

# 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:** February 5, 2019

**ARC REVIEW CODE:** R1902051

**TO:** Mayor Robert Price, City of Locust Grove  
**ATTN TO:** Bert Foster, Community Development Director  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**RE:** Development of Regional Impact Review



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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:** 75 South Logistics Center (DRI 2867)

**Review Type:** DRI

**Submitting Local Government:** City of Locust Grove

**Date Opened:** Feb. 5, 2019

**Deadline for Comments:** Feb. 20, 2019

**Date to Close:** Feb. 25, 2019

**Description:** This DRI is on approximately 179 acres in the City of Locust Grove, east of SR 42 and the Norfolk Southern rail line, south of Pine Grove Road, and west of Davis Lake Road. The site is bisected by Colvin Drive. The project consists of 2,615,250 SF of warehouse/distribution space in two buildings, one on each side of Colvin Drive. Site access is proposed via six driveways (essentially three intersections) on Colvin Drive and three driveways on Pine Grove Road, all between the rail line and Davis Lake Road. The estimated full buildout year is 2023 (2021 for the first phase, south of Colvin Drive). The local trigger for this review is a rezoning application for the first phase, south of Colvin Drive.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Suburbs areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. The plan contemplates a warehouse/distribution facility, supporting regional economic development. It also offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its access to SR 42 and, ultimately, I-75 to the west – and its proximity to nearby warehousing and industrial areas, particularly to the northwest along SR 42 and King Mill Road and along SR 155. Finally, the DRI plan proposes site access from multiple existing roadways, preventing a cul-de-sac or pod configuration.

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 particularly important given the project's location in the Tussahaw Creek Watershed, a small (less than 100 square mile) public water supply watershed. More detailed comments on water resources 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.

–CONTINUED ON NEXT PAGE–

In addition, the development team should ensure that Pine Grove Road is improved to accommodate the DRI project traffic, especially trucks, as shown on the submitted site plan. These improvements also include upgrades – at minimum, a new signal and gate arms – to the railroad crossing on Pine Grove Road. Finally, the development team, City and GDOT will need to continue coordination going forward regarding the planned improvements, shown on the site plan, to the intersections of SR 42 at Colvin Dr. and SR 42 and Pine Grove Rd.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for Developing Suburbs. In terms of land use, the project is in a part of the region that is experiencing demand for warehouse/distribution development. The site is in relatively close proximity to existing warehouse/distribution uses to the northwest, along SR 42 and King Mill Road and along SR 155. However, many areas near the site, especially to the immediate west, north, east, and southeast, are unlike this DRI – in that they are predominated by single family residential uses, small homesteads, and undeveloped or forested land. This includes areas and properties outside the City of Locust Grove's jurisdiction, e.g., unincorporated Henry County directly to both the north and east of the project site. Therefore it will be critical for City leadership and staff, along with the development team, to collaborate to the greatest extent possible 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 attached to this report.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General policy recommendations 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 FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:**

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
CITY OF HAMPTON  
THREE RIVERS REGIONAL COMMISSION  
CITY OF JENKINSBURG

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & INDEPENDENCE SERVICES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
GEORGIA SOIL & WATER CONSERVATION COMMISSION  
CITY OF LOCUST GROVE  
BUTTS COUNTY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
HENRY COUNTY  
CITY OF McDONOUGH  
SPALDING COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto: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: **75 South Logistics Center** *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](mailto:asmith@atlantaregional.org)

Return Date: ***February 20, 2019***

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1902051

**FROM:** Andrew Smith, 470-378-1645

**Reviewing staff by Jurisdiction:**

**Transportation Access and Mobility:** Mangham, Marquitrice

**Research and Analytics:** Skinner, Jim

**Aging and Health Resources:** Perumbeti, Katie

**Name of Proposal:** 75 South Logistics Center (DRI 2867)

**Review Type:** Development of Regional Impact

**Description:** This DRI is on approximately 179 acres in the City of Locust Grove, east of SR 42 and the Norfolk Southern rail line, south of Pine Grove Road, and west of Davis Lake Road. The site is bisected by Colvin Drive. The project consists of 2,615,250 SF of warehouse/distribution space in two buildings, one on each side of Colvin Drive. Site access is proposed via six driveways (essentially three intersections) on Colvin Drive and three driveways on Pine Grove Road, all between the rail line and Davis Lake Road. The estimated full buildout year is 2023 (2021 for the first phase, south of Colvin Drive). The local trigger for this review is a rezoning application for the first phase, south of Colvin Drive.

**Submitting Local Government:** City of Locust Grove

**Date Opened:** February 5, 2019

**Deadline for Comments:** February 20, 2019

**Date to Close:** February 25, 2019

**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:**

[illegible]



## Developments of Regional Impact

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### DRI #2867

#### 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: City of Locust Grove

Individual completing form: Bert Foster

Telephone: 770-692-2322

E-mail: [bfoster@locustgrove-ga.gov](mailto:bfoster@locustgrove-ga.gov)

\*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: 75 South Logistics Center

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Colvin Drive at Davis Lake Road

Brief Description of Project: 2,615,250 SF of industrial warehouse (Building 1 = 1,251,250 SF and Building 2 = 1,364,000 SF)

#### 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.): 2 buildings totaling 2,615,250 SF

Developer: TC Atlanta Development, Inc.

Mailing Address: 3280 Peachtree Road

Address 2: Suite 1400

City: Atlanta State: GA Zip: 30305

Telephone: 404-573-3087

Email: [ceagen@trammellcrow.com](mailto:ceagen@trammellcrow.com)

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

If yes, property owner: Various individuals

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: Spring 2020

Overall project: Spring 2020

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## Developments of Regional Impact

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### DRI #2867

#### 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: City of Locust Grove  
Individual completing form: Bert Foster  
Telephone: 770-692-2322  
Email: [bfoster@locustgrove-ga.gov](mailto:bfoster@locustgrove-ga.gov)

#### Project Information

Name of Proposed Project: 75 South Logistics Center  
DRI ID Number: 2867  
Developer/Applicant: TC Atlanta Development, Inc. ATTN: Chris Eagen  
Telephone: 404-923-1270  
Email(s): [ceagen@trammellcrow.com](mailto:ceagen@trammellcrow.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: \$104,610,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,138,300

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): Approximately 10 single-family homes and associated structures. Approximate square footage: 31,775 sf

#### Water Supply

Name of water supply: Henry County Water Authority

provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.033 MGD (32,500 GPD)

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?

### 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)? 0.033 MGD (32,500 GPD)

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: \* per the current Service Delivery Strategy, HCWA has first rights to serve site with sewer. If they are unable to deliver sewer within one year, then the City can provide it.

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? Approximately 1.25 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.) Peak Hour AM 261 In and 78 Out; Peak Hour PM 92 In and 250 Out

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 CALYX Engineers prepared Traffic Impact Study

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1755 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:

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

If yes, please explain:

### Stormwater Management

What percentage of the site 65%



is projected to be 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: Five detention ponds are proposed to mitigate the stormwater impacts

### 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:  
Wetlands will be delineated and protected as required by local ordinances (25' undisturbed buffers)

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[DRI Site Map](#) | [Contact](#)

**75 SOUTH LOGISTICS CENTER DRI #2867**  
**City of Locust Grove**  
**Natural Resources Group Review Comments**

**January 29, 2019**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project property is located entirely 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.

Locust Grove has a watershed protection ordinance for water supply watersheds in the City, including Tussahaw Creek. All development in the Tussahaw Creek Watershed, including this project, is subject to all applicable requirements of the City of Locust Grove Watershed District Ordinance as specified in the City Code.

Neither the USGS coverage for the project area or the submitted site plan shows any perennial or intermittent streams on the property. Any unmapped streams on the property may be subject to the Locust Grove 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](http://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** #2867  
**DRI Title** 75 South Logistics Center  
**County** Henry County  
**City (if applicable)** Locust Grove  
**Address / Location** SR 42 at Colvin Drive and Pine Grove Road

**Proposed Development Type:**  
A 2,615,250 sq ft warehouse/distribution center

**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** January 30, 2019

### TRAFFIC STUDY

**Prepared by** Calyx Engineering  
**Date** January 22, 2019

## **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*)

Programmed projects are listed on page 5 of the traffic analysis.

☐ 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 project proposes 6 drive access points, 3 on Colvin Drive and 3 on Pine Grove Road. Both are local roads.

**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 Colvin Drive and Pine Grove 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) [Click here to enter name of operator\(s\).](#)

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)

[Click here to provide comments.](#)

**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)

Access points are shared by freight and automobile traffic

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

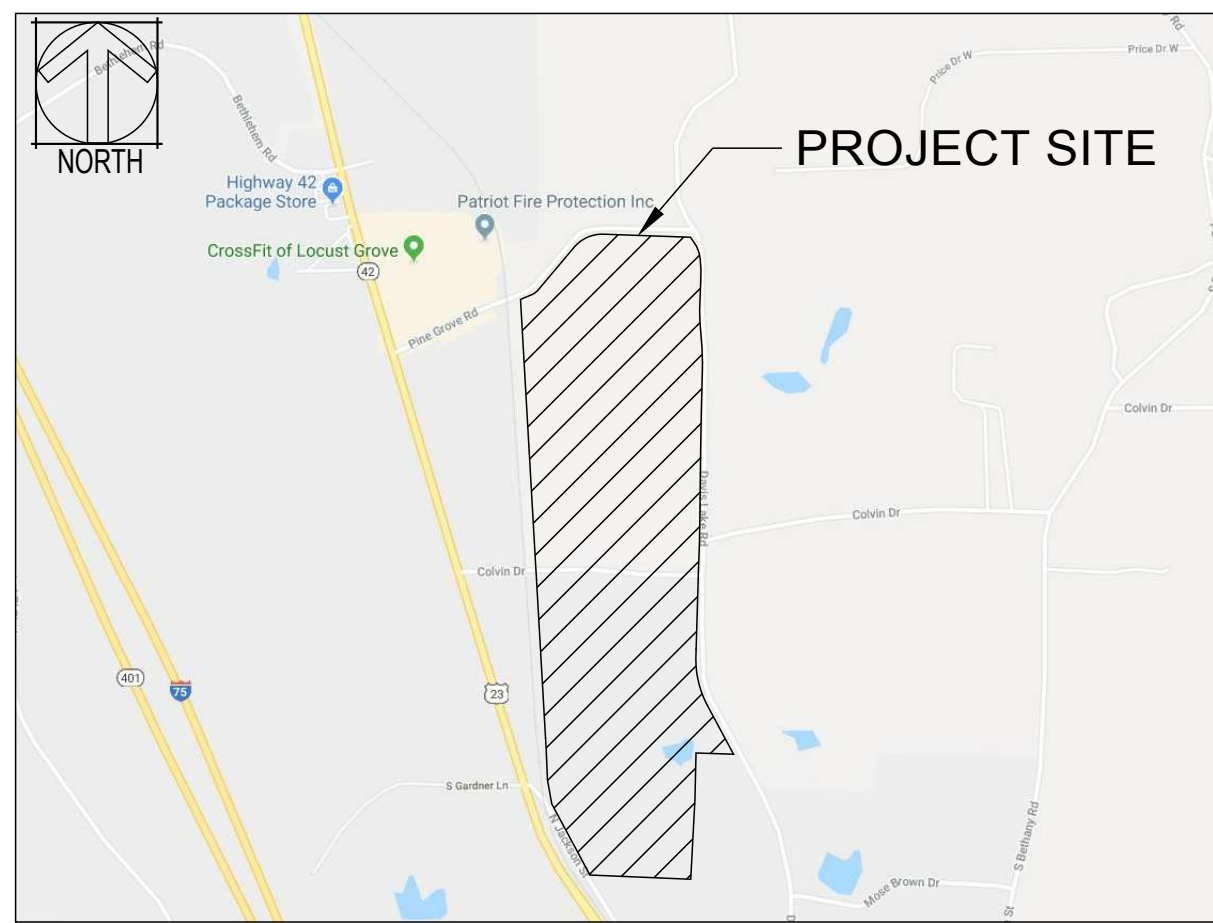
- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

[Click here to enter text.](#)

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

None



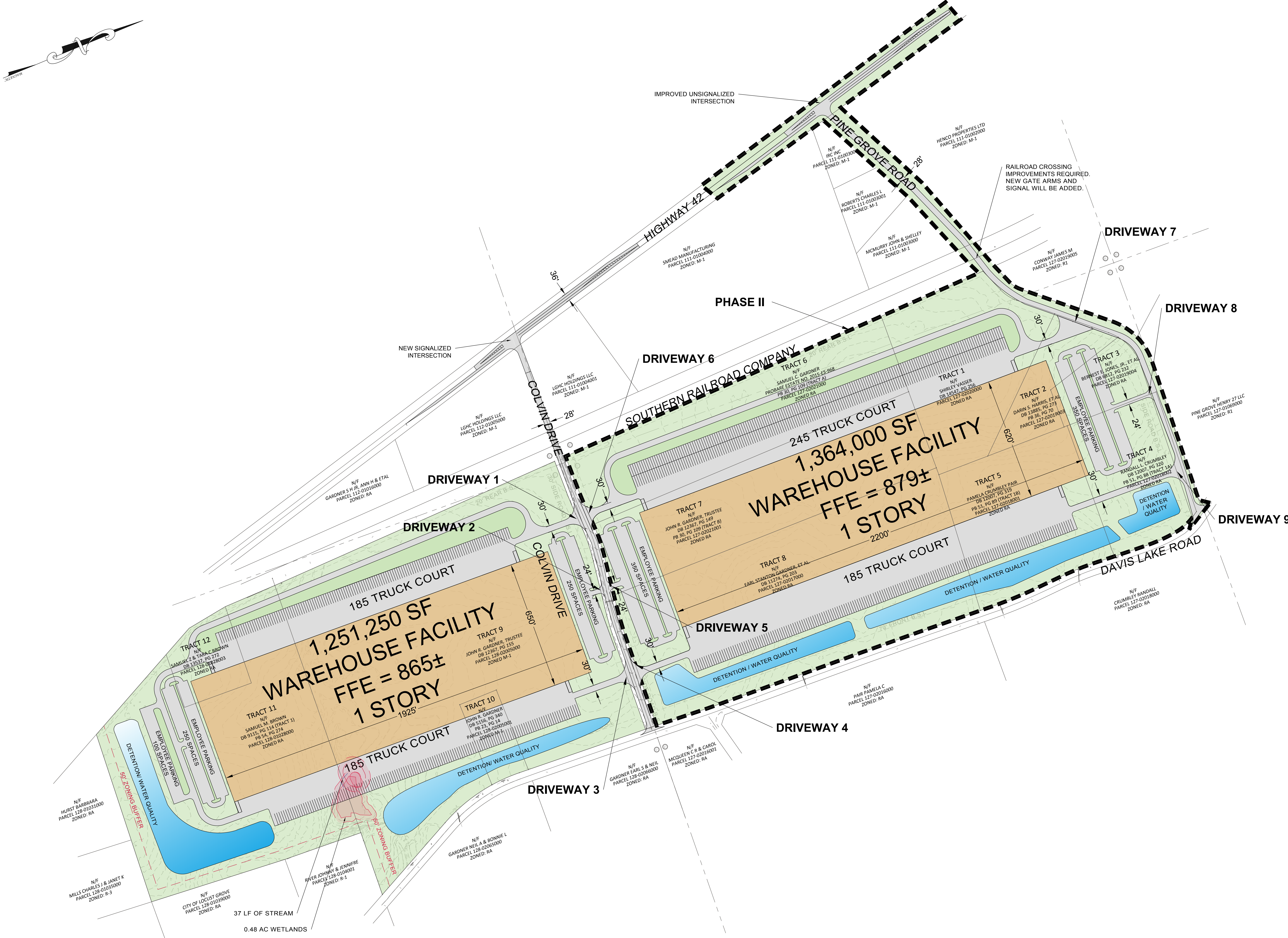
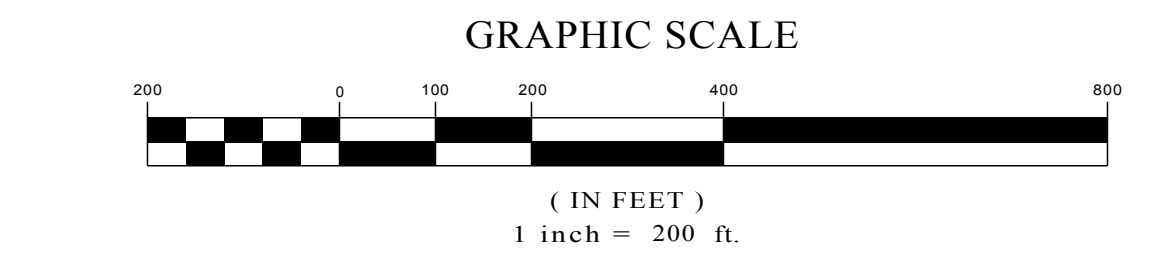


VICINITY MAP  
NOT TO SCALE

PROJECT INFORMATION

ACREAGE:	TOTAL	±178.94 AC
	STREAM & WETLAND BUFFERS	±1.42 AC
LOCATION:	STREET	COLVIN DRIVE
	JURISDICTION	LOCUST GROVE
	PARCEL(S)	128-02005000, 128-01028000, 128-01028003, 127-02017000, 127-02021001, 127-02021000, 127-02020000, 127-02029004, 127-02019003, 127-02018002, & 127-02018001
YIELD:	BUILDING COVER	33.6%
	IMPERVIOUS COVER	65.0%
	GREENSPACE	35.0%
	DENSITY:	14,615 SF/ACRE
BUILDINGS :	BUILDING 1	1,251,250 S.F.
	BUILDING 2	1,364,000 S.F.
	TOTAL	2,615,250 S.F.
PAVEMENT:	PARKING SPACES	±1300
	-REQUIRED	523
	TRAILER STORAGE (DEDICATED)	±800
SERVICES:	SEWER DEMAND	32,500 GPD
	WATER DEMAND	32,500 GPD

- ADDITIONAL SITE DATA
- SITE IS LOCATED 100% IN CITY OF LOCUST GROVE, WITH SR 42 TO THE EAST, IN HENRY COUNTY.
  - SR 42 IS A GDOT ROAD (DISTRICT 7).
  - PRESENT ZONING CLASSIFICATION = LIGHT INDUSTRIAL (M-1), HIGH DENSITY RESIDENTIAL (R3), RESIDENTIAL AGRICULTURAL (RA).
  - PROPOSED USE = WAREHOUSE/DISTRIBUTION.
  - PROPOSED MINIMUM LOT SIZE = 30,000 S.F.
  - ESTIMATED IMPERVIOUS SURFACE AREA = 5,052,960 S.F. = 116 AC.
  - THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY.
  - THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY.
  - CURRENTLY THE PROPERTIES ARE USED FOR SINGLE-FAMILY HOMES.



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CALYX ENGINEERS AND CONSULTANTS  
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SUITE G  
ROSWELL, GA 30075  
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(770) 316-1452

DEVELOPER  
TRAMMELL CROW COMPANY  
3280 PEACHTREE ROAD  
SUITE 1400  
ATLANTA, GA 30305  
CONTACT: CHRIS EAGEN  
(404) 573-3087

DRI SITE PLAN  
75 SOUTH LOGISTICS CENTER  
CITY OF LOCUST GROVE, HENRY COUNTY, GA  
JANUARY 16, 2019

REVISIONS	
01-16-19	DRAFT COMM.
12-31-18	DRAFT COMM.
09-04-18	DRAFT COMM.

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