

DATE: March 11, 2024

TO: Chairwoman Carlotta Harrell, Henry County Commission
ATTN TO: Kenta Lanham, Planner III, Henry County
FROM: Mike Alexander, COO, Atlanta Regional Commission
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: Bartram ADM Properties DRI 4075

Submitting Local Government: Henry County

Date Opened: February 20, 2024

Date Closed: March 11, 2024

Description: A DRI review of a project to construct a 10,000 sq. ft. non-hazardous solid waste transfer station with 6,000 sq. ft. of associated office space on an approximately 10- acre site in Liberty Square Industrial Park at 160 and 180 Sedgeview Drive 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 aligned with the site's 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 the maximum retention of wooded area within the site.

The project will generate a total of 452 daily new vehicular trips. A range of roadway modifications are proposed to address this impact.

The project is within 2 miles of the Atlanta Speedway Airport. The GDOT Aviation Programs division noted that waste handling facilities within 10,000 feet of an active airport must be fully enclosed to meet FAA safe airport operations requirements in regard to limiting potential wildlife impacts on aviation activities. The proposed degree of enclosure is not specified in the project materials.

The City of Hampton submitted comments related to the impact of the truck traffic generated by the project on nearby residential areas.

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.

The project will generate a total of 452 daily new vehicular trips.

The GDOT Aviation Programs division submitted comments which are attached. They note that waste handling facilities within 10,000 feet of an active airport (this site is within approximately 2 miles of the Atlanta Speedway Airport) must be fully enclosed to meet FAA safe airport operations requirements in regard to limiting potential wildlife impacts on aviation activities. Unenclosed facilities may attract birds which can impact aviation activities. The proposed degree of enclosure is not specified in the project materials.

The City of Hampton submitted comments which are attached. They express concerns related to the impact of the truck traffic generated by the project on nearby residential areas. Revolutionary Drive is specifically noted as a route that may be affected by new truck traffic. Signage currently notes that through truck traffic on this road is prohibited and this restriction will need to be enforced.

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.

As shown on both the project site plan and Metropolitan North Georgia Water Planning District maps, the easternmost portion of the proposed project site is within the Towaliga River 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.

The submitted site plan shows no proposed activity within the Towaliga watershed portion of the property. If any development activity occurs within the water supply watershed, it will be subject to Henry County requirements. The County has a watershed protection ordinance for all small water supply watersheds in the County, with specific criteria for the individual watersheds, including Towaliga River.

No blue-line streams are shown on either the site plan or the USGS coverage of the project area. Any unmapped streams on the property may be subject to the requirements of the stream buffer and watershed requirements of the Henry County Unified Development Code. Any unmapped waters of the state on the property will be subject to the 25-foot State Sediment and Erosion Control buffer.

Other Environmental Comments

The project can support The Atlanta Region's Plan in general by incorporating key aspects of regional environmental 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.

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 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 the maximum retention of wooded area on the site. Henry County 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 TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF LOVEJOY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
HENRY COUNTY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF HAMPTON
CLAYTON COUNTY

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

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

DRI #4075

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Henry

Individual completing form: Yaritza Nieves

Telephone: 770-288-6415

E-mail: ynieves@co.henry.ga.us

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

Proposed Project Information

Name of Proposed Project: Bartram ADM Properties

Location (Street Address, 160 & 180 Sedgeview Drive, Hampton, GA 30228 (parcels 007C01016000 and 007C01015000)
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Waste transfer station

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 checked="" type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 16,000 square feet (10,000 sq. ft. non-hazardous solid waste transfer station & 6,000 sq. ft. associ

Developer: Bartram ADM Properties, LLC

Mailing Address: 124 East Main Street North

Address 2:

City: Hampton State: GA Zip: 30028

Telephone: 404-790-7169

Email: davidb@admrolloff.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?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2025 Overall project: 2025

[Back to Top](#)[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)[DRI Site Map](#) | [Contact](#)



Developments of Regional Impact

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

DRI #4075

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Henry
Individual completing form: Kenta Lanham
Telephone: 770-288-7534
Email: klanham@co.henry.ga.us

Project Information

Name of Proposed Project: Bartram ADM Properties
DRI ID Number: 4075
Developer/Applicant: Bartram ADM Properties, LLC
Telephone: 404-790-7169
Email(s): davidb@admrolloff.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: \$1 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Undetermined

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)?

< 1.0 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Henry County Water Authority

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

< 1.0 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

46 peak hour, 452 daily trips

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

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

If yes, please describe below:

Solid Waste Disposal

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

1 ton, estimated

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?

18.66%

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

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:
A portion of the property is within the Towaliga Watershed Protection Area as identified by the Henry County Water Authority.

[Back to Top](#)

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

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

From: [Hood, Alan C.](#)
To: [Donald Shockey](#)
Cc: [Lynn Planchon](#); [Dupre, Cody](#); [Walker, Lewis](#)
Subject: RE: Bartram ADM Properties DRI 4075 - Preliminary Report and Comments Request
Date: Tuesday, March 5, 2024 12:50:43 PM
Attachments: [image001.png](#)

Donald,

This proposed transfer station is 2 miles from the Atlanta Speedway Airport (HMP) runway end. Atlanta Speedway Airport does not have regularly scheduled service by an aircraft under 60 seats, and is therefore not considered an "Air-21" airport, meaning a permit is not required from the Georgia Department of Transportation. This proposed facility is however, within the 10,000' separation recommended in FAA Advisory Circular 150/5200-33C from airport property.

It does not say in this proposal, but if this is a fully enclosed transfer station, then it would be ok. Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are constructed and operated properly and are not located on airport property or within the Runway Protection Zone.

These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife. Trash transfer facilities that are open on one or more sides; or store uncovered quantities of municipal solid waste outside, even if only for a short time; or use semi-trailers that leak or have trash clinging to the outside; or do not control odors by ventilation and filtration systems (odor masking is not acceptable) do not meet the FAA's definition of fully enclosed trash transfer stations. The FAA considers fully enclosed waste-handling facilities constructed or operated incorrectly incompatible with safe airport operations if they are located closer than the separation distances specified in FAA Advisory Circular 150/5200-33C Paragraphs 1.2 through 1.4.

I have copied the airport manager on this email.

Thank you for the opportunity to comment on this project.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

From: [Wanda Moore](#)
To: [Donald Shockey](#)
Subject: RE: Bartram ADM Properties DRI 4075 - Preliminary Report and Comments Request
Date: Wednesday, March 6, 2024 5:32:51 PM
Attachments: [image001.png](#)
[image002.png](#)
[ORD 436.pdf](#)

Donald,

Based on current zoning of M-1; the proposed use of Solid waste management facilities and Recycling centers is not permitted. Is the applicant requesting to rezone to M-2?

Below, the clip of Henry County FLUM. The area is residential. E. Main Street is a no truck zone through the city. The small pockets of industrial are part of old zoning practices that were not as comprehensive as those we work to implement today. The impact is far greater as freight and transport is significantly increasing throughout the county. The travel access, routes, and hour restrictions will be a valuable consideration. Amah Lee is a residential collector, west to US 19/41, via Franklin Rivers Road and east to HWY 3N. The intersection west at Franklin Rivers Road is an R-Cut. Trucks leaving the facility and traveling west to travel US 19/41 south may impact Liberty Square neighborhood via Revolutionary Drive. The city certainly would like to have a conditional approval that restricts transfer trucks from Revolutionary Drive.

The aerial image attached appears to show roughly 6+/- acres of clearing. The residences along HWY 3N and Amah Lee may benefit from an hour of operations restriction.

I have attached that ORD. 436 for information only. The use was approved as a Conditional Use with 10 conditions.

ADM has been a great partner of the City of Hampton. We utilize them for our clean up days and citizen recycling events.

Best regards,
Wanda



Wanda D. Moore, PLA | Director of Community Development
City of Hampton | 17 East Main Street South | Hampton, GA 30228
Phone: (770) 946-4306 ext. 2229 | Direct : (678) 588-9129
Email: wmoore@hamptonga.gov | Website: www.hamptonga.gov

From: Donald Shockey <DShockey@atlantaregional.org>

Sent: Tuesday, February 20, 2024 2:44 PM

To: Wanda Moore <wmoore@HAMPTONGA.GOV>; Mark Whitley, City Engineer <m_whitley@cityoflovejoy.com>; David Simmons - Henry County <dsimmons@co.henry.ga.us>; Kamau As-Salaam <ksalaam@co.henry.ga.us>; Kenta Lanham <klanham@co.henry.ga.us>; Toussaint Kirk <tkirk@co.henry.ga.us>; ynieves@co.henry.ga.us; •

BARTRAM ADM PROPERTIES DRI
Henry County
Natural Resources Review Comments

February 20, 2024

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 County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Water Supply Watersheds

As shown on both the project site plan and Metropolitan North Georgia Water Planning District maps, the easternmost portion of the proposed project site is within the Towaliga River 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.

The submitted site plan shows no proposed activity within the Towaliga watershed portion of the property. If any development activity occurs within the water supply watershed, it will be subject to Henry County requirements. The County has a watershed protection ordinance for all small water supply watersheds in the County, with specific criteria for the individual watersheds, including Towaliga River.

Stream Buffer Protection

No blue-line streams are shown on either the site plan or the USGS coverage of the project area. Any unmapped streams on the property may be subject to the requirements of the stream buffer and watershed requirements of the Henry County Unified Development Code. Any unmapped waters of the state on the property will be subject to the 25-foot State Sediment and Erosion Control buffer.

Stormwater/Water Quality

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

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater best 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 #4075

DRI Title Bartram ADM Properties

County Henry County

City (if applicable) N/A

Address / Location In unincorporated Henry County at 160 and 180 Sedgeview Drive (in Liberty Square Industrial Park), north of Amah Lee Road and west of the Norfolk Southern railway line and Old Highway 3.

Proposed Development Type:

DRI review of a project to construct a 10,000 sq. ft. non-hazardous solid waste transfer station with 6,000 sq. ft. of associated office space on an approximately 10-acre site in Liberty Square Industrial Park at 160 and 180 Sedgeview Drive in Henry County.

Build Out: 2025

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Reginald James

Copied Jean Hee P. Barrett

Date February 20, 2024

TRAFFIC STUDY

Prepared by Maldino and Wilburn, LLC

Date

December 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)*

On page 7 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 access to the site is 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 access to the site is via a roadway identified as a Regional Truckroute.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Henry County Transit

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):

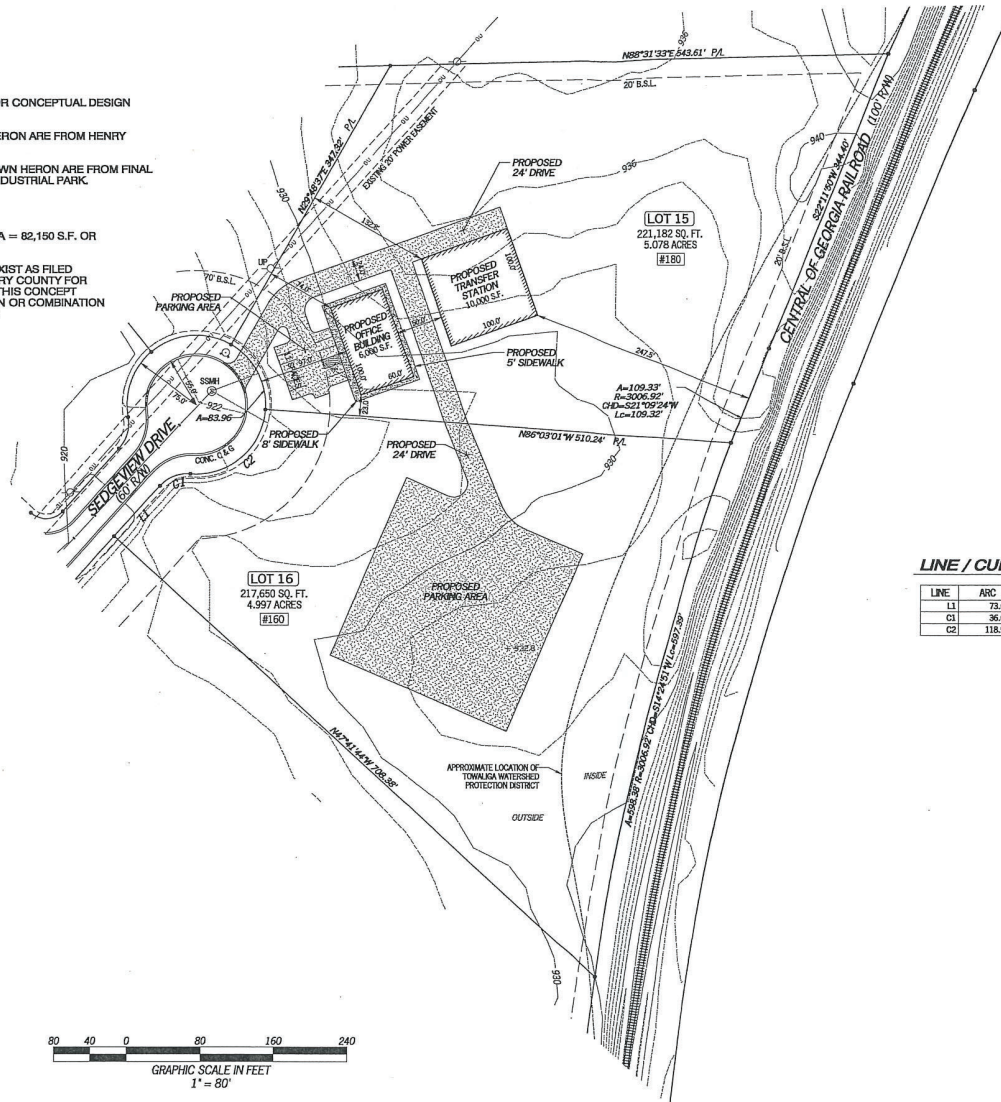
None at this time.

NOTES:

1. THIS DRAWING IS FOR CONCEPTUAL DESIGN ONLY.
2. THE CONTOURS SHOWN HEREON ARE FROM HENRY COUNTY GIS.
3. THE BOUNDARY LINES SHOWN HEREON ARE FROM FINAL PLAT FOR LIBERTY SQUARE INDUSTRIAL PARK.

*TOTAL PROPOSED IMPERVIOUS AREA = 82,150 S.F. OR 1.886 ACRES

*LOTS SHOWN HEREON CURRENTLY EXIST AS FILED AMONG THE LAND RECORDS OF HENRY COUNTY FOR LIBERTY SQUARE INDUSTRIAL PARK. THIS CONCEPT PROPOSES NO FURTHER SUBDIVISION OR COMBINATION OF THE PROPERTIES SHOWN HEREON.



LINE / CURVE TABLE:

LINE	ARC	RADIUS	CHD. BRG.	CHD.
L1	73.61'		N42°18'10"E	85.39'
C1	36.66'	40.00'	N68°33'21"E	106.80'
C2	118.92'	75.00'	N42°22'40"E	106.80'

FLOOD NOTE:

THIS PROPERTY IS NOT LOCATED IN SPECIAL FLOOD HAZARD ZONE PER FLOOD INSURANCE RATE MAP OF HENRY COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 151510143D DATED OCTOBER 6, 2016.

STATE WATER NOTE:

THERE ARE NO STATE WATERS WITHIN 200 FEET OF THE PROPOSED PROJECT SITE.

WETLANDS NOTE:

BASED UPON FIELD INSPECTION AND OBSERVATIONS OF THE PROPERTY, AND SUPPORTED BY THE NATIONAL WETLANDS INVENTORY MAPPING, PRODUCED BY THE U.S. DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE, IT IS IN MY OPINION THERE ARE NO WETLANDS CONTAINED WITHIN THE PROJECT LIMITS OF THIS SITE.

WATERSHED NOTE:

BASED UPON THE WATERSHED MAPPING PROVIDED BY THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY, THIS PROJECT IS LOCATED IN THE UPPER PLANT WATERSHED - 03070103. ACCORDING TO THE HENRY COUNTY WATERSHED PROTECTION MAP, THIS PROPERTY PARTIALLY LIES WITHIN THE TONALGA WATERSHED PROTECTION DISTRICT, HOWEVER IT DOES NOT LIE WITHIN A "WATER QUALITY CRITICAL AREA".

CONVEYANCE
MARK C. WHITLEY, P.E.
LEVEL II CERTIFIED PROFESSIONAL
LEVEL II CERTIFIED DESIGN PROJ.



WHITLEY INC.
ENGINEERING
DESIGN
PROJECT MANAGEMENT
38 E. MAIN STREET N.
HAMPTON, GA 30228
TEL: (770) 945-0558

REV.	DATE	DESCRIPTION
1	10-12-18	PER HOWA COMMENTS
2		
3		
4		
5		

LIBERTY SQUARE INDUSTRIAL PARK
LOT 15 & 16 - CONCEPT FOR DAVID BARTRAM
LAND LOT 218
6TH DISTRICT
UNINC. HENRY COUNTY, GEORGIA
DATE: 10/20/18
SCALE: 1" = 80'

SHEET
1 OF 1