**REGIONAL REVIEW FINDING** 

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#### DATE: Sep 15 2006

ARC REVIEW CODE: R608141

TO:Mayor Lorene LindseyATTN TO:Tim Young, DirectorFROM:Charles Krautler, Director



The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

#### <u>Submitting Local Government</u>: City of Locust Grove <u>Name of Proposal:</u> Gateway 75 Industrial Park

Review Type: Development of Regional Impact

Date Opened: Aug 14 2006

Date Closed: Sep 15 2006

**<u>FINDING</u>**: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

<u>Additional Comments</u>: The proposed development is a warehouse and light industrial distribution project located adjacent to Interstate 75. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

Refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area. Clear cutting of the vegetation should be minimized where possible. It is recommended that appropriate measures are taken to ensure the protection of the streams located on the site. The site plan of this project shows a rail corridor immediately adjacent to the property and suggests a possible connection to this corridor. It is recommended the developer work with the owner of this rail network to establish direct rail access to the site, minimizing the need for additional truck trips too and from the site.

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

ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES HENRY COUNTY MCINTOSH TRAIL RDC ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION CITY OF MCDONOUGH ARC Environmental Planning Georgia Department of Community Affairs Georgia Regional Transportation Authority Spalding County

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463–3302. This finding will be published to the ARC website.

The ARC review website is located at: <u>http://www.atlantaregional.com/landuse/</u>.

#### FINAL REPORT SUMMARY

#### **PROPOSED DEVELOPMENT:**

The proposed Gateway 75 Industrial Park is a 149.8 acre development in the City of Locust Grove. The proposed development includes 1,745,000 square feet of warehouse distribution space in three buildings. Site access to the proposed development is proposed at three locations onto to Bethlehem Road.

#### **PROJECT PHASING**:

The project is being proposed in one phase with a project build out date for 2009.

#### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

### Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned M1 (light industrial). The site does not need to be rezoned. The DRI trigger for this development is a permit request by the developer. Information submitted for the review states that the proposed zoning is consistent with the City of Locust Grove's Future Land Use Map, which designates the area as light industrial.

### Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

### Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts to the implementation of any local government's short term work program.

# Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.



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#### What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2005	Kingston Village
2003	DSC Logistics
2003	Prologis Park at Greenwood
2003	Liberty Industrial
2003	Greenwood Industrial Park
20001	White Oak Business Park
2001	Creekside Industrial Park
2000	Williamsburg Plantation
1999	Panattoni Ind. Development and Expansion
1999	Eagle Creek Country Club
1996	Southgate
1993	Gone with the Wind
1992	Nestle's Distribution Center

### Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

#### Will the development cause a loss in jobs? If yes, how many?

No.

#### Is the proposed development consistent with regional plans and policies?

The proposed development is a warehouse and light industrial distribution project located adjacent to Interstate 75. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

Refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area. Clear cutting of the vegetation should be minimized where possible. It is recommended that appropriate measures are taken to ensure the protection of the streams located on the site.

Grading of the site should be kept to a minimum where possible. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the



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immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

The site plan of this project shows a rail corridor immediately adjacent to the property and suggests a possible connection to this corridor. It is recommended the developer work with the owner of this rail network to establish direct rail access to the site, minimizing the need for additional truck trips too and from the site.

#### FINAL REPORT

#### **Regional Development Plan Policies**

- 1. Promote sustainable economic growth in all areas of the region.
- 2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
- 3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.
- 4. At strategic regional locations, plan and retail industrial and freight land uses.
- 5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
- 6. Promote the reclamation of Brownfield developments sites.
- 7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
- 8. Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- 9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
- 10. Promote sustainable and energy efficient development.
- 11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
- 12. Increase the amount, quality, connectivity, and accessibility of greenspace.
- 13. Provide strategies to preserve and enhance historic resources.
- 14. Through regional infrastructure planning, discourage growth in undeveloped areas.
- 15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
- 16. Inform and involve the public in planning at regional, local, and neighborhood levels.
- 17. Coordinate local policies and regulations to support Regional Policies.
- 18. Encourage the development of state and regional growth management policy.

#### BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.



Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation. Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing. Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

#### BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking. Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression. Practice 9: Provide networks for pedestrians and bicvclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets. Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

#### BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.



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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape<sup>TM</sup> landscaping. Xeriscaping<sup>TM</sup> is water conserving landscape methods and materials.

#### BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

#### **LOCATION**

#### Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in the City of Locust Grove in the southwest portion of Henry County. The site is located east of Interstate 75 and west of the railroad tracks along Bethlehem Road.

### Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the City of Locust Grove's boundaries; however, the site is adjacent to Henry County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

#### **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:

#### What new taxes will be generated by the proposed project?

Estimated value of the development is \$55,000,000 with an expected \$750,000 in annual local tax revenues.

#### How many short-term jobs will the development generate in the Region?



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Short-term jobs will depend upon construction schedule.

#### Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

None were determined during the review.

#### NATURAL RESOURCES

#### Water Supply Watersheds and Stream Buffers

The project property is located in the Indian Creek Water Supply Watershed, which is a small (less than 100-square mile) water supply watershed. The northwest portion of the property is crossed by a perennial tributary to Indian Creek (solid blue line on USGS coverage). Under the State Part 5 criteria, all development within a small water supply watershed must meet the DNR minimum criteria for small water supply watersheds unless alternate criteria are developed by all jurisdictions in a watershed and approved by EPD. Locust Grove has adopted its own watershed criteria for water supply watersheds, which allow for impervious surfaces amounts greater than the 25 percent maximum allowed under the DNR criteria, so long as specific project size and stormwater control requirements are met and impervious surface coverage is less than 75 percent of the project site. The submitted plans show a 150-foot vegetative buffer along the reservoir and a 100-foot vegetative buffer along the perennial stream, a 75-foot impervious surface setback and 50-foot undisturbed buffer along an unmapped stream and a series of detention ponds on the site. It will be up to the City to determine if the project meets its water supply watershed requirements.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

#### Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, using impervious areas for each use based on estimated averages for land uses in the Atlanta Region. Actual loadings will vary with the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Office/Light Industrial	149.80	193.24	2566.07	17077.20	106058.40	221.70	28.46
TOTAL	149.80	193.24	2566.07	17077.20	106058.40	221.70	28.46

#### Pollutant loads (lb./yr.)



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#### **Total Estimated Impervious: 70% in this analysis**

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (<u>www.georgiastormwater.com</u>) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

#### HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

#### INFRASTRUCTURE Transportation

### How many site access points will be associated with the proposed development? What are their locations?

The site will have three access driveways onto Bethlehem Road.

- Site Driveway 1, the eastern most driveway, is a full-movement driveway that will provide indirect access to buildings 2 and 3.
- Site Driveway 2, the middle driveway, will be a full-movement driveway and will serve all three buildings.
- Site Driveway 3, the westernmost driveway, is a full-movement driveway and will serve buildings 2 and 3 primarily. Indirect access is provided to building 1.

### How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:



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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
1,745,000 sq ft							
Industrial Space	285	63	348	86	258	344	3724
TOTAL NEW TRIPS	285	63	348	86	258	344	3724

\* Due to the industrial character of this development, no transit or pass-by trips are anticipated and no reductions have been assumed.

### What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.



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### List the transportation improvements that would affect or be affected by the proposed project.

#### 2006-2011 TIP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-020A, B	SR 20/81 (HAMPTON STREET): SEGMENT 1	Roadway Capacity	2010

2030 RTP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-118E	MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE V	Roadway Capacity	2020
HE-107	US 23	Roadway Capacity	2030
HE-113	SR 155	Roadway Capacity	2030

\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.

### Summarize the transportation improvements as recommended by consultant in the traffic study for Gateway 75 Industrial Park.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

King Mill Road at US 23/SR 42

• Signalize this intersection.

Bill Gardner Parkway at US 23/SR 42

• Add a second northbound left turn lane with protected traffic signal phasing.

Bethlehem Road at US 23/SR 42

• Signalize this intersection.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Bill Gardner Parkway at US 23/SR 42

• Add a second northbound left turn lane with protected traffic signal phasing.

SR 155 at US 23/SR 42

• Add an additional eastbound through lane.



Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no existing or planned transit facilities within 1/2 mile of the site.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

#### The development DOES NOT PASS the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based		
on ARC strategies)	Credits	Total
Bike/ped networks connecting uses w/in the		
site		2%
Industrial		
Clean-fueled vehicles 2% per ea.10% of fleet		
Percentage of Fleet (Rounded to 10)		10%
Total		12%

### What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The area surrounding this project is experiencing a substantial increase in residential and commercial development, leading to congestion on the surrounding transportation network. To minimize impacts on the roadway network in this area, it is suggested that all recommended improvements be implemented prior to completion of construction. The site plan of this project shows a rail corridor immediately adjacent to the property and suggests a possible connection to this corridor. It is recommended the developer work with the owner of this rail network to establish direct rail access to the site, minimizing the need for additional truck trips too and from the site.

#### **INFRASTRUCTURE**

#### Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.0175 MGD.

#### Which facility will treat wastewater from the project?

The Indian Creek facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

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PERMITTED CAPACITY MMF, MGD 1	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	Remarks
1.5	1.5	0.0	4	-2.5	3.0 mgd by 2005 and 6.0 mgd by 2008.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District SHORT-TERM WASTEWATER CAPACITY PLAN, August 2002.

#### What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that have been served by this plant.

#### <u>INFRASTRUCTURE</u> Water Supply and Treatment

#### How much water will the proposed project demand?

Water demand also is estimated at 0.0175 MGD based on regional averages.

### How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

#### INFRASTRUCTURE Solid Waste

#### How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 700 tons of solid waste per year and will be disposed on in Henry County.

### Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.



#### INFRASTRUCTURE Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- · Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

None were determined during the review.

#### HOUSING

#### Will the proposed project create a demand for additional housing?

No.

#### Will the proposed project provide housing opportunities close to existing employment centers?

No.

#### Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 704.01. This tract had a 61.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 86 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

### Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



#### Haley Fleming

From:	Shawanna Qawiy Bowles [sqbowles@co.henry.ga.us]
Sent:	Wednesday, August 16, 2006 11:44 AM
То:	Haley Fleming
Cc:	Shawanna Qawiy Bowles
Subject:	COMMENTS RE: DRI Review Notification- Gateway 75 Industrial Park, #1159

Haley,

The only comments I have at this time for this development is as follows

- Will this development be consistent with the Henry County CTP Transportation Corridor Plan for SR 23/42?
- Will the functional classification of Bethlehem Road and SR 23/42 be taken under consideration for this development? (As classified by GDOT)
- Were the GDOT AADT counts at traffic locations in this area reviewed?

Thanks,

#### Shawanna Qawiy Bowles

Transportation Planner <u>Henry County Government</u> 140 Henry Parkway McDonough, Georgia 30253 678-610-6339-Office 770-898-7657- Fax <u>sqbowles@co.henry.ga.us</u>

"Weak is he who permits his thoughts to control his actions; Strong is he who forces his actions to control his thoughts"

From: Cheri Matthews
Sent: Tuesday, August 15, 2006 10:16 AM
To: Shawanna Qawiy Bowles
Subject: FW: DRI Review Notification- Gateway 75 Industrial Park, #1159

Shawanna,

Please review and forward comments to Haley Fleming @ ARC. Thanks

#### Cheri Hobson-Matthews

Assistant Director, Planning & Zoning Henry County Government 140 Henry Parkway McDonough, GA 30253

#### Haley Fleming

From:	Julie Woo [juliew@streetsmarts.us]
Sent:	Thursday, August 17, 2006 10:45 AM
To:	Haley Fleming; 'Naveed Jaffar'
Cc:	'Robin Bechtel'; geneb@streetsmarts.us
Subject	: RE: COMMENTS RE: DRI Review Notification- Gateway 75 Industrial Park, #1159
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Haley,

Please see responses below in red.

Thanks, Julie

-----Original Message-----From: Haley Fleming [mailto:Haley@atlantaregional.com] Sent: Wednesday, August 16, 2006 1:04 PM To: Naveed Jaffar; juliew@streetsmarts.us Cc: Robin Bechtel Subject: FW: COMMENTS RE: DRI Review Notification- Gateway 75 Industrial Park, #1159

Naveed and Julie,

Can I get a response from you concerning Shawanna's questions below?

Thanks!

Haley

M. Haley Fleming Senior Planner Atlanta Regional Commission 40 Courtland Street, NE Atlanta, GA 30303 Phone: 404.463.3311 | Fax: 404.463.3254 E-mail: hfleming@atlantaregional.com

Visit ARC's New Web site at: www.atlantaregional.com

From: Shawanna Qawiy Bowles [mailto:sqbowles@co.henry.ga.us]
Sent: Wednesday, August 16, 2006 11:44 AM
To: Haley Fleming
Cc: Shawanna Qawiy Bowles
Subject: COMMENTS RE: DRI Review Notification- Gateway 75 Industrial Park, #1159

Haley,

The only comments I have at this time for this development is as follows

• Will this development be consistent with the Henry County CTP Transportation Corridor Plan for SR 23/42? [Julie Woo] I was not able to locate the Henry County CTP, but I believe so.

- Will the functional classification of Bethlehem Road and SR 23/42 be taken under consideration for this development? (As classified by GDOT) [Julie Woo] Yes.
- Were the GDOT AADT counts at traffic locations in this area reviewed? [Julie Woo] The GDOT AADT counts for the area were used to determine the 5% growth rate that was used in the study.

Thanks,

#### Shawanna Qawiy Bowles

Transportation Planner <u>Henry County Government</u> 140 Henry Parkway McDonough, Georgia 30253 678-610-6339-Office 770-898-7657- Fax sqbowles@co.henry.ga.us

"Weak is he who permits his thoughts to control his actions; Strong is he who forces his actions to control his thoughts"

From: Cheri Matthews
Sent: Tuesday, August 15, 2006 10:16 AM
To: Shawanna Qawiy Bowles
Subject: FW: DRI Review Notification- Gateway 75 Industrial Park, #1159

Shawanna,

Please review and forward comments to Haley Fleming @ ARC. Thanks

#### Cheri Hobson-Matthews

Assistant Director, Planning & Zoning Henry County Government 140 Henry Parkway McDonough, GA 30253 770-954-2457 (office) 770-954-2458 (fax) cmatthews@co.henry.ga.us

Subject: DRI Review Notification- Gateway 75 Industrial Park, #1159

#### **Development of Regional Impact Request for Comments**

This E-Mail serves as notice that the ARC staff has begun the review for DRI

Your DRI ID NUMBER for this submission is: 1159 Use this number when filling out a DRI REVIEW REQUEST. Submitted on: 6/30/2006 11:41:17 AM

#### DEVELOPMENT OF REGIONAL IMPACT Henry County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

#### **Local Government Information**

Submitting Local Government:	City of Locust Grove
*Individual completing form and Mailing Address:	Tim Young, Director Community Development Department PO Box 900 Locust Grove, GA 30248-0900
Telephone:	770-692-2328
Fax:	770-692-2327
E-mail (only one):	tyoung@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:		Gateway 75 Industrial Park			
Development Type		Description of Project	Thresholds		
Wholesale & Distribution 1744 distribution		otal space within 3 separate ildings	View Thresholds		
Developer / Applicant and Mailing Address:		First Industrial Realty Trust, Inc. 5 Concourse Parkway, Suite 2020 Atlanta, Georgia 30328			
Telephone:	678-443-	678-443-9670			
Fax:	678-443-	678-443-9973			
Email:	mdishaw	mdishaw@firstindustrial.com			
Name of property owner(s) if different from developer/applicant:		Shailendra Group, LLC			
Provide Land-Lot-District Number:	LL 247 of	2nd District			
What are the principal streets or roads providin vehicular access to the site?	g Bethlehe	Bethlehem Road			
Provide name of nearest street(s) or intersection	n: Bethlehe	m Road and SR 42/US 23			
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	N33d22'5	7" / W84d08'03"			
If available, provide a link to a website providing general location map of the proposed project (optional). (http://www.mapquest.com or http://www. mapblast.com are helpful sites to use.):	ga				

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	The property is directly adjacent to unincorporated Henry County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	
If we provide the following information (where	Name:
If yes, provide the following information (where applicable):	Project ID:
	Арр #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	Henry County Water and Sewer Authority (HCWSA)
What is the name of the wastewater treatment supplier for this site?	HCWSA
Is this project a phase or part of a larger overall project?	Ν
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 2009 Overall project: 2009

#### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

#### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

#### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	

Other (Please Describe):

Submitted on: 7/28/2006 9:27:03 AM

#### DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information		
Submitting Local Government: City of Locust Grove		
Individual completing form:	Tim Young, Director, Community Development Department	
Telephone:	770-692-2328	
Fax:	770-692-2327	
Email ( <b>only one</b> ):	tyoung@locustgrove-ga.gov	

#### **Proposed Project Information**

Name of Proposed Project:	Gateway 75 Industrial Park
DRI ID Number:	1159
Developer/Applicant:	First Industrial Realty Trust
Telephone:	678-443-9670
Fax:	678-443-9973
Email(s):	mdishaw@firstindustrial.com

#### **DRI Review Process**

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

If no, the official review process can not start until this additional information is provided.

#### **Economic Impacts**

Estimated Value at Build-Out:	\$55,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$750000
Is the regional work force sufficient to fill the demand created by the proposed project?	Υ
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

**Community Facilities Impacts** 

#### Water Supply

Name of water supply provider for this site:	Henry County Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0175
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	
Wastewater Disposal	

Name of wastewater treatment provider for this site:

Henry County Water and Sewer Authority

Υ

http://www.georgiaplanning.com/planners/dri/view\_form2.asp?id=1159 (1 of 3)8/14/2006 7:18:49 AM

DRI Record

Land Transportation	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below	/:
If no, are there any current plans to expand existing wastewater treatment capacity?	
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0175

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.)	348 AM 344 PM
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Ν
If yes, has a copy of the study been provided to the local government?	N

If transportation improvements are needed to serve this project, please describe below: Full traffic study is underway by the engineer of First Industrial. Street Smarts is expected to submit said study to GRTA on August 8, 2006.

#### Solid Waste Disposal

700

Y

N

Y

N

Ν

N

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

Is sufficient landfill capacity available to serve this proposed project?

If no, are there any current plans to expand existing landfill capacity?

If there are plans to expand existing landfill capacity, briefly describe below:

Will any hazardous waste be generated by the development? If yes, please explain below:	

#### **Stormwater Management**

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	54.21 %
Is the site located in a water supply watershed?	Y
If yoa, light the watershed(a) name(a) helew:	

If yes, list the watershed(s) name(s) below: Indian Creek Small Water Supply Watershed

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

A 100-foot undisturbed buffer with an additional 50-foot non-impervious buffer will be provided along all perennial streams on the site. A 50-foot undisturbed with additional 25-foot non-impervious buffer will be provided along all intermittent streams on the site. Water Quality detention/retention facilities will be provided that is designed in accordance with both the stormwater and watershed protection ordinances of the City of Locust Grove, with review and approval by HCWSA for watershed protection.

#### **Environmental Quality**

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

2. Significant groundwater recharge areas?

3. Wetlands?

4. Protected mountains?

5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Site lies within the Indian Creek Small Water Supply Watershed. All regulations of the protection ordinance must be met, including any need for variance for increasing impervious surface above 25%.	g
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

### SITE DATA DENSITY IN FLOOR AREA RATIO SITE AREA = 149.80 ACRES TOTAL FLOOR AREA = 40.06 ACRES FLOOR AREA TO SITE AREA = 26.74%



## LOCATION MAP

The Property lies within Flood Hazard Zone C, defined to be areas above the five hundred year flood limit and of minimal flooding, as shown on Panel Number 1304680 of the Federal Emergency Management Agency's flood insurance rate map, dated November 2, 1983 and known as Number 150B.

TOTAL REG 4 SPACES FLOOR ARI SQUARE FE EACH FULL	PARKING UIRED PARKING P FOR THE FIRST 5 EA, PLUS 1 ADDIT EET OR FRACTION -TIME EMPLOYEE	<u>ER LOCUST G</u> ONAL SPACE TONAL SPACE	ROVE FEET OF GROSS E FOR EACH 5,000 LUS 1 [SPACE] FOR
BUILDING	SQ. FOOTAGE (SF)	REQUIRED PARKING	PROPOSED PARKING
1	780,000	4+155+15 = 309	309
2	517,000	4+103+10	0 207
3	448,000	4+89+86 179	179
TOTAL	1,745,000SF	695	695



AREA MAP TOTAL AREA = 149.80 ACRES

# GATEWAY 75 INDUSTRIAL PARK DRI NO. 1159





FIRST INDUSTRIAL REALTY TRUST 5 CONCOURSE PARKWAY SUITE 2020 ATLANTA, GA 30328 PHONE 678-443-9670 CONTACT: MR. MARK DISHAW





EBERLY & ASSOCIATES TEL: 770.452.7849 FAX: 770.452.0086 1852 CENTURY PLACE, SUITE 202 ATLANTA, GEORGIA 30345 WWW.EBERLY.NET LAND PLANNING CIVIL ENGINEERING LANDSCAPE ARCHITECTURE SEAL: RK VEGL 48 S GA DI Z OWNER: FIRST INDUSTRIAL REALITY TRUST **REVISIONS:** 1'' = 200' - 0''SCALE: 8/3/06 DATE: CC CC DRAWN BY: SG PROJ. MGR: SG CHECKED BY: 8/3/06 ISSUE DATE: PROJECT NO. 06-094 D.R.I. SITE PLAN SHEET NUMBER DRI-1 NOT FOR CONSTRUCTION