of warehouse/distribution space across seven buildings. Site access is proposed via one driveway on Wilkins Rd. and one driveway on Lower Woolsey Rd. The local trigger for this DRI review is a rezoning application. The estimated buildout year is 2023. A portion of the site (97 acres south of the airport runway) was reviewed as DRI 1451 ("Lovejoy FBO") in 2007. That project consisted of hangar space, residential units and retail space, and was never developed.

Submitting Local Government: Henry County

Date Opened: October 4, 2018

Deadline for Comments: October 19, 2018

Date to Close: October 24, 2018

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:



Developments of Regional Impact

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DRI #2808

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
 Telephone: 770-288-7526
 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: Lower Woolsey Henry 780
 Location (Street Address, GPS Parcel ID# 003-01042000 The subject property has frontage along Lower Woolsey Road, Wilkins Road, a
 Coordinates, or Legal Land Lot Description):
 Brief Description of Project: The subject property is comprised of 683.66+/- acres entirely within Henry County: LLs 14, 15, 16, 17, 18, 19 of the 3rd District & 255, 256 of the 6th District.

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.): 6,105,000 square feet

Developer: Lower Woolsey Henry 780, LLC

Mailing Address: PO Box 1274

Address 2:

City: Stockbridge State: GA Zip: 30281

Telephone: 404-925-3917

Email: jgrant@southernconsultingllc.com

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

If yes, property owner:

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:
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: 2023
Overall project: 2023

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DRI #2808

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
Telephone: 770-288-7526
Email: sjordan@co.henry.ga.us

Project Information

Name of Proposed Project: Lower Woolsey Henry 780
DRI ID Number: 2808
Developer/Applicant: Lower Woolsey Henry 780, LLC
Telephone: 404-925-3917
Email(s): jgrant@southernconsultingllc.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: \$350,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$6,000,000

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):

Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.2

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:

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?

The Water Authority recommends that a water line be extended to provide a secondary feed to the proposed development. The additional water line, if installed, would be approximately 2.8 +/- miles in length.

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.2

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:

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?

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.) 8,862

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: Several projects are being identified in the traffic impact study.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,980

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

If no, describe any plans to expand existing landfill capacity: All end users will be required to contract with a licensed solid waste hauler. (There is no municipal landfill.)

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 +/- 38%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development site will be required to comply with all local, state, and Federal regulations.

Environmental Quality

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

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

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

A portion of the site is located in a FEMA "Zone A" Flood Hazard Zone; however, no development is proposed in this area.

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LOWER WOOLSEY HENRY DRI 2808
Henry County
ARC Natural Resources Group Review Comments

September 20, 2018

Water Supply Watershed and Stream Buffer Protection

The property is in the Bear Creek watershed, which is part of the Flint River watershed. Bear Creek flows into the Flint downstream of the watershed portion of the Flint in the Atlanta Region.

Both the USGS coverage for the project area and the submitted site plan show two streams with tributaries crossing or adjacent to the project property. Floodplain areas are shown on the site plan, but stream buffers are not shown. The only development activity shown in the floodplains on the submitted site plan are crossings and a portion of the parking area for Building 1, which is not near any stream shown on the USGS coverage. All mapped and any unmapped streams on the property may be subject to the Henry County Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation Act buffer. Any other waters of the state on the property would be subject to the 25-foot State Erosion and Sedimentation Act buffer.

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.

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

DRI INFORMATION

DRI Number #2808
DRI Title Lower Woosley Henry 780
County Henry County
City (if applicable)
Address / Location Located north of Woolsey Road, south of Wilkins Road and west of Henry County airport.

Proposed Development Type:
A 684-acre industrial development with seven buildings totaling 6,330,000 square feet.

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date September 20, 2018

TRAFFIC STUDY

Prepared by VHB
Date September 4, 2018

REGIONAL TRANSPORTATION PLAN PROJECTS

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

. Page 13 of the traffic analysis list programmed projects in the network area as defined by the regional transportation plan and the Fayette County and Henry County Transportation Plans.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

The site depicts two access points: one on Woosley Road and one at Wilkins Road.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The development proposes access from Woolsey Road and Wilkins Road, both local roads.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

Sidewalk exists sporadically along Marietta Blvd NW which provide access to the rail transit

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☒ NO

☐ YES

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

Adjacent parcels may be accessed by local road.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☒ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☒ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

Vehicle and truck traffic share internal drive aisles. No pedestrian facilities are depicted in the site plan.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
- ☐ NO (see comments below)

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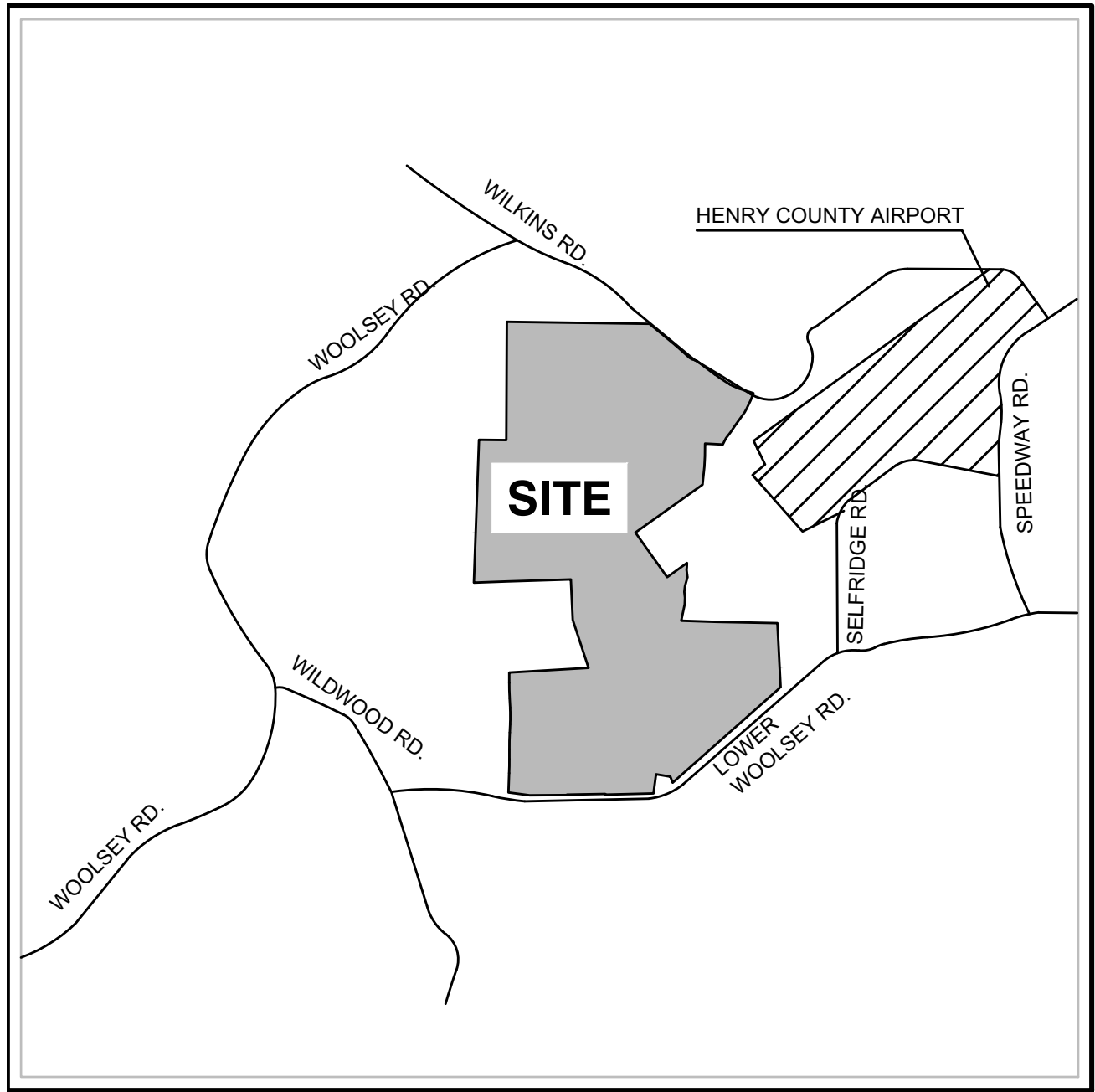
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

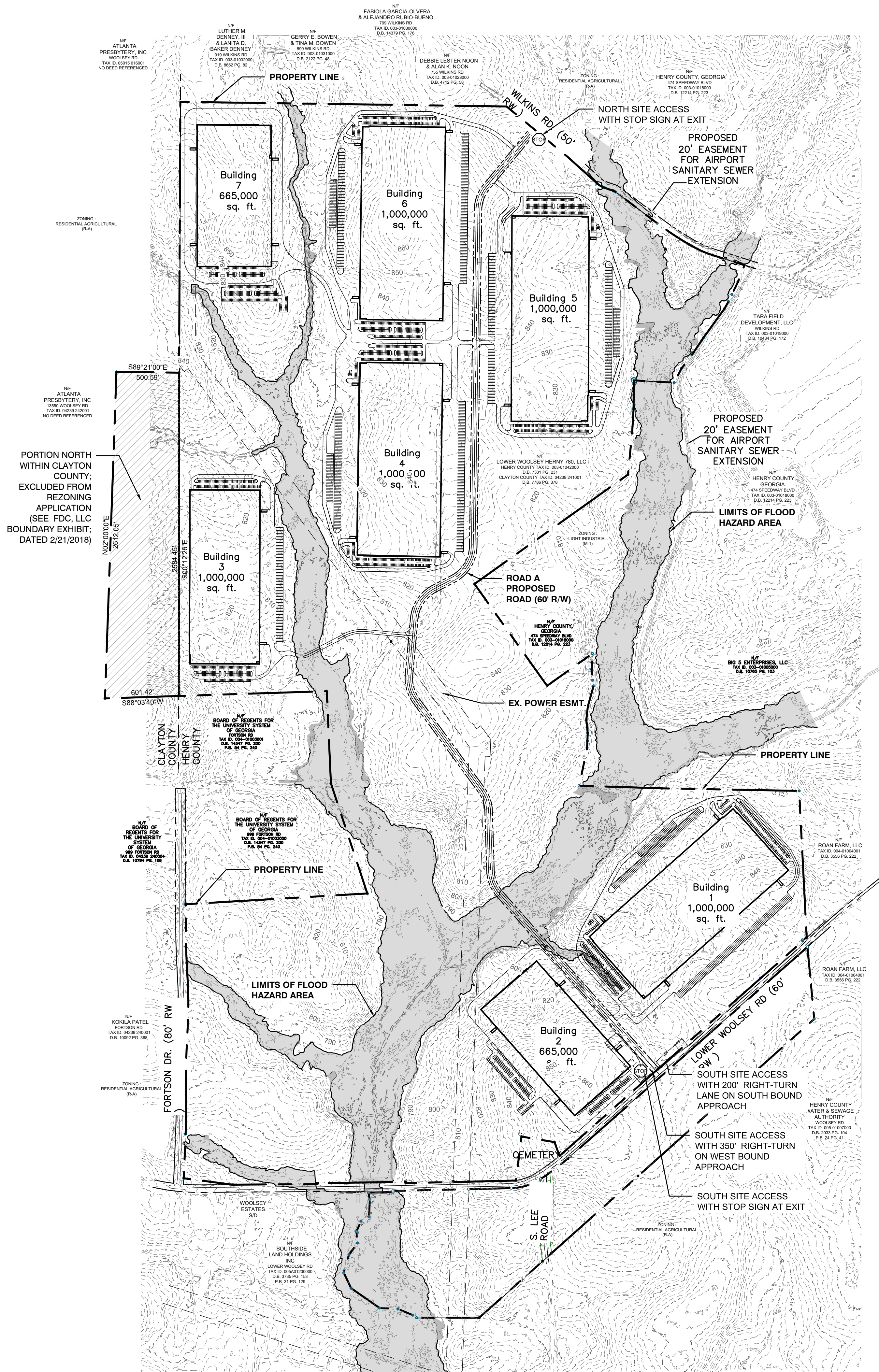
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15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None



VICINITY MAP
NOT TO SCALE



Conceptual Master Plan - DRI# 2808

Lower Woolsey Henry 780, LLC

Land Lots 14, 15, 16, 17, 18, 19 / District 3 / Henry County, Georgia
Land Lots 255, 256 / District 6 / Henry County, Georgia
Land Lot 241 / District 4 / Clayton County, Georgia

Prepared for:

Lower Woolsey Henry 780, LLC

Henry County, Georgia
P.O. Box 1274
Telephone : 404 925 3917

Zoning Classification

Existing Zoning: Residential Agricultural (R-A)
Proposed Zoning: Light Manufacturing District (M-1)

Land Use Summary

Total Site Acres: +/- 683.66 (29,780,229.60 s.f.)

Total M-1 Industrial: +/- 6,330,000 Building s.f.
(6,330,000 s.f. non-residential use / 29,780,229.60 s.f. site area = 0.21 FAR)

Commercial Parking Req'd: 1015 spaces
Loading Parking Req'd: 106
Total Parking Req'd: 1121 spaces
Total Parking Provided: 1125 spaces

Landscape Area Provided: 82.04 acres (12% of total site acres)

Light Manufacturing Development Standards

Min. Lot Size: 43,560 square feet
Min. Lot Width: 125 feet
Min. Front Yard Setback: 70 feet from R/W line
Min. Side Yard Setback: None, except 30 feet on corner lots
Min. Rear Yard Setback: 40 feet
Max. Height: Unlimited for new development
Sewage System: Public sewer system
Water System: County water system

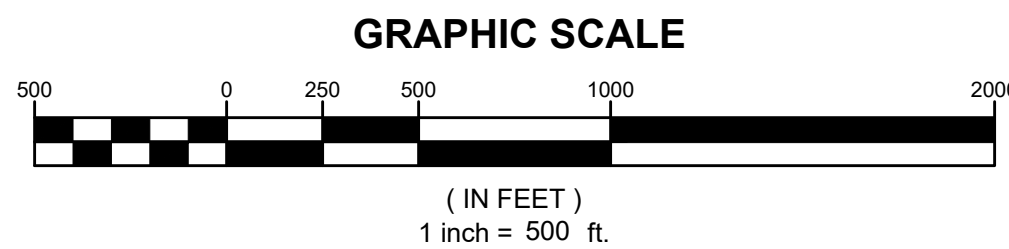
Drawing date: September 10th, 2018
Initial DRI form submitted: June 4th, 2018
Additional DRI information form submitted: August 16th, 2018
Plan revised per GRTA comments: September 28, 2018

Note:
Design is conceptual in nature and shall be used for discussion purposes only. Topographic information obtained from Henry County GIS Data. Boundary survey performed for Lower Woolsey Henry 780, LLC by Falcon Design Consultants dated 01-02-2018.

Flood Note

As shown on flood insurance rate maps of Henry County, Georgia Community panel numbers: 13151C0140D & 13151C0230D. Effective date October 6, 2016. A portion of this property is located in a FEMA "Zone A" flood hazard zone

Note:
There are no existing or proposed signals on the plan.



Contact Information

Applicant Representative/Planner/Surveyor/Engineer:



235 Corporate Center Drive, SUITE 200
STOCKBRIDGE, GEORGIA, 30281
Ph: (770) 389-8666 - Fax: (770) 389-8656

VISIT US ON OUR WEBSITE:
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Traffic Study:



Vanasse Hangen Brustlin, Inc.
1355 Peachtree Street NE | Suite 100 | Atlanta, GA 30309
(404) 214-8745 | (404) 500-4193

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SEE 1"=500' SCALE DRAWING FOR OVERALL LAYOUT

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NOTE:
SEE SHEET 1 FOR OVERALL SITE DATA.

SEE 1"=500' SCALE DRAWING FOR ENTIRE SITE LAYOUT.



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Traffic Study:

vhb

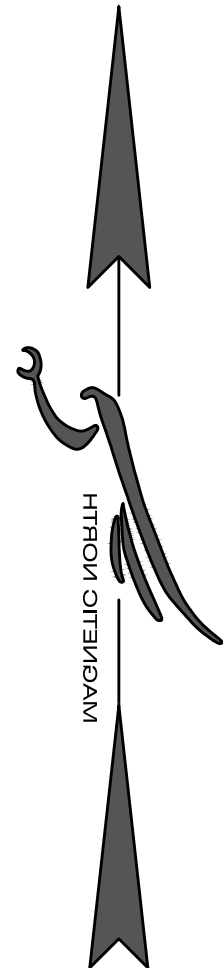
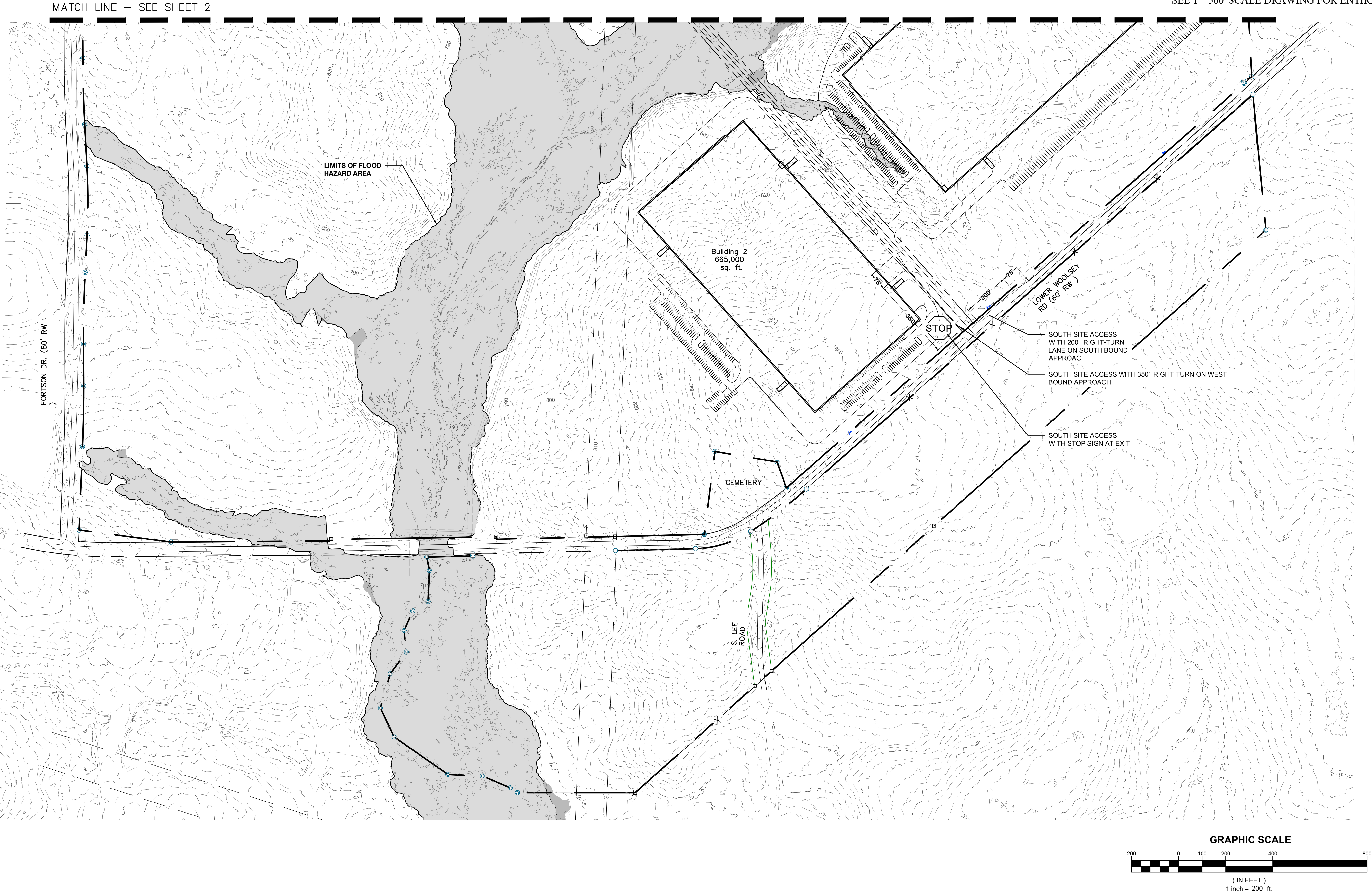
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FAUCON DESIGN

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