

November 3, 2014

DRI REGIONAL REVIEW FINDING

TO: Bob Blackburn, Chairman Coweta County Board of Commissioners
ATTENTION TO: Robert Tolleson, Director of Planning and Zoning, Coweta County
FROM: Lanier E. Boatwright, Executive Director
RE: Development of Regional Impact Review (DRI Online ID#: 2449)

The Three Rivers Regional Commission (TRRC) has completed its regional review of the following Development of Regional Impact (DRI). Below is the TRRC finding. TRRC reviewed the DRI with regards to conflict to regional plans, goals, policies and the impact it might have on the activities, plans, goals, and policies of each other local jurisdiction, state, federal, and other agencies. The findings do not address whether the DRI is or is not in the best interest of the local government.

<u>Name of Proposal:</u>	Bridgeport Industrial
<u>Submitting Local Government:</u>	Coweta County
<u>Initial Action Triggering the DRI:</u>	Rezoning
<u>Applicant Name:</u>	Pope and Land Enterprises, Inc
<u>Applicant Engineers:</u>	Kimley-Horn and Associates, Inc.
<u>Applicant Attorneys:</u>	Melissa Darden Griffis, Esq. Rosenzweig, Jones, Horne & Griffis, P.C.
<u>Review Type:</u>	Development of Regional Impact
<u>Date Opened:</u>	September 30, 2014
<u>Date Closed:</u>	October 24, 2014
<u>Date GRTA Certificate of Completeness (COC):</u>	October 14, 2014
<u>Date GRTA Technical Analysis:</u>	October 24, 2012
<u>Project Built out Year:</u>	2024

DESCRIPTION: This project is located in unincorporated Coweta County and is a 1,063 acre property East and West of U.S. 27/29, South of Interstate 85 and north of the Town of Moreland. The project is named "Bridgeport Industrial" and will include 7,050,000 sq ft of manufacturing space, 294,000 sq ft of research and design, 120,000 sq ft of training, 736,000 sq ft of warehouse, and 100,000 sq ft of corporate office spaces.

STAFF COMMENTS:

Regional Context:

This DRI was triggered by a rezoning application filed with Coweta County requesting that the site be rezoned from Rural Conservation District (RC), Old Commercial (C), Light Industrial (LM) and Industrial

(M) to Industrial District (M) and Light Industrial (LM) combined with the industrial development exceeding 500,000 gross square feet. The property is currently an undeveloped acreage tract. There is currently a small section at the north end of the development site that is already zoned as Industrial District (M).

Based on the applicant's DRI application, the proposed project is expected to be completed by the year 2024; therefore, this review does consider the full build-out of the total site in 2024 and the subsequent impact it will have on the Region. The proposed land uses and densities for the 1,064-acre site, according to the site plan, are: General Heavy Industrial: 8,500,000 square feet and Warehousing: 1,612,000 square feet.

STAFF OBSERVATIONS:

Based on the applicant/developer Conceptual Plan labeled "Figure 3: Bridgeport DRI Site Plan, (sheet – C-1) prepared by Kimley-Horn and Associates, Inc., dated October 2014, the proposed development plan is identified in three tracks (A, B and C). Track A consists of the following: 2 buildings with a total area of 120,000 sq ft, a 3-story Office Building with a total area of 300,000 sq ft, and R&D Center with a total area of 294,000 sq ft, a proposed Manufacturing Facility with a total area of 7,050,000 sq ft, and a proposed Warehouse with a total area of 616,000 sq ft. Track B appeared to remain undeveloped or with minimal land disturbance activities with the required regulatory stream buffers. Track C consists of the following: 1 building with a total area of 133,000 sq ft, a Training Center with a total area of 12,000 sq ft, 7 buildings with a total area of 410,000 sq ft, 8 buildings with a total area of 547,000 sq ft and 6 buildings with a total area of 522,000 sq ft. There are at minimal 5 existing and/or proposed preserved open areas/spaces, approximately 5 storm water management pond areas, a Sanitary Sewer/Wastewater Treatment Plant and Pump Station, and a minimal 9 driveways with a few other access points, and a fly-over bridge.

Staff does recognize the fact that the documents submitted for review are conceptual. However, Staff is of the professional opinion that these documents should contain more information for review purposes and should certainly be more detail for rezoning submittal to the local government. For example: there should be a written narrative that should include, but not limited to, the following: the method of water system or source, estimated GPD (Gallons Per Day), location of existing water line indications, the method of sewage disposal, location of existing county sewer line indication, etc., the method of storm water drainage, architectural/themes of project, construction/facade materials for project, architectural sketches, photos and renderings, proposed signage/monuments, buffers between incompatible land uses, state protected rivers, regulated streams and other state waters, conservation corridors.

STAFF ANALYSIS:

The subject project is located in Coweta County which is considered as "metropolitan" area. It is also located in the Georgia Regional Transportation Authority (GRTA) jurisdiction. As a result, pursuant to state law (OCGA §50-32-14), GRTA is required to review all Developments of Regional Impact (DRIs) within its 13-county metro Atlanta jurisdiction. GRTA's purpose is to evaluate the proposed development's effect on the surrounding transportation infrastructure and to identify options to mitigate current and future impacts to mobility using best-practice standards for transportation and land use.

A DRI is a large, master-planned development that exceeds a threshold size and land use type determined by the Georgia Department of Community Affairs. The Regional Commission determines if the project warrants a DRI review. GRTA reviews all DRIs as determined by the Regional Commission.

GRTA and the Three Rivers Regional Commission coordinate to maximize the time and information provided and work together to involve partner agencies, adjacent local governments and the applicant's consultant team. (see GRTA analysis attached). In addition, comments were solicited from Georgia Department of Transportation (GDOT) (see GDOT comments attached).

In accordance with The Three Rivers Regional Plan 2013-2033 (Regional Assessment), the Three Rivers Regional Plan is intended to provide the Region with a tool to manage and guide the future growth and development through 2033.

Economic Development Impact:

The Three Rivers Economic Development District has a strong network of historic neighborhood squares and main streets to provide amenities, jobs and luxuries that residents desire to have a good quality of life. Employment centers are located in all ten counties throughout the Three Rivers Economic Development District. The Bridgeport Industrial project has the potential to be an added asset to the District upon completion in 2024.

The purpose of the TRRC (CEDS), 2014 Comprehensive Economic Development Strategy is to explore the economic advantages of doing business in the Three Rivers Economic Development District. One of the major elements is access to Interstates 75, 85 and 185, access to Hartsfield – Jackson International Airport and proximity to Atlanta, Macon and Columbus. Opportunities identified in Coweta County in the 2012 CEDS are the Coweta interstate frontage and access/planned access are in a league with Gwinnett or Forsyth counties on the north side of Atlanta.

The latest unemployment statistics for the region for September, 2014 has Butts County at 8.5%, Carroll 7.8%, Coweta 7%, Heard 8%, Lamar 8.5%, Meriwether 10%, Pike 7.1%, Spalding 8.9%, Troup 7.9% and Upson 9.5%. Source: Georgia Department of Labor, Workforce Statistic & Economic Research. Staff believes that this project will be a major economic booster to the region. From an economic standpoint, according to the applicant's application, the development is estimated at a value of \$1,000,000,000 and estimated annual local tax revenue of \$12,000,000. Source: Applicant DRI online application www.dca.ga.gov/DR/additional_Form.aspx?driid=2449

Based on the region's Regionally Important Resources Plan, October 2011, Regional Plan, and Comprehensive Economic Development Strategy (CEDS), the proposed development "Bridgeport Industrial" is within the Region's Core.

Wastewater/Water/Storm water/Infrastructures Impacts:

Staff was not provided with a written narrative that would include, but not limited to, the following was not provided: method of water system or source, estimated Gallons Per Day (GPD), location of existing water line indications, method of sewage disposal, location of existing county sewer line indication, etc., method of storm water drainage, etc.

According to the Development of Regional Impact Additional DRI Information form online with DCA www.dca.ga.gov/DR/additional_Form.aspx?driid=2449. The development will be served by Coweta County Water and Sewerage Authority at a rate of 0.76 MGD (sewerage) and 0.91 MGD (water). The online application indicated that the local government or supply provider does have both the estimated sewage flow and the estimated water supply demand to be generated by the project.

The local government does have sufficient wastewater treatment capacity available to serve the proposed project, but the improvement of a sewer line extension is required to be able to serve the proposed project.

Additionally, the local government does have sufficient water supply capacity available to serve the proposed project; and according to the online application, no improvement to water line extension will be required to serve the proposed project.

Staff was not provided with any utilities pre-approval letters to affirm proposed connection to county infrastructure. However, according to the online application the applicant(s) are engaged in on-going coordination with the Coweta County Water and Sewerage Authority. Staff recommends that a condition be placed in the Zoning Amendment, if approved, that such on-going coordination be resolved prior to construction.

The applicant estimated 45% of the site will be impervious surface once the proposed development has been constructed in 2024. The online application described measures being taken as buffers, detention or retention ponds, and pervious parking areas to mitigate the project's impacts on stormwater management. The DRI site plan indicates, at minimal, 5 existing and/or proposed preserved open areas/spaces, approximately 5 storm water management pond areas, a Sanitary Sewer/Wastewater Treatment Plant and Pump Station.

The applicant DRI site plan is the only document that makes reference or shows a Sanitary Sewer/Wastewater Treatment Plant and Pump Station on the southern end of the property. No other explanation and information was provided for analysis and comments. Staff is uncertain if the proposed Sanitary Sewer/Wastewater Treatment Plant and Pump Station is a LAS (Land Application System), PS/POD (Point Source/Point of Discharge), or any other combinations. As a result, Staff is unable to provide an analysis or commentary on that subject matter for this report.

Transportation Impact:

Based on the Institute of Transportation Engineers, Trip Generation Manual, 7th Edition, 2003, Trip Generation Manual, 9th Edition, 2012 and Trip Generation Handbook, the applicant used land use ITE Code 150, and ITE Code 120 in its gross trip generation report and transportation analysis prepared by Kimley-Horn and Associates, Inc. The applicant DRI online application indicates that the property would yield about ±8,103 ADT (enter/exit), with about ±1,341 enter and ±518 exit AM peak hour, and ±655 enter and ±816 PM peak hour for both ITE land use codes 120 and 150 which are: General Heavy Industrial (8,500,000 square feet) and Warehousing (1,612,000 square feet). **Source: Transportation Analysis prepared by: Kimley-Horn and Associates, Inc dated October 2014.**

The proposed industrial development is bordered by Interstate 85 on the west side of the site and divided by US Highway 27/29. The Newnan-Coweta County Airport is located directly east of the site, while the Town of Moreland is directly south on US Highway 27/29. The remaining areas of the site are surrounded by predominantly rural land.

Transportation amenities in the Three Rivers Economic Development District include easy access to interstates 75, 85, and 185. Major US Highway includes 19, 23, 27, 29, 41, and 85. There are approximately 7,475 highway miles within the TREDD. Over 15,000 daily vehicles miles are traveled throughout the District. The region offers hundreds of miles of railroad to transport freight from Georgia and Alabama ports to area businesses and industries.

All local communities realized the benefits of good access to the interstate system and the opportunities it provides through the diagonal swath of I-85, which cuts through Coweta County. Coweta County's small towns have retained their integrity even throughout the County's growth spurt. The largest city, Newnan has a vibrant square. Staff believes that the subject property and development has numerous potential uses and significant value to the economic development within the Region and is in the Region and State of Georgia best interest.

Staff notes that the Town of Moreland and the Newnan-Coweta County Airport are the most likely to be affected by the development. US 27/29, SR 14, 16 and I-85 will be significantly impacted by vehicular traffic at the built out phase of this development. The active railroad will also be affected greatly and the developer has not provided Staff with any evidence to indicate that they engaged the railroad authorities on this development and as a direct result, Staff highly recommend that be a condition of the rezone amendment that the developer work with the railroad on possible conflicts. In addition, there are multiple transportation systems adjacent to and within the proposed development site. The Newnan-Coweta County Airport is located directly east of the site, while an active freight rail line runs through the site and is expected to alleviate heavy vehicular traffic on the surrounding roadway network.

The City of Newnan is located north of the development site on US Highway 27/29, while the Town of Moreland is located south of the site. Staff did initiate review comments from these affected jurisdictions but received none at the time of preparation of this report.

There are no existing pedestrian facilities (sidewalks) and bicycle facilities along the site frontage of the proposed development. However, Staff recommends that the developer work closely with the local government and ensure possible incorporation of any long term plans for such facilities, if the local government masters planning elements identifies such. Staff recommends, as best practices, that the property be develops as pedestrian friendly, with public safety as a priority. There should be internal connections of roadways and pedestrian accessibility for free non-obstructive movement of employees and clientele to the development.

Additionally, there are no existing or proposed direct transit routes and/or transit facilities that will serve the development. However, GRTA's Xpress bus system Route 450 and 451 serves the City of Newnan at the park-and-ride lot on Bullsboro Drive off of I-85. Route 450 runs from Newnan to Downtown and Midtown Atlanta, while Route 451 runs direct to Midtown Atlanta. Staff believes that any future long range plans for that area would have to be addressed by GRTA, GDOT and the local government's Transportation and Engineering Department.

Environmental Impact:

Staff notes that portions of the subject property is located in a Flood Plain (applicant did not provide staff with the Federal Emergency Management Agency, National Flood Insurance Program, FIRM Flood Insurance Rate Map, Community Panel information and date of issuance) for review.

Given the fact that the developer(s) will have to meet Federal and State requirements with regards to waters of the state, special care will have to be taken to preserve the existing vegetation. Storm water runoff would be increased by the development.

The Three Rivers Region's water resources include rivers, water supply watersheds, significant groundwater recharge areas, wetlands, and stream corridors. These specific resources have been identified by the Georgia Department of Natural Resources (DNR) as State Vital Areas and are portrayed on the RIR Map. These same resources are addressed in DNR's Environmental Planning Criteria. The Environmental Planning Criteria is the portion of the state's Minimum Planning Standards that deals specifically with the protection of these water resources. Water sources in the region are important for the necessary day-to-day living activities of the inhabitants of the region. Water sources are important for drinking, cooking, bathing, sewage treatment, industry, electrical plants, recreation, and irrigation of crops. These sources are vulnerable to human intrusion and drought. Therefore, it is important to have guidelines in place to protect these significant resources.

A water supply watershed is the area where rainfall runoff drains into a river, stream or reservoir used downstream as a source of public drinking water supply. By limiting the amount of pollution that gets into the water supply, local governments can reduce the costs of purification and help safeguard public health. The protection criteria for water supply watersheds vary depending on size. Water supply watersheds are one of the most vital natural resources necessary to maintain an acceptable quality of life for the residents of the Three Rivers Region.

The water supply watersheds provide drinking water, sewage treatment, electrical generation, industry and mining, recreation, and irrigation of crops. The Three Rivers Region includes three major watersheds: Chattahoochee, Flint and Ocmulgee. Some of the watersheds in the Three Rivers Region require additional protection or management activities.

These include watersheds that serve as public drinking water sources, and those that do not meet their designated use due to water quality issues. Communities with water supply source watersheds within their jurisdictions will need to implement additional measures to help protect public drinking water supplies. Therefore, it is imperative that Coweta County protect such natural resources and incorporate into this development Best Management Practices by way placing conditions to protect these in the zoning amendment on the property or development.

The green infrastructure network is also vital to the Region and is a union of the conversation areas within TRRC Future Development Map and the Regionally Important Resources Map. This union illustrates a network of both public and private areas of conservation and provides important linkages across the region. Coweta County and the area of the development does fall within that network and all attention should be taken by the local government to protect that, as well by placing conditions on the zoning amendment on the property and development.

Other governmental services impact:

Staff notes that other governmental services such as law enforcement (Police, Sheriff), emergency services (Fire, HAZMAT, EMA and other rapid local and regional response task force/team), water and sewer, roads, courts and general administration also will experience an increased demand from this development. There will be an increased demand for law enforcement and fire suppression, emergency services to include EMA, HAZMAT because of the warehouse. The school systems are not anticipated to be impacted by the development because there are no "residential" components or phases to the proposed development at this time. Therefore, it will yield no negative impact and or demands for educational system expansions.

RECOMMENDATIONS:

The materials presented in this report are purely advisory and under no circumstances should be considered as binding or infringing upon the local government's right to determine for itself the appropriateness of the proposed development within their boundaries. If approved, Staff recommends that the Zoning Amendment be made subject to the following conditions being fulfilled by the developer at their expense:

1. **Water Protection and Steam Buffers:** The property appears to be in the following sensitive areas: Wetlands, Floodplains and Historic Resources. If approved, a condition should be placed into the Zoning Amendment that any unmapped streams that may be located on the property, be subjected to the Coweta County stream buffer ordinance. Any state waters that may be on the property including any development close to the "New River" and "Little White Oak Creek", are subjected to the State's 25-foot and Coweta County's 50-foot erosion and sedimentation stream buffer requirements. The development should adhere to state and federal regulations for environmental protection. All land disturbing activities near environmentally sensitive areas must adhere to those guidelines.
2. If approved, a condition should be placed into the Zoning Amendment that buffers be implemented and enforced between incompatible land uses, state protected rivers, regulated streams, other state waters, and conservation corridors.
3. If approved, a condition should be placed into the Zoning Amendment that the developer provides reasonable internal connectivity within the development.
4. If approved, a condition should be placed into the Zoning Amendment that the concerns with the flyover bridge be addressed and resolved prior to construction.
5. If approved, a condition should be placed into the Zoning Amendment that the concern of sight distance for ingress/egress be addressed and resolved prior to the Zoning Amendment approval.
6. **Storm water/Water Quality:** If approved, a condition should be placed that "Best Management Practices" be adhered to so as to adequately address the impacts on storm water runoff and any downstream water quality. It is imperative, that the project, during the construction phases, conform to the relevant state and federal erosion and sedimentation control requirements. No data have been produced on the amount of pollutants, but the on-site detention must be designed to include storm water management controls (structural and/or nonstructural), as found in the Georgia Storm Water Management Manual (www.georgiastormwater.com) and meet the storm water management quantity and quality criteria outlined in the Manual. TRRC highly recommends the utilization of the storm water better site design concepts or similar alternatives included in the Manual. The development should employ a mitigation phase designed to reduce adverse impacts to the stream and adjacent water resources. Storm water Management shall be in accordance with county, state, and other appropriate ordinances and regulations in effect at the time of construction plan approval.
7. **Water, Sewer and Solid Waste:** If approved, a condition should be placed into the Zoning Amendment that the developer address and resolve all concerns and issues relating to water and sewer with the Coweta County Water and Sewerage Authority prior to issuance of any permits for land disturbance activities and construction.

8. If approved, a condition should be placed into the Zoning Amendment that the developer address and resolve all concerns and issues, if any, with the Newnan-Coweta County Airport Authority.
9. If approved, that a condition be placed into the Zoning Amendment that the developer address and resolve all concerns and issues, if any, with the Railroad on the subject project to alleviate any potential problems
10. If approved, Staff recommends that the local government take into consideration, during the rezoning amendment, the following for compatibility: Coweta County 2006-2026 Comprehensive Plan, Coweta County Proposed Greenway Master Plan, Coweta County 2006-2026 Comprehensive Plan "Historic Resources", Coweta County Quality Development Corridor Districts, Coweta County Functional Classification Map, Coweta County Zoning Reference Map and all regional potential impacts. **TRRC did not address those in its review Staff findings do not address whether the DRI is or is not in the best interest of Coweta County.**
11. If approved, that a condition should be placed into the Zoning Amendment that the driveways be designed in accordance with the current edition of the GDOT Regulations for Driveway and Encroachment Control. **Source: Georgia Department of Transportation (GDOT), (email dated October 21, 2014)**
12. If approved, a condition should be placed into the Zoning Amendment that any driveways located at-grade rail crossings should be designed with lights, gates and bells. Any work on the railroad right of way requires review and written approval of the rail-line owner. **Source: Georgia Department of Transportation (GDOT), (email dated October 21, 2014)**
13. If approved, a condition should be placed into the Zoning Amendment that the flyover access be subjected to review and approval from the GDOT Chief Engineer and the Bridge Design Office. A copy of the preliminary plan for the referenced bridge is submitted to the GDOT Bridge Design Office for review. Design of the bridge will require further review and approval from GDOT. **Source: Georgia Department of Transportation (GDOT), (email dated October 21, 2014)**
14. If approved, a condition should be placed into the Zoning Amendment that a Traffic Engineering Study with signal warrant analysis must be submitted for any intersections where a traffic signal is proposed. Actual traffic volumes should be used in the warrant analysis. Predicted volumes should not be considered. Right turn volumes should be discounted. **Source: Georgia Department of Transportation (GDOT), (email dated October 21, 2014)**
15. If approved, a condition should be placed into the Zoning Amendment that a hydrology study must be submitted to GDOT if storm water is discharged into state right of way. **Source: Georgia Department of Transportation (GDOT), (email dated October 21, 2014)**
16. If approved, a condition should be placed into the Zoning Amendment that Camp Road must be aligned with railroad crossing #3. **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**
17. If approved, a condition should be placed into the Zoning Amendment that left and right turn lanes are required at all affected and proposed intersections. The number and length of these lanes shall be determined from analysis of the projected traffic. **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**
18. If approved, a condition should be placed into the Zoning Amendment that that signalization of the intersection of US 29 at East Camp Street and West Camp Street be required to meet the 2024

build out phase. **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**

19. If approved, a condition should be placed into the Zoning Amendment that improvements to the US 27/29 at SR 14 intersection are required to meet the 2024 built out phase. There is a proposal by GDOT for a roundabout at this location (See PI#0009967 – SR 14 at SR 41). **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**
20. If approved, a condition should be placed into the Zoning Amendment that that signalization on US 29 at Airport Road, Alex Stephens Road, Driveways 6 & 7, and Camp Road are required. **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**
21. If approved, a condition should be placed into the Zoning Amendment that the improvements to the widening of US 29, to provide two (2) travel lanes in each direction from I-85 to Driveway #9, are required. In addition, lanes on the off-ramps from I-85 should also be added. **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**
22. If approved, a condition should be placed into the Zoning Amendment that the developer address the issue of driveways in the Southern portion of Tract A from US 29, at railroad crossing #2 that appears to be in close proximity to each other. **Source: Coweta County Transportation and Engineering (letter dated October 24, 2014 attached)**
23. If approved, a condition should be placed into the Zoning Amendment that all recommendations made by Georgia Regional Transportation Authority (GRTA) by reference in its Technical Analysis dated October 24, 2014 its subsequent Staff Report and Notice of Decision are incorporated into the local government Zoning Amendment on the subject development. **Source: Georgia Regional Transportation Authority (GRTA)**

FINAL CONCLUSION AND FINDINGS:

Given Staff review, observations and analysis of this DRI, if approved, and the recommendations are imposed as “conditions” to the Zoning Amendment, Staff findings are that the proposed development is in the best interest of the region and therefore of the state. **TRRC do not address whether the DRI is or is not in the best interest of the local government.**

NOTE: Local Government Action. After the DRI process is completed, the submitting local government may proceed with whatever final official action(s) it deems appropriate regarding the proposed project, but it is encouraged to take the materials presented in this report into consideration when rendering its decision. **Source: CHAPTER 110-12-3-.02 DRI COMMUNICATION PROCEDURES.**

The following Local Governments and agencies received Notice Of Request For Comments on this TRRC DRI review:

TRRC GIS/DATA
GRTA (Georgia Regional Transportation Authority)
Georgia Department of Natural Resources
Georgia Department of Transportation
Georgia Department of Community Affairs
City of Atlanta
City of Senoia
Coweta County Airport Authority

City of Newnan
Coweta County
City of Moreland
City of Grantville
City of Sharpsburg
City of Turin
City of Haralson
Spalding County

City of Griffin
 City of Fayetteville
 Fulton County
 Atlanta Regional Commission (ARC)
 Douglas County
 City of Douglasville
 Carroll County
 Meriwether County
 Historic Preservation Division
 City of Whitesburg
 Town of Lone Oak
 Georgia Department of Economic Development
 Economic Development Administration
 Coweta County Water and Sewer Authority
 Newnan – Coweta County Airport Authority

Fayette County
 City of Carrollton
 Heard County
 City of Franklin
 Troup County
 City of LaGrange
 City of Hogansville
 City of Greenville
 City of Palmetto
 City of Luthersville
 Town of Centralhatchee

If you have any questions regarding this review, please contact James A. Abraham, Sr. at (678) 692-0510 or jabraham@threeriversrc.com. This finding is located on the TRRC website www.threeriversrc.com under Downloads, then DRI.

Resource Materials:

TRRC Regional Plan 2013-2033 (regional Assessment) October 2012
 TRRC 2014 Comprehensive Development Strategy (CEDS) Update October 2014
 TRCC Comprehensive Development Strategy (CEDS) dated 2012
 Transportation Analysis, prepared by: Kimley-Horn and Associates, Inc., prepared for: Pope and Land Enterprises, Inc October 2014
 TRRC Regional Plan 2013-2033 Regional Agenda June 2013
 TRRC Data/GIS
 TRRC Regionally Important Resources Plan, dated July 14, 2011
 Department of Community Affairs (DCA)
 Georgia Regional Transportation Authority (GRTA)
 Georgia Department of Transportation
 Georgia Department of Labor
 ERSI Business Analyst/ERSI
 Institute of Traffic Engineers (ITE Manual) Edition, 7th Edition, 2003 & 9th Edition, 2012
 DRI thresholds/DCA Rules, Chapter 110-12-3

Table 1 Bridgeport DRI Proposed Land Uses	
General Heavy Industrial	8,500,000 SF
Warehousing	1,612,000 SF

Table 2 Bridgeport DRI Gross Trip Generation							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
General Heavy Industrial (8,500,000 square feet)	120*	6,375	6,375	1,071	459	574	574
Warehousing (1,612,000 square feet)	150**	1,728	1,728	270	59	81	242
Total Gross Trips		8,103	8,103	1,341	518	655	816

* - ITE Trip Generation Manual, 9th edition, combined with Kia Motors factors

** - ITE Trip Generation Manual, 7th Edition with 55% factor, per GRTA policy

Table 3 Bridgeport DRI Intersection Control Summary	
Intersection	Control
US 27/29 at Pine Road	Side Street Stop Controlled
US 27/29 at State Route 16	Side Street Stop Controlled
US 27/29 at I-85 Southbound Ramp	Signalized
US 27/29 at I-85 Northbound Ramp	Signalized
US 27/29 at April Court	Side Street Stop Controlled
US 27/29 at W Camp Street / E Camp Street	Side Street Stop Controlled
US 27/29 at State Route 14/Ralph Evans Road	Side Street Stop Controlled

Each of the above listed intersections was analyzed for the 2014 Existing conditions, the projected 2024 No-Build conditions, and the projected 2024 Build conditions. The projected 2024 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 2.0% per year throughout the study network. The projected 2024 Build conditions add the project trips associated with the Bridgeport DRI development to the projected 2024 No-Build conditions.

Table 4 Bridgeport DRI Roadway Classification			
Roadway	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
Interstate 85	6	70	Urban Interstate Principal Arterial
US 27/29	4 (near I-85) 2 (remaining corridor)	55 45 (through Moreland)	Urban Principal Arterial (North) Urban Minor Arterial Street (South)
SR 14	2	55	Urban Minor Arterial Street
SR 16	2	55	Urban Minor Arterial Street
Pine Road	2	45	Urban Local Road
April Court	2	30	Rural Local Road
Airport Road	2	Not Posted	Rural Local Road
Alex Stephens Road	2	45	Rural Local Road
Camp Road	2	Not Posted	Rural Local Road (Gravel Road)
W Camp / E Camp Street	2	35	Rural Local Road
Ralph Evans Road	2	35	Rural Local Road

Table 5 Bridgeport DRI Net Trip Generation						
	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Net Project Trips*	8,103	8,103	1,341	518	655	816

Note *: Same as gross values in previous Table 2 of this report.

Table 6 Bridgeport DRI 2014 Existing Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road	Side-Street Stop Control	N/A	NB – A (3.8)	NB – A (7.3)
			EB – C (21.0)	EB – F (51.3)*
US 27/29 at State Route 16	Side-Street Stop Control	N/A	SB – A (7.2)	SB – A (7.3)
			WB – F (Err)*	WB – F (Err)*
US 27/29 at I-85 Southbound Ramp	Signal	D	B (11.3)	C (22.8)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (23.8)	B (17.5)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (0.5)	NB – A (0.6)
			SB – A (1.0)	SB – A (0.2)
			EB – E (48.8)	EB – D (26.7)
			WB – C (15.5)	WB – B (11.9)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.2)	SB – A (0.4)
			EB – C (22.5)	EB – C (18.3)
			WB – C (21.0)	WB – C (22.2)
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.3)
			SB – A (0.4)	SB – A (0.6)
			EB – B (11.3)	EB – B (14.1)
			WB – C (21.2)	WB – C (25.0)

Note*: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection. For this scenario, where Pine Road and State Route 16 intersect US 27/29, these intersections are both programmed for operational improvements which are to be completed by year 2020. These improvements are included in the 2024 No-Build IMPROVED section of this analysis.

Table 7 Bridgeport DRI Projected 2024 No-Build Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road	Side-Street Stop Control	N/A	NB – A (4.6)	NB – B (10.8)
			EB – D (34.6)	EB – F (139.0)
US 27/29 at State Route 16	Side-Street Stop Control	N/A	SB – A (8.4)	SB – B (13.1)
			WB – F (Err)	WB – F (Err)
US 27/29 at I-85 Southbound Ramp	Signal	D	B (12.4)	C (26.1)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (32.8)	C (20.0)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (0.5)	NB – A (0.6)
			SB – A (1.0)	SB – A (0.2)
			EB – F (98.2)*	EB – E (49.6)*
			WB – C (16.9)	WB – B (12.6)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.1)	SB – A (0.5)
			EB – D (27.8)	EB – C (24.2)
			WB – D (25.6)	WB – D (31.7)
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.3)
			SB – A (0.4)	SB – A (0.7)
			EB – B (12.0)	EB – C (16.3)
			WB – D (26.0)	WB – E (36.8)*

Note*: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection

Table 8
Bridgeport DRI
Projected 2024 No-Build Intersection Levels of Service IMPROVED
(delay in seconds)

Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road / State Route 16	Signal	N/A	C (28.1)	D (41.9)

Table 9 Bridgeport DRI 2024 Build Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at State Route 16	Signal	D	D (35.1)	D (42.6)
US 27/29 at I-85 Southbound Ramp	Signal	D	F (154.1)	F (111.9)
US 27/29 at I-85 Northbound Ramp	Signal	D	E (64.4)	B (16.8)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (1.5)	NB – A (0.6)
			SB – A (0.2)	SB – A (0.2)
			EB – F (8728.6)	EB – F (7063.4)
			WB – F (4299.2)	WB – F (331.0)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.8)	SB – A (1.0)
			EB – F (95.6)*	EB – E (44.8)*
			WB – E (49.4)*	WB – F (51.2)*
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.2)
			SB – A (0.3)	SB – A (0.7)
			EB – F (90.2)*	EB – F (89.5)*
			WB – C (16.6)	WB – C (17.3)

Note: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

Table 10 Bridgeport DRI Projected 2024 Build Intersection Levels of Service IMPROVED (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at I-85 Southbound Ramp	Signal	D	C (23.5)	D (42.6)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (29.2)	C (25.0)
US 27/29 at April Court	Signal	D	A (9.4)	B (13.9)

Table 11
Bridgeport DRI
Programmed Improvements

No.	Year	Project Number	Project Description
1	2017	M13	SR 16 intersection realignment at Pine Road <i>(funded)</i> .
2	2017	N8	Newnan Bypass extension from Turkey Creek Road to SR 16 between US 29 and I-85 South <i>(funded)</i> .
3	2017	C6	Adding two thru lanes in each direction and a center turn lane along US 27/29 from I-85 South to SR 16 <i>(funded)</i> .
4	2020	I1	New interchange at I-85 South to Poplar Road <i>(funded)</i> .
5	2030	OP22	Operational upgrades along US 27/29 from SR 41 to Church Street
6	2030	N9	New two-lane roadway from US 29 north of Moreland to Bethlehem Church Road
7	2040	OP23	Operational upgrades along US 27/29 from SR 41 to Church Street
8	2040	M11	Intersection modification at Greenville Street/US 29 and Sewell Road
9	2040	M21	Intersection improvements at US 29 and Corinth Road
10	2040	M37	Roundabout safety project at SR 14 and SR 41
11	TBD	COR5	Poplar Road widening from I-85 South to SR 16.
12	TBD	COR4	Southwest Newnan Bypass widening from intersection of US 27/29 and SR 16 to intersection of Smokey Road and Ishman Ballard Road.
13	TBD	ASP-CW-073	SR 16 widening from Poplar Road to Newnan Bypass Extension (N8).

Table 12 Bridgeport DRI Projected 2024 Build Intersection Levels of Service for Proposed Site Driveways (IMPROVED) (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Driveway #1	Side-Street Stop Control	N/A	EB – B (10.3)	EB – B (10.1)
US 27/29 at Driveway #2	Side-Street Stop Control	N/A	NB – B (13.8)	NB – C (17.7)
US 27/29 at Driveway #3	Free Flow	N/A	N/A	N/A
US 27/29 at Driveway #4	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.1)
			EB – D (25.7)	EB – C (18.9)
			WB – C (22.2)	WB – C (16.5)
US 27/29 at Airport Road	Side-Street Stop Control	N/A	SB – A (0.5)	SB – A (0.1)
			WB – D (28.6)	WB – D (26.5)
US 27/29 at Driveway #5	Side-Street Stop Control	N/A	SB – A (1.1)	SB – A (0.2)
			WB – C (23.4)	WB – C (20.7)
US 27/29 at Alex Stephens Road	Side-Street Stop Control	N/A	SB – A (0.5)	SB – A (0.2)
			WB – D (28.7)	WB – D (25.5)
US 27/29 at Driveway #6 / Driveway #7	Side-Street Stop Control	N/A	NB – A (1.7)	NB – A (1.3)
			SB – A (0.9)	SB – A (0.1)
			EB – F (126.4)*	EB – F (124.0)*
			WB – E (45.2)*	WB – D (32.8)
US 27/29 at Driveway #8	Side-Street Stop Control	N/A	SB – A (1.0)	SB – A (0.1)
			WB – C (24.6)	WB – C (19.5)
US 27/29 at Camp Road	Side-Street Stop Control	N/A	SB – A (1.9)	SB – A (0.3)
			WB – E (35.0)*	WB – D (25.3)
US 27/29 at Driveway #9	Side-Street Stop Control	N/A	SB – A (2.2)	SB – A (0.1)
			WB – C (23.9)	WB – C (17.7)

*Note: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

As shown in Table 12, all intersections within the study network are projected to operate acceptably during both the AM and PM peak hours once all recommended improvements are installed at each site access location.

Developments of Regional Impact

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DRI #2449

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:	Coweta
Individual completing form:	Sandra R. Parker
Telephone:	770-254-2635
E-mail:	sparker@coweta.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: Bridgeport Industrial

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): US Highway 27/29, Land Lots 103, 104, 120-123, 134-137, and 153, 2nd Land District, Coweta County, G

Brief Description of Project: 1,063.9 acres will be developed for heavy industrial and light industrial uses including manufacturing (7,050,000 sq ft), research & design (294,000 sq ft), training (120,000 sq ft), warehousing (736,000 sq ft), and corporate office space (100,000 sq ft).

Development Type:

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

If other development type, describe:	
<hr/>	
Project Size (# of units, floor area, etc.):	Total floor area estimated at 232 acres.
Developer:	P&L Bridgport I, L.P. and P&L Bridgport II, L.P.
Mailing Address:	3225 Cumberland Boulevard, Suite 400
Address 2:	
	City:Atlanta State: GA Zip:30339
Telephone:	770-980-0808
Email:	tbarranco@popeandland.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
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: only one phase Overall project: 2018
<hr/>	
Back to Top	

Developments of Regional Impact

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DRI #2449

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:	Coweta
Individual completing form:	Sandra R. Parker
Telephone:	770-254-2635
Email:	sparker@coweta.ga.us

Project Information

Name of Proposed Project:	Bridgeport Industrial
DRI ID Number:	2449
Developer/Applicant:	P&L Bridgeport I, L.P. and P&L Bridgeport II, L.P.
Telephone:	770-980-0808
Email(s):	tbarranco@popeandland.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
---	--

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
---	--

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

Economic Development

Estimated Value at Build-Out:	\$1,000,000,000
Estimated annual local tax revenues (i.e., property tax,	\$12,000,000

sales tax) likely to be generated by the proposed development:

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:

Coweta County Water and Sewerage Authority

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

0.91 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:

Coweta County Water and Sewerage Authority

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

0.76 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? This is being considered as part of on-going coordination with the Coweta County Water and Sewerage Authority.

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.)

Daily: 6,375 entering, 6,375 exiting AM: 1,341 trips entering, 518 trips exiting PM: 655 trips entering, 816 trips exiting

Has a traffic study been performed to determine whether or not transportation

☐ (not selected) ☒ Yes ☐ No

or access improvements will be needed to serve this project?

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: See traffic study performed by Kimley-Horn and Associates, Inc.

Solid Waste Disposal

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

18,300 T

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?

45%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: This site includes several detention ponds which will be built/modified to provide stormwater management and water quality treatment to meet Coweta County standards. Best management practices will also be used to meet or exceed the requirements of the Georgia Stormwater Management Manual (Blue Book).

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:

3. The majority of wetland areas onsite are outside the limits of disturbance. Approximately 9,600 sf of wetlands are being disturbed. 6. Floodplains are on the site but are outside of the limits of disturbance. 7. Some historic resources do exist onsite and have been documented through an environmental process. These will be either preserved, avoided, or otherwise managed as part of the ongoing site planning process in partnership with the appropriate agencies. 8. Some streams do traverse the site and the property will be developed in a manner that minimizes impacts to these resources.

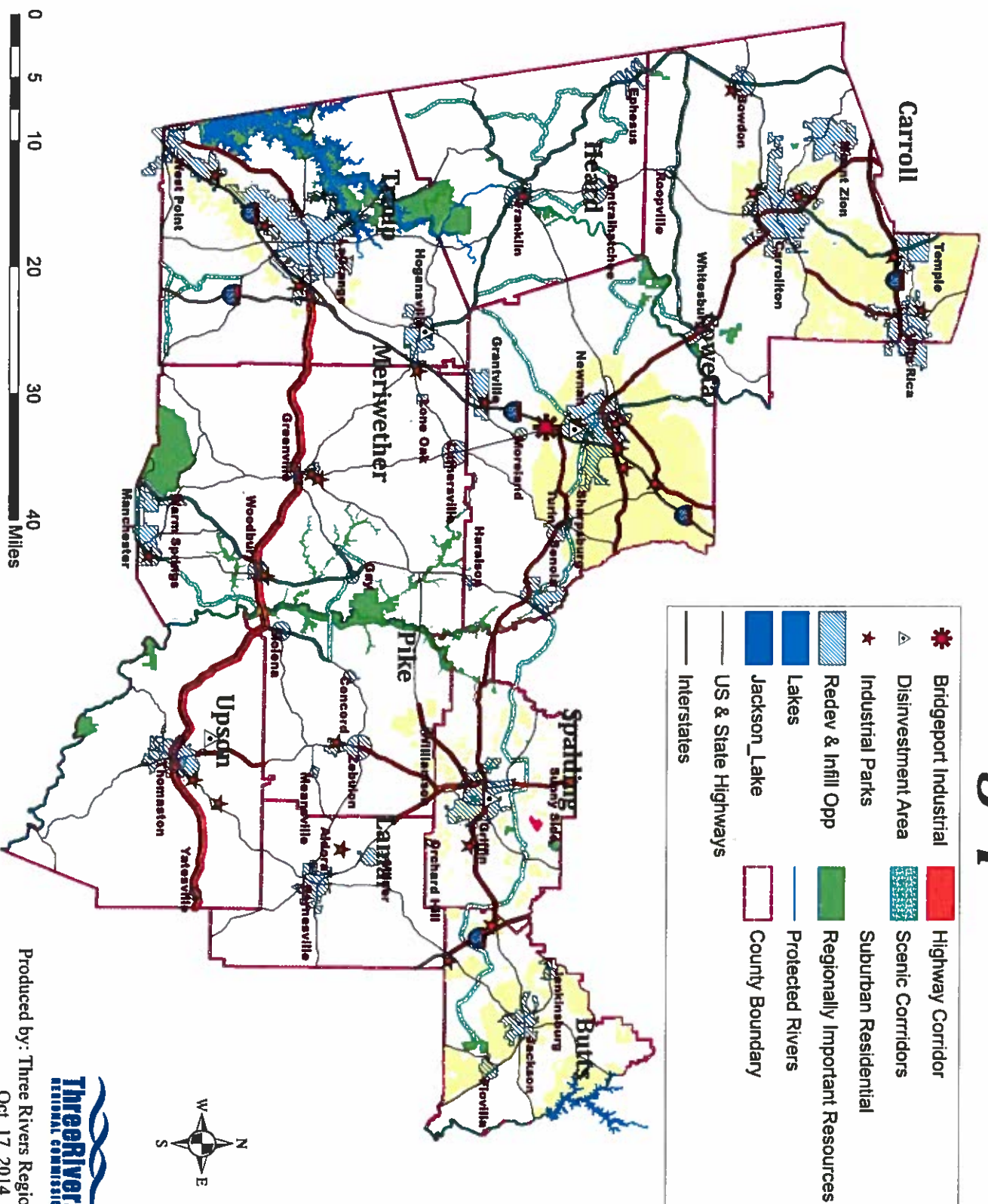
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DRI #2449: Bridgeport Industrial



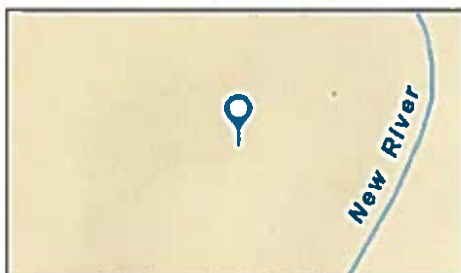
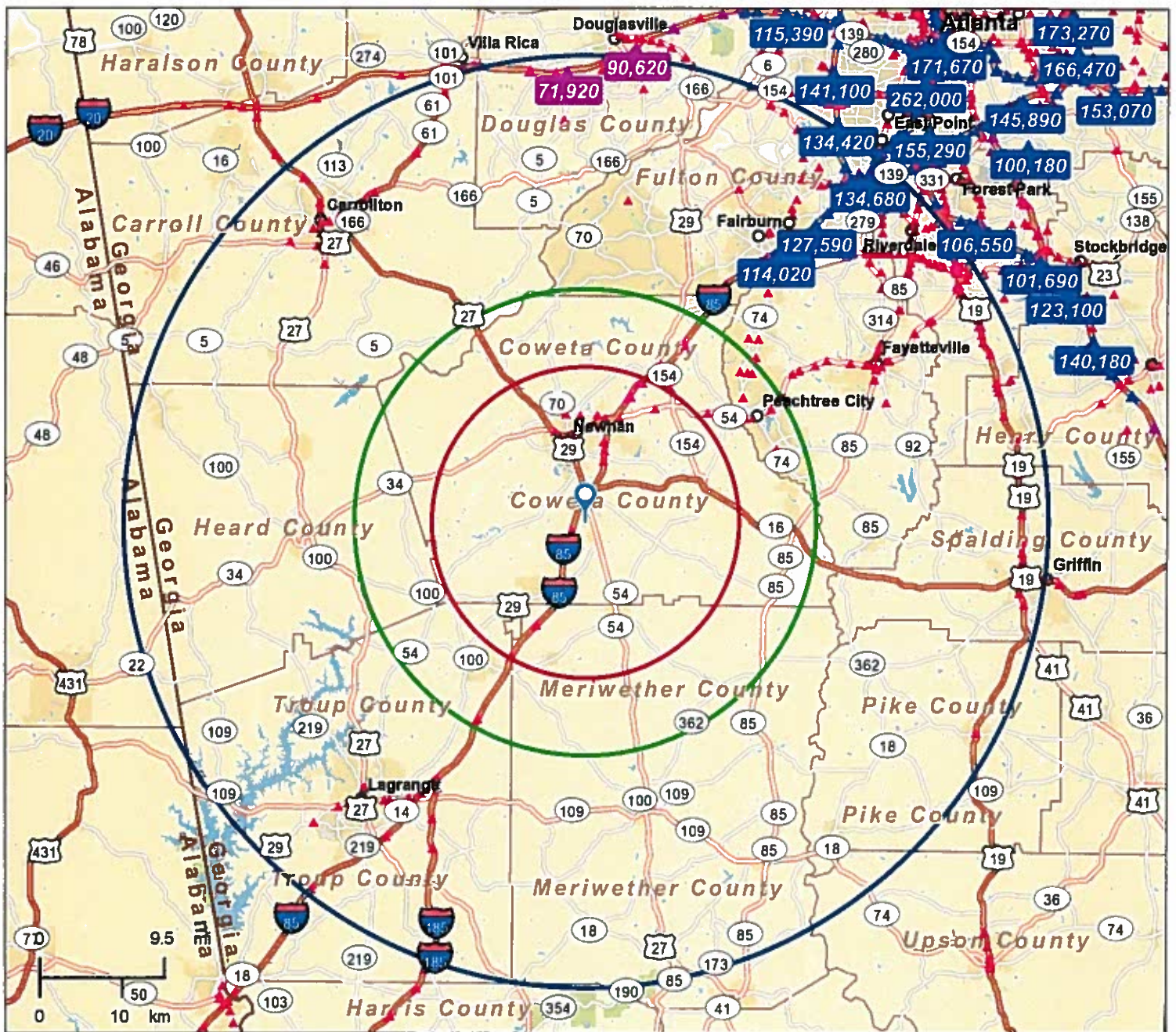
Produced by: Three Rivers Regional Commission
Oct. 17, 2014



Traffic Count Map

TRRC Review - James Abraham
TRRC Review - James Abraham
Ring: 10, 15, 30 Miles

Latitude: 33.299458
Longitude: -84.780319



Average Daily Traffic Volume
Up to 6,000 vehicles per day
6,001 - 15,000
15,001 - 30,000
30,001 - 50,000
50,001 - 100,000
More than 100,000 per day



Source: ©2012 Market Planning Solutions, Inc.

October 10, 2014



Major Shopping Center Map

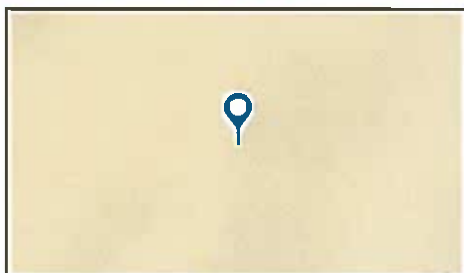
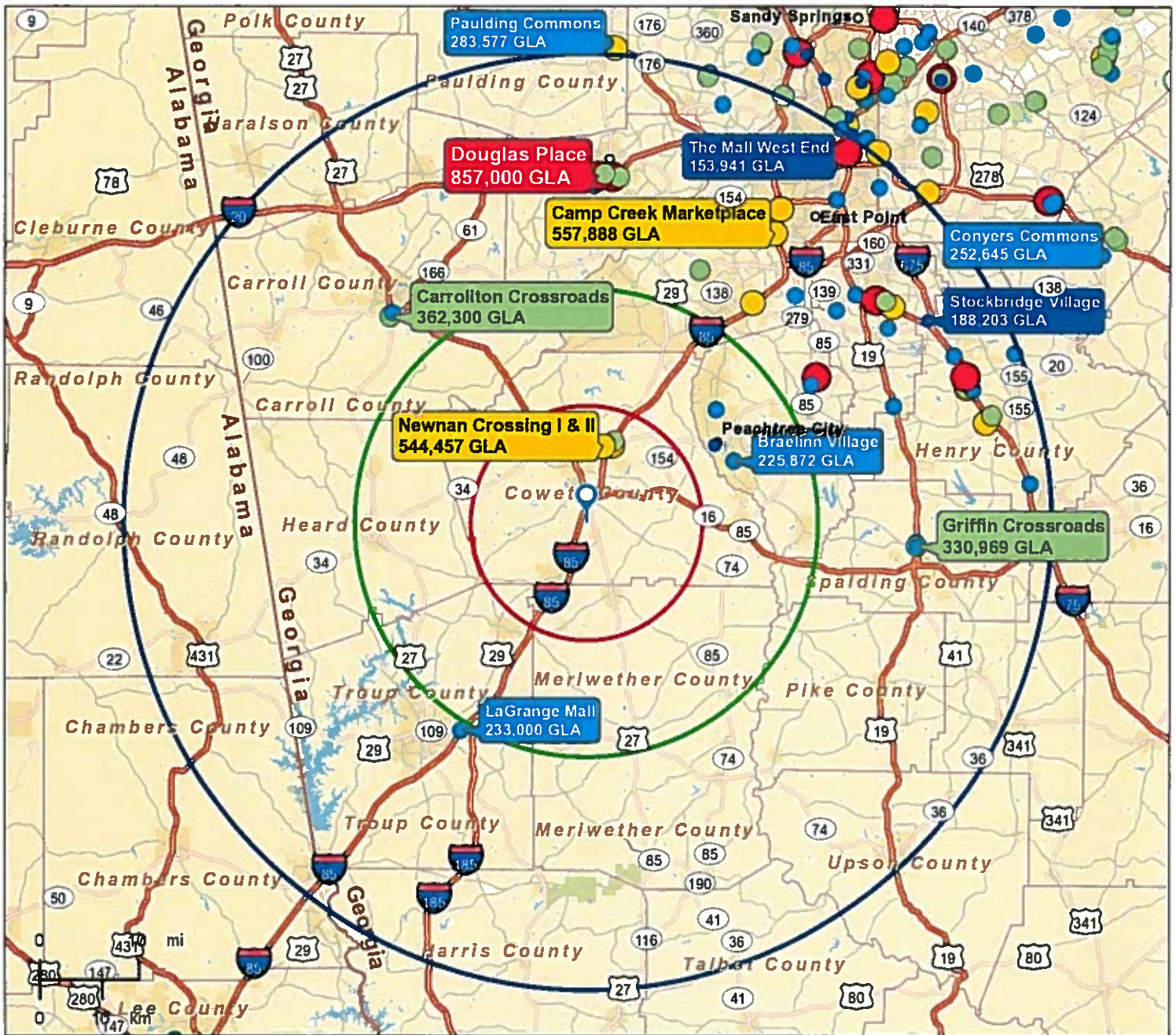
TRRC Region 4 Review Bridgeport DRI #2449 - James

TRRC Region 4 Review Bridgeport DRI #2449 - James Abraham

Ring: 10, 20, 40 Miles

Latitude: 33.299331

Longitude: -84.782834



Source: Directory of Major Malls, Inc.

October 10, 2014

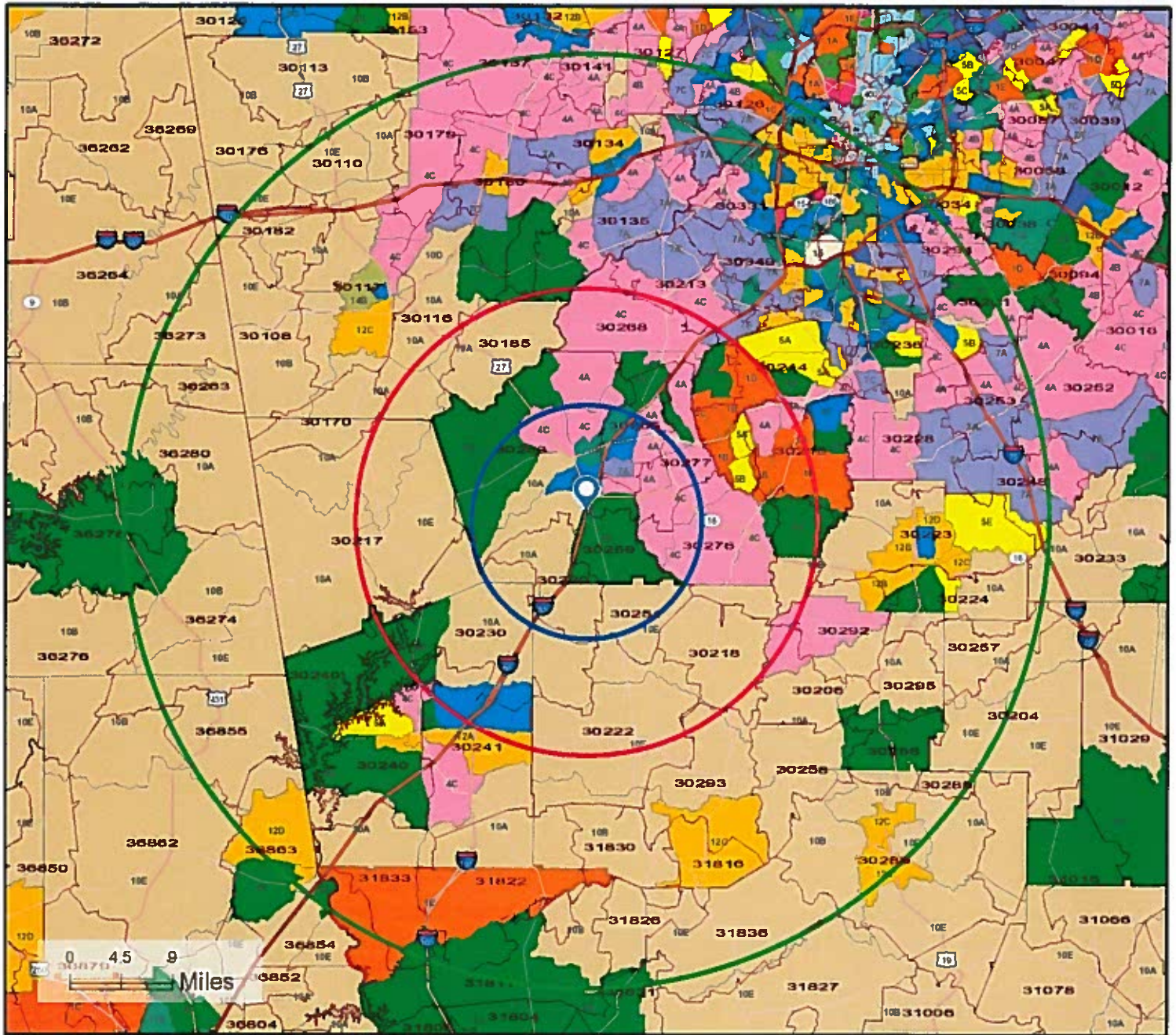


Dominant Tapestry Map

TRRC Region 4 Review Bridgeport DRI #2449 - James
Rings: 10, 20, 40 mile radii

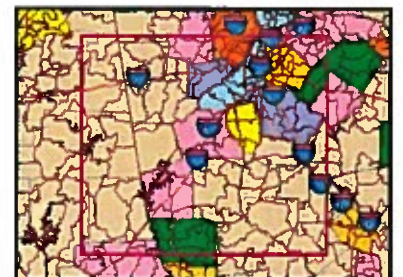
Latitude: 33.299330

Longitude: -84.78283



Tapestry LifeMode

- | | |
|------------------------|----------------------------|
| L1: Affluent Estates | L8: Middle Ground |
| L2: Upscale Avenues | L9: Senior Styles |
| L3: Uptown Individuals | L10: Rustic Outposts |
| L4: Family Landscapes | L11: Midtown Singles |
| L5: GenXurban | L12: Hometown |
| L6: Cozy Country | L13: Next Wave |
| L7: Ethnic Enclaves | L14: Scholars and Patriots |



Source: Esri

October 10, 2014

James Abraham

From: James Abraham
Sent: Tuesday, October 07, 2014 11:32 AM
To: 'bdennard@grta.org'; 'DRI@grta.org'; 'jon.west@dca.ga.gov'; 'lbeall@GRTA.org'; 'tbarranco@popeandland.com'; 'sparker@coweta.ga.us'; 'melissa@newnanlaw.com'; 'Rob.Ross@kimley-horn.com'; 'mkreed@atlantaga.gov'; 'tworthan@co-douglas.ga.gov'; 'personsh@doyglasvillega.gov'; 'msmith@carrollcountyga.com'; 'bskipper@carrollcountyga.com'; 'waynegarner1@aol.com'; 'wgarnier@carrollton-ga.gov'; 'ccoleman@carrollton-ga.gov'; 'bblackburn@coweta.ga.us'; 'mfouts@coweta.ga.us'; 'rtolleson@coweta.ga.us'; 'gwright@coweta.ga.us'; 'Jimsells5@gmail.com'; 'twheelus@grantvillega.org'; 'annette-LD@earthlink.net'; 'dickford@gmail.com'; 'morelandtown@att.net'; 'kbrady@cityofnewnan.org'; 'cphillips@cityofnewnan.org'; 'tdunnavant@cityofnewnan.org'; 'lowens@senoia.com'; 'rferry@senoia.com'; 'wendellstaley@yahoo.com'; 'sburgtownhall@aol.com'; 'townofturin@charter.net'; 'lboone@heardcountyga.com'; 'pjiles@heardcountyga.com'; 'hczoning@heardcountyga.com'; 'dwiggins@heardcountyga.com'; 'Jwr444@yahoo.com'; 'cofrank@bellsouth.net'; 'n.jones@meriwethercountyga.gov'; 'w.long@meriwethercountyga.gov'; 'janefryer@windstream.net'; 'greenvilleMayor@bellsouth.net'; 'everleneclay@bellsouth.net'; 'luthersvilleclk@bellsouth.net'; 'sgardner@spaldingcounty.com'; 'wwilson@spaldingcounty.com'; Ryan Mclemore; Kenny L. Smith; Judy P. Flournoy; 'rwolfe@troupc.org'; 'ttentler@troupc.org'; 'sturk@troupc.org'; 'nseegar@troupc.org'; 'mayor@lagrange-ga.org'; 'thall@lagrange-ga.org'; 'awest@lagrange-ga.org'; 'Bill.stankiewicz@cityofhogansville.org'; 'James.a.woods@cityofhogansville.org'; 'Lisa.kelly@cityofhogansville.org'; 'daniel@carroll-ga.org'; 'Candace@newnancowetachamber.org'; 'meriwetherchamber@windstream.net'; Bonnie Pfrogner; 'pestes@lagrangechamber.com'; 'kk@heardchamber.com'; 'ckrautler@atlantaregional.com'; 'thowell@dot.ga.gov'; 'cjacks@atlantaga.gov'; 'mmiddleton@atlantaga.gov'; 'amtorres@atlantaga.gov'; 'jtuley@atlantaregional.com'; 'osborneb@ci.douglasville.ga.us'; 'wrightm@douglasvillega.gov'; 'hamptonm@douglasvillega.gov'; 'planning@co.douglas.ga.us'; 'jmorton@fayetteville-ga.gov'; 'gclifton@fayetteville-ga.gov'; 'srapson@fayettecountyga.gov'; 'CommissionerBrown@fayettecountyga.gov'; 'michael.charlson@fultoncountyga.gov'; 'john.eaves@fultoncountyga.gov'; 'whshell@citypalmetto.com'; 'mayor@citypalmetto.com'; 'nccaa@newnanbiz.net'; 'bdoobs@georgia.org'; 'thowell@dot.ga.gov'; 'ccarr@georgia.org'; Sam Mukoro
Cc: Jeannie Brantley; Lanier Boatwright; Kimberly Dutton; Paul Jarrell
Subject: DRI #: 2449 Regional Review & Request for Comments
Attachments: DRI #2449 Bridgeport Industrial - Coweta County Regional Review & Request For Comments.pdf

Ladies and Gentlemen:

The Bridgeport Industrial project in unincorporated Coweta County has been submitted to the ThreeRivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI #2449). Please review the information about the project and give us your comments on the attached "Regional Review & Request for Comments Form" by October 22, 2014.

This project is being proposed as a 1,063 acre property along U.S. 29 and Interstate 85 north of the Town of Moreland. The project is named "Bridgeport Industrial" and will include 7,050,000SF of manufacturing area, 294,000 SF of research and design, 120,000 SF of training, 736,000 of warehouse and 100,000 SF of corporate office spaces. TRRC has not received information from the owners with regards to the infrastructures, water, sewer, environment, traffic, building rendering, etc and we would expect to receive that information during the review process. The application status can be viewed online at <http://www.dca.ga.gov/DRI/AppSummary.aspx?driid=2449>

Based on all the comments received it may be necessary to have a review meeting with all potential affected parties. If you have any question regarding this subject matter, please feel free to contact me at 678-692-0510 or email: Jabraham@threeriversrc.com

Sincerely,

James A. Abraham, Sr.

Planner

Three Rivers Regional Commission

120 North Hill Street

P.O. Box 818

Griffin, GA 30224

Telephone: 678-692-0510

Fax: 678-692-0513

Email: jabraham@threeriversrc.com



Serving: Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup and Upson Counties.

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DEVELOPMENT OF REGIONAL IMPACT (DRI) REGIONAL REVIEW & REQUEST FOR COMMENTS

ThreeRivers Regional Commission
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

GENERAL INFORMATION

Name of Proposal: Bridgeport Industrial
Submitting Local Government: Coweta County
RC Contact: James A. Abraham, Sr.
Telephone: 678-692-0510
Email: jabraham@threeriversrc.com

DRI Online ID #: 2449
Deadline for Comments: October 22, 2014
RC Info: Lanier E. Boatwright
Executive Director
ThreeRivers RC
P. O. Box 818
Griffin, Georgia 30224

INSTRUCTIONS

The project described below has been submitted to the ThreeRivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

The ThreeRivers Regional Commission (TRRC) would like to consider your review and comments on this proposed development in our DRI review process from all potentially Affected Government Parties. For the purposes of this review, "Affected Government Parties" are defined as: 1) any local government within geographic proximity that may be impacted by the DRI project located outside of its jurisdictional limits; 2) any local, state, or federal agencies that could potentially have concern about the project's impact on regional systems and resources; 3) Georgia Regional Transportation Authority (GRTA), if the proposed project is located within GRTA's jurisdiction; and 4) the host Regional Commission plus any Regional Commission within geographic proximity that could potentially have concern about the project's impact on regional systems and resources.

Therefore, please review the information about the project included with this form and gives us your comments on the attached sheet as provided. Please contact the staff member identified in this package above for any questions or comments. The completed form should be returned to the TRRC on or before the specified return deadline.

PROJECT DESCRIPTION

This project is located in unincorporated Coweta County and is a 1,063 acre property along U.S. 29 and Interstate 85 north of the Town of Moreland. The project is named "Bridgeport Industrial" and will include 7,050,000 SF of manufacturing area, 294,000 SF of research and design, 120,000 SF of training, 736,000 SF of warehouse, and 100,000 SF of corporate office spaces.

PRELIMINARY FINDINGS AND COMMENTS OF THE TRRC AND GRTA (If applicable)

The project is located in Coweta County which is considered metropolitan. It is also located in the Georgia Regional Transportation Authority (GRTA) jurisdiction. As a result, pursuant to state law (OCGA §50-32-14), GRTA is required to review all Developments of Regional Impact (DRIs) within its 13-county metro Atlanta jurisdiction. GRTA's purpose is to evaluate the proposed development's effect on the surrounding transportation infrastructure and to identify options to mitigate current and future impacts to mobility using best-practice standards for transportation and land use.



DEVELOPMENT OF REGIONAL IMPACT (DRI) REQUEST FOR COMMENTS

ThreeRivers Regional Commission
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

INSTRUCTIONS: The project described below has been submitted to the ThreeRivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

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Name of Project: Bridgeport Industrial

DRI Online ID #: 2449

Comments from affected party (attach additional sheets as needed):

AFFECTED PARTY INFORMATION

Individual Completing Form: _____

Name of Local Government: _____

Department Location: _____

Telephone: _____ () _____

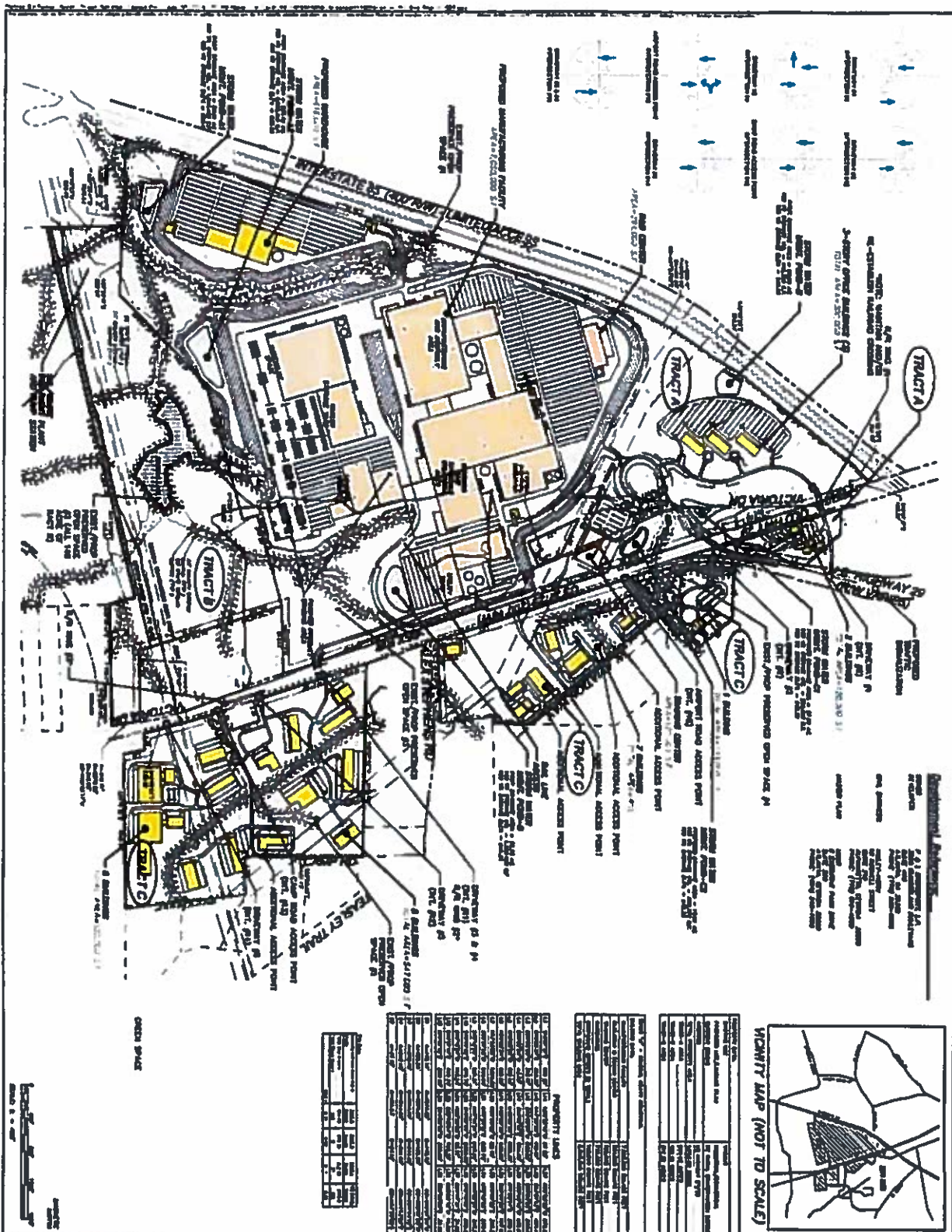
Signature: _____

Date: _____

Please Return This Form To:

James A. Abraham, Sr., Planner
ThreeRivers Regional Commission
P. O. Box 818
Griffin, GA 30224
Telephone: 678-692-0510
Fax: 678-692-0513
jabraham@threeriversrc.com

Return Date: October 22, 2014



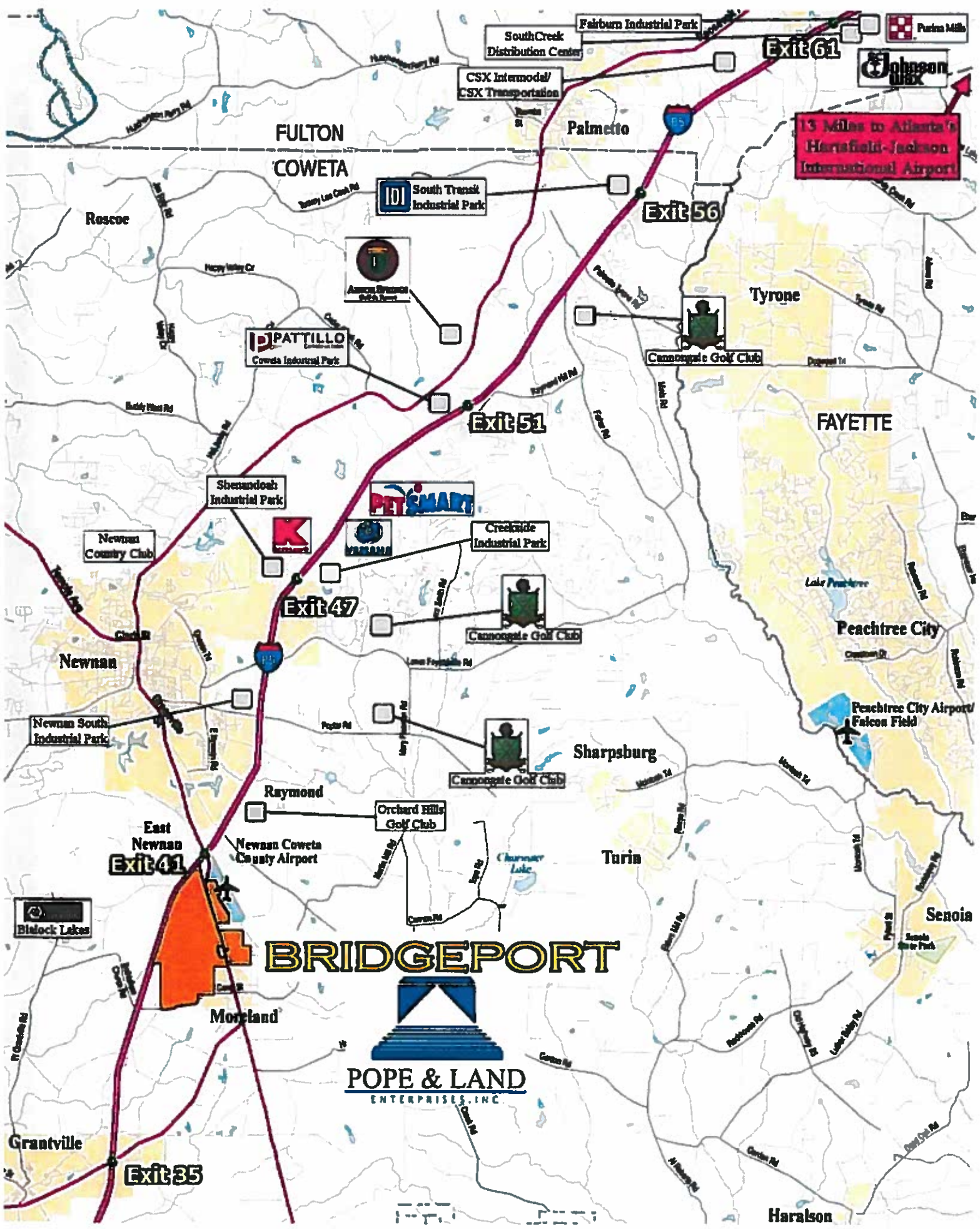
BRIDGEPORT

1,414 Acres

Exit 41

Coweta County
Airport





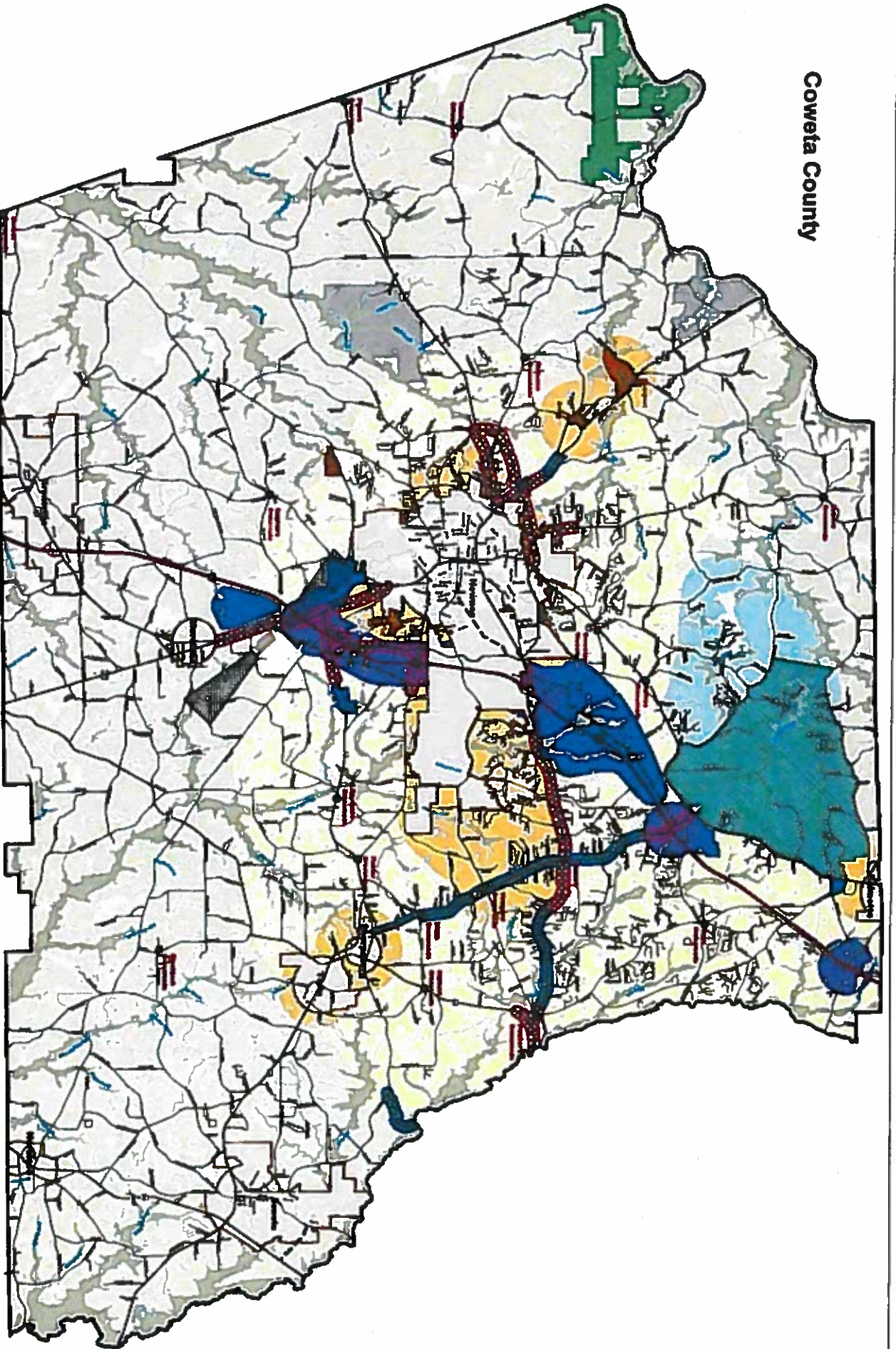
BRIDGEPORT



13 Miles to Atlanta's
Hartsfield-Jackson
International Airport

POPE & LAND
ENTERPRISES, INC.

Coweta County



Coweta County, Georgia
Comprehensive Plan

Future Development Map

Revised April 15, 2009

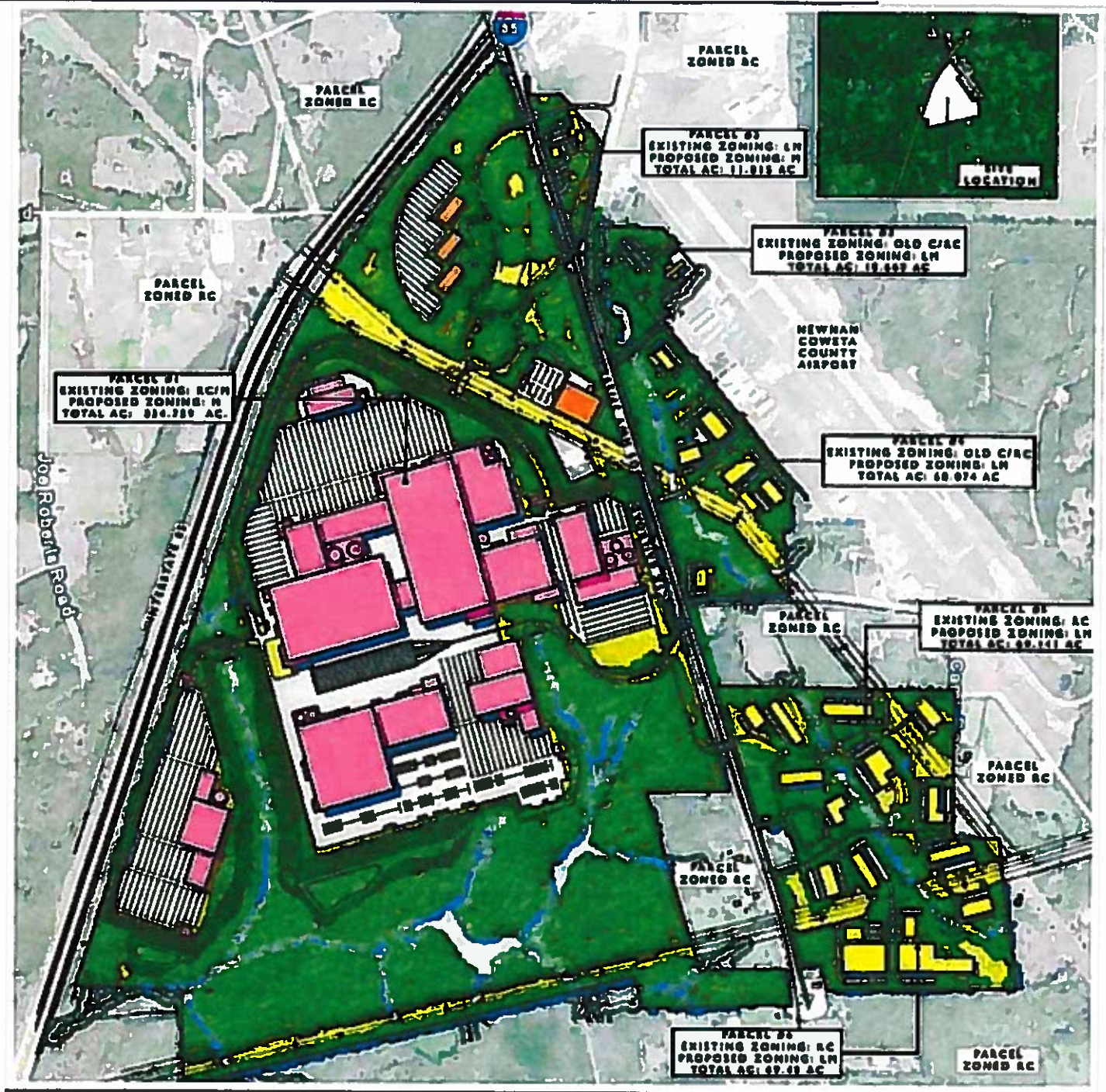


- County Boundary
- Interstate
- State Route
- Local Road
- Water Body
- Wetlands

- Airport
- Cemetery
- Industrial
- Medium Density Residential
- Single-Family Residential
- Office/Professional
- Retail
- Community Center
- School
- Park
- Open Space
- Unimproved Land

- County Boundary
- Interstate
- State Route
- Local Road
- Water Body
- Wetlands





A rezoning application has been filed for the 1,063-acre Bridgeport industrial "megaproject" off U.S. 29 South and Interstate 85, across from the Newnan-Coweta County Airport. Before the rezoning can take place, the project must be reviewed as a "development of regional impact."

Development may be moving forward on Coweta's long-discussed industrial "megaproject."

A rezoning application has been filed for the 1,063-acre property along U.S. 29 and Interstate 85 just north of Moreland.



DEVELOPMENT OF REGIONAL IMPACT (DRI) REQUEST FOR COMMENTS

ThreeRivers Regional Commission
P. O. Box 818 Griffin, GA 30224 Telephone: 678-692-0510 Fax: 678-692-0513

INSTRUCTIONS: The project described below has been submitted to the ThreeRivers Regional Commission (TRRC) for review as a Development of Regional Impact (DRI). A DRI is a development project of sufficient scale or importance that it is likely to have impacts beyond the jurisdictions in which the project is actually located, such as adjoining cities or neighboring counties.

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Name of Project: Bridgeport Industrial

DRI Online ID #: 2449

Comments from affected party (attach additional sheets as needed):

NO significant impact on the City of Griffin.

RECEIVED

OCT - 9 2014

AFFECTED PARTY INFORMATION

Individual Completing Form: Brant D. Keller PhD

Name of Local Government: City of Griffin
100 South Hill Street

Department Location:

Telephone: (678) 692-0391

Signature: Brant D. Keller PhD

Date: October 9, 2014

Please Return This Form To:

James A. Abraham, Sr., Planner
ThreeRivers Regional Commission
P. O. Box 818
Griffin, GA 30224
Telephone: 678-692-0510
Fax: 678-692-0513
jabraham@threeriversrc.com

Return Date: October 22, 2014

James Abraham

From: Woods, Dan [dwoods@dot.ga.gov]
Sent: Tuesday, October 21, 2014 8:38 AM
To: James Abraham
Cc: Presley, Michael
Subject: FW: DRI #: 2449 Regional Review & Request for Comments
Attachments: image001.gif; ATT00001.htm; DRI #2449 Bridgeport Industrial - Coweta County Regional Review & Request For Comments.pdf; ATT00002.htm

Mr. Abraham,

We have reviewed the DRI and have the following comments:

1. Driveways should be designed in accordance with the current edition of the GDOT [Regulations for Driveway and Encroachment Control](#).
2. Any driveways located at at-grade rail crossings should be designed with lights, gates and bells. Any work on railroad right of way require review and written approval of the rail-line owner.
3. The flyover access will require approval from the GDOT Chief Engineer and the Bridge Design Office. It is recommended that a copy of the preliminary plan for this bridge be forwarded to the GDOT Bridge Design Office for review. Design of the bridge will require further review and approval within the Department.
4. A Traffic Engineering Study with signal warrant analysis must be submitted for any intersections where a traffic signal is proposed. Actual traffic volumes should be used in the warrant analysis. Predicted volumes will not be considered. Right turn volumes should be discounted.
5. A hydrology study should be submitted if storm water is discharged into state right of way.

If you have any questions, please let me know.

Thank You,

Dan E. Woods
Thomaston-District 3
115 Transportation Boulevard
Thomaston, GA 30286
District Traffic Operations Manager
Office: (706) 646-7588
Cell: (706) 741-3475

From: Presley, Michael
Sent: Wednesday, October 08, 2014 8:32 AM
To: Woods, Dan
Cc: D3ControlCenter
Subject: FW: DRI #: 2449 Regional Review & Request for Comments

Dan,

Can you take a look at this and provide comments, if you haven't already.

Michael

Control center, enter



COWETA COUNTY

TRANSPORTATION & ENGINEERING

Thomas (Tod) Handley P.E, Director
21 East Washington St.
Newnan, GA 30263
Email: transportation@coweta.ga.us
770-254-3775
Fax: 770-683-2014

Memo to: Ms. Laura Beall, Georgia Regional Transportation Authority

From: Tod Handley, Director of Transportation & Engineering
Tavores Edwards, Transportation Manager

Date: October 24, 2014

Re: Comments on **Bridgeport DRI #2449** Transportation Analysis

The Coweta County Transportation & Engineering Department has reviewed the transportation analysis prepared by Kimley-Horn for DRI #2449 (Bridgeport) and offers the following comments for consideration in GRTA's review of the DRI:

- 1) Camp Road should be aligned with railroad crossing #3.
- 2) The proposed flyover design configuration and location are not acceptable.
- 3) Left and right turn lanes will be required at all affected and proposed intersections. The number and length of these lanes shall be determined from analysis of the projected traffic.
- 4) The site plan appears to show two (2) driveways in the southeastern portion of Tract A from US 29 at railroad crossing #2 that are in very close proximity to each other.
- 5) How does driveway #4 connect to the southbound diverted lane of US 29?
- 6) Signalization of the intersection of US 29 at East Camp Street and West Camp Street appears to be warranted in the 2024 build condition.
- 7) Improvements to the US 27/29 at SR 14 intersection also appear to be warranted in the 2024 build condition. GDOT is proposing a roundabout at this location (See PI#0009967 – SR 14 at SR 41)
- 8) Signalization appears to be warranted on US 29 at Airport Road, Alex Stephens Road, Driveways 6 & 7, and Camp Road.
- 9) Based upon a review of the improvements that were constructed for the KIA site that this analysis references, the widening of US 29 to provide two (2) travel lanes in each direction from I-85 to Driveway #9 appear to be warranted. Additional lanes on the off-ramps from I-85 should also be added.

If you should have any questions, please advise.

Tod Handley: thandley@coweta.ga.us
Tavores Edwards: tedwards@coweta.ga.us

cc (via email): DRI Review Parties
File



CERTIFICATION OF COMPLETENESS

October 14, 2014

Tom Barranco
P&L Bridgeport I, L.P. and P&L Bridgeport II, L.P.
3225 Cumberland Boulevard
Suite 400
Atlanta, GA 30339

RE: DRI #2449 Bridgeport Industrial
Located in Coweta County - GRTA Non-Expedited Review

Dear Mr. Barranco:

This letter is to inform you that GRTA received your DRI Review Package on Thursday, October 9, 2014. The DCA Initial Information Form was submitted on Tuesday, September 30, 2014. GRTA staff has reviewed the materials and determined that, pursuant to Section 2-205 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, your submittal is:

- ☒ **Complete.** No further submissions are required at this time. GRTA will begin conducting its formal review of your application. GRTA reserves the right to request further information as identified during the review process. The milestones for the GRTA DRI non-expedited review process will meet the following schedule:

GRTA DRI Review Milestones	
Certification of Completeness:	October 14, 2014
Technical Analysis Transmittal:	October 24, 2014
Staff Report & Recommendations:	November 3, 2014
Notice of Decision:	November 13, 2014

The only additional information requested at this time to Kimley-Horn and Associates is to provide a 1" = 200' scale enlargement of the site plan from I-85 interstate ramps along U.S. 29 to Airport Road.

A meeting may be scheduled for the week of November 3rd if needed to discuss any proposed conditions presented in the GRTA Staff Report & Recommendations. Please feel free to contact me at 404-463-3068 (lbeall@grta.org) if you have questions.

Sincerely,

A handwritten signature in black ink that reads "Laura F. Beall".

Laura F. Beall, AICP
Program Manager

cc:

Jonathon West, DCA
James Abraham, TRRC
Dan Woods, GDOT District 3
Calvin Walker, Coweta County Airport

Sandra Parker, Coweta County
Tavores Edwards, Coweta County
Melissa Griffis, Rosenzweig, Jones, Home & Griffis
Rob Ross, Kimley-Horn & Associates



TECHNICAL ANALYSIS TRANSMITTAL

October 24, 2014

James Abraham
Three Rivers Regional Commission
P. O. Box 818
120 North Hill Street
Griffin, GA 30224

RE: Technical Analysis of Bridgeport Industrial (DRI #2449)

GRTA staff has reviewed the Bridgeport Industrial (DRI #2449) DRI Review Package, and pursuant to Section 2-301.C. of the Procedures and Principles for GRTA Development of Regional Impact Review ("P&P"), hereby reports the results of its technical analysis:

PROJECT SUMMARY

Name and Number of DRI:	Bridgeport Industrial (DRI #2449)
Jurisdiction:	Coweta County
Local Development Approval Sought:	Rezoning
Location:	East and west of US Highway 27/29 and south of Interstate 85
Uses and Intensities of Use:	Approximately 10,000,000 square foot industrial development with 8,500,000 square feet of General Heavy Industrial and 1,612,000 Warehousing
Project Phase Year(s):	2024
Net Trip Generation (ADT/ AM / PM):	16,206 / 1,859 / 1,471

The contents of this document are based on a review of the applicant's DRI review package received by GRTA on October 9, 2014. The review package includes: (1) the site development plan (Site Plan) dated October 2014 prepared by Kimley-Horn and Associates, Inc. and (2) the transportation analysis dated October 2014 prepared by Kimley-Horn and Associates, Inc., both received by GRTA on October 9, 2014.

Section I. General Criteria Analyses

Accessibility

§ 3-101.A., P&P

Accessibility. The proposed DRI is designed to provide safe, quality, and convenient access and provides the flexibility of non-vehicular transportation options from the proposed development to existing or planned pedestrian, bicycle, or transit facilities such that there is a likelihood of significant use by residents, employees and visitors to the proposed DRI.

A. Non-motorized

By which non-motorized method(s) is access provided to the project site? Is the access provided adequate to meet the needs of residents, employees, and guests of the site? How is internal accessibility accommodated within the site's boundary?

The majority of the site plan is bound by the I-85 interstate and railroad. It is not a conducive environment for pedestrians. The warehousing space on the opposite side of US Highway 27/29 shows road connectivity and the potential for pedestrian access between buildings. However, access to the DRI is remote and unlikely.

What changes could be made to improve accessibility within the development?

The stakeholders should discuss if there is an identified need for pedestrian facilities in this area of the county.

B. Transit

Are transit facilities available to the site? If so, what are the facility types, locations, route numbers, and frequencies of operation?

No.

If transit is available, planned, or programmed for the area, does the development conform to transit supportive densities?

No.

Connectivity

§ 3-101.B., P&P

Connectivity. The proposed DRI is likely to promote improved regional mobility in terms of new vehicular connections, on-site vehicular movements, and alternate routes that are likely to operate in a safe and efficient manner, increase the public roadway network, and avoid delays during peak periods.

In an effort to create a safe and efficient, interconnected street system, how are the potential external connections utilized and are new connections proposed?

US Highway 27/29 and rail corridor traverse the DRI site providing limitations on connectivity.

Do the internal roadways provide for connectivity within and through the site?

Yes, within each pod of the proposed development, the site plan demonstrates an effort towards providing connectivity.

Access Management

§ 3-101.C., P&P

Access Management. The proposed DRI is designed so that vehicular ingress and egress to any on-site parking facilities and all access points to adjacent public roads are likely to operate in a safe and efficient manner and are not reasonably anticipated to result in peak hour ingress and egress congestion on adjacent roads and at nearby intersections.

Are the ingress/egress points of an appropriate amount and location (i.e. spacing, median breaks, traffic signals, roadway hierarchy, etc.)?

Five (5) new access points, including a flyover bridge, are proposed in addition to the existing roadways along US Highway 27/29. The flyover access point is of concern due to exclusions for northbound traffic and driver confusion for southbound traffic.

Do internal connections impact site ingress/egress points?

The lack of connectivity due to sight constraints impact site ingress/egress and increase the overall number of access points.

Regional Policies and Adopted Plans

§ 3-101.D., P&P

Regional Policies and Adopted Plans. The proposed DRI is likely to promote improved regional mobility because it is located in a center or corridor identified in the Regional Development Plan (RDP) designated by an RDC; or the DRI has included in the proposed site plan components which will assist in the implementation of a transportation project currently in the Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP), or other adopted regional plan designated by an RDC.

Is the development consistent with the Unified Growth Policy Map (UGPM) and the RDP Developments Type Matrix?

N/A.

Does traffic from the project primarily impact a roadway classified on the Regional Thoroughfare Network?

Yes, the site is located off I-85 and US Highway 27/29.

Is the project consistent with other adopted regional plans, such as the Atlanta Regional Freight Mobility Plan, or Livable Centers Initiative study?

Unknown.

Local Standards Supporting Regional Policies

§ 3-101.E., P&P

Local Standards Supporting Regional Policies. The proposed DRI is located within a local jurisdiction, or other jurisdictional agencies, with adopted codes that support regionally adopted policies, or the development codes and standards do not prohibit or impede the proposed DRI from meeting the GRTA DRI review criteria stated in Sections 3-101, 3-102, and 3-103.

Do the local jurisdiction's design and development regulations allow the project to meet the intent of regional policies?

Yes.

Section II. Non-Expedited Criteria Analysis

Vehicle Miles of Travel

§ 3-103.A.1., P&P

Vehicle Miles of Travel. The proposed DRI is likely to promote improved regional mobility and regional air quality by reducing vehicles miles of travel, and is designed to encourage the use of alternative transportation modes, or is located within an area with, or is proposing, a mixture of complimentary land uses. Offsite trip generation from the proposed DRI is reduced by at least fifteen percent (15%), or, in the event that a proposed DRI is unable to satisfy the trip reduction standard established in this subsection because of conditions which are beyond the control of the developer or the affected local government, the proposed DRI implements all available trip reduction techniques which are reasonably practical.

	Build-out Total
Gross Trip Generation:	16,206
(-)Mixed-use reductions	0
(-)Pass-by trips	0
(-)Alternative modes	0
Net Trips:	16,206
Reduction Percentage	0%

Does the development meet the 15% reduction goal, if not, then what are possible reasons why the goal was not attained?

No. There are no reductions taken because the project is solely industrial uses. There is potential for a rail spur into the site to reduce truck trips; however, no credits were taken due to the uncertainty at the time of the DRI review.

Transportation and Traffic Analysis

§ 3-103.A.2., P&P

Transportation and Traffic Analysis. The proposed DRI is reasonably anticipated to comply with planned or programmed improvements, maintain performance measures for preserving regional mobility, provide safe efficient operations, and minimizes congestion when the proposed development or phase of development is complete. The quality of the proposed and existing infrastructure in the transportation network operates in a safe manner and adequately serves new trips generated by the proposed DRI in the build-out year. The proposed DRI identifies impacts on existing or programmed infrastructure, and propose mitigation that is feasible and within the control of the applicant or appropriate agencies to implement.

Does the site generated traffic impact regional mobility, safety, or operations on adjacent roadways?

Yes, on US Highway 27/29.

Are there factors that could hinder the implementation of necessary improvements?

Not that staff is aware of at this time.

Relationship to Existing Development and Infrastructure

§ 3-103.A.3., P&P

Relationship to Existing Development and Infrastructure. The proposed DRI is not located in any area where the existing level of development and availability of infrastructure is such that the proposed DRI is reasonably anticipated to result in unplanned and poorly served development which would not otherwise occur until well-planned growth and development and adequate public facilities are available.

Known infrastructure deficiencies at time of project build-out:

GRTA staff is unaware of any non-transportation related infrastructure deficiencies.

Industrial or heavy vehicle use specific related concerns:

The flyover bridge for truck trips and at-grade rail crossings are of concern and need additional discussion. Initial concerns identified include:

- Driver expectation for SB traffic on US 29. Southbound traffic travelling toward Moreland would essentially have to “exit” from the mainline to be bypassed underneath the flyover. Driver expectancy would lead motorists to remain in the left most SB lane which would take them into the Bridgeport site.
- No access via the flyover for NB traffic from US 29.
- NB traffic attempting to access the main site from US 29 must make 3 left hand turns and then cross the railroad tracks immediately after the third turn. Failure to make the second left turn would result in a wrong way vehicle situation.

Other Infrastructural Issues (e.g. schools, water / sewer, greenspace, police / fire service, railroads, airports)

None known.

Section III. Other Analysis

1. Required Improvements Analysis

1a. What is (are) the Level of Service standard(s) for the roadways within the study network?

LOS D

1b. What are the TIP, STIP, RTP, etc. projects included within the study network?

Table 11 Bridgeport DRI Programmed Improvements			
No.	Year	Project Number	Project Description
1	2017	M13	SR 16 intersection realignment at Pine Road <i>(funded)</i> .
2	2017	N8	Newnan Bypass extension from Turkey Creek Road to SR 16 between US 29 and I-85 South <i>(funded)</i> .
3	2017	C6	Adding two thru lanes in each direction and a center turn lane along US 27/29 from I-85 South to SR 16 <i>(funded)</i> .
4	2020	I1	New interchange at I-85 South to Poplar Road <i>(funded)</i> .
5	2030	OP22	Operational upgrades along US 27/29 from SR 41 to Church Street
6	2030	N9	New two-lane roadway from US 29 north of Moreland to Bethlehem Church Road
7	2040	OP23	Operational upgrades along US 27/29 from SR 41 to Church Street
8	2040	M11	Intersection modification at Greenville Street/US 29 and Sewell Road
9	2040	M21	Intersection improvements at US 29 and Corinth Road
10	2040	M37	Roundabout safety project at SR 14 and SR 41
11	TBD	COR5	Poplar Road widening from I-85 South to SR 16.
12	TBD	COR4	Southwest Newnan Bypass widening from intersection of US 27/29 and SR 16 to intersection of Smokey Road and Ishman Ballard Road.
13	TBD	ASP-CW-073	SR 16 widening from Poplar Road to Newnan Bypass Extension (N8).

1c. What is the “Existing” LOS for the intersections and segments within the study network?

Table 6 Bridgeport DRI 2014 Existing Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road	Side-Street Stop Control	N/A	NB – A (3.8)	NB – A (7.3)
			EB – C (21.0)	EB – F (51.3)*
US 27/29 at State Route 16	Side-Street Stop Control	N/A	SB – A (7.2)	SB – A (7.3)
			WB – F (Err)*	WB – F (Err)*
US 27/29 at I-85 Southbound Ramp	Signal	D	B (11.3)	C (22.8)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (23.8)	B (17.5)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (0.5)	NB – A (0.6)
			SB – A (1.0)	SB – A (0.2)
			EB – E (48.8)	EB – D (26.7)
			WB – C (15.5)	WB – B (11.9)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.2)	SB – A (0.4)
			EB – C (22.5)	EB – C (18.3)
			WB – C (21.0)	WB – C (22.2)
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.3)
			SB – A (0.4)	SB – A (0.6)
			EB – B (11.3)	EB – B (14.1)
			WB – C (21.2)	WB – C (25.0)

What roadway improvements are needed to serve “Existing” conditions?

Note*: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection. For this scenario, where Pine Road and State Route 16 intersect US 27/29, these intersections are both programmed for operational improvements which are to be completed by year 2020. These improvements are included in the 2024 No-Build IMPROVED section of this analysis.

1d. What is the future “No-Build” LOS for the intersections and segments within the study network?

Table 7 Bridgeport DRI Projected 2024 No-Build Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road	Side-Street Stop Control	N/A	NB – A (4.6)	NB – B (10.8)
			EB – D (34.6)	EB – F (139.0)
US 27/29 at State Route 16	Side-Street Stop Control	N/A	SB – A (8.4)	SB – B (13.1)
			WB – F (Err)	WB – F (Err)
US 27/29 at I-85 Southbound Ramp	Signal	D	B (12.4)	C (26.1)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (32.8)	C (20.0)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (0.5)	NB – A (0.6)
			SB – A (1.0)	SB – A (0.2)
			EB – F (98.2)*	EB – E (49.6)*
			WB – C (16.9)	WB – B (12.6)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.1)	SB – A (0.5)
			EB – D (27.8)	EB – C (24.2)
			WB – D (25.6)	WB – D (31.7)
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.3)
			SB – A (0.4)	SB – A (0.7)
			EB – B (12.0)	EB – C (16.3)
			WB – D (26.0)	WB – E (36.8)*

What roadway improvements are needed to serve future “No-Build” conditions?

- US Highway 27/29 at Pine Road / State Route 16 (to be constructed under project #M13 in Coweta County’s CTP)
 - Align Pine Road with State Route 16 to create a four-way signalized intersection.
 - In the eastbound direction, provide two through lanes, an exclusive left-turn lane, and a channelized right-turn lane.
 - In the westbound direction, provide a left-turn lane, a through lane, and a channelized right-turn lane.
 - In the northbound direction, provide two through lanes, an exclusive left-turn lane, and a channelized right-turn lane.
 - In the southbound direction, provide an exclusive left-turn lane, one exclusive through lane, and a shared through-channelized right-turn lane.
- US Highway 27/29 at I-85 Northbound Ramp (to accommodate additional traffic from projects #M13 and #N8 in Coweta County’s CTP)
 - Construct an additional eastbound left-turn lane along the ramp (creating dual left-turn lanes).

Table 8 Bridgeport DRI Projected 2024 No-Build Intersection Levels of Service IMPROVED (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road / State Route 16	Signal	N/A	C (28.1)	D (41.9)

1e. What is the future “Build” LOS for the intersections and segments within the study network?

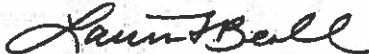
Table 9 Bridgeport DRI 2024 Build Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at State Route 16	Signal	D	D (35.1)	D (42.6)
US 27/29 at I-85 Southbound Ramp	Signal	D	F (154.1)	F (111.9)
US 27/29 at I-85 Northbound Ramp	Signal	D	E (64.4)	B (16.8)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (1.5)	NB – A (0.6)
			SB – A (0.2)	SB – A (0.2)
			EB – F (8728.6)	EB – F (7063.4)
			WB – F (4299.2)	WB – F (331.0)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.8)	SB – A (1.0)
			EB – F (95.6)*	EB – E (44.8)*
			WB – E (49.4)*	WB – F (51.2)*
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.2)
			SB – A (0.3)	SB – A (0.7)
			EB – F (90.2)*	EB – F (89.5)*
			WB – C (16.6)	WB – C (17.3)

Table 10 Bridgeport DRI Projected 2024 Build Intersection Levels of Service IMPROVED (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at I-85 Southbound Ramp	Signal	D	C (23.5)	D (42.6)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (29.2)	C (25.0)
US 27/29 at April Court	Signal	D	A (9.4)	B (13.9)

1f. What are the “required improvements” to serve the DRI for the full build-out year? (Please note that the required improvements are not improvements associated solely with the impacts generated by the development; nonetheless, these improvements are required to provide a safe and efficient level of service to the visitors, employees, and residents of the proposed development.)

- US Highway 27/29 at I-85 Southbound Ramp
 - Construct an additional westbound left-turn lane along the off-ramp (creating dual left-turn lanes).
 - Construct an exclusive southbound right-turn lane on US Highway 27/29 (to accommodate additional traffic from projects #M13 and #N8 in Coweta County’s CTP).
- US Highway 27/29 at I-85 Northbound Ramp
 - Construct an exclusive northbound right-turn lane.
 - Construct an extension of the eastbound channelized right-turn lane, as there is longer queuing projected due to the proposed development.
- US Highway 27/29 at April Court
 - Install a signal, as warranted.
- US Highway 27/29 from I-85 to Driveway #3 (the fly-over that acts as the primary entrance to the site)
 - Widen this section of roadway to create a continuous four lane cross-section between the interstate and the project’s primary driveway.
- US Highway 27/29 from south of April Court to north of Airport Road
 - Construct a bypass route in the southbound direction that allows separation for access to Driveway #2 and also allows for separation from the fly-over while providing continuous flow in the southbound direction.

GRTA Review by:

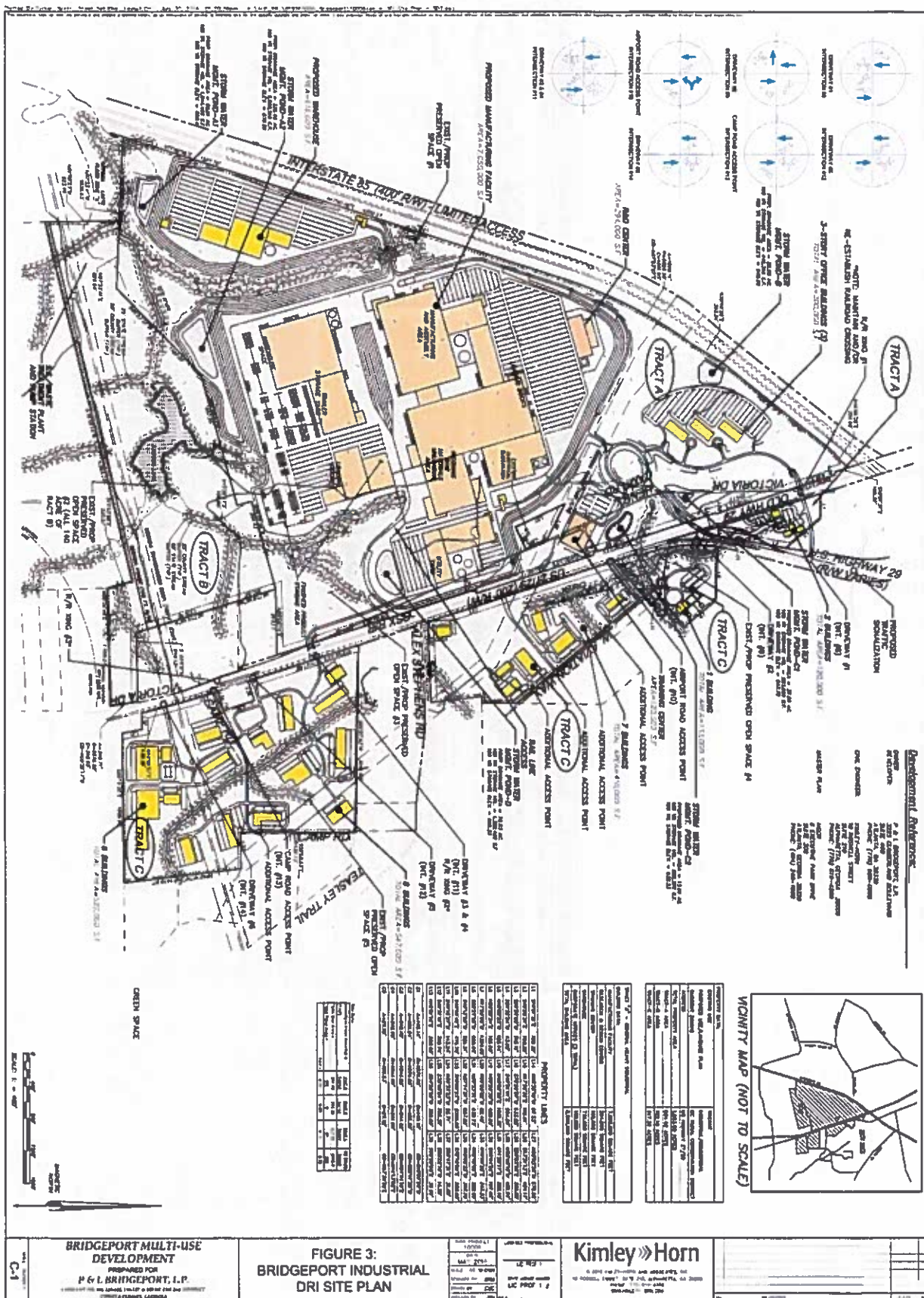


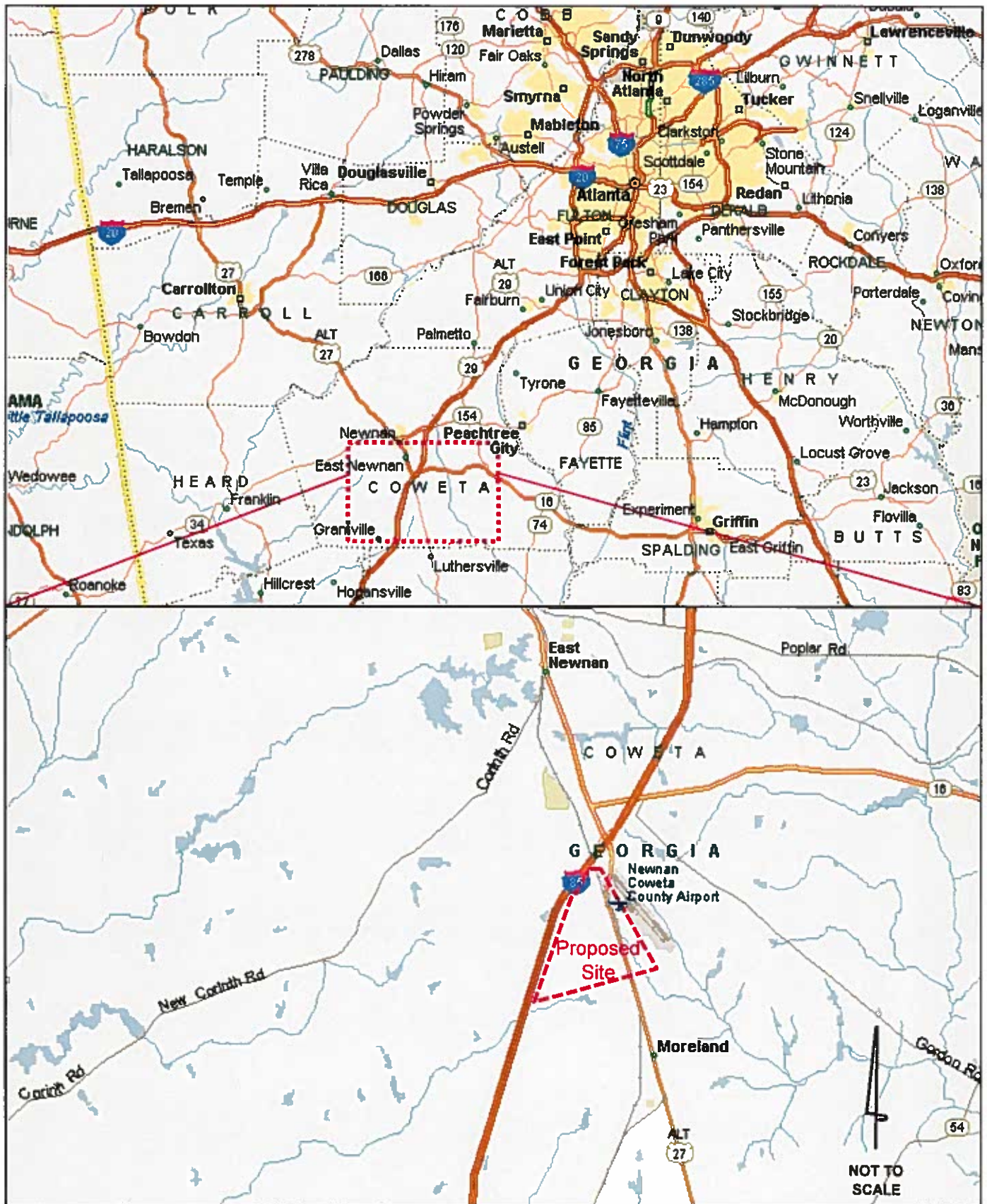
Laura F. Beall, AICP
Program Manager

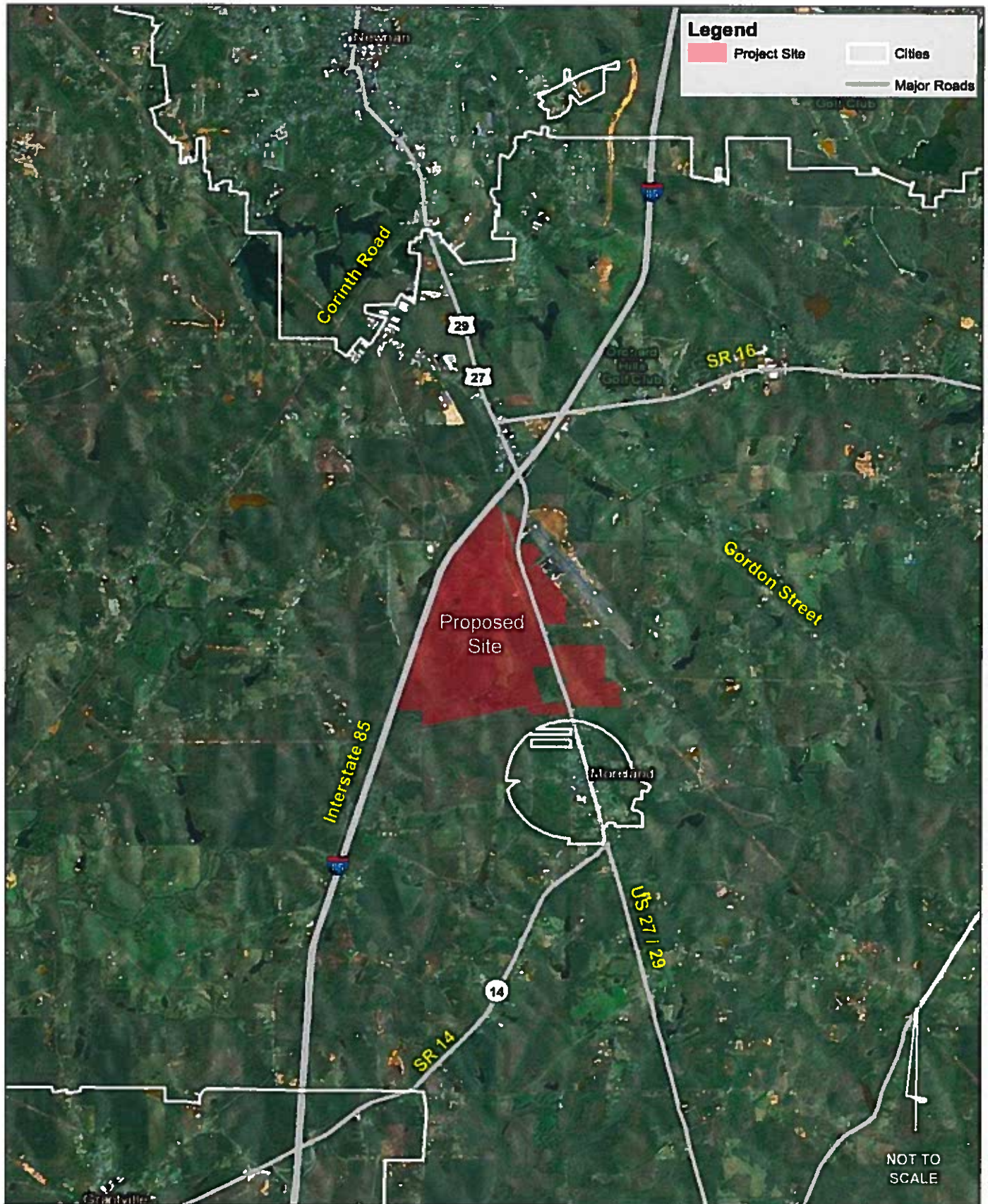
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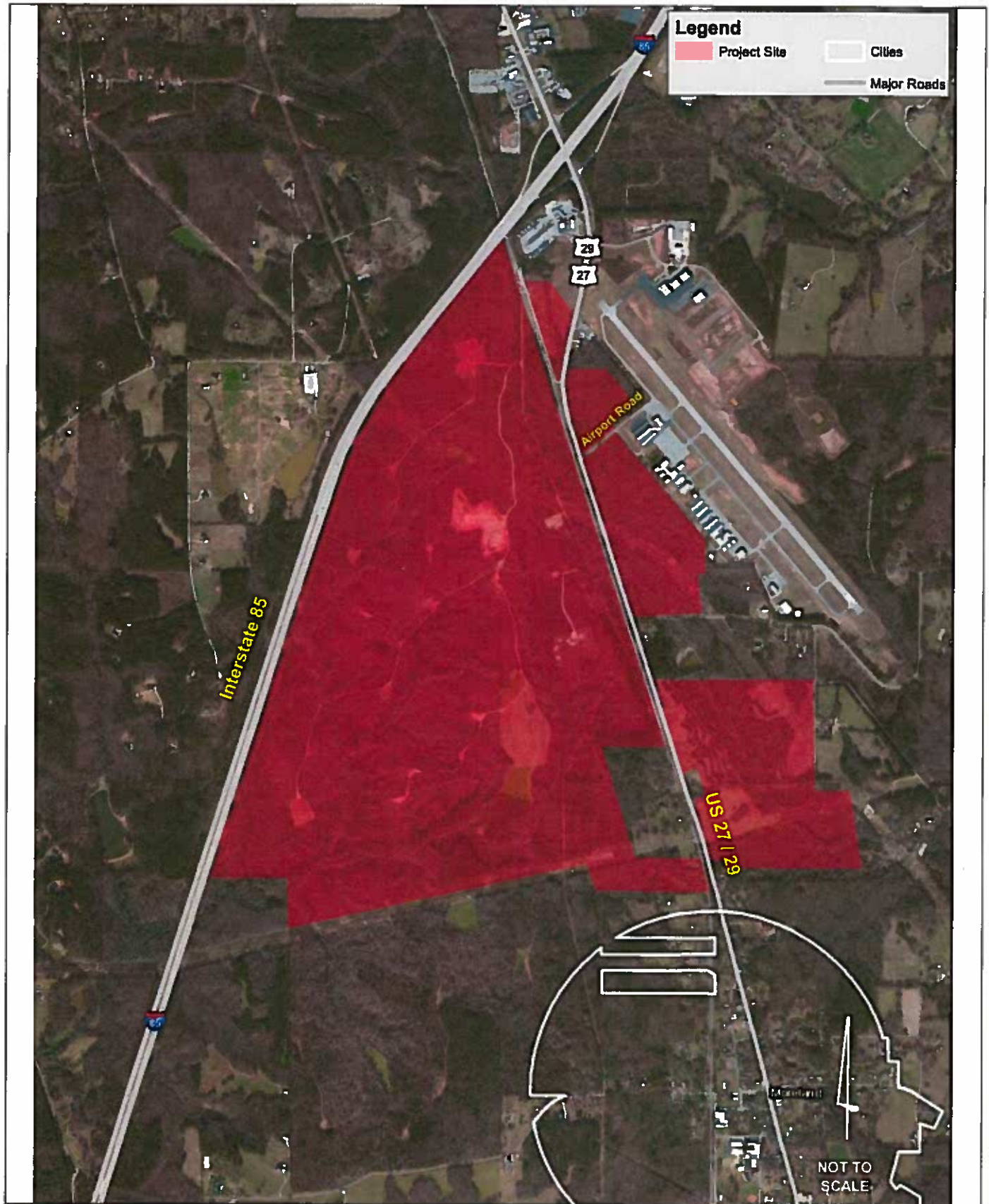
Jonathon West, DCA
James Abraham, TRRC
Dan Woods, GDOT District 3
Calvin Walker, Coweta County Airport
Tod Handley, Coweta County

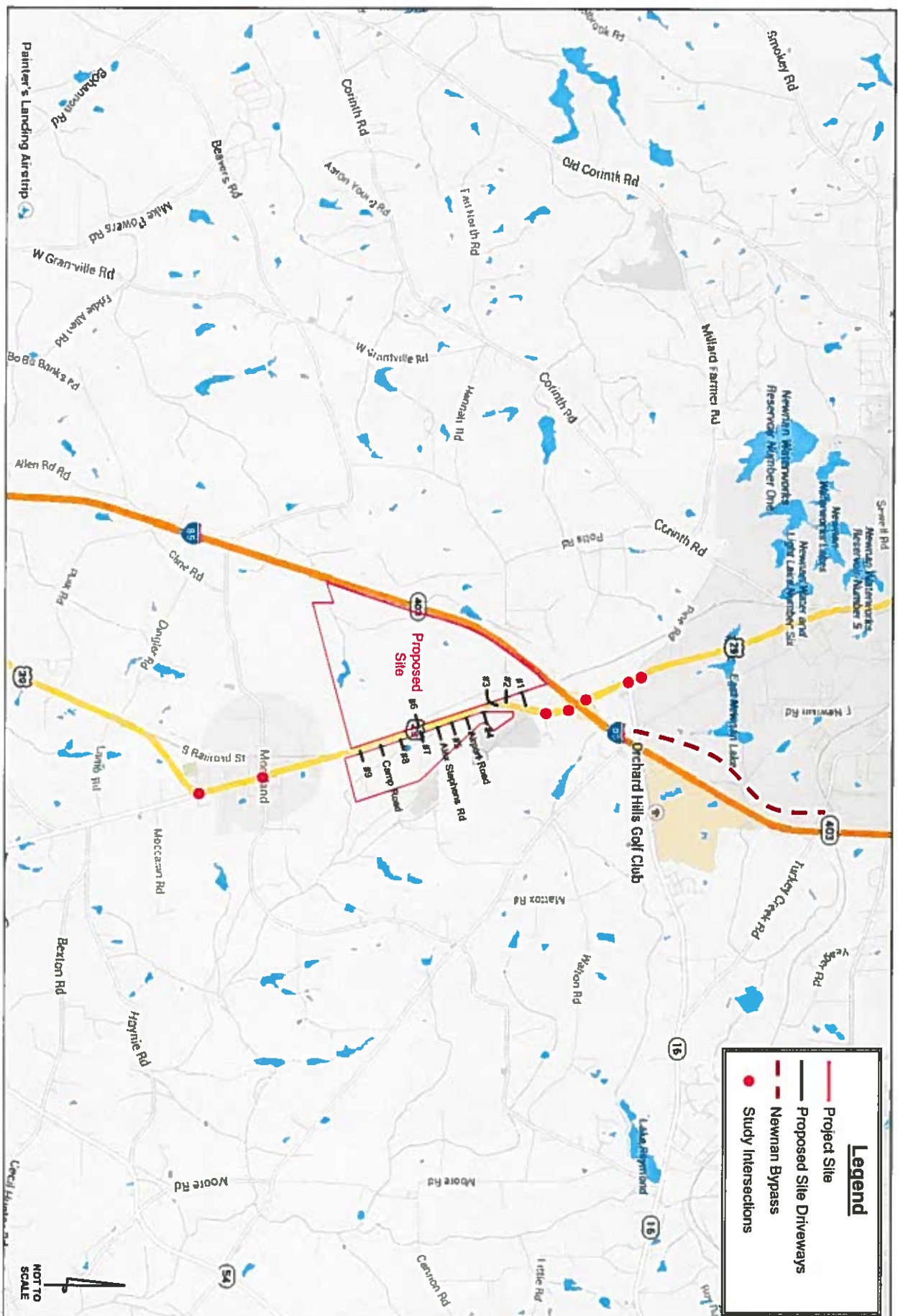
Sandra Parker, Coweta County
Tavores Edwards, Coweta County
Tom Barranco, Pope & Land
Melissa Griffis, Rosenzweig, Jones, Horne & Griffis
Rob Ross, Kimley-Horn & Associates



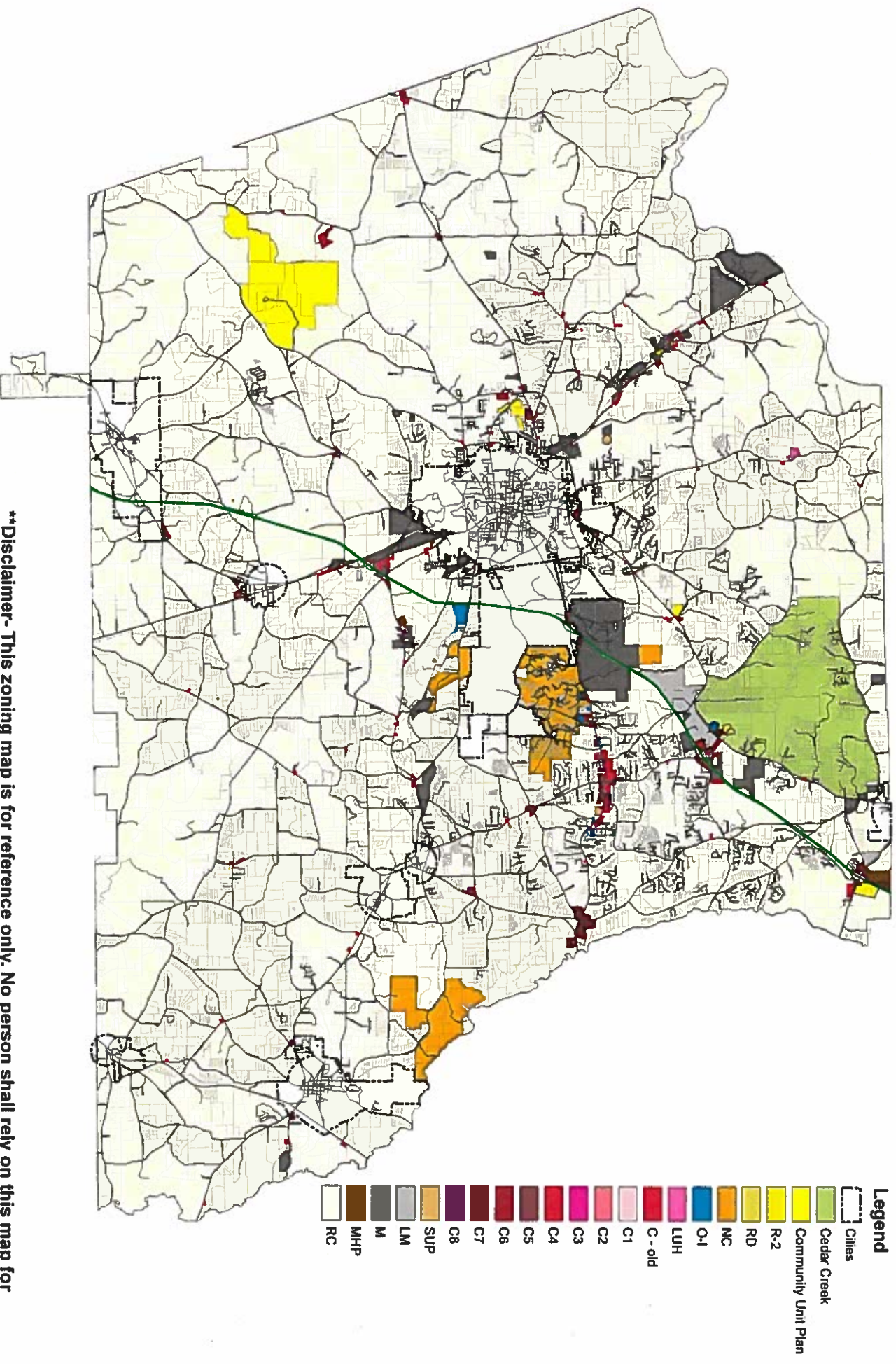








Coweta County Zoning Reference Map



****Disclaimer-** This zoning map is for reference only. No person shall rely on this map for final determination of zoning. Please see the Official Zoning Map which is located in the Planning Department at 22 East Broad St. Newnan, Ga. 30263.

OCT - 9 2014**Transmittal**

Date: October 8, 2014 Job Number: 019265008

Project Name: Bridgeport DRI

To: Jeannie Brantley

Three Rivers Regional Commission

P.O. Box 818, 120 North Hill Street

Griffin, GA 30224 Phone: (678) 692-0510

We are sending these by

US Mail ☒ FedEx UPS

Hand Deliver Courier Other

We are sending you

Attached Under separate cover via The following items

Shop drawings Prints/Plans Samples Specifications Change Order ☒ Other

Number	Date	Copies	Description
1.	10/06/14	1	Bridgeport Transportation Analysis
2.	10/06/14	1	Full Size Site Plan (30" x 42")
3.	10/06/14	1	Bridgeport DRI Submittal Package CD-ROM

These are transmitted as checked below:

☒ For your use Approved as submitted Resubmit

As requested Approved as noted Submit

For review and comment Returned for corrections Return

Copies for approval Copies for distribution Corrected prints

Remarks: See enclosed Bridgeport Transportation Analysis DRI Submittal.

Thank you, and please let me know if you have questions.

Copy to: Sandra Parker, Coweta County; Tom Barranco, Pope and Land;
Dan Woods, GDOT; Laura Beall, GRTA; File

Signed: Rob Ross
Phone: (404) 201-6146