

REGIONAL REVIEW FINDING

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

DATE: November 26, 2019

ARC REVIEW CODE: R1911081

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



Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Southern Ready Mix Plant (DRI #3013)

Submitting Local Government: Henry County

Review Type: DRI

Date Opened: November 8, 2019

Date Closed: November 25, 2019

Description: This proposed development is on approximately 7 acres in unincorporated Henry County, north of the City of Hampton, at the northeast corner of Steele Drive and Pine View Drive. The planned use is a ready-mix concrete plant and associated office and concrete supply store. Site access is proposed via one driveway on Pine View Drive. Based on the use and location within one mile of a public facility (e.g., Coley Park in the City of Hampton), the project warrants DRI review. The estimated buildout year is 2020. The local trigger action for the DRI review is a permit application filed with Henry County. This DRI is related to DRI #3011 (Hampton Ready Mix Concrete Plant and Gasoline Station), the DRI application for which was recently terminated when the local trigger action was withdrawn. Instead, a similar plan is moving forward as DRI #3013 at the above-mentioned Steele Dr./Pine View Dr. site. DRI #3013 does not include a gas station as was contemplated in DRI #3011.

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 Developed/Established Suburbs areas are listed at the bottom of these comments.

Although the site location is located in an area defined by the Atlanta Region's Plan as suburban, it is located in an industrial district and already zoned for the proposed industrial use. An 80-foot undisturbed buffer of wooded area along the northern edge of the site will remain in place between the proposed plant and adjacent single-family homes. The site is within one mile of a public facility, which is M.L. Coley Park. It is not expected that the project as proposed will have a significant impact on that facility.

The number of vehicle trips proposed is relatively low and qualified the project for expedited review. However, because a portion of the trips will be by heavy cement mixers, care should be taken to consider project driveway design and construction, route choice, turning movements, acceleration and deceleration, railroad crossings, and grades that will be affected by that vehicle type. There are two public freight railroad crossings in the vicinity of the project. Coordination is encouraged between Henry County, the Georgia Department of Transportation, and the City of Hampton on any potential effects from truck travel generated by the project.

In terms of routing, the site is not located directly on a state route. The Henry County Department of Transportation has noted that truck traffic from this DRI must be directed from the site to the east, via Pine View Drive, to the official freight route of Old Highway 3, to travel north and south. This will avoid placing heavy truck traffic on adjacent residential streets, including Amah Lee Road and Steele Drive south of Amah Lee Road. The City of Hampton further notes that truck through-traffic is prohibited in the Downtown Historic District along Old Highway 3 (aka E. Main Street) and Oak Street. The intersection of Pine View Drive, Old Highway 3, and the Norfolk Southern rail line should be carefully studied for potential upgrades needed for truck traffic generated by this project and other businesses. Signage and other instruction for truck drivers should be considered to ensure compliance.

The site is located 2 miles northeast of the Henry County Airport (HMP) and is within FAA approach and departure surfaces. The proposed structure is also in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration, as noted in the attached comments from GDOT Aviation Programs staff.

The project property drains into Bear Creek, which is in the Flint River Water Supply Watershed, a large (greater than 100 square mile) watershed as defined by the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. While the project property is downstream of any intakes in the Atlanta Region or the Metropolitan North Georgia Water Planning District, it is upstream of the water supply intakes for the City of Griffin in Spalding County. As City of Griffin withdrawals are drawn directly from the Flint River and not from a reservoir, the only Part 5 Water Supply Watershed criteria that apply in the Flint River watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake.

The applicant team and local government should take care to review the attached comments from ARC's Natural Resources Group regarding nearby water resources and relevant requirements for mitigation of impacts from construction and plant operations.

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 best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages. In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed driveways, 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 ARC RDG's recommended development parameters for density and building height for Developing Suburbs. In terms of land use, as mentioned previously, the project is in an existing industrial area, with industrial properties to the east and south. The County's comprehensive plan indicates that the DRI site is in an industrial area in terms of future land use. However, many areas adjacent to and near the site – particularly to the north and southwest – are unlike this DRI in that they are predominated by single-family residential uses and lightly developed properties, some of which are outside Henry County's jurisdiction (e.g., the City of Hampton farther south). The City of Hampton encourages the developer to consider screening the detention pond at the corner of Steele and Pine View Drives in an effort to mitigate the visual impact of plant machinery. In view of these factors, it will be critical for County leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

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
CITY OF HAMPTON
SPALDING COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
CLAYTON COUNTY
THREE RIVERS REGIONAL COMMISSION

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

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>.



Developments of Regional Impact

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DRI #3013

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: 7702887526
 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: Southern Ready-Mix Plant
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Parcel ID 020-01072005, Pine View Drive
 Brief Description of Project: Concrete Ready Mix Plant and associated concrete supply store

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 6.59

Developer: David Whitaker

Mailing Address: 120 Lake Shore Drive

Address 2:

City: Jackson State: GA Zip: 30233

Telephone: 6788734147

Email: david.whitaker18@yahoo.com

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

If yes, property owner: KKJ Holdings LLC

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: 2020
Overall project: 2020

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Developments of Regional Impact

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

DRI #3013

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: 7702887526
Email: sjordan@co.henry.ga.us

Project Information

Name of Proposed Project: Southern Ready-Mix Plant
DRI ID Number: 3013
Developer/Applicant: David Whitaker
Telephone: 6788734147
Email(s): david.whitaker18@yahoo.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: \$700,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$25,000

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)?

0.02 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:

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)?

0.0005 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:

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.)

68 daily trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, please describe below:

Solid Waste Disposal

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

2-3 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 is projected to be impervious surface once the proposed development has been constructed?

10%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Impervious surfaces are limited to a small paved parking area and a 4,000 sqft building. The remainder of the site will be constructed of gravel and other pervious surfaces. The project will include the construction of a stormwater management facility and provide the required stormwater detention and water quality treatment for the developed area

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:

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Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, November 8, 2019 2:32 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; lplanchon@co.henry.ga.us
Subject: RE: ARC DRI Review Notification - Southern Ready Mix Plant (DRI 3013)
Attachments: ARC Preliminary Report - Southern Ready-Mix Plant - DRI 3013.pdf

Andrew,

The proposed ready-mix concrete plant and associated office and concrete supply store, is on approximately 7 acres in unincorporated Henry County, north of the City of Hampton, at the northeast corner of Steele Drive and Pine View Drive. It is located 2 miles northeast of the Henry County Airport (HMP), and is located within the FAA approach and departure surfaces.

The proposed structure is also in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here

(<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Lynn Planchon with the Henry County Airport (HMP) on this email.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Friday, November 8, 2019 1:43 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Baxley, Chance <cbaxley@dot.ga.gov>; Taylor, Stanford

Greg Giuffrida

From: Wanda Moore <wmoore@HAMPTONGA.GOV>
Sent: Monday, November 18, 2019 5:28 PM
To: Greg Giuffrida
Subject: Southern Ready Mix DRI #3013

Comments:

The downtown Historic District is located along Old Highway 3 and currently prohibits truck traffic from HWY 20 traveling south to north along HWY 3 (aka E. Main Street) and Oak Street beginning at intersection of GA HWY 19/41. FYI.

The proposed improvements should consider screening the detention pond at the corner of Steele and Pineview Drive to mitigate the visual impact of the plant service areas i.e. storage bins, silo, gravel pad, and wash pits; in effort to maintain residential character along Steele Drive.

The City Park will not be negatively impacted.

Thanks for your consideration!

Wanda D. Moore, PLA | Director of Community Development
City of Hampton | 17 East Main Street South | Hampton, GA 30228
Main Office: (770) 946-4306
Cell: 678.588.9129
Email: wmoore@hamptonga.gov | Website: www.hamptonga.gov



Sent from [Mail](#) for Windows 10

Greg Giuffrida

From: Andrew Smith
Sent: Friday, November 22, 2019 2:45 PM
To: Greg Giuffrida
Subject: Fwd: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)

Sent from my iPhone

Begin forwarded message:

From: "Finch, Ashley M" <AFinch@dot.ga.gov>
Date: November 22, 2019 at 2:29:12 PM EST
To: Andrew Smith <ASmith@atlantaregional.org>
Subject: RE: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)

Andrew,

GDOT Office of Intermodal Rail Division DRI Review Rock Quarry -- 2019 (DRI 2983)

GDOT Intermodal has reviewed this DRI with respect to freight railroads. Adjacent to the DRI property is a Class 1 freight railroad mainline operated by Norfolk Southern. The railroads and FRA report approximately 23 trains per day at this location on average.

The public crossings adjacent or near the project location are described below.

Public crossings in the vicinity of the project:

1. Crossing ID: 726593C
 - a. Location: Connector-CR 275
 - b. Operator: NS
 - c. Railroad Mile Post: 0660.550
 - d. Grade: At Grade
 - e. Quiet Zone: No
2. Crossing ID: 726594J
 - a. Location: N Baggett RD
 - b. Operator: NS
 - c. Railroad Mile Post: 0661.470
 - d. Grade: At Grade
 - e. Quiet Zone: No

For more specifics about operations of this railroad, please contact NS at 800-635-5768.

More information about crossings and freight rail in this area can be found at <https://fragis.fra.dot.gov/GISFRASafety/>

Thanks,

Ashley

From: Andrew Smith <ASmith@atlantaregional.org>

Sent: Friday, November 8, 2019 3:09 PM

To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Williams, Davina <davinwilliams@dot.ga.gov>; Fall, Mame A <MFall@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Ensley, Ryan M <REnsley@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Williams, Patrice <williamsp@douglasvillega.gov>; zoning@douglasvillega.gov; wrightm@douglasvillega.gov; Littlefield, Suzan <littlefs@douglasvillega.gov>; jonathan.corona94@jacobs.com; jacksonm@douglasvillega.gov; Ron Roberts <rroberts@co.douglas.ga.us>; Philip Shafer <pshafer@co.douglas.ga.us>; mvalentin@co.douglas.ga.us; Northrup, Jay <Jay.Northrup@cobbcounty.org>; John.Pederson@cobbcounty.org; Gaines, Jason <Jason.Gaines@cobbcounty.org>; Diaz, Amy <Amy.Diaz@cobbcounty.org>; White, Ashley <Ashley.White@cobbcounty.org>; karyn.matthews@cobbcounty.org; Julianne Meadows <jmeadows@nwgrc.org>; Ann Lippmann (ann.lippmann@paulding.gov) <ann.lippmann@paulding.gov>; 'crobinson@paulding.gov' <crobinson@paulding.gov>; bskipper@carrollcountyga.com; 'agoolsby@carrollcountyga.com' <agoolsby@carrollcountyga.com>; Chris Montesinos <cmontesinos@villarica.org>; Ronald Johnson <rjohnson@villarica.org>; Doug Dillard <DDillard@dillardsellers.com>; Julie Sellers <jsellers@dillardsellers.com>; Jeff Haymore <JHaymore@dillardsellers.com>; Jennifer Taylor <jtaylor@dillardsellers.com>; Bart.Boyd@georgiastoneproducts.com; dray@hughesray.com

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Reginald James <RJames@atlantaregional.org>; Daniel Studdard <DStuddard@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>

Subject: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review of **Rock Quarry -- 2019 (DRI 2983)**.

This DRI is on approximately 78 acres in the City of Douglasville at the western terminus of West Strickland Street, west of South Flat Rock Road and north of the Norfolk-Southern rail line. The proposed project is a stone quarry facility. Access is proposed via a driveway extending from the terminus of West Strickland Street to the site. The facility is projected to generate 284 trips per day (142 inbound, 142 outbound). Of the expected 284 trips, 70 trips will be attributed to employees and 194 trips will be attributed to trucks, along with 20 miscellaneous trips. The estimated buildout year is 2021. The local trigger action for the DRI review is a Special Land Use Permit application filed with the City of Douglasville. This property was one of the tracts included in a larger site previously reviewed as a DRI in 2016, also as a stone quarry facility (DRI 2647, Johnny Blankenship Property). It was later determined that a substantial portion of the DRI 2647 site was not within the City of Douglasville. The current proposed site is fully within the City of Douglasville. ARC's view is that the current proposal carries the potential for project impacts, as well as the views of affected parties on the project, to change substantially from those associated with the review of DRI 2647. ARC's determination is therefore that this new proposed project warrants a new DRI review per Ch. 110-12-7-.05(1)(c) of ARC's DRI rules.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide ARC any comments on the DRI no later than **Monday, November 25, 2019.**

Comments should be directed via email to Greg Giuffrida at GGiuffrida@atlantaregional.org (preferred) or via U.S. mail to Greg's attention at the address noted in my signature below.

You may also view the Report and other project information via the [ARC Plan Reviews webpage](#) beginning tomorrow, November 9, by entering "Rock Quarry -- 2019" in the search field at the bottom of the page.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Best,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

asmith@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit <https://www.gahighwaysafety.org/highway-safety/hands-free-law/>

DRI 3013 – SOUTHERN READY-MIX PLANT (STEELE AND PINE VIEW)

Henry County

ARC Natural Resources Group Review Comments

November 5, 2019

Watershed Protection and Stream Buffers

The project property drains into Bear Creek, which is in the Flint River Water Supply Watershed, a large (greater than 100 square mile) watershed as defined by the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. While the project property is downstream of any intakes in the Atlanta Region or the Metropolitan North Georgia Water Planning District, it is upstream of the water supply intakes for the City of Griffin in Spalding County. As City of Griffin withdrawals are drawn directly from the Flint River and not from a reservoir, the only Part 5 Water Supply Watershed criteria that apply in the Flint River watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake.

The USGS coverage for the project area shows no perennial (blue line) streams on the property. Any unmapped streams on the property are subject to the requirements of the Henry County Stream Buffer Ordinance. Any streams, as well as any other waters of the state on the property, are also subject to the requirements of the State Erosion and Sedimentation Act, which includes a 25-foot buffer on all state waters.

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.

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

DRI INFORMATION

DRI Number #3013
DRI Title Southern Ready Mix
County Henry County
City (if applicable)
Address / Location Northeast Corner of the Intersection of Pine View Drive and Steele Drive
Proposed Development Type:
6.5 acre industrial site for a proposed Concrete Plant

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 October 28, 2019

TRAFFIC STUDY

Prepared by Marc R Acampora P.E. LLC
Date November 21, 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*)

The project is proposing less than 3000 trips per day which constitutes an expedited review. A full traffic analysis is not required as a part of the expedited review.

☐ 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*)

Site access is provided by Pine View Drive a local 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*)

Site access is provided by Pine View Drive, a local road

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*)

[Click here to provide comments.](#)

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)

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)

[Click here to provide comments.](#)

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)

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)*

[Click here to enter text.](#)

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



Memorandum

Date: October 28, 2019

From: Marc R. Acampora, PE

Subject: Ready Mix Concrete Plant Development of Regional Impact Methodology Meeting Information
Pine View Drive at Steele Drive, Henry County, Georgia

Project Size and Use: Concrete Ready Mix Plant on 6.59 acres. The site plan is presented in Figure 1.

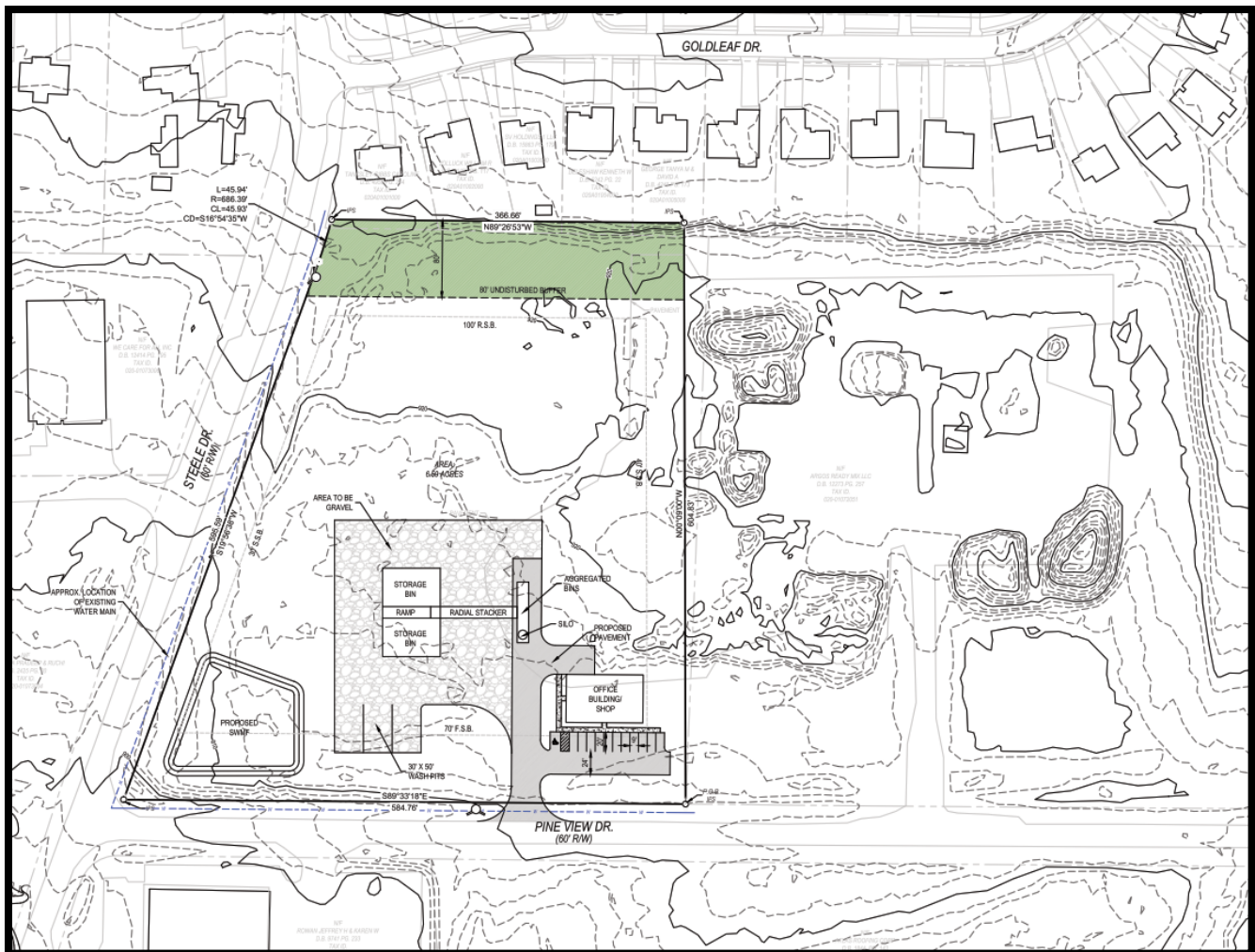


Figure 1 – Site Plan

Hampton Pine View Drive Ready Mix Concrete Plant DRI
 Traffic Engineering Information for Methodology Meeting
 October 28, 2019

DRI Trigger: The proposed concrete plant requires no rezoning and is only seeking a land disturbance permit. Based on the proposed use and location within one mile of a public facility (Coley Park in Hampton), the project warrants DRI review.

Site Location and Vehicular Access: The site is located in the northeast corner of the intersection of Pine View Drive and Steele Drive, northwest of downtown Hampton, as shown in Figure 2. Vehicular access will be at one full-movement driveway along the north side of Pine View Drive just east of Steele Drive.

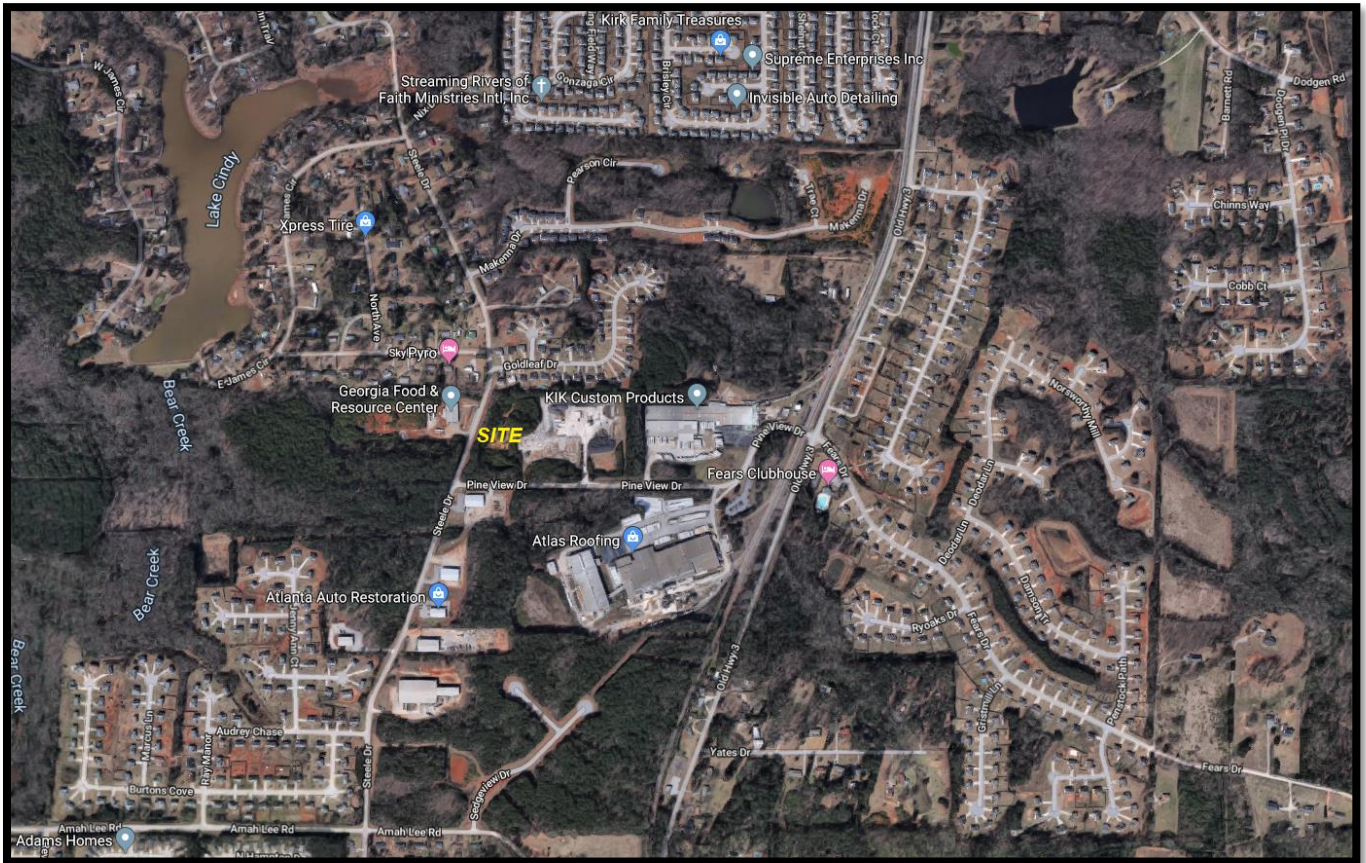


Figure 2 – Site Location Map

Phasing and Build-Out Schedule: one phase, less than one-year build-out (2020)

Peak Periods: weekday a.m. peak hour (7:00 a.m. to 9:00 a.m.), weekday p.m. peak hour (4:00 p.m. to 6:00 p.m.)

Trip Generation Source: ITE Trip Generation Manual, 10th Edition as well as client-provided data

Trip Generation Assumptions: The ITE data does not include a specific land use for ready mix concrete plant. ITE Land Use 110 – General Light Industrial was selected as the most representative of the available ITE land uses. Client-provided data states that there will be eight trucks, each with a driver, and each truck will make three to

four trips to and from the site each weekday. There will be an additional three to four full-time office employees. The eight truck drivers plus four office employees, or a total of twelve employees, was used for the independent variable in the ITE trip calculations. The calculations based on the client-provided data assumed an average of 3.5 entering and 3.5 exiting trips per truck per day. One entering and one exiting trip per truck was assumed to occur in each peak hour, which is expected to be conservatively high. Three of the four office employees were anticipated to arrive in the morning peak hour and depart in the evening peak hour. Two additional entering and two additional exiting trips were added to the 24 hour volumes to account for mid-day activity and/or lunch. Deliveries and visitors, other than the eight trucks, are expected to be minimal. The trip generation calculations, both based on ITE data and on client-provided data, are presented in Table 1.

Table 1 – Ready Mix Concrete Plant Trip Generation

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			24-Hour
			Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
General Light Industrial (based on ITE Data)	110	12 employees	3	1	4	1	2	3	58
<i>OR</i>									
Concrete Batch Plant (based on client data)	NA	8 trucks	8	8	16	8	8	16	56
		4 office employees	<u>3</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>12</u>
<i>Total</i>		<i>12 employees</i>	<i>11</i>	<i>9</i>	<i>20</i>	<i>9</i>	<i>11</i>	<i>20</i>	<i>68</i>

The ITE numbers and the trips developed based on the client-provided data are in a comparable order of magnitude, with the client-based calculations being conservatively higher. The concrete plant will generate very low traffic volumes. The truck activity will be the only traffic impact of note from the concrete facility and the truck volumes are relatively low.

Trip Distribution Methodology: The trip distribution percentages were developed based on development density in the region. Higher development density will attract higher demands for concrete trucks. Population density will dictate the office employee trip origins. Truck trips are restricted to truck routes and, therefore, 100% of the truck trips will travel to/from the east on Pine View Drive directly to Old Highway 3 and from there to GA 20 or GA 81. It is anticipated that 60% of the employee trips will travel to/from the east on Pine View Drive to Old Highway 3 and GA 20 or GA 81. Forty percent of the employee trips will travel to US 19/41 via Steele Drive and Amah Lee Road. It is noted that these percentages apply to extremely low volumes, with approximately 9 to 10 vehicles traveling to the site in the a.m. peak hour from the east on Pine View Drive and 1 or 2 vehicles (no trucks) traveling to the site from US 19/41. Approximately two vehicles (no trucks) will travel to US 19/41 and 9 vehicles will travel to Old Highway 3 in the p.m. peak hour.

Traffic Volumes Growth: Georgia DOT historic traffic volume count data was collected at Georgia DOT count stations closest to the subject development. The data was obtained for the years 2014 through 2018 (the last year for which data was available at the time this study was performed). This data was used to develop annual growth rates for each year and an overall average annual growth percentage. Table 2 presents this historic count data and the growth rates.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Steele N of Amah Lee	Annual Growth	Old Hwy 3 N of Pine View	Annual Growth	Old Hwy 3 S of Amah Lee	Annual Growth	US 19/41 S of Franklin Rivers	Annual Growth
Station ID	151-7410		151-0134		151-0132		151-0145	
2014	1,550		6,350		4,000		20,500	
2015	1,610	3.9%	6,610	4.1%	4,160	4.0%	21,200	3.4%
2016	1,680	4.3%	6,770	2.4%	4,020	-3.4%	21,900	3.3%
2017	1,710	1.8%	6,910	2.1%	4,100	2.0%	23,200	5.9%
2018	1,740	3.6%	7,020	3.7%	4,160	3.5%	24,600	12.3%
<i>Average Growth</i>		2.9%		2.5%		1.0%		4.7%

The counts represent moderate growth in this area with strong growth on US 19/41 in the last year of available data.

Programmed Infrastructure Improvements: Programmed transportation infrastructure projects in the vicinity of the concrete plant site were researched. Project information was obtained from the Atlanta Regional Commission's (ARC) Regional Transportation Plan (RTP). No projects were identified in the vicinity.

Transportation Analysis: The extremely low trip generation, with only 68 daily trips, is expected to qualify this DRI for Expedited Review. Therefore, it is anticipated that no additional Transportation Analysis will be required.

Hampton Pine View Drive Ready Mix Concrete Plant DRI
Traffic Engineering Information for Methodology Meeting
October 28, 2019



Planning • Engineering Design • Environmental Permitting • Land Development Consulting • Land Surveying

October 30, 2019

Andrew Spiliotis
SRTA Transportation Planner
245 Peachtree Center Avenue, NE, Suite 2200
Atlanta, GA 30303

RE: DRI #3013
Southern Readymix – Hampton, Georgia

Dear Andrew:

Please find attached the site plan for the above referenced DRI. This site plan is in response to our meeting this past Monday October 28, 2019 at SRTA/GRTA's office.

For clarity and continuity, I have also attached a separate sheet that responds line by line to the items included in GRTA DRI Review, Table 3 - GRTA DRI Site Plan Information Guidelines. A majority of these items are also included in the attached site plan.

I trust the attached information will allow for the further processing of our application. Should you have any questions regarding the attached or require any additional information, please do not hesitate to call me at (912) 777-8275.

Sincerely,

Moore Bass Consulting, Inc.

A handwritten signature in blue ink, appearing to read "Logan J. Clark", is written over a faint, stylized blue line graphic.

Logan J. Clark

DRI #3013

Southern Readymix, Hampton, Georgia

Response to GRTA DRI Site Plan Guidelines

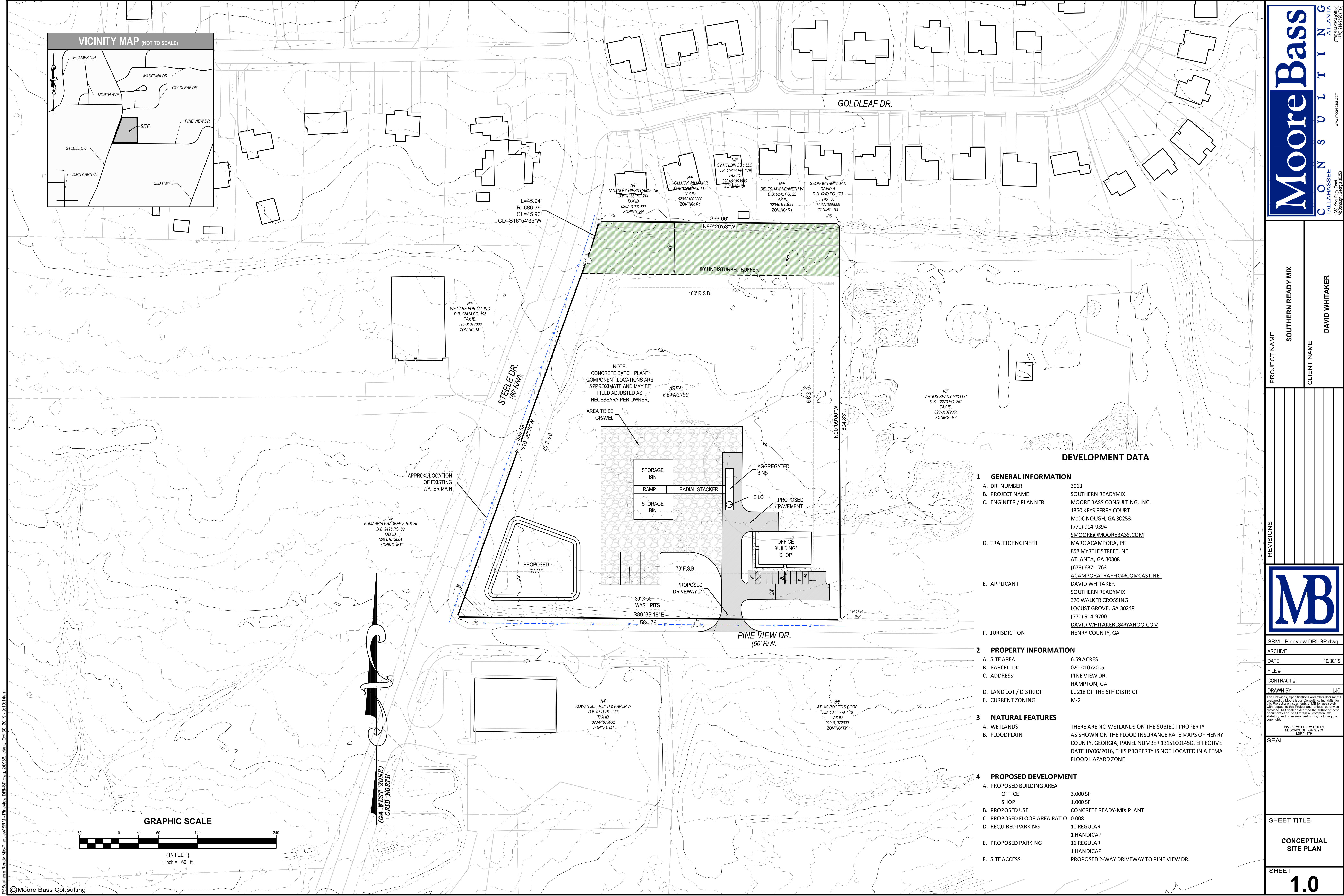
GRTA Site Plan Checklist Item	Applicants Response
• General Information	
○ DRI Number	3013
○ Project name	Southern Readymix
○ Location map showing relationship of project to adjacent roads	Shown on Plan
○ Drawing scale indicated and drawn at a minimum of 200' per inch	Shown on Plan
○ North arrow	Shown on Plan
○ Traffic consultant / site planner contact information	Marc Acampora 858 Myrtle Street, NE Atlanta, GA 30308 (678) 637-1763 acamporatraffic@comcast.net
○ Client contact information	David Whitaker Southern Readymix 320 Walker Crossing Locust Grove, GA 30248 (770) 914-9700 David.whitaker18@yahoo.com
○ Date of the drawing including revision dates	Shown on Plan
○ Jurisdictional boundaries	Shown on Plan
• Property information	
○ Site acreage	6.59 Acres
○ All property lines around the perimeter of the site	Shown on Plan
○ All property lines internal to the site, including those related to new subdivisions	Shown on Plan
○ All property lines, uses, zoning and ownership of parcels adjacent to the site	Shown on Plan
○ All right of way lines for roads adjacent to the site	Shown on Plan
• Natural features	
○ Water features on site including Jurisdictional Waters of the U.S. (streams and wetlands)	Shown on Plan
○ Topographic lines with a 5' maximum interval (grey and/or thin lines)	Shown on Plan

DRI #3013

Southern Readymix, Hampton, Georgia

Response to GRTA DRI Site Plan Guidelines

<ul style="list-style-type: none"> • Location, size, and character of the proposed development including: 	
<ul style="list-style-type: none"> ○ Building footprints and square footage excluding footprints and square footage for single family detached and single family attached housing Total number of residential units and square footage of non-residential development 	3,000 SF Office 1,000 SF Shop 4,000 SF Total
<ul style="list-style-type: none"> ○ Uses of all existing and proposed buildings on site, including future uses of existing buildings where applicable 	No buildings exist. Proposed building uses are limited to office related functions for the office building and equipment maintenance and storage for the shop building.
<ul style="list-style-type: none"> ○ Number of stories in excess of one for each building on site 	n/a
<ul style="list-style-type: none"> ○ A delineation of phases if applicable 	n/a
<ul style="list-style-type: none"> ○ A calculation of density in gross residential units per acre and in a floor area ratio for all other uses. 	FAR = .008
<ul style="list-style-type: none"> ○ Location and size of existing or proposed preserved open space and dedicated park space 	Development area is limited to the footprint of the actual plant – estimated at 4-5 acres. The balance of the property is intended to remain natural. No parks or open space are proposed.
<ul style="list-style-type: none"> • Transportation infrastructure 	
<ul style="list-style-type: none"> ○ Traffic signalization, proposed and existing 	No existing or proposed
<ul style="list-style-type: none"> ○ Right of way width, number of through and turn lanes on existing and proposed public and private roads 	Shown on Plan
<ul style="list-style-type: none"> ○ The number and location of parking spaces to be provided and the minimum number required by the local government 	Shown on Plan
<ul style="list-style-type: none"> ○ The location, size and character of all site access locations 	Shown on Plan
<ul style="list-style-type: none"> ○ Access points along opposing road frontages 	Shown on Plan
<ul style="list-style-type: none"> ○ Road names including state and federal route numbers 	Shown on Plan
<ul style="list-style-type: none"> ○ Labeling of medians, sidewalks, bike lanes and trails, existing and proposed 	No existing or proposed
<ul style="list-style-type: none"> ○ Naming convention for all proposed roads and driveways (eg. Road A, Road B, and Road C or Driveway 1, Driveway 2, and Driveway 3) to match analysis report 	Shown on Plan



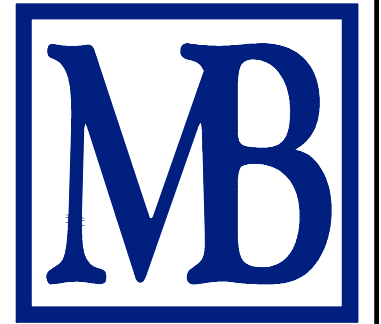
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(770) 914-9394

PROJECT NAME	SOUTHERN READY MIX
CLIENT NAME	DAVID WHITAKER

REVISIONS	



SRM - Pineview DRI-SP.dwg	
ARCHIVE	
DATE	10/30/19
FILE #	
CONTRACT #	
DRAWN BY	LJC
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1350 KEYS FERRY COURT McDONOUGH, GA 30253 LSF #11719	

SHEET TITLE	CONCEPTUAL SITE PLAN
SHEET	1.0