

DATE: March 2, 2021

ARC REVIEW CODE: R2102111

TO: Mayor Steve Hutchison
ATTN TO: Wanda Moore, Director of Community Development
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: Speedway Commerce Center (DRI #3216)

Submitting Local Government: City of Hampton

Review Type: Development of Regional Impact **Date Opened:** Feb. 11, 2021 **Date Closed:** March 2, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on a 546-acre site in the City of Hampton on Lower Woolsey Road at the western terminus of SR 20, south of Atlanta Motor Speedway. The project would include 5.29 million square feet of industrial space, 75,000 square feet of commercial, and 300 multifamily residential units. The local trigger is a rezoning from RA (residential-agricultural) to MU (mixed use). Expected buildout is 2026.

Comments: According to the ARC's Unified Growth Policy Map (UGPM), this project is located in a Rural Area. These are mostly undeveloped areas that are planned to see limited or no growth, with limited infrastructure and services. It is adjacent to a Recreation/Cultural/Entertainment Regional Attractor district for Atlanta Motor Speedway to the north. Recommendations for both areas are included at the end of these comments.

It should be noted that the UGPM isn't currently compatible in this location with the joint Henry County and Cities local comprehensive plan from 2018, which defines southwestern corner of the county west of US 41/SR 3 as the "Henry County Speedway Megasite" character area. It describes the area having the potential to become a major employment and retail destination for the southern Atlanta region. It recommends the following policies:

- Encourage mixed use within sites and within buildings.
- Create great public spaces and thoroughfares with well balanced, fiscally sound, infrastructure investments to promote reliable trips

- Encourage parking management strategies.
- Work to ensure existing business and retail vitality within this while connecting to attract new businesses with community partners
- Function as a multimodal hub
- Develop a master plan for the area
- Limit the warehouse/distribution development
- Promote High-End Manufacturing

The proposed DRI supports some regional and local goals, but not others. The project could promote high-end manufacturing with the right tenant mix, but the design of the industrial buildings does not preclude warehouse/distribution from being the predominant use. Unless zoning conditions are established, the growing demand for warehouse/distribution space in the region will likely decide the use well into the future. The project contributes to the county's need for more housing options, but there are issues with its orientation, described in more detail below.

While the project can technically be considered Mixed-Use under DRI definitions because it has multiple uses on one contiguous site, the current design does not reflect generally accepted design principles of mixed-use developments to reduce the need for individual vehicle trips. The multifamily apartments are located at the far southwestern end of the site, away from the commercial uses and the main access point. People living there will be far removed from the rest of the community and in potential conflict with truck traffic for the warehouse buildings. The potential for a true mixed-use would be greatly improved by locating the multifamily site at the entrance to the project. Staff comments from the City of Hampton recommend the following:

The development should seek compatibility of uses that successfully promote safety, privacy and visual appeal. The development final master plan should include park space, retail and services, and housing within walking distance of one another. The industrial employment centers should accommodate truck mobility within a multimodal transportation network that provides safe access for motorists, pedestrians, bicyclists, and public transportation.

At a minimum, a generous shared pedestrian and bike path should be built along the eastern boundary of the site to provide a safer option for residents of the apartments who can't drive or don't have access to vehicles (like children). It should be fully separated from truck traffic. Clear pedestrian facilities should be identified for connecting the industrial spaces to the commercial spaces, especially for the northernmost buildings. No pedestrian accommodations are identified on the site plan. There is little benefit to having retail on site if customers on the same site still need to drive to access them. Additional comments from ARC's Transportation Access & Mobility Group are attached.

Also please see the attached comments from Georgia Department of Transportation's District 3 staff regarding signage, striping, and utilities along SR 20. They also advise providing a 10-foot-wide multiuse sidewalk with lighting if it is within the Henry County overlay district. GDOT's aviation division notes that project does not appear to impact Atlanta Speedway Airport but the project is near a navigation facility and must submit a Form 7460-1 to the Federal Aviation Administration.

Additional attached comments from Fayette County request the development team to analyze potential impacts at the intersections of Woolsey Road at both SR 92 and Wildwood Road, similar to Appendix D in the submitted traffic study. They also note there is an intersection improvement project in the design phase at Woolsey Road and Wildwood Road.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. This is of particular importance in terms of the project's rural setting/context, and given the presence of floodplain areas on the site and two streams with tributaries crossing or adjacent to the site. Additional comments from ARC's Natural Resources Group are attached.

The following recommendations are made in the Atlanta Region's Plan for Rural and Developing Rural areas:

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

The project is located directly south of a major Regional Attractor in Atlanta Motor Speedway. Recreation Districts are the major stadiums, concert venues, cultural and recreational areas within the region. Locally, these places are seen as important to the regional economic development strategy. These places also have sporadic, but high impacts on the local and regional transportation network.

- Develop minimum and maximum parking requirements for new and infill development
- Encourage vertically and horizontally integrated mixed use developments that are locally appropriate in Major Retail Districts
- Encourage coordination between Employee Service Organizations (ESOs) and Transportation Management Associations (TMAs) in University Districts
- Capitalize on the regional resources provided by University Districts and Wellness Districts to meet the workforce needs of existing and emerging economic sectors
- Promote tourism opportunities and related uses in Recreation Districts
- Enhance mobility and accessibility for all by creation Complete Streets that accommodate all modes of transportation

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CLAYTON COUNTY
SPALDING COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LOVEJOY
THREE RIVERS REGIONAL COMMISSION

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
HENRY COUNTY
FAYETTE COUNTY

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@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 #3216

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: Hampton
 Individual completing form: Wanda D. Moore
 Telephone: 7709464306
 E-mail: wmoore@hamplonga.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: Speedway Commerce Center
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located on Woolsey Road at the intersection with SR 20
 Brief Description of Project: Approximately 546-acre project to consist of 5,290,000 SF light industrial, 300 multi-family units, and 75,000 SF retail commercial.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" 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 type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 5,290,000 SF Light Industrial, 300 Multi-family Units, 75,000 SF Retail Commercial

Developer: Lassiter Properties, LLC

Mailing Address: 3350 Riverwood Parkway, Suite 1800

Address 2:

City: Atlanta State: GA Zip: 30339

Telephone: (770)960-8000

Email: dankiener@gmail.com

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

If yes, property owner: Bear Creek Investments, LP; THLJ Investments, LLLP; Four Site Holdings, LLLP

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: 2026
Overall project: 2026

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DRI #3216

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: Hampton
 Individual completing form: Wanda D. Moore
 Telephone: 7709464306
 Email: wmoore@hamptonga.gov

Project Information

Name of Proposed Project: Speedway Commerce Center
 DRI ID Number: 3216
 Developer/Applicant: Lassiter Properties, LLC
 Telephone: (770)960-8000
 Email(s): dankiener@gmail.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: \$400,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4,155,900

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: City of Hampton Water Department

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0270 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?
0.6 miles

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)? 0.142 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? 0.6 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.) 12,404 net daily trips, 862 net AM trips, 951 net PM trip

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: Please refer to traffic study prepared by Kimley-Horn and Associates.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 4,164 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? 61%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management. Stormwater BMPs will include above ground detention facilities and floodplain buffers which will be constructed as required by City of Hampton stormwater regulations; Hampton Code of Ord. Part II, Appendix C.

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 impacted under a nationwide permit.

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[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

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

Greg Giuffrida

From: Wanda Moore <wmoore@HAMPTONGA.GOV>
Sent: Friday, February 26, 2021 4:30 PM
To: Greg Giuffrida
Subject: RE: DRI Review

The development should seek compatibility of uses that successfully promote safety, privacy and visual appeal. The development final master plan should include park space, retail and services, and housing within walking distance of one another. The industrial employment centers should accommodate truck mobility within a multi-modal transportation network that provides safe access for motorists, pedestrians, bicyclists, and public transportation.

Specific zoning conditions to date are:

1. The applicant and/or the owners of the property subject to this rezoning shall enter into a development agreement with the City of Hampton which shall be recorded. The development agreement shall detail the implementation of the zoning conditions imposed as part of an approved rezoning, including the treatment of the GRTA Notice of Decision (NOD) conditions and the timing of implementation.
2. All items listed in the GRTA Notice of Decision, Attachment A for the DRI shall be included in the development agreement which shall set forth the responsibilities, timing, and cost allocation for implementation of said items.
3. The master plan of the development and the architectural design of all proposed building plans shall meet the approval of the City's Community Development Department prior to the issuance of a development permit or building permit, respectively.
4. The owner/developer shall be responsible for extending available water and sewer services including but not limited to force main extension, lift station, off-site easements, etc. to the approval of the City of Hampton Public Works and City engineer.
5. Decorative traffic signal mast arms shall be utilized as required at signalized intersection improvements.
6. Decorative markings for pedestrian access shall be utilized, as required, at intersections, medians, and crosswalks.
7. Parking facilities shall be screened from public and private roadways.
8. Non-residential trash facilities shall be enclosed within masonry walls accessed by a decorative opaque gate.
9. All service equipment shall be screened utilizing parapets as needed or with by walls, fencing, or landscape.
10. The master development plan shall provide a 12' wide multi-use path to connect proposed uses within and provide future connectivity to Hampton's Greenway Trail.
11. Non-residential and residential buildings shall provide short term bicycle parking facilities.
12. A minimum 30' wide landscape buffer shall be required along Lower Woolsey Road right-of-way and contain a themed hardscape treatment including signage, low walls, columns, fencing, pedestrian scaled lighting, pedestrian path, and canopy trees.

These are specifics that may not be addressed in our development regulations. The Mayor and Council will have more input. The developer is hosting a townhall meeting on March 18th. We have had several residents comment on the placement of the multi-family.

I agree that increasing the level of detail in the master plan is warranted.

Thanks for the quick response!
Wanda

Environmental Management – DRI Review



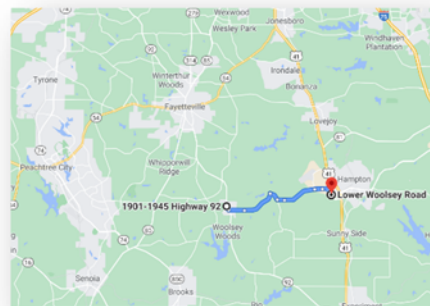
Development Considerations Overview:

Per the Transportation Analysis report conducted by Kimley Horn Engineering for the Speedway Commerce Center DRI #3216 dated February 2021, the only proposed improvements to roadways will be in the vicinity of the site - Henry and Clayton Counties. Fayette County Environmental Management Department (EMD) staff reviewed the study and has the following comments pertaining to interests of Fayette County:

- There is no data in the Kimley-Horn Study the on the traffic impacts to Woosley Road in Fayette County. Fayette County is requesting an analysis for the intersections of Wildwood Road at Woosley Road and SR 92 at Woosley Road. At a minimum Fayette County is requesting a worksheet similar to the Intersection Volume Development work sheet in Appendix D of the report.
- In addition to this we have analyzed counts from the GA DOT Traffic Analysis & Data Application, in year 2019 below are the findings:

Station ID	Road Name	Location	County	2019 AADT (vpd)
063-0212	Wildwood Rd	South of Fortson	Clayton	780
063-0213	Fortson Rd	East of Wildwood Rd	Clayton	3,690
063-0214	Woosley Road	North of Wildwood Rd	Clayton	2,250
113-7208	Woosley Road	East of SR 92	Fayette	5,160

- It is believed that the ADT data for Wildwood Road on Table 4 of the transportation analysis is for Woosley Road (per the DOT coordinates).
- Based on the data, approximately 57% of vehicular traffic heading east on Hampton Road/Woosley Road are making a right turn at the intersection of Woosley Road and Wildwood Road, after review Fayette County would like to see data for the above intersections be included in the DRI documents.
- Fayette County currently has an Intersection Improvement project for the intersection of SR 92 at Hampton Road, which is in the design phase. **Project Manager, Stanley Merantus, (770) 320-6041.**
- Direct route to the proposed DRI from Fayette County shown below – approximately 7.4 miles via SR 92, Woosley Rd, Wildwood Rd, Fortson/Lower Woosley Rd.



Chris Stanley, RLA
Fayette County Environmental Management
140 Stonewall Avenue West, Suite 203
Fayetteville, GA 30214
Phone: 770-305-5230

Fayette County makes every effort to produce and publish the most current and accurate information possible. However, these assessments are created to assist with further determinations for traffic improvements or impacts to the infrastructure systems within Fayette County. No warranties, expressed or implied, are provided for the data and information herein, their use, or their interpretation.

Greg Giuffrida

From: Wilkerson, Donald <dowilkerson@dot.ga.gov>
Sent: Friday, February 26, 2021 2:46 PM
To: Greg Giuffrida
Cc: Khoo, Kevin W
Subject: DRI 3216

We have reviewed the site and have a few comments as follows:

Double indicate the wrong way / Do not enter signs on the SR 20 Westbound side of the road across from driveway A

Provide details of striping on the SR 20 Eastbound side of ramp getting onto SR 20 across from Driveway B

Better details on plan sheets for driveway A and B , and alignments

Provide comments from Gas company , depth of pipe , and suitable to cross on .

Provide 10 ft multiuse sidewalk per Henry county with PED lighting if in the Henry County overlay district. Henry County will check their map to provide an answer if required.

The 2 access points shown on plans from driveway B , future development?

Thanks,

Donald Wilkerson

D3 Traffic Specialist II



District 3
115 Transportation Blvd.
Thomaston, GA 30286
706-646-7595 Office

Georgia is a state of natural beauty. And it's a state that spends millions each year cleaning up litter that not only mars that beauty, but also affects road safety, the environment and the economy. Do your part – don't litter. How can you play an active role in protecting the splendor of the Peach State? Find out at <http://keepgaclean.com/>.

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, February 24, 2021 12:12 PM
To: Greg Giuffrida
Cc: Lynn Planchon; Walker, Lewis
Subject: RE: ARC DRI Review Notification: Speedway Commerce Center DRI #3216
Attachments: ARC Preliminary Report - Speedway Commerce Center DRI 3216.pdf

Greg,

The proposed mixed-use development on a 546-acre site in the City of Hampton on Lower Woolsey Road at the western terminus of SR 20, south of Atlanta Motor Speedway is 1.5 miles from Atlanta Speedway Airport (HMP). It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, the proposed development is 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 for the buildings and any associated cranes 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 Atlanta Speedway 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: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Thursday, February 11, 2021 7:10 PM
To: Alex Cohilas <acohilas@hamptonga.gov>; clsmith592@gmail.com; cwestmoreland@mmmlaw.com; Danielle.kronowski@kimley-horn.com; dankiener@gmail.com; David Simmons - Henry County (dsimmons@co.henry.ga.us) <dsimmons@co.henry.ga.us>; Harrison.forder@kimley-horn.com; Joe Guion - Panattoni (jguion@panattoni.com) <jguion@panattoni.com>; John.walker@kimley-horn.com; L'Erin Wiggins <lerin@lfarneslaw.com>; sbaker@co.henry.ga.us; Scott Gardner - Eberly & Associates (sgardner@eberly.net) <sgardner@eberly.net>; Stacey Jordan-Rudeseal - Henry County Planning & Zoning (sjordan@co.henry.ga.us) <sjordan@co.henry.ga.us>; Toussaint M. Kirk - Henry County (tkirk@co.henry.ga.us) <tkirk@co.henry.ga.us>; Yaritza

SPEEDWAY COMMERCE CENTER DRI
City of Hampton
Natural Resources Group Review Comments

February 09, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Stream Buffer Protection

The proposed project property is in the Bear Creek watershed, which is a tributary of the Flint River and part of the Flint watershed. Bear Creek enters the Flint in Spalding County and is downstream of any water supply watershed within the Atlanta Region or the Metropolitan North Georgia Water Planning District.

Both the site plan and the USGS coverage for the project area show Bear Creek running along or near the northern and northeastern boundaries of the property, with Clear Creek (as identified on location maps in the DRI packet) running along or near the southern and southeastern property boundaries. The USGS coverage shows an intermittent blue-line (dashed line) tributary to Bear Creek starting within the project property just west of the eastern end of the property. The floodplain areas on both Bear and Clear Creeks are shown on the submitted plans, but neither the City of Hampton 50-foot stream buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion Control buffer are shown on any stream. Any intrusion into the City buffer or setback may require a variance from the City. Intrusions into the 25-foot State Sediment and Erosion buffer may also require variances. Any unmapped streams on the property may be subject to the County, City and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

DRI INFORMATION

DRI Number #3216
DRI Title Speedway Commerce Center
County Henry County
City (if applicable) City of Hampton
Address / Location The proposed development is located in the City of Hampton on Lower Woolsey Road at the western terminus of SR 20, south of Atlanta Motor Speedway.

Proposed Development Type:

The proposed development would include 5.29 million square feet of industrial space, 75,000 square feet of commercial, and 300 multifamily residential units.
Build Out: 2026

Review Process EXPEDITED
 NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date February 11, 2021

TRAFFIC STUDY

Prepared by Kimley-Horn
Date February 8, 2021

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 traffic analysis includes a list of programmed projects which is referenced on page 24 (Table 12). The referenced project termini (Hampton Locust Grove Rd @ SR 20) is approximately 2.5 miles east of the project area.

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 site's Driveway A and Driveway B will be accessible via SR 20.

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*)

SR 20 is designated as a Regional Truck Route.

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

- Henry County Transit fixed route services are not available within or near the proposed development.

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*)

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)

- The proposed development does not include bicycle or pedestrian facilities.

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)

- It appears the vehicles and trucks will share the same route to traverse the site.

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):

See preliminary staff comments for more recommendations on pedestrian accommodations.

OWNER/DEVELOPER
 DAN KIENER
 LASSITER PROPERTIES, INC.
 3350 RIVERWOOD PARKWAY
 SUITE 1800
 ATLANTA, GA 30339
 (770) 960-8000
 DANKIENER@GMAIL.COM

ENGINEER/ DESIGNER
 SCOTT L. GARDNER, P.E.
 EBERLY & ASSOCIATES, INC.
 2951 FLOWERS RD S, SUITE 119
 ATLANTA, GEORGIA 30341
 678-287-4728 PHONE
 SGARDNER@EBERLY.NET

TRAFFIC CONSULTANT
 JOHN WALKER, P.E.
 KIMLEY-HORN & ASSOCIATES
 PARKWAY 400
 BUILDING 2
 11720 AMBER PARK DRIVE
 SUITE 600
 ALPHARETTA, GA 30009
 470-273-3181
 JOHN.WALKER@KIMLEY-HORN.COM

N/F
 THLJ INVESTMENTS
 ZONED RA

N/F
 THLJ INVESTMENTS
 ZONED RA

N/F
 THLJ INVESTMENTS
 ZONED RA

N/F
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APPROX. ZONE "A"
 FLOOD PLAIN

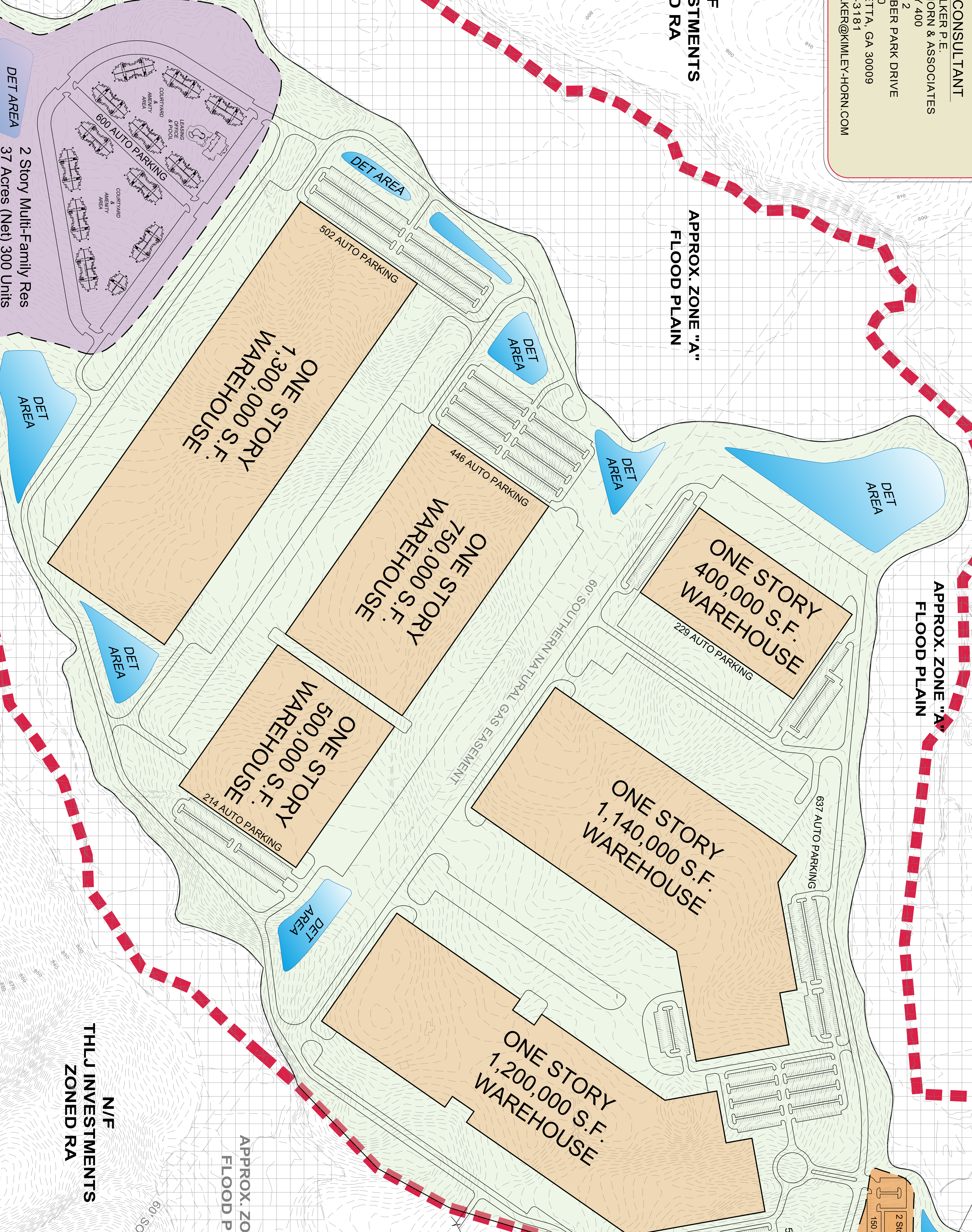
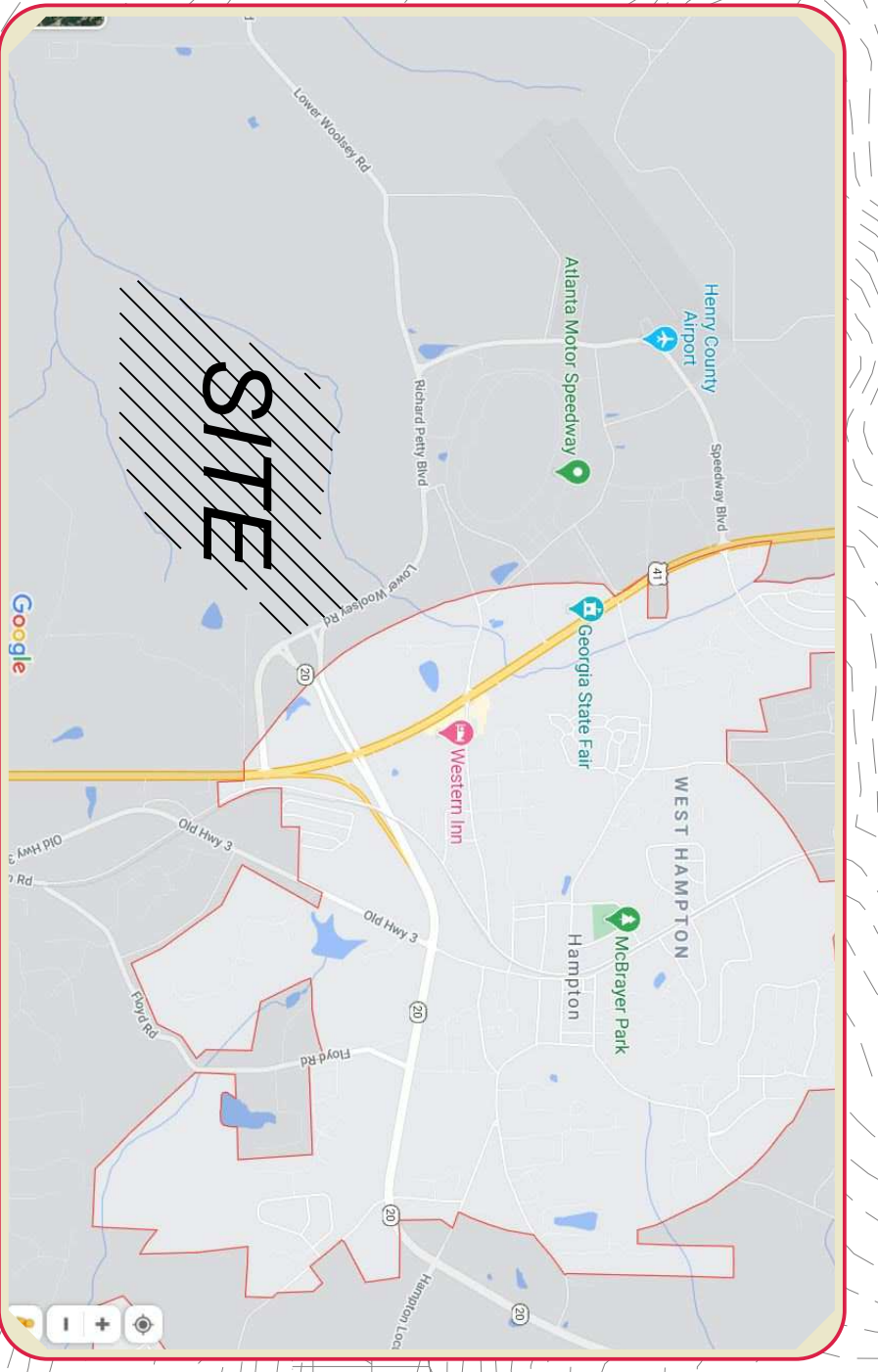
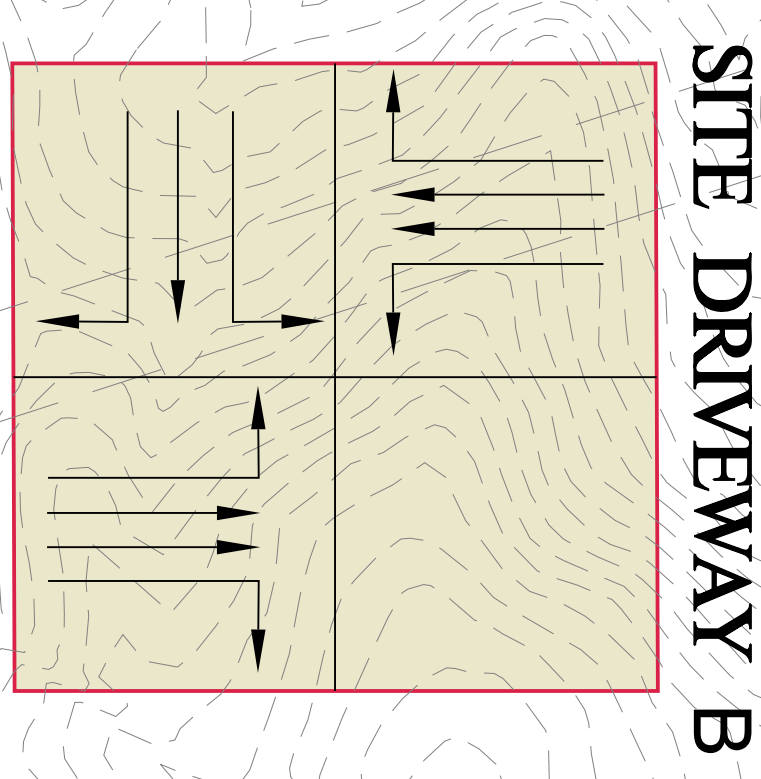
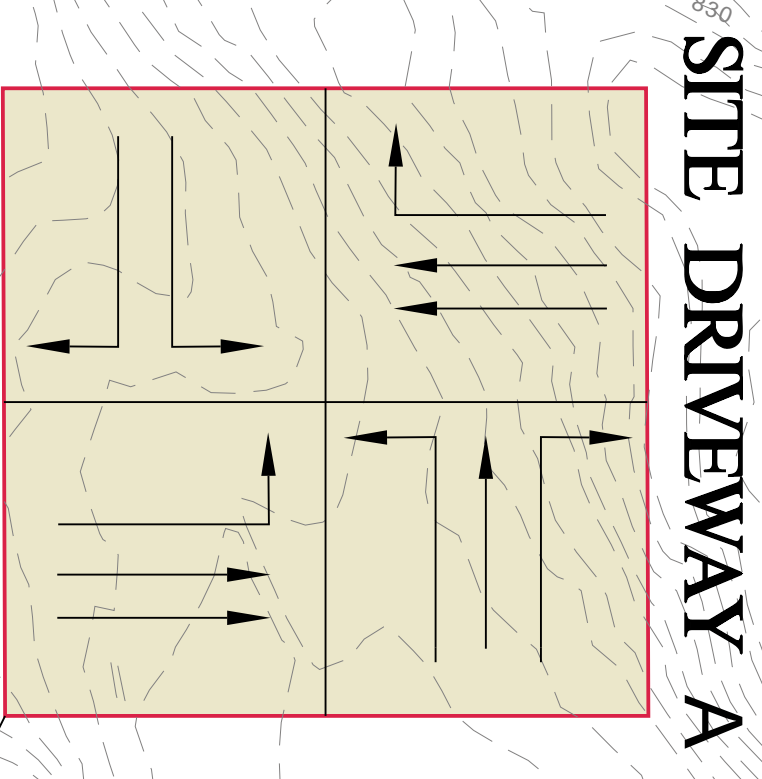
APPROX. ZONE "A"
 FLOOD PLAIN

APPROX. ZONE "A"
 FLOOD PLAIN

N/F
 THLJ INVESTMENTS
 ZONED RA

N/F
 THLJ INVESTMENTS
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N/F
 THLJ INVESTMENTS
 ZONED RA



SITE DATA

TOTAL SITE ACREAGE = 946 ACRES

TOTAL WAREHOUSE BUILDING AREA = 5,290,000 SF

WAREHOUSE BLDG DENSITY PER ACRE = 10,975 SF/AC

TOTAL MULTI FAMILY RESIDENTIAL UNITS = 300 UNITS

RESIDENTIAL UNIT DENSITY PER ACRE = 8.0 UNITS/AC

TOTAL COMMERCIAL BUILDING AREA = 75,000 SF

COMMERCIAL UNIT DENSITY PER ACRE = 2,766 SF/AC

INDUSTRIAL WAREHOUSE PARKING REQUIRED:
 1 SPACE PER 300 SF OF OFFICE SPACE
 1 SPACE PER 2000 SF OF REMAINING SPACE
 = 2,794 SPACES REQUIRED

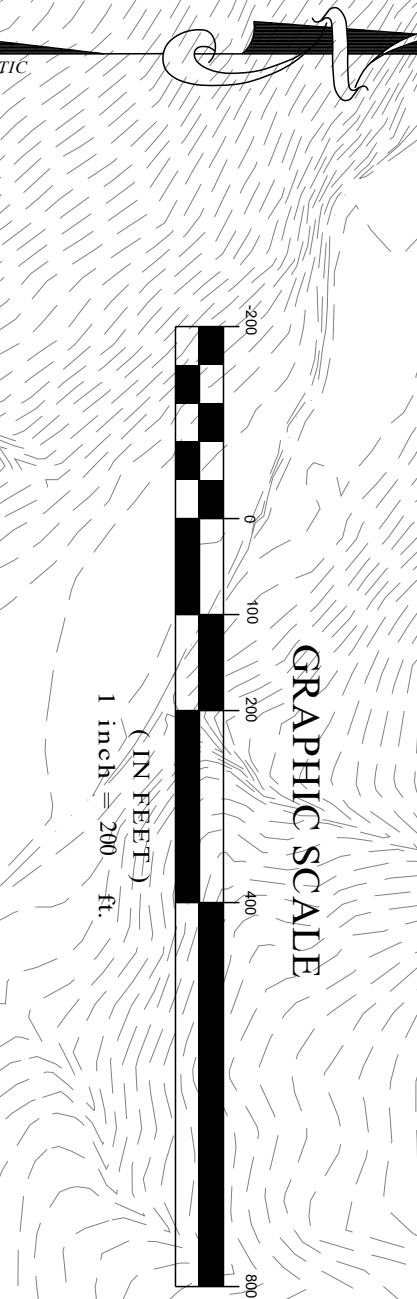
INDUSTRIAL WAREHOUSE PARKING PROVIDED
 = 2,794 SPACES

MULTI FAMILY RESIDENTIAL PARKING REQUIRED:
 1 SPACE PER UNIT
 = 300 SPACES REQUIRED

MULTI FAMILY RESIDENTIAL PARKING PROVIDED
 = 300 SPACES

COMMERCIAL AREA PARKING REQUIRED:
 1 SPACE PER 500SF OF BUILDING SPACE
 = 150 SPACES REQUIRED

COMMERCIAL AREA PARKING PROVIDED
 = 150 SPACES



SPEEDWAY COMMERCE CENTER

02/03/2021

DR1 #3216