

The Northeast Georgia Regional Commission (NEGRC) has completed its review of the following Development of Regional Impact (DRI). This report contains the NEGRC’s assessment of how the proposed project relates to the policies, programs, and projects articulated in the Regional Plan and Regional Resource Plan. Also included is an assessment of likely interjurisdictional impacts resulting from the proposed development, as well as all comments received from identified affected parties and others during the fifteen-day comment period.

The materials presented in this report are purely advisory and under no circumstances should be considered as binding or infringing upon the host jurisdiction’s right to determine for itself the appropriateness of development within its boundaries.

Transmittal of this DRI report officially completes the DRI process. The submitting local government may proceed with whatever final official actions it deems appropriate regarding the proposed project, but it is encouraged to take the materials presented in the DRI report into consideration when rendering its decision.

Project I.D.:	DRI #3889
Name of Project:	BP Industrial
Name of Host Jurisdiction:	City of Madison

Background

DRI review was initiated following the developer’s request for a permit. Potentially affected parties were asked to submit comments on the proposal during the 15-day period of 1/11/23–1/26/23.

Proposed Development

Marc Frederick/Bhugesh Investments LLC is proposing construction of 259,000 square feet of industrial space on a 58-acre site in the City of Madison. The site plan proposes one entrance along Fairground Road, and the proposed building is flanked by a parking area to the south, a lay down and additional parking area to the northeast, and one loading dock along the east side of the building. Four different state water banks are located onsite, and the site plan includes 25-foot buffers from the banks. No development is proposed within the buffered areas. One stream crossing is proposed along the entrance to the site from Fairground Road. The site plan also includes a 75-foot development buffer along the portion of the site that faces Fairground Road and 15-foot development buffers along the sides of the site that face surrounding parcels. The site plan includes three stormwater management areas along the north, west, and south sides of the development. An existing 17-foot AT&T Fiber easement with existing infrastructure would need to be relocated, as the current easement is located where the building is proposed to be constructed. Currently, the site is forested with several streams running through the site, and the western side of the project location is bordered by a 100-foot Central of Georgia Railroad right-of-way. A large portion of the site is proposed to be undisturbed by construction. The project would be completed in one phase with an estimated completion date in early 2024.

Compatibility with Existing Plans

The site is identified partially as an Interstate Corridor subarea and partially as a Modern Subdivisions subarea on the city's Character Areas Map (dated 9/12/2022). The Interstate Corridor subarea character area is described in the City of Madison's Comprehensive Plan as the primary commercial corridor in the city that is a city and county business and employment destination area. Appropriate land uses in the Interstate Corridor include general business, restaurants, retail, and professional offices and services. The Modern Subdivision subarea character area is described as a combination of mid-century historic residential areas, contemporary subdivisions, and neo-traditional developments with an auto-centric design. Appropriate land uses in the Modern Subdivision subarea include single-family, home occupations, personal care homes, churches, multi-family complexes, and greenspace.

The proposed development is not compatible with the Comprehensive Plan's designated character areas as specified in the City's Character Areas Map. Industrial land use is not included as a compatible land use for either the Interstate Corridor subarea or the Modern Subdivision subarea. The proposed development is also incompatible with many of the valued characteristics of each character area. The Interstate Corridor subarea values traditionally inspired architecture with primary uses of general commercial, shopping centers, office parks, high-turnover restaurants, and franchises. The Modern Subdivision subarea values residential buildings that are homogeneous and one-story. The proposed development is surrounded by facilities such as self-storage facilities, an animal shelter, construction companies, manufacturing facilities, and big-box stores, so the proposed industrial development would not have a large negative impact on surrounding areas. The site plan also does indicate large amounts of undisturbed areas, which would minimize impacts on surrounding areas. However, the proposed development would be more appropriate to the west of the Central of Georgia Railroad right-of-way, which is one of the City's Corridor Industrial subareas.

The site is identified as "Developed" on the Northeast Georgia Regional Plan's Regional Land Use Map (dated 6/7/2018). The Regional Plan recommends development that matches the region's workforce, prices in the lifecycle cost of infrastructure, creates a sense of place, builds a compact development pattern on existing infrastructure, creates diverse and affordable housing, and complements existing and planned transportation options—especially non-automobile transportation modes. The applicant states that the project can be staffed with the region's existing workforce. No information was provided in the application that would enable a determination of whether the proposal prices in the lifecycle cost of infrastructure. Because of the nature of industrial facilities, the proposed development does little to create a sense of place, contribute to a compact development pattern, or create diverse and affordable housing. Regarding existing infrastructure, the development is located on existing water and sewer infrastructure but acceleration and deceleration travel lanes will likely be required on Fairground Road to service the new project. Additionally, an AT&T fiber easement with existing infrastructure would have to be relocated to accommodate the proposed project. Based on surrounding land use and the industrial nature of the proposed site, access via alternative transportation modes such as walking and bicycling are not as important in this area.

Potential Interjurisdictional Impacts

The applicant states that the project is unlikely to affect any of the environmental quality factors identified on the DRI Additional Form, including water supply watersheds, groundwater recharge areas, wetlands, protected mountain and river corridors, floodplains, historic resources, and other environmentally sensitive resources. The applicant notes that the site is inside the Little Indian Creek Watershed. An estimated 20% of the site would be covered in impervious surfaces, and 3 stormwater management areas are planned to manage stormwater runoff. The proposal should be designed to minimize disruption to the existing streams, associated wetlands, and floodplains to avoid future erosion, flooding, and degraded water quality onsite and

downstream from the site. Low impact design measures, like bioswales, rain gardens, and other green infrastructure should be incorporated into the project design. At minimum, the project should be in accordance with the latest edition of the Georgia Stormwater Management Manual (Blue Book) and meet all relevant EPD requirements.

The National Wetland Inventory (NWI) identifies 2 wetland acres onsite and 97 wetland acres are located within one mile of the site. The Northeast Georgia Regional Plan's Conservation and Development Map (dated 7/19/2018) identifies 2 acres of "Conservation" land onsite and 85 acres of "Conservation" land within one mile of the site. This "Conservation" land includes 2 acres of Regionally Important Resource land onsite and 32 acres of RIR land within one mile of the site. The Madison National Registry Historic District is a regionally important resource located within one mile of the project site.

The applicant estimates that the proposed development would generate 132 new daily trips. Although no traffic study has been performed for the proposed project, the applicant expects that an acceleration and deceleration lane may be required along Fairground Road to service the project. A civil engineering review currently being conducted will determine what transportation improvements would be required. The project would be served by the City of Madison's water and sewer systems with an estimated daily demand of 0.0036 MGD for each system. The applicant states that these demands can be covered by existing capacity. No water or sewer line extensions are anticipated. The applicant estimates the project would generate approximately 420 tons of solid waste annually and that sufficient landfill capacity exists to handle this waste. However, the applicant notes that this estimate is uncertain because the final user of the industrial project has not been selected. According to the Northeast Georgia Regional Solid Waste Authority's Regional Solid Waste Management Plan (2021-2031), two-thirds of municipal solid waste (MSW) generated in Morgan is disposed of in a landfill in Barrow County, and the other third is disposed of in a landfill in Walton County. The applicant does not expect any hazardous waste to be generated by this project. However, since the final user for the industrial project has not been selected it is unable to be determined whether this project would or would not produce hazardous waste.

The applicant estimates that the project would be worth between \$35 million and \$40 million at build-out in 2024 and generate \$420,000 in annual local taxes. On a per-acre basis, the project would be worth between \$603,448 and \$689,655 and generate approximately \$7,241 in tax revenue. Prior to approval, the City should measure the life cycle costs of the infrastructure needed to serve this project to ensure that they would not be committing to more maintenance expenses than the new tax revenue can cover.

Comments from Affected Parties

No comments were provided by affected parties for this project.