

DATE: February 11, 2022

TO: Mayor Robert Price, City of Locust Grove
ATTN TO: Anna Ogg, Planner II, City of Locust Grove
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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: NS Logistics South

Submitting Local Government: City of Locust Grove

Date Opened: January 19, 2022

Date Closed: February 11, 2022

Description: A Development of Regional Impact Review of a proposal to build 1,865,000 SF of warehouse distribution space in 4 buildings on a 306-acre currently wooded site with multiple stream areas in the City of Locust Grove in Henry County bounded by I-75 on the west, Bethlehem Road on the south, and the Norfolk Southern rail line on the east. The project will include 752 auto and 510 truck parking spaces and five stormwater detention ponds. Vehicular site access is planned via a proposed full movement driveway along Bethlehem Road; no alternative transportation access is envisioned. The local DRI review trigger is an application for a land disturbance permit; the expected build out year is 2026.

Comments:

Key Comments

The project falls within site's Developing Suburbs growth management category designation which state "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses."

Areas of the site around the existing streams are designated on the City of Locust Grove Future Land Use Map as Parks, Recreation, Conservation land use.

The site is within a high priority watershed identified by the Georgia Department of Natural Resources (DNR) to protect populations of high priority species and their habitats. There are records of two Georgia species of concern, the southeastern myotis and the tricolored bat, at or immediately adjacent to the proposed project site.

The DCA Form 2 for the DRI notes that there will be impacts on environmentally sensitive wetlands that will be permitted/mitigated by obtaining a United States Army Corps of Engineers NP-39 permit.

Stream buffer areas do not appear to be clearly shown on the site plan; some proposed parking areas and detention ponds appear to be in conflict with streams and stream buffers.

Adjustment of proposed site layout to limit stream buffer intrusions would enhance responsiveness to Developing Suburbs growth policies, the Locust Grove Future Land Use Map, and Georgia DNR recommendations.

Some relevant additional transportation projects are not included in the Transportation Impact Study as noted.

Growth Policy Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Developing Suburbs. The Plan's Regional Development Guide (RDG) details general information and policy recommendations for Developing Suburbs which are provided at the end of these comments.

The project proposes to construct 1,865,000 SF of warehouse distribution space in 4 buildings on a 306-acre currently wooded site in the City of Locust Grove in Henry County bounded by I-75 on the west, Bethlehem Road on the south, and the Norfolk Southern rail line on the east. The project will include 752 auto and 510 truck parking spaces and five stormwater detention ponds. Vehicular site access is planned via a proposed full movement driveway along Bethlehem Road; no alternative transportation access is envisioned.

ARC Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project will be served by a Regional Thoroughfare and a Regional Truck Route. There are limited to no opportunities at this time for utilizing or enhancing multi-modal transportation options.

The Transportation Impact Study should be updated to reflect additional relevant transportation projects as detailed in the ARC Transportation and Mobility Group Comments.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. While current conditions may not warrant the addition of a sidewalk on the project's Bethlehem Road frontage, the internal sidewalk network should include a link to the external ROW in the

event that a sidewalk is added in the future. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group

ARC's Natural Resources Group comments are attached.

The proposed project property is located entirely within the Indian Creek Water Supply Watershed which is a public water supply source for Henry County. Locust Grove has a protection ordinance for water supply watersheds in the City, including Indian Creek. All development in the watershed, including this project, is subject to all applicable requirements of that ordinance as specified in the Locust Grove City Code.

Three streams are shown on the project site plans and in general the development appears to be proposed away from stream areas. However, the site plan does not show the 50-foot buffer and 75-foot impervious setback required under the City Stream Buffer Ordinance or the 25-foot State Erosion and Sedimentation Act buffer. If the streams shown on the site plan meet the requirements for the City and State buffers, the buffers should be shown on the plans. The 25-foot State Erosion and Sedimentation Act buffer also should be shown on all streams on the property.

The site plan shows a portion of the proposed parking area for Warehouse Number 2 over a branch off the southernmost stream shown on the property. This parking area as well as any other proposed development in these buffers may require variances of the 25-foot State Erosion and Sedimentation Act buffer and the City stream buffers, if they apply.

Other Environmental Comments

The Locust Grove Future Land Use Map shows substantial areas on the site around the streams as being designated with a Conservation land use. While land uses may evolve over time, care should be taken before changing Conservation land use to another category.

The Georgia Department of Natural Resources (DNR) Wildlife Resources Division submitted detailed comments which are attached. They include that the project occurs within a high priority watershed identified as part of Georgia's State Wildlife Action Plan to protect populations of high priority aquatic species, important coastal habitats, and migratory corridors for anadromous species. Two Georgia species of concern, the southeastern myotis (*Myotis austroriparius*) and the tricolored bat (*Perimyotis subflavus*), have been documented at or immediately adjacent to site. The tricolored bat is being assessed by the United States Fish and Wildlife Service for listing under the Endangered Species Act of 1973 as the result of a petition for listing. The issuance of the noted NP-39 Permit may be affected by these conditions.

The comments further note concern that sensitive habitats could be impacted by construction activities. The following recommendations were made: keep all construction machinery out of streams; use stringent erosion control practices during construction or logging activities; leave vegetation intact within 100 feet of

streams to preserve riparian habitat for terrestrial species, reduce inputs of sediments to the watershed, assist with maintaining streambank integrity, and provide shade and habitat for aquatic species; and consider preserving the site for conservation given its undeveloped status.

Standard general environmental comments include the following:

Additional retention of existing stands of trees would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

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., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Developing Suburbs

Developing Suburb are areas in the region where suburban development has occurred, and the conventional development pattern is present but not fully set. These areas are characterized by residential development with pockets of commercial and industrial development and represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these developing suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of this proposed project are not well aligned with The Atlanta Region's Plan's recommendations for Developing Suburbs which focus on preserving areas of environmental concern as well as agricultural and forest uses. The project could be more responsive to Developing Suburbs policies and goals by retaining additional natural areas around streams. City of Locust Grove leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF LOCUST GROVE
CITY OF McDONOUGH	HENRY COUNTY	SPALDING COUNTY
THREE RIVERS REGIONAL COMMISSION		

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 #3497

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: Locust Grove
 Individual completing form: Anna Ogg
 Telephone: 770-692-2324
 E-mail: aogg@locustgrove-ga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: NS Logistics South
 Location (Street Address, GPS Land Lots 230, 246, 247,250,251- District 7- City of Locust Grove Coordinates, or Legal Land Lot Description):
 Brief Description of Project: Approximately 300-acre development consisting of 1,865,000 SF of industrial warehouse space in 4 buildings located along the north side of Bethlehem Rd between I-75 and the Norfolk Southern rail line.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): Approximately 1,865,000 SF of industrial warehouse space

Developer: Majestic Realty Co.

Mailing Address: 3490 Piedmont Rd

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 404-467-5245

Email: bmccabe@majesticrealty.com

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

If yes, property owner: Norfolk Southern

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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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: Locust Grove
 Individual completing form: Anna Ogg
 Telephone: 770-692-2324
 Email: aogg@locustgrove-ga.gov

Project Information

Name of Proposed Project: NS Logistics South
 DRI ID Number: 3497
 Developer/Applicant: Majestic Realty Co.
 Telephone: 404-467-5245
 Email(s): bmccabe@majesticrealty.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: \$200M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$380,000

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)? 0.026895

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? Approximately 1.0 miles of water line extension

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)? 0.02445

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? Approximately 1.2 miles of sewer extension

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.) 2,992 Daily Trips | 249 AM Peak Hour | 252 PM Peak Hour

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 see traffic impact study prepared by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 350 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?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will contain detention ponds designed to provide water quality, channel protection, and flood protection. The site will also retain natural stream buffers throughout the site.

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:
River corridors will be protected by maintaining the undisturbed buffers and impervious buffers with a few exceptions for road crossings. Wetland impacts will be mitigated with a NWP 39.

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

DRI INFORMATION

DRI Number #3497
DRI Title NS Logistics South
County Henry County
City (if applicable) City of Locust Grove
Address / Location East of I-75, west of SR 42/US 23, and north of Bethlehem Road

Proposed Development Type: It is proposed to develop 1,865,000 SF of warehousing space.

Build Out: 2026

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date January 18, 2022

TRAFFIC STUDY

Prepared by Kimley Horn
Date January 12, 2022

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)*

Based on the projects referenced on Table 7, the following information should be updated: (1) AR-955 and HE-209 are two separate projects and should be referenced separately. (2) AR-955 and PI 0017182 are corresponding project numbers. (3) HE-209 phases are all in LR 2031-2040. (4) AR-955 phases and corresponding fiscal years should be reflected as PE/ FY 2022, ROW/FY 2023, and CST/FY 2024. (5) All phases for HE-189 are currently in LR 2026-2030. (6) HE-113 ROW phase should be referenced as FY 2023 and UTL phase should be referenced as FY 2024.

☐ 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)*

I-75 is identified as a Regional Thoroughfare, and the proposed driveway will be located adjacent to Bethlehem Road, which is east of I-75. There is a programmed project (AR-955) that would add an interchange on I-75 south at Bethlehem Road (project referenced on Table 7). SR 42/US 23 is east of the posed driveway, but it is not identified as a Regional Thoroughfare.

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

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

☐ NO

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

The proposed driveway will be located adjacent to Bethlehem Road which I-75 is east of the project area and identified as Regional Truck Route. There is a new interchange project programmed at I-75 and Bethlehem (AR-955).

SR 42/US 23 is east of the posed driveway, but it is not identified as a Regional Truck Route. However, the traffic study has identified the corridor as a proposed truck route which connect with the interchanges located on SR 155/N McDonough Rd to the north and Bill Gardner Pkwy to the south.

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

[Click here to provide comments.](#)

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)

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):

**NS LOGISTICS CENTER SOUTH DRI
City of Locust Grove
Natural Resources Group Review Comments**

January 18, 2022

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.

Water Supply Watershed Protection

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

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

Stream Buffer Protection

Both the USGS coverage for the project area and the project site plan show two intermittent blue line streams running across the property and I-75 to an unnamed tributary of Indian Creek (which is not on this site). A third stream is shown on the submitted site plan that does not appear on the USGS coverage. However, the site plan does not show the 50-foot buffer and 75-foot impervious setback required under the City Stream Buffer Ordinance or the 25-foot State Erosion and Sedimentation Act buffer. If the streams shown on the site plan meet the requirements for the City and State buffers, the buffers should be shown on the plans. The 25-foot State Erosion and Sedimentation Act buffer also should be shown on all streams on the property.

The site plan shows a portion of the proposed parking area for Warehouse Number 2 over a branch off the southernmost stream shown on the property. This parking area as well as any other proposed development in these in its buffers may require variances of the 25-foot State Erosion and Sedimentation Act buffer and the City stream buffers, if they apply. Any unmapped streams on the property may also be subject to the Locust Grove Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation Act buffer. All waters of the state on the property are subject to the 25-foot State Erosion and Sedimentation Act buffer.

Stormwater/Water Quality

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

During 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.



MARK WILLIAMS
COMMISSIONER

TED WILL
DIRECTOR

February 2, 2022

Donald P. Shockey
Plan Review Manager
Atlanta Regional Commission
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303

Subject: Known occurrences of natural communities, plants, and animals of highest priority conservation status on or near 2022 NS Logistics South DRI 3497, in Henry County, GA

Dear Donald P. Shockey:

This is in response to your request on January 18, 2022. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local Hydrologic Unit Code (HUC) 10 watershed for elements whose range distribution is limited by aquatic systems (AQ) and within 3 miles for all other EOs (TR).

2022 NS Logistics South DRI 3497 (-84.128860, 33.369849, WGS84)

GA *Cyprinella xaenura* (Altamaha Shiner) in Towaliga River (AQ), approx. 3.3 mi SW of site

GA *Cyprinella xaenura* (Altamaha Shiner) in Towaliga River (AQ), approx. 16.9 mi SE of site

GA *Cyprinella xaenura* (Altamaha Shiner) in Brown Branch (AQ), approx. 3.3 mi E of site

GA *Etheostoma parvipinne* (Goldstripe Darter) in unnamed tributary to Cabin Creek (AQ),
approx. 8.3 mi SW of site

Micropterus cataractae (Shoal Bass) in Towaliga River (AQ), approx. 16.9 mi SE of site

***Myotis austroriparius* (Southeastern Myotis) (TR) on or within immediate vicinity of site**

***Perimyotis austroriparius* (Southeastern Myotis) (TR) on or within immediate vicinity of site**

Conservation Easement/Covenant 2012121 [Athens Land Trust] (TR), approx. 2.8 mi SW of site

Atlantic Coast Conservancy easement [Atlantic Coast Conservancy] (TR), approx. 1.2 mi E of site

Bethlehem Bottom [U.S. Army Corps of Engineers] (TR), approx. 1.3 mi NW of site

Henry County Reservoir [Henry County] (TR), approx. 2.2 mi SW of site

Restrictive covenant [U.S. Army Corps of Engineers] (TR), approx. 2.7 mi S of site

Restrictive covenant [U.S. Army Corps of Engineers] (TR), approx. 1.6 mi W of site

South River 1, Jackson Lake (0307010303) [SWAP High Priority Watershed] (TR),
approx. 2.7 mi NW of site

Recommendations:

Please be aware that state protected species have been documented near the proposed project. For information about these species, including survey recommendations, please visit our webpage at <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>. The following biologists can provide additional recommendations and assistance regarding the following groups:

Plants: Lisa Kruse (Lisa.Kruse@dnr.ga.gov)

Fishes: Paula Marcinek (Paula.Marcinek@dnr.ga.gov)

Crayfish: Brett Albanese (Brett.Albanese@dnr.ga.gov)

Mussels: Matt Rowe (Matt.Rowe@dnr.ga.gov)

Reptiles & Amphibians: Daniel Sollenberger (Daniel.Sollenberger@dnr.ga.gov)

Mammals: Trina Morris (Katrina.Morris@dnr.ga.gov)

Birds: Nathan Klaus (Nathan.Klaus@dnr.ga.gov) or Tim Keyes (Tim.Keyes@dnr.ga.gov)

Species listed above that have no “GA” or “US” status are considered Georgia species of concern. Locations of these species are tracked until enough information is gathered to determine if they should be added to the state list or if their populations do not warrant tracking. It is important to consider these species when planning projects. There are records of two Georgia species of concern, the southeastern myotis (*Myotis austroriparius*) and the tricolored bat (*Perimyotis subflavus*), at or immediately adjacent to the proposed project site. The tricolored bat is being assessed by the United States Fish and Wildlife Service for listing under the Endangered Species Act of 1973 as the result of a petition for listing. Please let us know if you have any questions regarding Georgia species of concern.

The proposed project site remains mostly undisturbed. We are concerned about sensitive habitats that could be impacted by construction activities. To protect aquatic habitats and water quality, we recommend that all machinery be kept out of streams. We urge you to use stringent erosion control practices during construction or logging activities. Further, we strongly advocate leaving vegetation intact within 100 feet of streams, which will preserve riparian habitat for terrestrial species, reduce inputs of sediments to the watershed, assist with maintaining streambank integrity, and provide shade and habitat for aquatic species. We also urge you to consider preserving this site for conservation since it remains undeveloped. Please visit our website at www.georgiawildlife.com for more information on conservation opportunities in the state.

This project occurs within a high priority watershed(s). As part of Georgia’s State Wildlife Action Plan (SWAP), high priority watersheds were identified to protect populations of high priority aquatic species, important coastal habitats, and migratory corridors for anadromous species. Please refer to Appendix F of Georgia’s SWAP to find out more specific information about the listed high priority watershed(s) (<https://georgiawildlife.com/wildlifeactionplan>).

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Wildlife Conservation Section comes from a variety of sources, including museum and herbarium

records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Wildlife Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (<http://georgiawildlife.com/conservation/species-of-concern#rare-locations>) or by contacting our office. If we can be of further assistance, please let us know.

Sincerely,



Maggie Aduddell Hunt, Wildlife Biologist
maggie.hunt@dnr.ga.gov, (706) 557-3228

Data Available on the Wildlife Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. To view these profiles, please visit: <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>
- Rare species and natural community information can be viewed by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://georgiabiodiversity.org/>
- Downloadable files of rare species and natural community data by quarter quad and county are also available. These files can be downloaded from: <http://georgiabiodiversity.org/natels/natural-element-locations.html>

