



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

August 22, 2001

Honorable Leland Maddox, Chairman
Henry County Commission
140 Henry Parkway
McDonough, GA. 30253

RE: Development of Regional Impact Review
Creekside Industrial Park

Dear Chairman Maddox

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review of the proposed Creekside Industrial Park. Our finding is that this DRI is in the best interest of the State.

I am enclosing a copy of our review report and comments received during the review from Georgia Department of Transportation.

Please feel free to call me or Beverly Rhea (404-463-3311) if you have any questions concerning this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles Krautler', with a stylized, cursive-like script.

Charles Krautler
Director

Enclosures

C Mr. Dale A. Hall, Henry County
Mr. Patrick Craig, Eberly & Associates
Mr. Duane Wood, Trammel Crow Atlanta, Inc.
Mr. Rick Brooks, GDCA
Mr. Tom Coleman, GDOT
Mr. Harold Reheis, GEPD
Mr. Brian Piascik, GRTA

Facility: **Creekside Industrial Park**
Preliminary Report: **July 3, 2001**
Final Report: **August 22, 2001**

DEVELOPMENT OF REGIONAL IMPACT

REVIEW REPORT

PROPOSED DEVELOPMENT: Proposed development of 2,914,500 sq.ft. of warehouse/distribution space and 145,725 sq.ft. of office space on 199 acres on the east side of SR23/42 slightly south of King Mill Road between McDonough and Locust Grove in Henry County.

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.

Information submitted with the review indicates that the proposed development is not consistent with the current Henry County comprehensive plan but would be consistent with the new plan that currently is under review by the Board of Commissioners.

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

The site proposed for development is between the cities of McDonough and Locust Grove but is not contiguous to either. No inconsistencies were identified during the review.

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

No.

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?

Information submitted with the review estimates 880 long-term jobs as well as 200 short-term jobs would be accommodated by the development. Developer proposed mitigation measures include buffers, landscaping, stormwater management, accel/decel lanes, and erosion/sedimentation control measures.

What other major development projects are planned in the vicinity of the proposed project?

The site proposed for this industrial park appears to be contiguous to Williamsburg Plantation, a mixed use development reviewed by ARC.

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

No.

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

No.

LOCATION

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

The development site is located on 199 acres of land located on the east side of SR23/42 slightly south of King Mill Road. 84°07'40"/34°23'30"

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.

As noted previously, the site proposed for development is between the cities of McDonough and Locust Grove. The closest, McDonough, is approximately one-half mile away.

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.

The proposed development will generate additional traffic on SR23/42 which runs through these cities. Access to I-75 going north likely will be by way of SR 155 in McDonough and access to I-75 going south likely will be by way of Bill Gardner Parkway in Locust Grove.

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?

Annual taxes are estimated at \$1,100,000 based on a build-out value of \$87,000,000.

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

The development is projected to support 200 short-term jobs and 880 long-term jobs.

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

This is a 3-year build-out plan

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

The development could absorb some of the demand for additional warehouse and distribution space in the Atlanta Region, particularly since some space will be lost due to airport expansion. However, a great deal of warehouse/distribution space has recently been proposed in the Atlanta region.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor or other environmentally sensitive area of the Region? If yes, identify those areas.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

Watershed Protection

The site proposed for development includes some headwaters and intermittent streams of Tussahaw Creek. However, there is a lake on the site and a series of lakes between the site and the main body of the creek. In addition, a detention pond is proposed between the buildings and the existing lake.

In 1999 ARC reviewed a water supply reservoir that Henry County Water and Sewer Authority proposed in south Henry and northern Butts Counties on Tussahaw Creek. The site, therefore, is in a proposed small water supply watershed. Henry County has watershed protection ordinances that have been approved by Georgia Department of Community Affairs (DCA). The ordinances, which included Tussahaw, prohibit certain activities (hazardous waste generators) and require certain types of stormwater management and controls (preferably wet detention) but do not limit impervious surface for industrial developments provided the required measures are taken.

Georgia Erosion and Sedimentation Act/Stream Buffer Requirements

There are two stream segments shown on the site plan. The Georgia Erosion and Sedimentation Control Act requires a 25-foot buffer on "State waters". The County and the developer should confer with the Georgia Environmental Protection Division (EPD) staff to determine whether the creek segments located on the property are considered "State waters." Also the developer must abide by Henry County buffering and setback requirements. The plan submitted for review shows 150-foot buffers along the creek segments with walking trails in the buffers.

Wetlands and Floodplains

Information submitted with the review does not indicate that floodplains or wetlands are located on the site. However, there may be both wetlands and floodplains associated with the two creek segments.

Storm Water/Water Quality

The amount of pollutants that will be produced after construction of the proposed development will be estimated by ARC staff. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The following table will summarize the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use	Acres	Phosphorous	Nitrogen	BOD	TSS	Zinc	Lead
Lt. Industrial	199	256.71	3408.87	22686.00	140892.00	294.52	37.81

Total Percent Impervious Surface = 70%

Structural Storm Water Controls

According to information submitted with the review, the proposed development proposes storm water management with five detention ponds shown on the site plan. ARC staff recommends that before any permits are issued, the County should require that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details and all engineering calculations for all storm water quality control measures. The Plan also should include a monitoring program to ensure storm water pollution control facilities function properly. ARC staff recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;
- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO₃); and
- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The County should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the development's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

The storm water plan should require the development to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the developer.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and the County should allow for periodic inspections for the storm water facilities to be conducted by the County. If inadequate maintenance is observed, the development should be notified and given a period of time to correct any deficiencies. If the development fails to respond, the County should be given the right to make necessary repairs and bill the development.

The County should not release the site plans for development or issue any grading or construction permits until a storm water management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

HISTORIC RESOURCES

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

No.

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

The site proposed for development is located on the east side of SR23/42 and will be accessed from this highway. The site plan shows a left turn lane and accel/decel lanes to be added to the road. Trucks will be able to access I-75 by South by SR155 to the north and Bill Gardner Parkway to the south. (Construction currently is underway to widen Gardner Parkway from 2 to 4 lanes and to reconstruct the Gardner Parkway/I-75 interchange.) The northern access on SR 155 is in McDonough and the southern access on Gardner Parkway is in Locust Grove.

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

Land Use	Sq.Ft./Units	Weekday Trips	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
General Office	145,725	1,775	222	30	41	202
Warehouse	2,914,500	11,066	728	160	225	711

Note: These trip generation estimates were prepared using the Institute of Traffic Engineers Trip Generation (6th edition) manual.

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

<u>Facility</u>	1999			2010			2025		
	<u>Lanes</u>	<u>Volume</u>	<u>V/C</u>	<u>Lanes</u>	<u>Volume</u>	<u>V/C</u>	<u>Lanes</u>	<u>Volume</u>	<u>V/C</u>
I-75 N of Gardner Pkwy	6	71,537	.64	6	105,097	.95	6	114,069	1.03
Gardner Pkwy E of I-75	2	15,893	.61	2	18,056	.69	4	25,787	.51
US 23/SR42 S of Gardner Pkwy	2	6,012	.16	4	7,874	.11	4	16,473	.22

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

ARC ID	Location	Description	N'wrk Direct	
			Year	Proj Impact
AR 353C	I-75 HOV, Phase III	HOV 0→2	2025	No
HE 003	Gardner Pkwy fm I-75 to US23/SR42	2→4	U/C	No
HE-AR	I-75 at Gardner Pkwy	Intchg Recon	U/C	No

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

The site currently is not served by public transit.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

While the 2025 Regional Transportation Plan identifies local and express bus service in Henry County, the routes have not been identified at this time.

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

Information submitted with the review proposes clean fuel maintenance and general operation equipment, an LTL program, and walking trails along the creek areas. ARC staff suggests that the trails connect to Williamsburg Plantation which was reviewed as a mixed use development.

What is the cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

The traffic analysis suggests that most area surface roads have and will maintain adequate capacity over the next 25 years to serve the mobility and access needs of motorized vehicles.

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

Wastewater is estimated at 0.04 MGD on information submitted with the review.

Which facility will treat wastewater from the project?

Wastewater would be treated at the new Indian Creek Wastewater Reclamation Plant.

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

.5 MGD capacity.

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

Unknown.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.04 MGD on information submitted with the review.

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

Minimal impact.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review estimates 14.6 tons of solid waste per year. A private contract for collection and disposal will be required.

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.)?**

Henry County is experiencing a large amount of growth and will need to increase all services. This development alone, however, should not increase the need for any services.

HOUSING

Will the proposed project create a demand for additional housing?

Yes.

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?

Yes, but with very limited availability. The project site is located in Census Tract 704.98 and Tract 703.02 is north of King Mill Road. According to ARC's Population and Housing report, Tract 704.98 had a 94.1 percent increase in number of housing units between 1990 and 2000 and has a 93.3 percent occupancy rate compared to 90.5 percent for the Region. Tract 703.02 had a 176.3 percent increase in

number of housing units and has an 88,5 percent occupancy rate. The site appears to be contiguous to Williamsburg Plantation which was reviewed as a mixed-use development to include residential units.

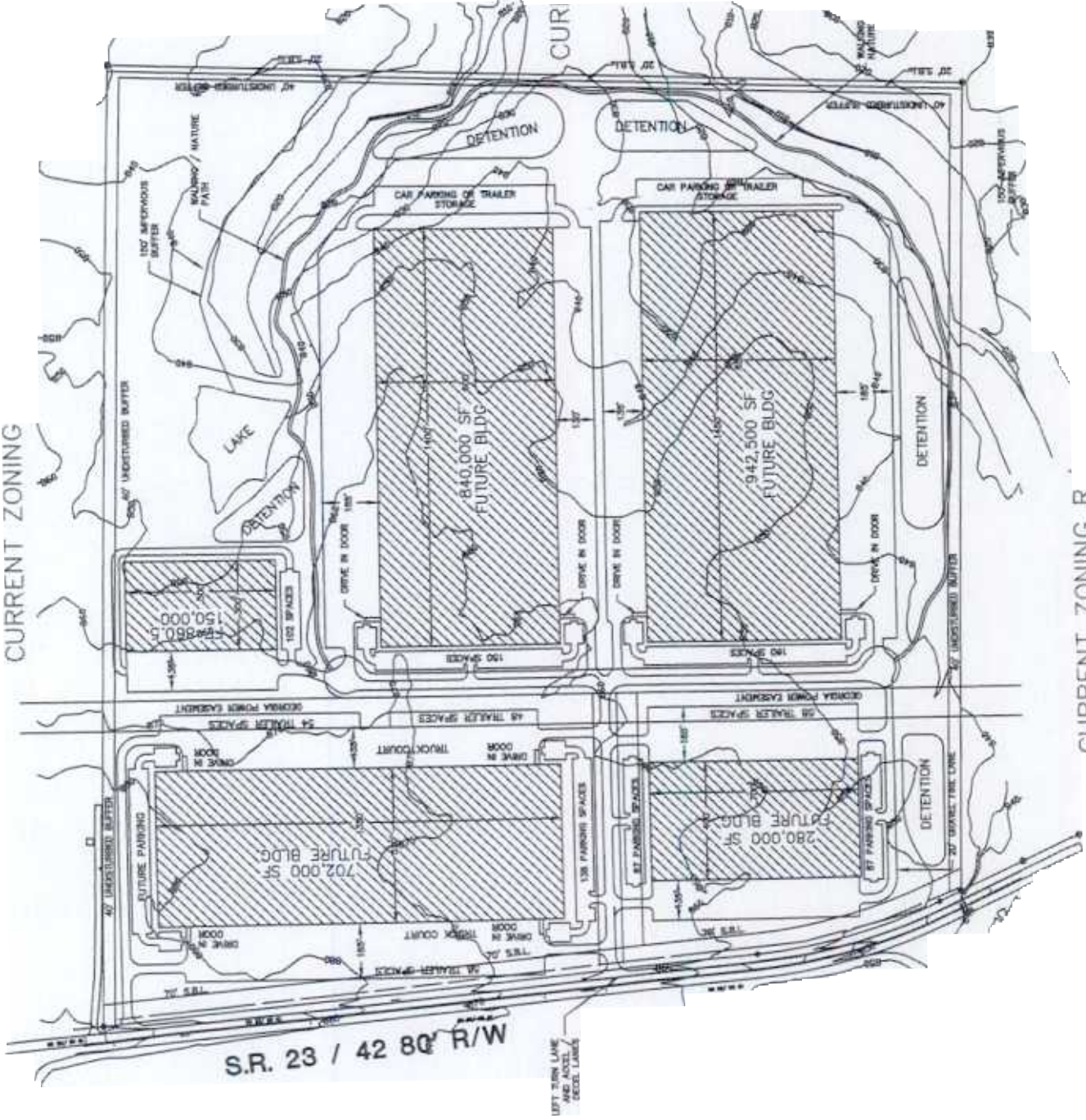
Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2002 median income of \$57,795 for family of 4 in Georgia.

CREEKSIDE BUSINESS PARK

CURRENT ZONING



CURRENT ZONING R

TE CC 'TL ED
OF

TE

ZON/ R A

SCALE: 1" = 500'



GEORGIA
REGIONAL
TRANSPORTATION
AUTHORITY

Date: September 14, 2001

All Interested Parties

From: Brian Piascik *BWP*
DRI Coordinator
245 Peachtree Center Avenue, Suite 900
Atlanta, GA 30303

DRI Review under GRTA's Interim DRI Policy
GRTA Application No. HE-070501-1a

The following Development of Regional Impact (DRI) was reviewed at the Georgia Regional Transportation Authority's DRI Committee meeting held on (September 6, 2001).

Creekside Industrial Park

Pursuant to GRTA's Interim DRI Policy, the DRI Committee made and approved the following motion:

Motion was made with respect to the following DRI number (HE-070501-1a), Creekside Industrial Park: Pursuant to GRTA's Interim Policy, state and federal funds required to create land transportation services and access to the development shall not be prohibited in connection with our review of this DRI since ARC has made a finding that the DRI is in the Best Interest of the State of Georgia.

If you have any questions, please contact me at 404.463.3009.

cc: Developer
County
Local
Beverly Rhea, ARC
File