

DATE: May 5, 2023

TO: Mayor Robert Price, City of Locust Grove
ATTN TO: Anna Williams, Planner II, City of Locust Grove
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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: Locust Grove Phase III DRI 3805

Submitting Local Government: City of Locust Grove

Date Opened: April 19, 2023

Date Closed: May 5, 2023

Description: A DRI review of a proposal to construct two industrial warehouses totaling 962,220 SF on a 101-acre wooded site with streams and wetlands off of Price Road and Bethlehem Road in the City of Locust Grove in Henry County.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is not well aligned with Developing Suburbs policy recommendations 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." It could be better aligned through retention of additional undisturbed areas around stream and wetland areas, utilization of green infrastructure, and minimization of stream intrusions.

A total of 521 car parking spaces and are proposed which is substantially more than the minimum 200 required. A total of 388 truck trailer spaces and 232 truck docks are provided. No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The project is expected to generate approximately 1,558 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

The project site 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.

The plans also show Buildings E and F and their associated parking lots, loading areas and detention ponds being sited directly over the two northernmost streams or their buffers. The proposed site plan also shows a parking/loading area intrusion into the 75-foot buffer of a branch of the central stream at the eastern end of Building E. The only other intrusion into the buffers shown is an internal road crossing the central stream just south of Building E, which is generally exempt under the Locust Grove ordinance. However, the site plan shows other areas of proposed development that are close to the mapped stream buffers. All intrusions other than the road crossing may require variances under the Locust Grove Stream Buffer Ordinance and the State Erosion and Sedimentation Act buffer.

Incorporation of green stormwater and heat island mitigation designs for the surface car and truck parking spaces proposed would be supportive of regional environmental policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

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

A total of 521 car parking spaces and are proposed which is substantially more than the minimum 200 required. A total of 388 truck trailer spaces and 232 truck docks are provided.

No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The project is expected to generate approximately 1,558 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. 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 Comments

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 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.

Both the USGS coverage for the project area and the project site plan show two intermittent blue line streams crossing the property and flowing into an unnamed perennial tributary of Indian Creek to the west of the project site as well as a third intermittent stream ending in wetlands before it reaches the perennial stream. One stream starts from an onsite pond at the northern end of the property. The second is in the middle of the property with branches off of it as shown on the USGS coverage and the site plan. The third stream shown ending in wetlands is at the southern end of the project property. The submitted site plan also shows a short stream just south of the northernmost mapped stream that is not shown on the USGS coverage. Although not labelled, the site plan shows the 50-foot buffer and 75-foot impervious setback required by the Locust Grove Stream Buffer Ordinance and the 25-foot State Erosion and Sedimentation Act buffer on all streams shown on the site plan. However, the plans also show Buildings E and F and their associated parking lots, loading areas and detention ponds being sited directly over the two northernmost streams or their buffers. The proposed site plan also shows a parking/loading area intrusion into the 75-foot buffer of a branch of the central stream at the eastern end of Building E. The only other intrusion into the buffers shown is an internal road crossing the central stream just south of Building E, which is generally exempt under the Locust Grove ordinance. However, the site plan shows other areas of proposed development that are close to the mapped stream buffers. All are intrusions other than the road crossing may require variances under the Locust Grove Stream Buffer Ordinance and the State Erosion and Sedimentation Act buffer.

Other Environmental Comments

Some land around stream buffers is proposed to be retained by the project. Additional retention of these areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. Designation of these preserved areas as managed open/conservation space could meaningfully reduce the overall impact of the project. There may be potential opportunities

for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project can 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.

Incorporation of green stormwater and heat island mitigation designs for the surface car parking spaces proposed would be supportive of regional environmental policies.

Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

The Atlanta Region's Plan identifies Developing Suburbs as areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas 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 project is not aligned with the above Developing Suburbs policy recommendations. It could be better aligned through retention/dedication of additional undisturbed areas around the Indian Creek tributary, the provision of a management mechanism for the areas being preserved, and the utilization of green infrastructure in project hardscape areas. City of Locust Grove leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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	HENRY COUNTY
SPALDING COUNTY	CITY OF HAMPTON	CITY OF LOCUST GROVE
CITY OF McDONOUGH		

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@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 #3805

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 Williams

Telephone: 770-692-2324

E-mail: awilliams@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: Locust Grove Phase III

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33.362, -84.134 South of Bethlehem Rd and north of Bill Gardner Parkway, west of I-75

Brief Description of Project: Two industrial warehouses totaling 962,220 SF

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input 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.): Two industrial warehouses totaling 962,220 SF

Developer: CRG

Mailing Address: 2675 Paces Ferry Rd Suite 290

Address 2:

City: Atlanta State: GA Zip: 30339

Telephone: 7707676342

Email: hornsbk@claycorp.com

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

If yes, property owner:

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?

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: Locust Grove- Clayco Phase II

Project ID: 2699

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?

27%

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

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Developments of Regional Impact

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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 Williams

Telephone: 770-692-2324

Email: awilliams@locustgrove-ga.gov

Project Information

Name of Proposed Project: Locust Grove Phase III

DRI ID Number: 3805

Developer/Applicant: The Cubes at Locust Grove, LLC

Telephone: 770-317-9635

Email(s): hornsbyk@claycorp.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: 49000000

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

430000

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 Locust Grove

What is the estimated water supply demand to be generated by the project,

0.013

measured in Millions of Gallons Per Day (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?

Extension will be provided by Phase II Build-out. No additional extension needed.

Wastewater Disposal

Name of wastewater treatment provider for this site:

City of Locust Grove

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

0.011

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?

Extension will be provided by Phase II Build-out. No additional extension needed.

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.)

1558 Net Daily Trips 140 AM trips 142 PM trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below:

Please refer to Traffic Study that will be performed by Kimley-Horn.

Solid Waste Disposal

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

329 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?

50.79

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

See site plan for stream impacts, in accordance with Permit #SAS-2017-00625.

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:

See site plan for stream impacts, in accordance with Permit #SAS-2017-00625

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LOCUST GROVE PHASE III DRI
City of Locust Grove
Natural Resources Group Review Comments

April 28, 2023

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 crossing the property and flowing into an unnamed perennial tributary of Indian Creek to the west of the project site as well as a third intermittent stream ending in wetlands before it reaches the perennial stream. One stream starts from an onsite pond at the northern end of the property. The second is in the middle of the property with branches off of it as shown on the USGS coverage and the site plan. The third stream shown ending in wetlands is at the southern end of the project property. The submitted site plan also shows a short stream just south of the northernmost mapped stream that is not shown on the USGS coverage. Although not labelled, the site plan shows the 50-foot buffer and 75-foot impervious setback required by the Locust Grove Stream Buffer Ordinance and the 25-foot State Erosion and Sedimentation Act buffer on all streams shown on the site plan. However, the plans also show Buildings E and F and their associated parking lots, loading areas and detention ponds being sited directly over the two northernmost streams or their buffers. The proposed site plan also shows a parking/loading area intrusion into the 75-foot buffer of a branch of the central stream at the eastern end of Building E. The only other intrusion into the buffers shown is an internal road crossing the central stream just south of Building E, which is generally exempt under the Locust Grove ordinance. However, the site plan shows other areas of proposed development that are close to the mapped stream buffers. All are intrusions other than the road crossing may require variances under the Locust Grove Stream Buffer Ordinance and the State Erosion and Sedimentation Act buffer.

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. Any unmapped waters of the state on the property will also be subject to the 25-foot State Erosion and Sedimentation Act buffer.

Stormwater/Water Quality

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

During 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 #3805
DRI Title Locust Grove Phase III
County Henry County
City (if applicable) Locust Grove
Address / Location North of the intersection of Bill Gardner Parkway at Price Drive

Proposed Development Type:

A DRI review of a proposal to construct two industrial warehouses totaling 962,220 SF on a 101-acre wooded site with streams and wetlands off of Price Road and Bethlehem Road in the City of Locust Grove in Henry County.

Build Out: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date May 4, 2023

TRAFFIC STUDY

Prepared by Kimley-Horn
Date March 15, 2023

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*)

All programmed and planned projects within the area are mentioned on page 18 of the traffic study.

☐ NO (*provide comments below*)

[Click here to provide comments.](#)

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*)

No site driveways provide access to the site via a roadway 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*)

No site driveways provide access to the site via a roadway identified 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

[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)*

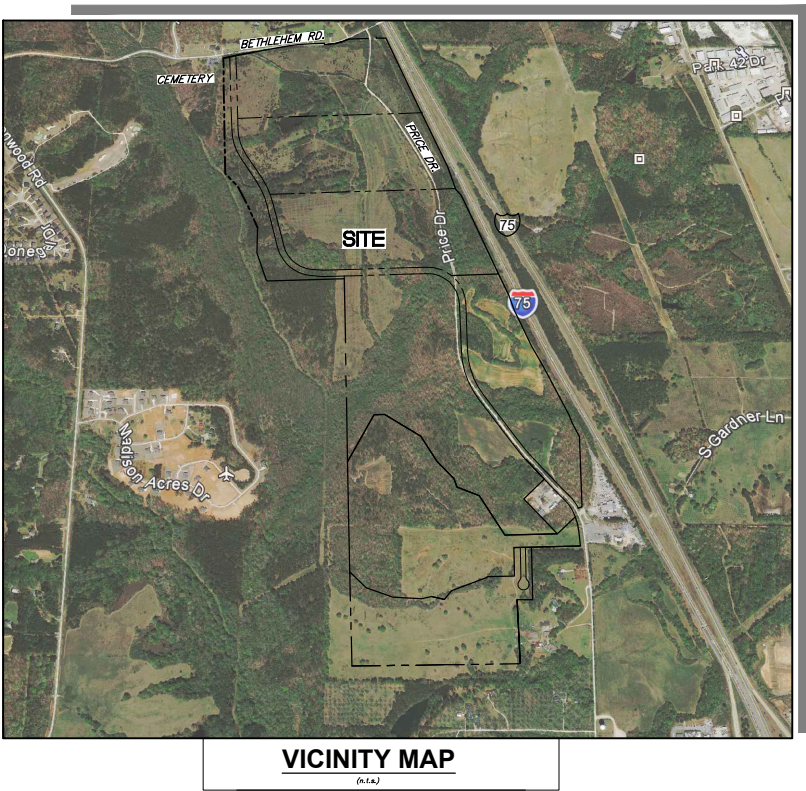
☐ YES *(see comments below)*

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

None at this time.

DRI #3805 EXHIBIT - LOCUST GROVE - PHASE 3				
HENRY COUNTY, GA				
12/30/2022				
		Bldg. B	Bldg. C	Total of Bldgs. B and C
		Phase 3	Phase 3	Phase 3
DRI Reference Number		#3805	#3805	#3805
Acerage	Acres	56.68	44.24	100.92
Yield - Building Cover		18.7%	26.0%	21.9%
Building	Sq.Ft.	462,000	500,220	962,220
Parking Space - PROVIDED		262	259	521
Parking Space - REQUIRED		96	104	200
Trailer Spaces - PROVIDED		232	156	388
Truck Docks - PROVIDED		110	122	232
Services - Sewer Demand	GPD	5,539	5,997	11,536
Services - Water Demand	GPD	6,472	7,007	13,479
ADDITIONAL SITE INFORMATION:				
- <u>PRESENT ZONING</u> IS LIGHT MANUFACTURING (M-1)				
- <u>ZONING YARD SETBACKS</u> : FRONT=70 FEET, REAR=20 FEET,SIDE=NONE				
- 50 FOOT UNDISTURBED STREAM BUFFER AND 25 FOOT ADDITIONAL IMPERVIOUS SETBACK SHOWN FOR ALL STATE WATERS LOCATED ON THE SUBJECT PROPERTY.				



FLOOD NOTE

SUBJECT PROPERTY OF "SITE" (AS DEPICTED ON VICINTY MAP) IS LOCATED IN "ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND WITHIN FLOOD HAZARD "ZONE A" AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAPS:

- NO. 13151C01700 DATED 10/06/2016 (NORTHERN PORTION OF "SITE").
- NO. 13151C02570 DATED 10/06/2016 (SOUTHERN PORTION OF "SITE").

STREAM AND FLOOD HAZARD NOTE

THERE ARE LIVE STREAMS ON OR WITHIN 200' OF THE SITE. STREAMS SHOWN ARE CLASSIFIED AS INTERMITTENT AT THEIR RESPECTIVE HEAD WATERS AND PERENNIAL PRIOR TO LEAVING THE SITE. JURISDICTIONAL WATER DELINEATION PROVIDED BY CORBLU ECOLOGY GROUP

WETLANDS NOTE

THERE ARE WETLANDS ON OR WITHIN 200' OF THE SITE. WETLAND DELINEATION PROVIDED BY CORBLU ECOLOGY GROUP. WETLANDS AREAS SHOWN ARE FIELD LOCATED.

WATERSHED NOTE

THIS SITE IS LOCATED IN THE INDIAN CREEK WATERSHED PROTECTION AREA. PORTIONS OF THE PROPERTY THAT FALL WITHIN THE WATER QUALITY CRITICAL AREA WILL REMAIN UNDEVELOPED AND UNDISTURBED..

CONTACT INFORMATION:

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OWNER UNDER CONTRACT / DEVELOPER:
CRG ACQUISITION, LLC
2675 PACES FERRY ROAD, SUITE 290
ATLANTA, GA
KEITH HORNSBY
(770) 317-9635

SEAL

developed by:
CRG
INTEGRATED
REAL ESTATE
SOLUTIONS
realcrg.com

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PROJECT:
**LOCUST GROVE -
PHASE 3 DISTRIBUTION
CENTER**
CITY OF LOCUST GROVE, GA
DRI #3805 PLAN

Developer

DRAWING ISSUE01/03/2023

DescriptionDate

Drawing Title
**DRI #3805 PLAN
EXHIBIT**

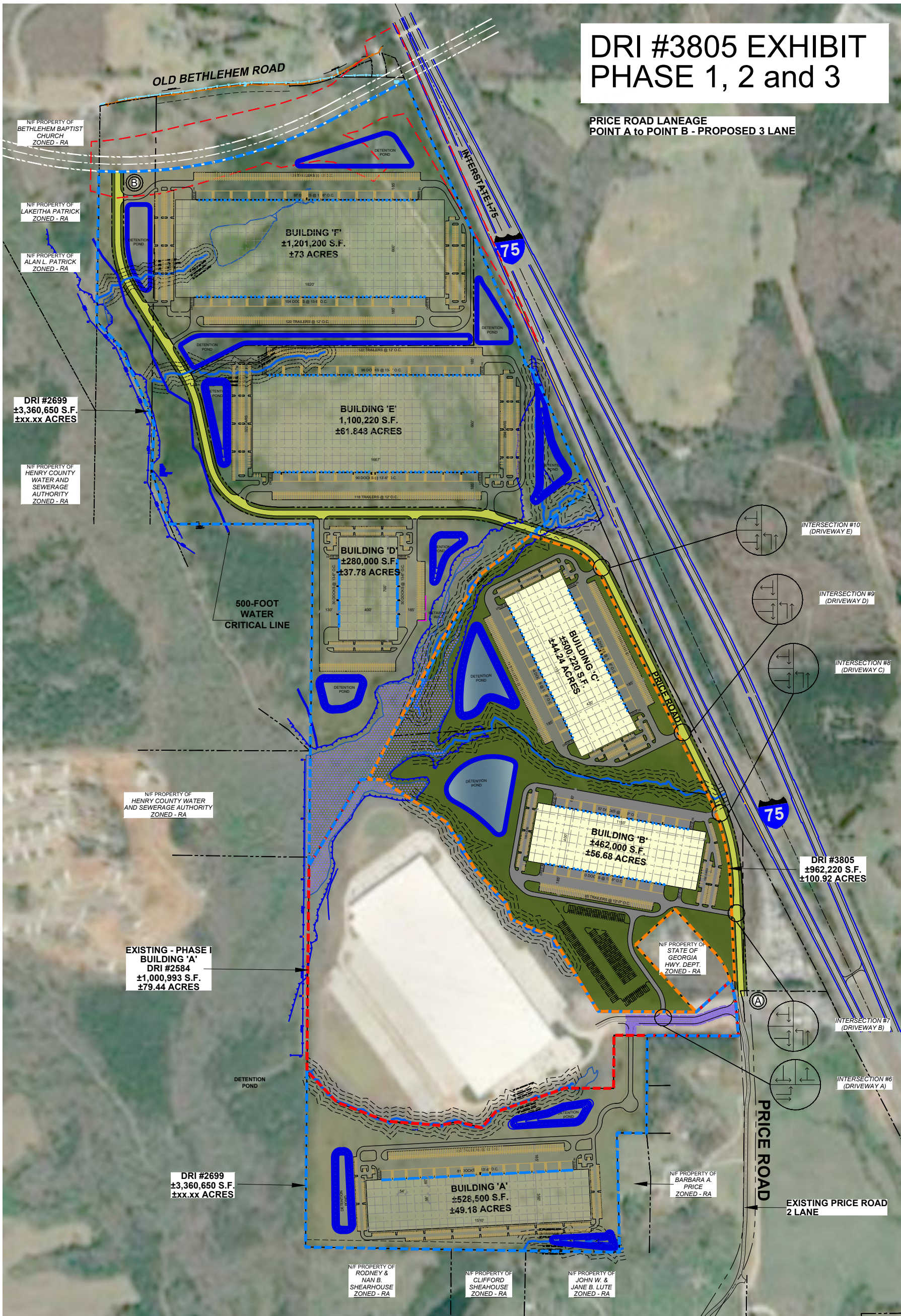
Drawing No.
EX 1 of 2

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Consult.
Job No.
217-6095

JPW

DRI #3805 EXHIBIT
PHASE 1, 2 and 3



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