

**CITY OF GRANTVILLE  
CITY COUNCIL MEETING AGENDA  
MONDAY, FEBRUARY 28, 2022 AT 6:30 P.M.  
Glanton Municipal Complex, City Council Chambers, 123 Lagrange Street  
Grantville, Georgia 30220**

**Meeting will be available by Audio Conference Dial: 425-436-6364 Access Code: 336977#**

**Call to Order**

**Invocation**

**Pledge of Allegiance**

**Citizen Comment Re: Agenda Items**

**Approval of Agenda**

**Approval of Minutes**

**City Council Work Session Minutes January 10, 2022**

**City Council Meeting Minutes January 24, 2022**

**PUBLIC HEARING:**

**Planning Commission Recommendation to Deny the Rezoning of Coweta County Tax Parcels G08 2247 001 and G08 2247 011 (125.273 acres) 101 Lowery Road to Light Industrial (LM)**

Presentation by Robinson Weeks Developers

- a. Character Area/Future Land Use Map of subject site designated as Industrial
- b. Calico Park Development Possibilities
- c. Calico Park Industrial Development Economic Impact Study
- d. Calico Park DRI #3490 Transportation Analysis
- e. GRTA Notice of Decision Calico Park DRI #3490
- f. Mayor Angelyne Butler Letter of Recommendation
- g. Site Plan
- h. Traffic Count

**PUBLIC HEARING:**

**Special Use Permit Application by Russell Knight/Doug Frost to operate a Tattoo Parlor at 16 Main Street, Suite D located in the Commercial Residential (CR) Zoning District (Public Hearing to be held February 28, 2022)**

Discussion/Decision Special Event Permit and Film Permit Applications by Frequent Productions LLC  
Marvel Studios – Ryan Schaetzle, Location Manager. Prep: May 2-13; Film: May 16-20; Wrap Up:  
May 23-June 3, 2022

Discussion/Decision on Special Event Permit Application by Grantville Branch Library for Read Across  
America Day on March 2, 2022 from 2 p.m. to 6 p.m. at Main Street Park

Discussion/Decision on Proposal from Environmental Management Services, Inc. for the Operations and  
Maintenance of the Wastewater and Water Utilities commencing March 1, 2022 through February 1,  
2024

**City of Grantville  
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Discussion/Decision on 2022 LMIG project to be designated as Griffin Street

Discussion/Decision on Sewer Fund Refunds for those residents on Septic Tanks

First Reading: Ordinance Number 2022-02 to Rezone Coweta County Tax Parcels G08 2247 001 and G08 2247 011 (125.273 acres) 101 Lowery Road to Light Industrial (LM)

Second Reading: Ordinance Number 2022-01 to Amend the Zoning Ordinance: Text Amendment to Allow for the Operation of Tattoo Shops in the General Commercial Zoning District with a Special Use Permit

Discussion/Decision on Planning Commission Recommendation to Approve the Special Use Permit Application by Russell Knight/Doug Frost to operate a Tattoo Parlor at 16 Main Street, Suite D located in the Commercial Residential (CR) Zoning District

Qualifying for election to the office of Mayor and Councilmember Posts 1 & 2 will be held at City Hall, 123 Lagrange Street, Grantville, Georgia beginning on Monday, March 7, 2022, and ending on Wednesday, March 9, 2022. The hours for qualifying each day will be from 8:30 a.m. until 4:30 p.m. The General Election will be held on Tuesday, November 8, 2022.

**Citizen Comments  
City Council and Staff Comments  
Adjournment**

**CITY OF GRANTVILLE**  
**CITY COUNCIL WORK SESSION MEETING MINUTES**  
**MONDAY, JANUARY 10, 2022 at 6:30 P.M.**  
**Glanton Municipal Complex, City Council Chambers, 123 Lagrange Street**  
**Grantville, Georgia 30220**  
Meeting was available by Audio Conference Dial: 425-436-6364 Access Code: 336977#

The meeting was called to order by Mayor Jewell at 6:30 p.m. Mr. Rodney Mowery led the Invocation followed by the Pledge of Allegiance.

**Present:** Mayor Doug Jewell, Mayor Pro-Tem Ruby Hines, Councilmembers Jim Sells, Mark King and Alan Wacaser. **Also Present:** City Manager Al Grieshaber, Jr, City Attorney Mark Mitchell, and City Clerk Roberta Higgins

**Citizen Comment Regarding Agenda Items - None**

**Approval of Agenda: Approved Sells/Wacaser: 4-0**

City Council Member Casey Evans, Post 3 and Council Member Alan Wacaser, Post 4 were sworn into office by City Attorney Mark Mitchell

**The City Council discussed the following items:**

**Election of Mayor Pro Tem to take place on January 24, 2022**

**Mayor's Committee Assignments (attached)**

**Discussion/Decision on Planning Commission Recommendation to Adopt a Zoning Ordinance Text Amendment for Article 5.3, Table 5.3 – Permitted Use Schedule to add Tattoo Shop as an allowed use with Special Use Permit in the General Commercial Zoning District (Public Hearing to be held on January 24, 2022)**

**Discussion/Decision on Planning Commission Recommendation to Rezone or Deny the Rezoning of Coweta County Tax Parcels G08 2247 001 and G08 2247 011 (125.273 acres) 101 Lowery Road to Light Industrial (LM)** The Planning and Zoning Commission did not meet on January 6, 2022 due to lack of a quorum. The Commission plans to hold a Special Called Meeting to make their recommendation. The Public Hearing for the Rezoning Request will be held on February 28, 2022.

**First Reading: Ordinance Number 2022-01 to Amend the Zoning Ordinance: Text Amendment to Allow for the Operation of Tattoo Shops in the General Commercial Zoning District with a Special Use Permit** The Public Hearing will be held on January 24, 2022.

**First Reading: Ordinance Number 2022-02 to Rezone Coweta County Tax Parcels G08 2247 001 and G08 2247 011 (125.273 acres) 101 Lowery Road to Light Industrial (LM)** The Public Hearing will be held February 28, 2022.

**Citizen Comments:** Residents Robert Royce and Wendell Bryant spoke to City Council.

**Mr. Grieshaber announced that Qualifying Fees for the 2022 Election must be set prior to February 1, 2022 and will be on the agenda for approval by Council on January 24, 2022**

**There being no further business, the meeting was adjourned at 6:54 p.m.: Evans/Hines: 4-0**







**Minutes**

**January 24, 2022**

**Page 2**

**First Reading: Ordinance Number 2022-02 to Rezone Coweta County Tax Parcels G08 2247 001 and G08 2247 011 (125.273 acres) 101 Lowery Road to Light Industrial (LM)**  
(No action required) This item was removed from the agenda as Amended

**Discussion/Decision Special Event Permit and Film Permit Applications by KiKi Tree Pictures** Approved Hines/Evans: 4-0

**Discussion/Decision on Setting Qualifying Fees for 2022 Elections of Mayor and Councilmember Post 1 and Post 2** Approved Evans/Hines: 4-0

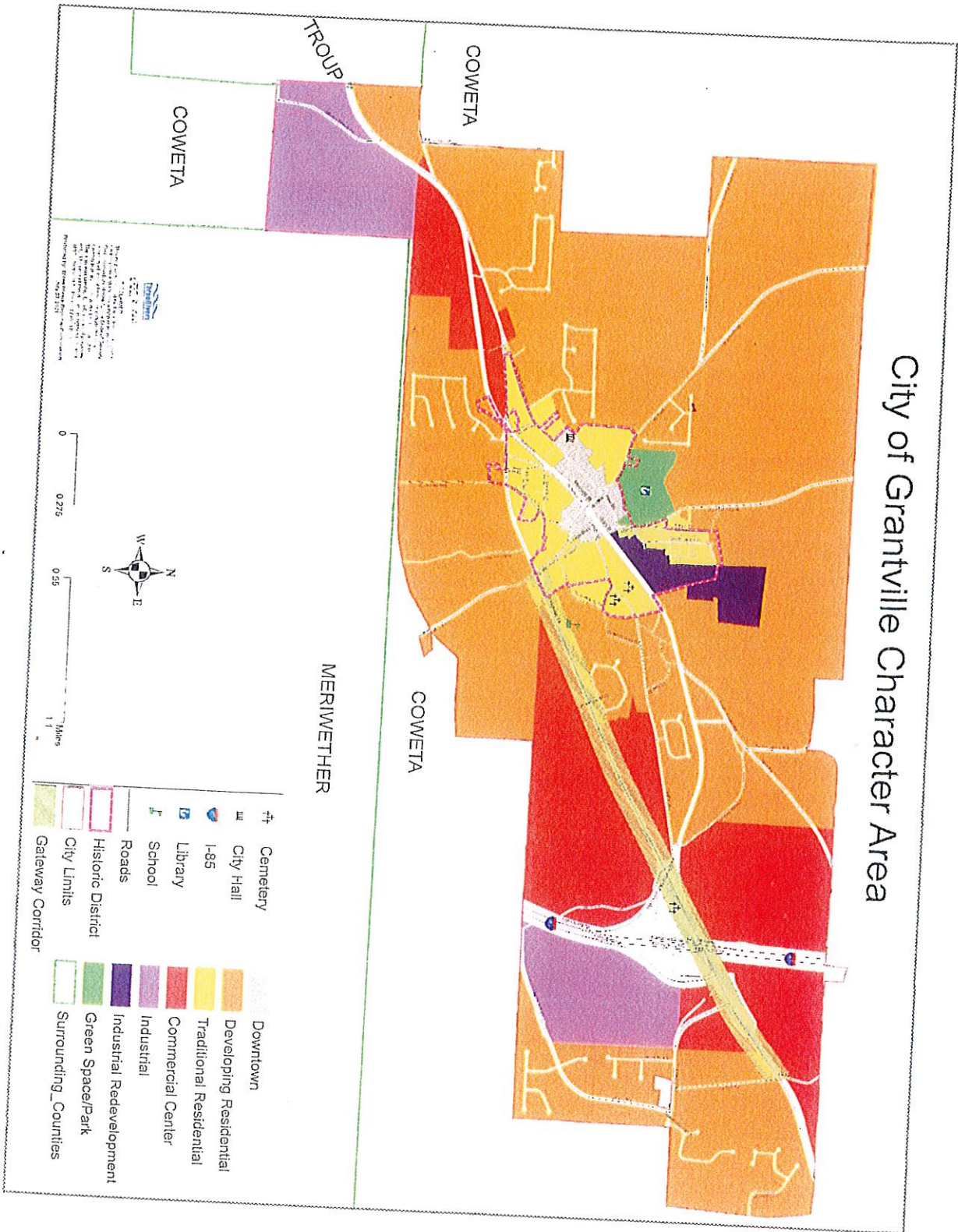
**Citizen Comments: James Creel; Mark Bynum; Amanda Smith; Jon McIntyre; Brandon McDowell; Dee Berry**

**Adjourn at 7:42 p.m.**

## **PUBLIC HEARING**

**The City of Grantville will hold a public hearing on Monday, February 28, 2022, at 6:30 p.m. at the Grantville Municipal Complex. The purpose of the public hearing will be to receive public comment regarding a recommendation of the Planning Commission concerning the following map amendment to the City of Grantville Zoning Ordinance: Rezone the property located at 101 Lowery Road in the City of Grantville and further identified as parcel numbers G08 2247 001 and G08 2247 011 from its current zoning of Single-Family Residential District (R-20) to Light Industrial (LM). A copy of the rezoning application and the Planning Commission recommendation will be on file for public review in the office of the City Clerk.**

# Character Area Map



City of Grantville Character Area



# **CALICO PARK**



## CURRENT USE

- Undeveloped.
- Little revenue for Grantville.
- Borders on Interstate 85.

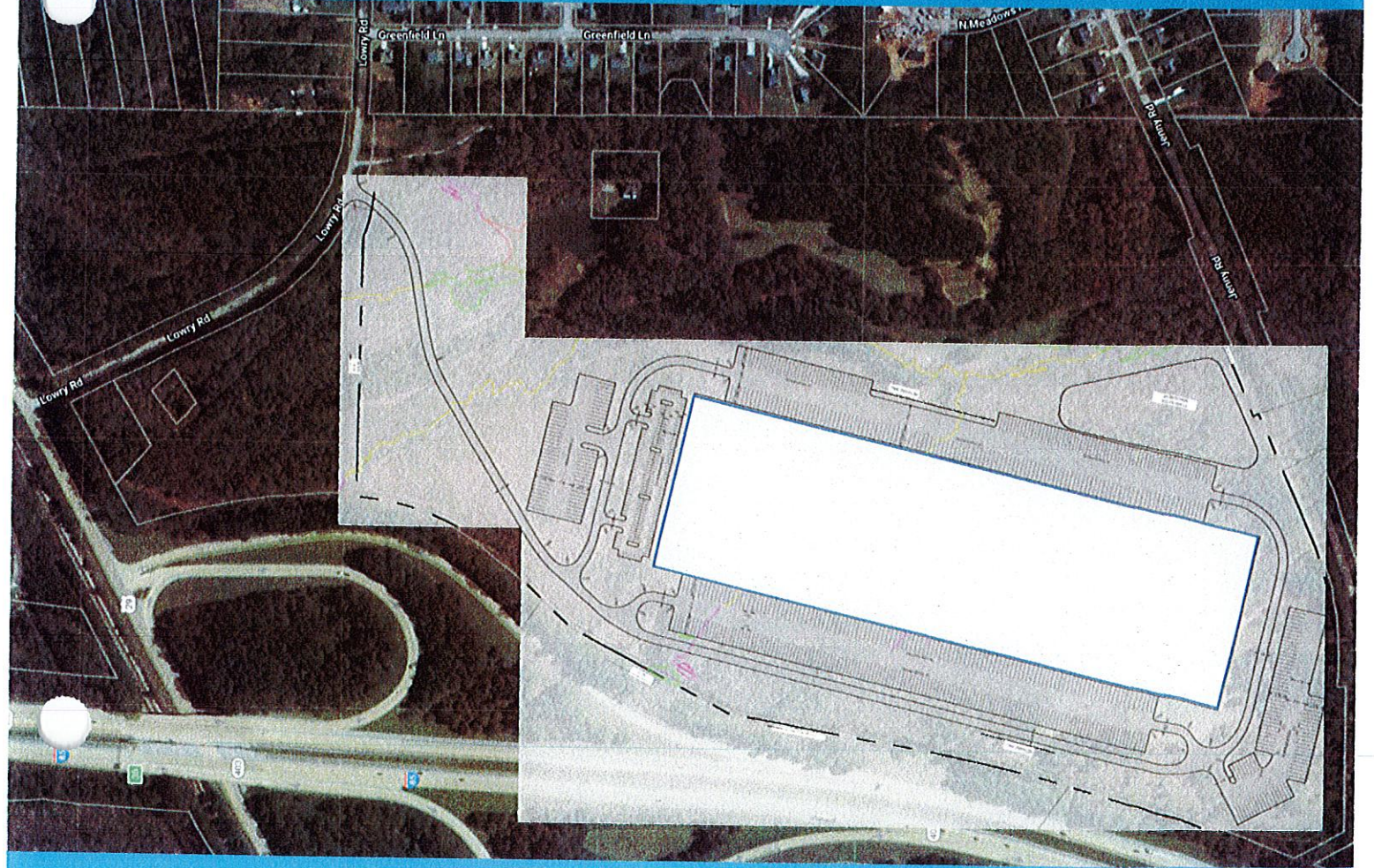
There are two possibilities for development:





# A WAREHOUSE

- Provides utility revenue to Grantville.
- On-site security requires minimal police protection.
- Sprinklered building requires minimal fire services.
- The building creates a noise barricade from the interstate for the neighborhood.
- There is a 630' buffer between the parking lot and the houses.
- There is +/- 30 acres of green space.
- An extended driveway accommodates truck queuing.
- There are additional truck parking areas.
- Only a turn-in lane to Lowery Road is recommended.
- Great economic benefit to Grantville with \$209K/year in revenue.









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# GRANTVILLE INDUSTRIAL DEVELOPMENT ECONOMIC IMPACT STUDY

Coweta County, Georgia

January 21, 2022

Prepared for:

ROBINSON | WEEKS  
PARTNERS

Prepared by:



**KB** | ADVISORY GROUP

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# INTRODUCTION

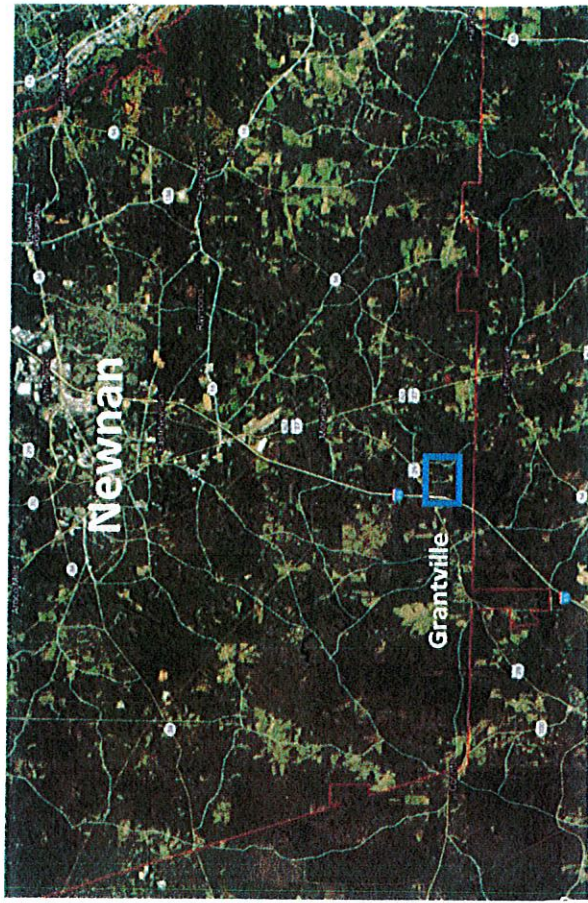
## Grantville Industrial Development

Robinson Weeks Partners retained KB Advisory Group to perform an economic and fiscal benefits and impact analysis of a proposed industrial development on Grantville, in Coweta County, Georgia.

- The analysis quantifies the impacts of the planned construction, build-out, and future on-going property operations, including the direct and indirect economic effects, expressed in terms of output, earnings, jobs, and related variables. This work assessed the development's full local fiscal benefits at completion as a generator of property taxes, sales taxes, and associated public revenues.
- By its nature, given the uncertainty about future conditions, economic impact analysis is an imprecise science. Yet, it provides useful insights for local policymakers about the likely impact of a proposed project on their community. Careful consideration of the project's possible effects can provide an invaluable tool for understanding the potential future economic growth resulting from this proposed development and help Coweta County plan for development in a way that is fiscally beneficial.



*Proposed development site plan*



*Aerial view of southern Coweta County, with the subject site inset in blue, and the county border in red*



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# PROJECT SUMMARY

## Grantville Industrial Development

- **Location:** Grantville, GA.
  - 10 miles south of Newnan
  - 20 miles northeast of LaGrange
- **Site Size:** 125 acres
- **Anticipated Building Size:** 1,021,440 square feet
- **Use:** Commercial Industrial
- **Buildout:** Anticipated to take one year

### Project Description:

The 125-acre site, controlled by Robinson Weeks Partners, is in Grantville, a small city in Coweta County, Georgia.

The site is located where Interstate 85 meets US Highway 29, approximately ten miles south of the city of Newnan. The proposed development's proximity to a major interstate and transportation corridor is a strength for the subject site.

Upon completion, the on-site development will house over one million square feet of commercial industrial space.

The planned development is likely to significantly boost local tax revenue collection and job creation.

Thus, KB Advisory Group prepared this study to analyze the economic and fiscal benefits of this planned development on Grantville and the surrounding county.



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# EXECUTIVE SUMMARY

Grantville Industrial Development

## Expanding Coweta's Employment Opportunities & Tax Base:

The proposed development will be a state-of-the-art logistics and manufacturing hub.

At 1,021,440 square feet, the proposed industrial development can attract a variety of well-paying jobs to Coweta County.

The one-year construction period will create local employment opportunities and stimulate retail spending in the area.

Upon completion, operations within this industrial space will provide considerable benefits to the local economy through job creation and property tax collection on the land, building and equipment.

The project can significantly increase public revenues largely through new annual property taxes, benefiting Grantville City and Coweta County Government, and Coweta County School Board.

## Construction Impacts:

- **\$27.4 million** in construction materials purchased locally.
- **227** full-time equivalent construction jobs.
- **\$12.2 million** in construction payroll, much of which will be invested back into the local community by construction employees.

## Operational Impacts:

- **\$ 76 million** real property value for tax collection purposes (from the structure and equipment).
- **562** full-time employees, with an annual payroll of \$30.4 million.
- Indirect support of **560** additional jobs in Coweta County.

## Public Revenues:

- **\$798,000** in new annual property taxes:
  - \$209,000 going to the City of Grantville
  - \$158,000 to Coweta County
  - \$417,000 to Coweta County Schools

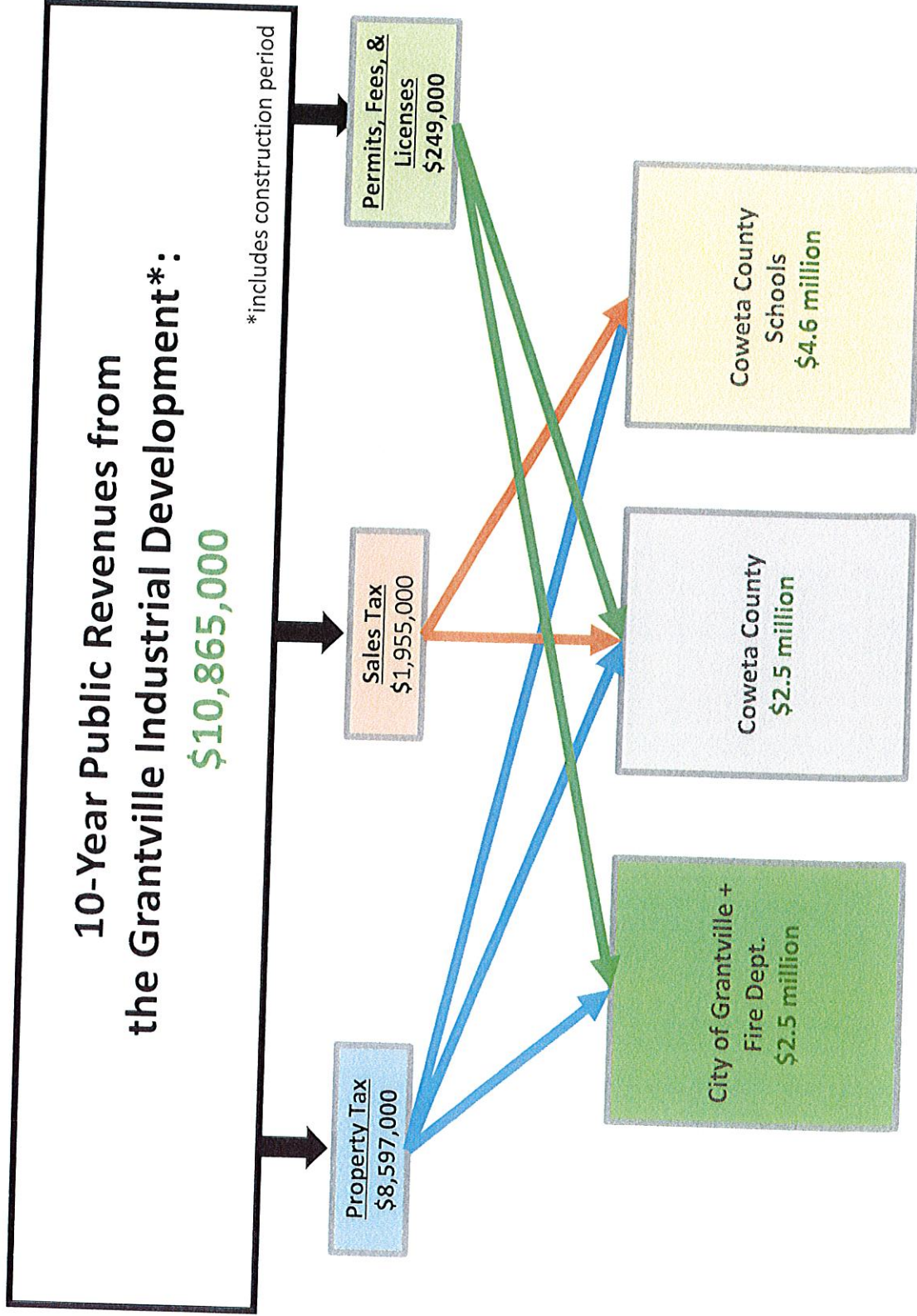


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# FISCAL IMPACTS SUMMARY OVERVIEW



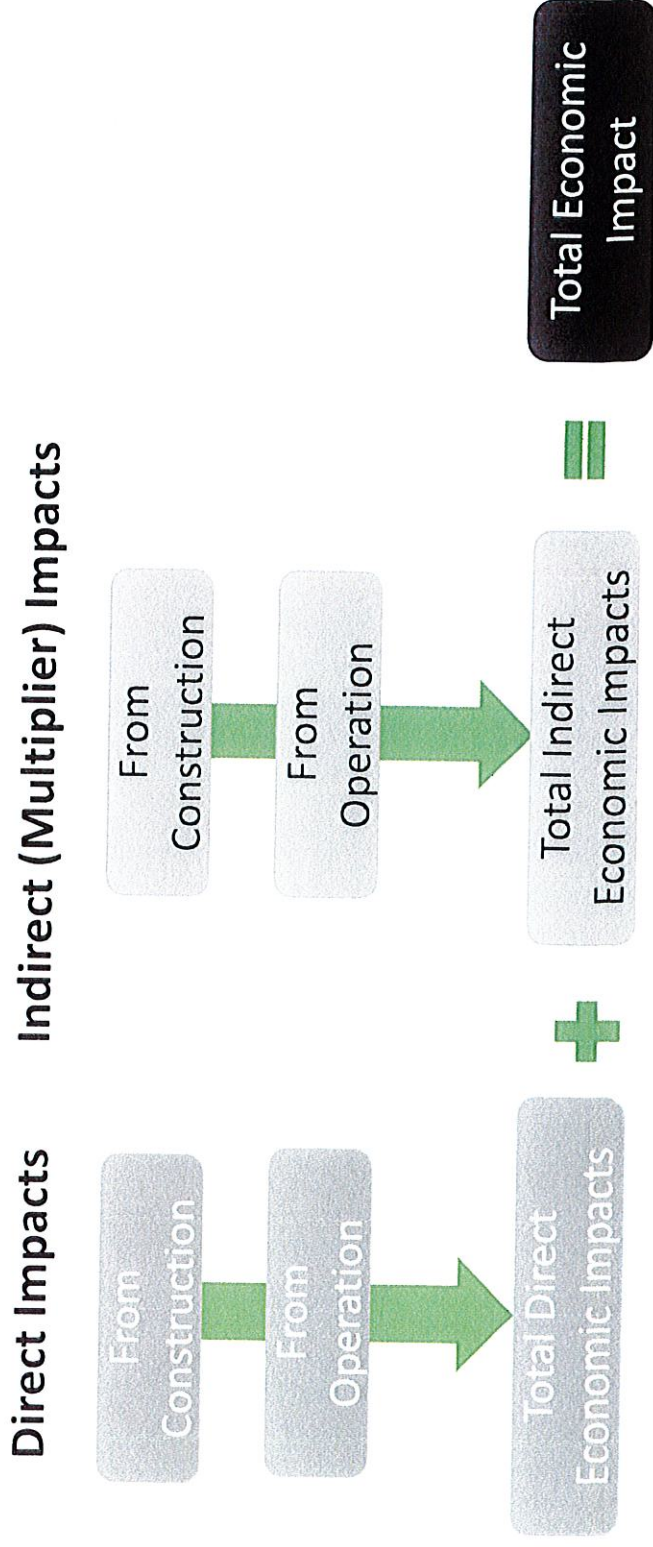
\*\$1.1 million (57% of sales tax during construction) is owed to the State of Georgia

# ECONOMIC IMPACTS METHODOLOGY

This study examines both direct and indirect impacts, public revenues, and public costs to assess the total economic impact on Grantville and Coweta County from the proposed development.

Two measures of economic impact were considered in the evaluation of the overall economic effects resulting from the development of the subject site:

- **General economic benefit** – the economic growth, which will occur in Coweta’s economy from the development, including the value of new construction, new employment, new payroll, construction materials purchased locally, etc.
- **Local public revenues** – the taxes and other public revenues generated by the project will go to the local government.





# ECONOMIC IMPACTS

## During Construction

Construction costs are a function of developer-provided square foot (SF) estimates for industrial buildout. Of the project's direct hard costs, 75% is expected to be spent on construction materials. An estimated 75% of construction materials purchased locally would amount to a total investment of \$27.4 million.

Local retail spending by construction workers is estimated to be \$8.50 per workday during the proposed development's construction. Over the course of a yearlong buildout, this amounts to over \$502,000 in worksite retail spending.

**The total taxable sales from construction and worksite spending are estimated to be \$27.9 million. Sales taxes collected from this total amount are estimated to be nearly \$2 million, with over \$800,000 accruing to Coweta County.**

Grantville assesses development and construction fees based on multiple services and infrastructure relevant to real estate types. **Development and impact fees are estimated at \$249,000, based on the City of Grantville's fee schedule.**

Direct Construction Impacts	2023
Total construction cost	\$ 65,000,000
Direct hard costs	\$ 48,750,000
Construction materials	\$ 36,562,500
Construction materials purchased locally	\$ 27,421,875
Construction labor costs	\$ 12,187,500
Average Coweta Co. annual construction wage	\$ 53,664
Average annual full time equivalent (FTE) workers	227
Annual construction payroll	\$ 12,187,500
Total worksite spending by workers (1 year)	\$ 501,908
<b>Taxable Sales from Construction</b>	<b>\$ 27,923,783</b>
Taxable Sales From Construction + Worksite Spending	\$ 27,923,783
State of Georgia Sales Tax @ \$.04	\$ 1,116,951
Coweta County Sales Tax @ \$.03	\$ 837,713
<b>Total Sales Taxes from Construction</b>	<b>\$ 1,954,665</b>
<b>Development &amp; Impact Fees</b>	
Development fees and charges	\$ 249,252
<b>Total Development and Impact Fees</b>	<b>\$ 249,252</b>

\* 2023 identifies the 1-year construction timeline.

Source: Georgia Department of Revenue/Coweta County, City of Grantville Fee Schedule, Georgia Department of Labor, KBA Group



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# ECONOMIC IMPACTS

## During Operation

The continuing economic impact of the proposed development will result from a growth in the local economy due to the additive values of additional employment in the area and increased on-site economic activity.

ESTIMATED ECONOMIC BENEFIT FROM OPERATIONS				
Increased Market Value		Total Employees	Average Salary	Payroll
Total Project Fair Market Value				\$42,250,000
Permanent Payroll				
Wholesale Trade @ 1 employee per 2,000 SF		460	\$54,342	\$24,978,192
Manufacturing @ 1 employee per 1,000 SF		102	\$53,339	\$5,448,259
<b>Total/ Wtd. Average</b>		<b>562</b>	<b>\$54,160</b>	<b>\$30,426,450</b>
Annual Local Purchases by Employees @ \$8.50 per day				\$1,241,560
GENERAL ECONOMIC BENEFIT FROM OPERATIONS				
				<b>\$31,668,011</b>

Sources: NAIOP, Colliers International, Georgia Department of Labor, KBA Group

On-site employment is calculated based on a tenant mix consistent with regional trends, taking into account assumptions provided by leading trade organizations, large-scale property owners, and industry professionals. It is estimated that 1 employee per 2,000 SF of industrial space used for wholesale trade will produce 460 full-time equivalent (FTE) industrial jobs. An additional 1 employee per 1,000 SF of industrial space used for manufacturing will produce 102 FTE jobs.

**The total number of people employed at the subject site is forecast at 562. These employees will have an estimated average salary of \$54,160. This amounts to a total annual on-site payroll of over \$30.4 million.**

Each employee will likely make local purchases at an estimated rate of \$8.50/day, generating over \$1.2 million in annual retail spending and additive local sales tax collections of over \$35,000 annually.

Upon completion and full occupancy, the proposed development will annually add over \$31.6 million in direct general economic benefits to the local Coweta County economy.



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# PUBLIC REVENUE/FISCAL BENEFITS

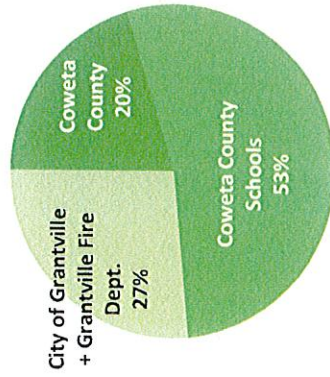
## Public Revenues

The full operation of the proposed development will drive an increase in personal property taxes and property taxes on real estate, which are projected to generate approximately **\$798,000 in annual public revenues for the Grantville and Coweta County Governments, and Coweta Schools.**

We forecast that the proposed development will have a real property value of \$52 million, and a personal property value of \$24 million for tax collection purposes. Assessed value is 40% of appraised value, and personal property exemption is 65% based on Coweta County's tax digest.

Based on current local millage rates, the county government, the county's school board, and the local municipal government are expected to gain a total of approximately \$744,000 in new local property taxes annually. **Approximately \$171,000 will go to Coweta County, \$417,000 will go to the school system, and \$209,000 will go to the City of Grantville.** The proposed development will also generate an estimated \$13,000 in public revenue through business licensing fees.

\$798,000 in Annual Revenues to Coweta County, Schools, & Fire Dept.



- Coweta County
- Coweta County Schools
- City of Grantville + Grantville Fire Dept.

PUBLIC REVENUES		
Property Taxes	Market Value	Taxable Value
Total Development at Build-out	\$52,000,000	\$20,800,000
FF&E and Inventory	\$24,000,000	\$3,360,000
<b>Total Market/Taxable Value</b>	<b>\$76,000,000</b>	<b>\$24,160,000</b>
<b>Property Taxes</b>		
Coweta County @ .00654		\$158,006
Coweta County School Board @ .0173		\$417,968
City of Grantville + Grantville Fire Department + Fire Dept. Bond @ .008658		\$209,177
<b>Total Property Tax</b>		<b>\$785,152</b>
Business Licenses: 3 businesses paying an average of \$4,384		\$13,152
<b>Total Business Licenses</b>		<b>\$13,152</b>
<b>TOTAL ANNUAL REVENUES TO COWETA COUNTY GOVERNMENT</b>		<b>\$171,158</b>
<b>TOTAL ANNUAL REVENUES TO COWETA COUNTY SCHOOLS</b>		<b>\$417,968</b>
<b>TOTAL ANNUAL REVENUES TO GRANTVILLE + GRANTVILLE FIRE DEPT.</b>		<b>\$209,177</b>
<b>TOTAL ANNUAL REVENUES TO COWETA COUNTY AND GRANTVILLE</b>		<b>\$798,304</b>

Sources: GA Dept. of Revenue, Robinson Weeks Partners, KBA Group



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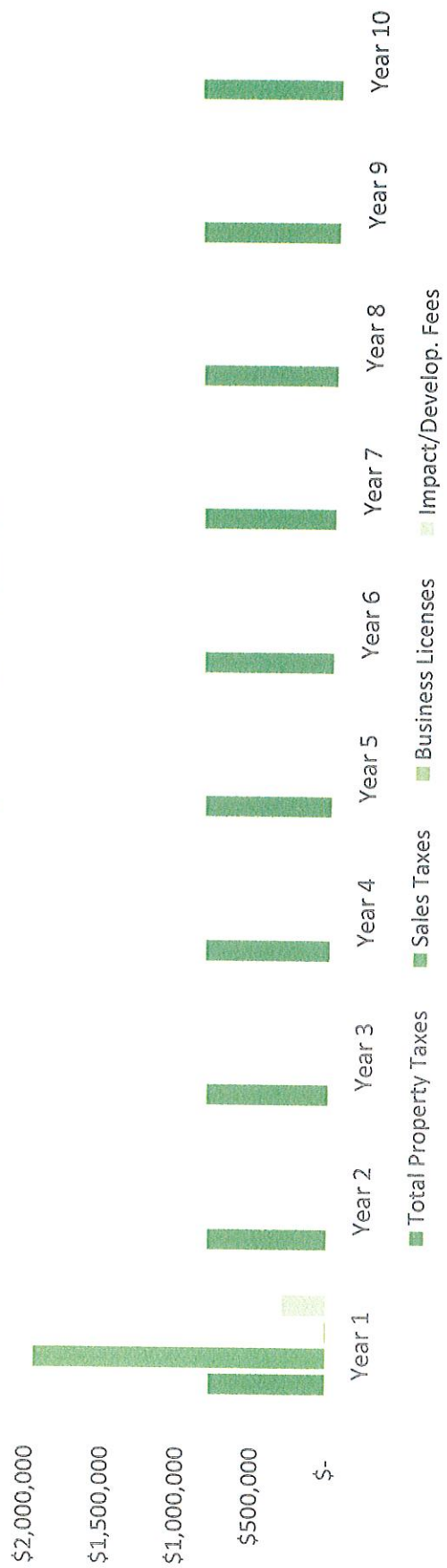


# PUBLIC BENEFITS: FIRST DECADE OF OPERATION

## Cumulative Public Benefits

Under the preceding assumptions and estimates, the proposed development will generate approximately **\$10.9 million in fiscal benefits over its first decade of operation**. Coweta County's School Board will collect 53% of the overall tax collection, 27% going to the City of Grantville, and the County government will obtain 20% of the overall tax collection from the proposed development.

Total Public Revenues Over 10 Years



	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Totals
Coweta County	\$ 158,006	\$ 161,167	\$ 164,390	\$ 167,678	\$ 171,031	\$ 174,452	\$ 177,941	\$ 181,500	\$ 185,130	\$ 188,832	\$ 1,730,126
Coweta County Schools	\$ 417,968	\$ 426,327	\$ 434,854	\$ 443,551	\$ 452,422	\$ 461,470	\$ 470,700	\$ 480,114	\$ 489,716	\$ 499,510	\$ 4,576,633
City of Grantville + Grantville Fire Dept.	\$ 209,177	\$ 213,361	\$ 217,628	\$ 221,981	\$ 226,420	\$ 230,949	\$ 235,568	\$ 240,279	\$ 245,085	\$ 249,986	\$ 2,290,433
Total Property Taxes	\$ 785,152	\$ 800,855	\$ 816,872	\$ 833,209	\$ 849,873	\$ 866,871	\$ 884,208	\$ 901,892	\$ 919,930	\$ 938,329	\$ 8,597,192
Sales Taxes	\$ 1,954,665	-	-	-	-	-	-	-	-	-	\$ 1,954,665
Business Licenses	\$ 13,152	-	-	-	-	-	-	-	-	-	\$ 13,152
Impact/Develop. Fees	\$ 300,439	-	-	-	-	-	-	-	-	-	\$ 300,439
<b>Total Public Revenues</b>	<b>\$ 3,053,407</b>	<b>\$ 800,855</b>	<b>\$ 816,872</b>	<b>\$ 833,209</b>	<b>\$ 849,873</b>	<b>\$ 866,871</b>	<b>\$ 884,208</b>	<b>\$ 901,892</b>	<b>\$ 919,930</b>	<b>\$ 938,329</b>	<b>\$ 10,865,448</b>



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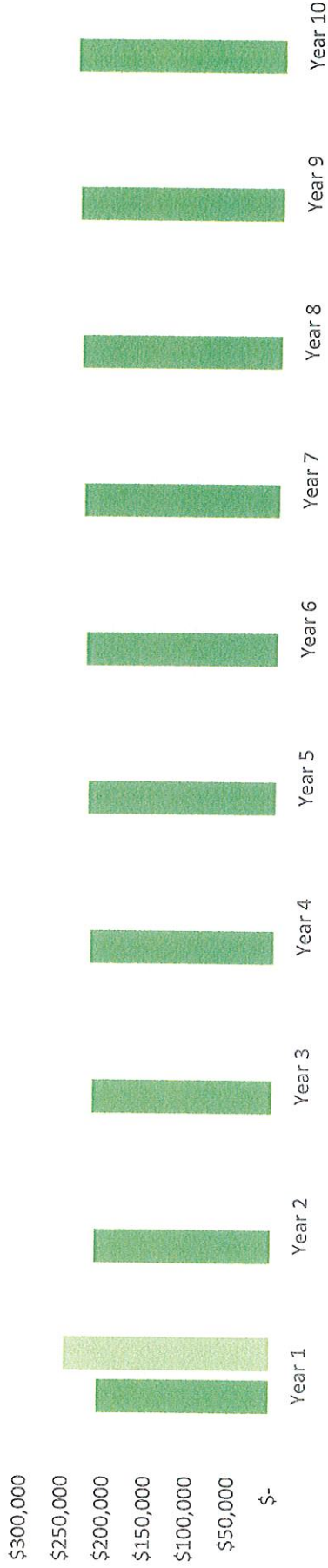
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# PUBLIC BENEFITS: FIRST DECADE OF OPERATION

## Cumulative Grantville Benefits

The City of Grantville will receive ongoing public revenues from property tax collected on the proposed development in addition to the public revenues collected from first-year development fees. Under the preceding assumptions and estimates, the proposed development will generate approximately **\$2.5 million in public revenues for the City of Grantville over its first decade of operation**. The City of Grantville will take 60% (\$1.4 million) of the overall property tax collection, with 38% (\$868,000) going to the Grantville Fire Department, and the remaining 2% (\$40,000) going to Grantville's Fire Department bonds.

Grantville Revenues Over 10 Years



Local Public Revenues to City of Grantville from Proposed Industrial Development, 10 Years

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Totals
City of Grantville	\$ 126,308	\$ 128,835	\$ 131,411	\$ 134,040	\$ 136,720	\$ 139,455	\$ 142,244	\$ 145,089	\$ 147,991	\$ 150,950	\$ 1,383,043
Grantville Fire Dept.	\$ 79,245	\$ 80,830	\$ 82,446	\$ 84,095	\$ 85,777	\$ 87,493	\$ 89,243	\$ 91,027	\$ 92,848	\$ 94,705	\$ 867,708
Grantville Fire Dept. Bond	\$ 3,624	\$ 3,696	\$ 3,770	\$ 3,846	\$ 3,923	\$ 4,001	\$ 4,081	\$ 4,163	\$ 4,246	\$ 4,331	\$ 39,682
Total Property Taxes	\$ 209,177	\$ 213,361	\$ 217,628	\$ 221,981	\$ 226,420	\$ 230,949	\$ 235,568	\$ 240,279	\$ 245,085	\$ 249,986	\$ 2,290,433
Impact/Development Fees	\$ 249,252	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,252
	\$ 458,429	\$ 213,361	\$ 217,628	\$ 221,981	\$ 226,420	\$ 230,949	\$ 235,568	\$ 240,279	\$ 245,085	\$ 249,986	\$ 2,539,685



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# ECONOMIC IMPACT MULTIPLIER EFFECT

## Direct and Indirect Impacts

In addition to the direct economic impacts defined above, the proposed development will induce indirect economic effects in the local economy. The U.S. Department of Commerce's RIMS II input-output model for Coweta County was used to estimate these indirect multiplier effects.

The proposed development's operation output will directly create \$30.4 million in annual payroll.

This will indirectly stimulate an additional \$17.1 million in annual payroll locally.

Combined, this development is projected to contribute \$47.5 million in annual payroll earnings. Once complete, the proposed development will contribute to 562 direct permanent jobs in Grantville. These jobs will indirectly induce demand for an estimated 560 additional jobs in and around Grantville and Coweta County.

### Employment Direct and Indirect Impacts

	Direct	Multiplier	Indirect	Total
Employment				
Construction Employment	227	1.7878	92	319
<u>Operational Employment</u>				
Manufacturing Employment	102	1.89205	91	193
Wholesale Trade Employment	460	2.0196	469	928
<b>Total Operational Employment</b>	<b>562</b>		<b>560</b>	<b>1,122</b>

Source: U.S. Bureau of Economic Analysis, RIMS II/KBA Group

### Payroll

	Direct	Multiplier	Indirect	Total
Annual Construction Payroll	\$ 12,187,500	1.4354	\$ 5,306,438	\$ 17,493,938
<u>Operational Payroll</u>				
Manufacturing Employment	\$ 5,448,259	1.748375	\$ 4,077,341	\$ 9,525,600
Wholesale Trade Employment	\$ 24,978,192	1.5202	\$ 12,993,655	\$ 37,971,847
<b>Total Operational Payroll</b>	<b>\$ 30,426,450</b>		<b>\$ 17,070,996</b>	<b>\$ 47,497,446</b>

Source: U.S. Bureau of Economic Analysis, RIMS II/KBA Group



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### TERMS AND LIMITING CONDITIONS

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*Transportation Analysis*

# **Grantville – Calico**

## **DRI #3490**

City of Grantville, Georgia  
(Coweta County)

December 2021

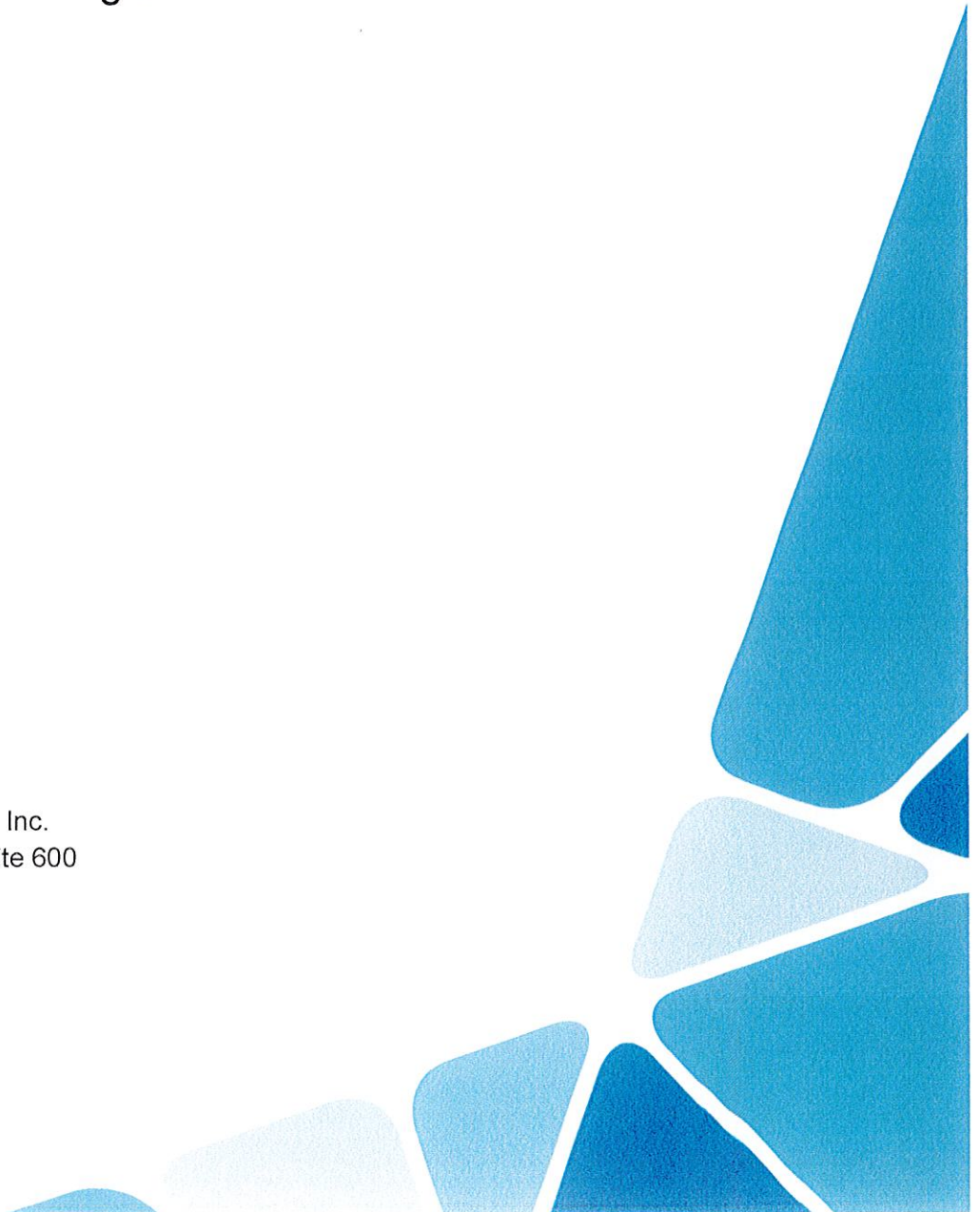
*Prepared for:*

Robinson Weeks Partners

*Prepared by:*

Kimley-Horn and Associates, Inc.  
11720 Amber Park Drive, Suite 600  
Alpharetta, Georgia 30009  
013556011

**Kimley»Horn**





*Transportation Analysis*

# Grantville – Calico DRI #3490

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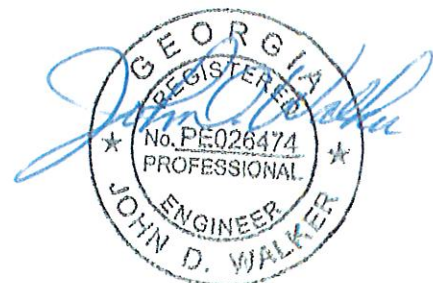
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**Available Upon Request**  
 Raw Traffic Count Data  
 Synchro Capacity Analyses



## EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Grantville – Calico* development located in the City of Grantville, Georgia. The majority of the approximate 125.27-acre site is located east of I-85, south of US 29/SR 14, and west of Lowery Road. The site is currently vacant.

The proposed development will consist of the following land uses and densities contained in **Table 1**. The project is expected to be completed by 2023 (approximately 2 years).

<b>Table 1: Proposed Land Use and Density</b>	
Warehousing	1,021,440 SF

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Mixed-use and pass-by reductions to gross trips are not included in the trip generation, as outlined in the Georgia Regional Transportation Authority (GRTA) Letter of Understanding (dated October 25, 2021).

Capacity analyses were performed for the study intersections under the Estimated 2021 conditions, the Projected 2023 No-Build conditions, and the Projected 2023 Build conditions.

- Estimated 2021 conditions represent current traffic volumes that were collected in November of 2021. Traffic counts were collected at the intersection of US 29/SR 14 at Lowery Road, US 29/SR 14 at I-85 NB Ramps, and US-29/SR 14 at I-85 SB Ramps in November 2021.
- Projected 2023 No-Build conditions represent the Estimated 2021 traffic volumes grown for two (2) additional years using a 2.0% per year growth rate.
- Projected 2023 Build conditions represent the Projected 2023 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Grantville – Calico* development.



**No-Build**

All study intersections are projected to operate at an acceptable overall LOS under 2023 No-Build conditions. Each approach of the intersection is projected to operate acceptably under 2023 No-Build conditions. No improvements are recommended to be conditioned.

**Build**

The following should be considered to serve the Projected 2023 Build Conditions. The unsignalized intersection of US 29/SR 14 at I-85 SB Ramps (Intersection 1) is projected to operate at an acceptable overall LOS under the Estimated 2021 and No-Build 2023 conditions. The unsignalized intersection of US 29/SR 14 at I-85 SB Ramps (Intersection 1) is projected to operate at an acceptable overall LOS under 2023 Build conditions. However, the northbound approach is projected to operate at LOS F under the 2023 Build conditions during the PM peak hour only. Note: Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway during the peak rush hour.

It should be noted that per GRTA’s DRI guidelines, an improvement should be considered if an approach operates at a failing LOS, even if the overall intersection operates acceptably. In order to improve the northbound approach LOS under 2023 Build conditions, an All-Way Stop Control (AWSC) could be considered as a potential solution. A preliminary multi-stop signal warrant analysis was conducted based on Build 2023 peak hour turning movement volumes. Per MUTCD’s peak hour multi-stop warrant, the PM peak hour meets the required volume thresholds under the 2023 Build conditions. The analysis results for the improved conditions at Intersection 1 are shown in the table below.

		Overall LOS Standard: D Approach LOS Standard: D		I-85 SB Ramps			US 29/SR 14			US 29/SR 14					
				Northbound			Southbound			Eastbound			Westbound		
				L	T	R	L	L	T	R	L	L	T	R	L
BUILD IMPROVED	PM	Overall Std   LOS	C (20.7)												
		Approach LOS	D (27.1)						C (15.2)			B (14.1)			

With the improvement listed above, the intersection of US 29/SR 14 at I-85 SB Ramps (Intersection 1) is projected to operate at or above its overall LOS standard under 2023 PM Build conditions. However, since the projected northbound approach LOS is only expected to depreciate during one (1) PM peak hour while all other hours operate at LOS D or better, we recommend that this intersection should be monitored in the future.



## 1.0 PROJECT DESCRIPTION

### 1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Grantville – Calico* development located in the City of Grantville, Georgia. The approximate 125.27-acre site is located east of I-85, south of US 29/SR 14, and west of Lowery Road. The project site is currently zoned R20 (Single-Family Residential). The site is proposed to be rezoned to GI (General Industrial). **Figure 1** provides a location map of the project site. **Figure 2** provides an aerial view of the project site and surrounding area.

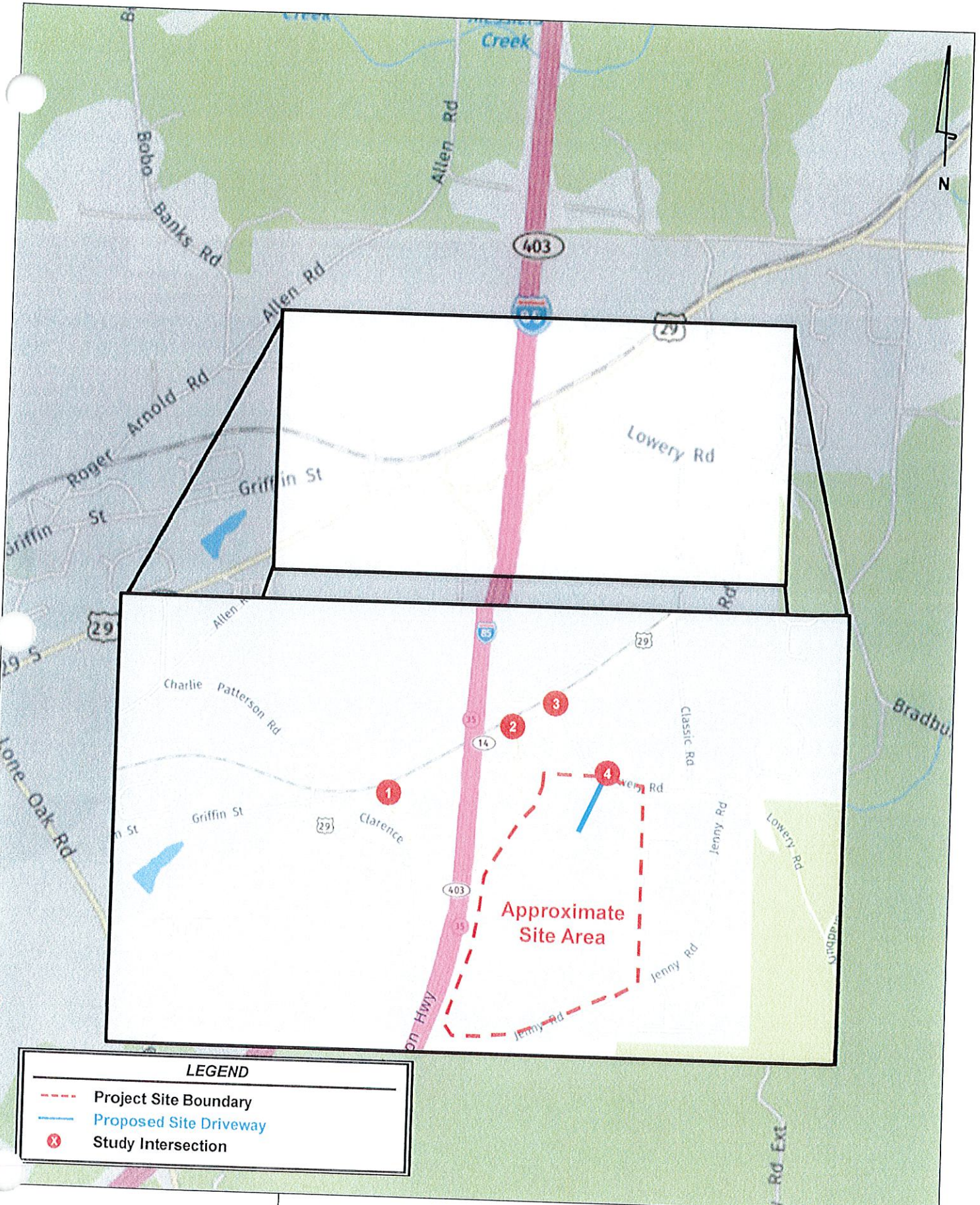
The site is currently undeveloped. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2023 (approximately 2 years).

Land Use	Proposed
Warehousing	1,021,440 SF

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Three Rivers Regional Commission (TRRC) review due to the project size exceeding 500,000 SF in a new industrial development. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on October 5, 2021 by the City of Grantville. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, TRRC, and other stakeholders. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated October 25, 2021.





**LEGEND**

- - - Project Site Boundary
- Proposed Site Driveway
- ⊗ Study Intersection







### 1.2 Site Access

As currently envisioned, the proposed development will be accessible via one (1) new access point:

1. **Site Driveway A** – a proposed, full-movement driveway located along Lowery Road that will operate under side-street stop control. Site Driveway A will provide vehicular access to the entire development. Internal, private roadways throughout the site provide access to the building and parking facilities.

### 1.3 Internal Circulation Analysis

The site consists of one (1) area: the main site area.

The proposed main site area is located east of I-85, south of US 29/SR 14, and west of Lowery Road. Site Driveway A serves the main site area and internal connections are provided to access the building and parking facilities.

### 1.4 Parking

The current number of total site parking spaces to be provided are listed below in **Table 3**.

Land Use	Minimum	Maximum	Proposed
Warehousing	1 per employee on max shift 405 parking spaces	Information not provided	Warehouse and Storage Buildings 502 parking spaces
<b>Total</b>			<b>502</b>

Additional parking details are provided on the proposed site plan in Appendix A.

### 1.5 Alternative Transportation Facilities

There are no dedicated pedestrian or bicycle facilities along the site frontage. Similarly, there are no transit stops in the vicinity of the site.

### 1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the Grantville – Calico development does not qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location in the City of Grantville.

### 1.7 Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the GRTA *Development of Regional Impact Review Procedures*, the Grantville – Calico development qualifies for a “Heavy Vehicle Enhanced Focus Area” review, due to the development generating heavy vehicles.



### 1.7.1 Heavy Vehicle Routing

Figure 3 depicts the proposed truck routes that will serve project traffic (highlighted blue). The following segments are included in the Enhanced Focus Area (highlighted yellow):

- US 29/SR 14 from I-85 SB Ramps to Lowery Drive
- Lowery Drive from US 19/SR 14 to Site Driveway

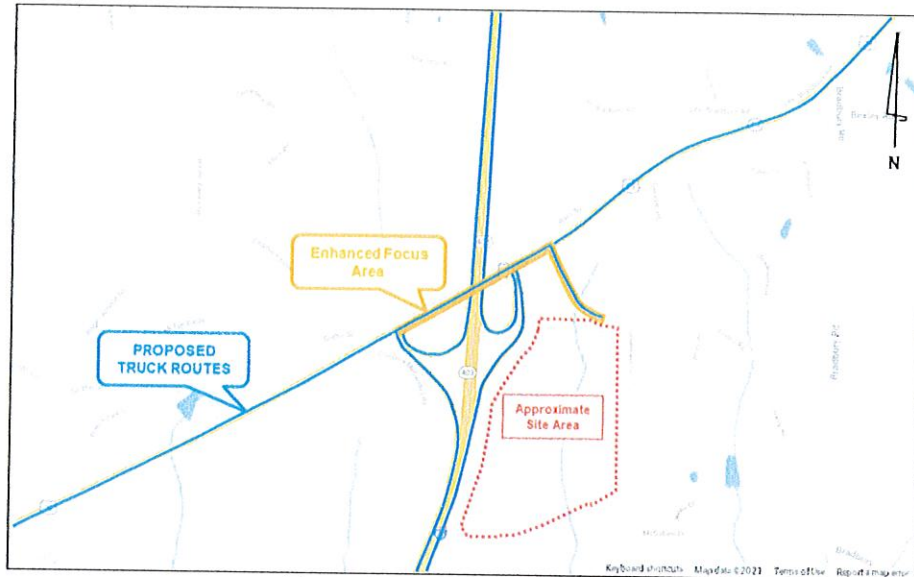


Figure 3: Heavy Vehicle Routing

There are no roadways in the study network that have an ordinance prohibiting heavy vehicles or that have underpass or bridge constraints that limit heavy vehicles.

### 1.7.3 Heavy Vehicle Staging

The site plan includes an extended driveway entrance and exit to accommodate heavy vehicle queuing, staging, and overflow. Figure 4 indicates the designated heavy vehicle (truck) staging/overflow areas on the site plan. The area (highlighted red) indicates approximately 1,400 feet, sufficient for anticipated queuing.

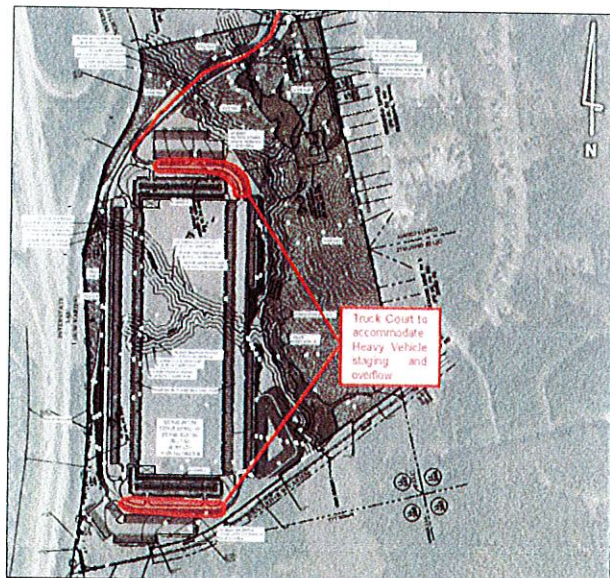


Figure 4: Heavy Vehicle Staging

## 2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

### 2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, TRRC, and other local agency stakeholders. The study includes the following three (3) off-site intersections described in **Table 4** and shown visually in **Figure 5**.

Intersection	Jurisdiction	Control
1. US 29/ SR 14 at I-85 SB Ramps	GDOT	Unsignalized (TWSC)
2. US 29/SR 14 at I-85 NB Ramps	GDOT	Unsignalized (TWSC)
3. US 29/SR 14 at Lowery Road	City of Grantville	Unsignalized (TWSC)

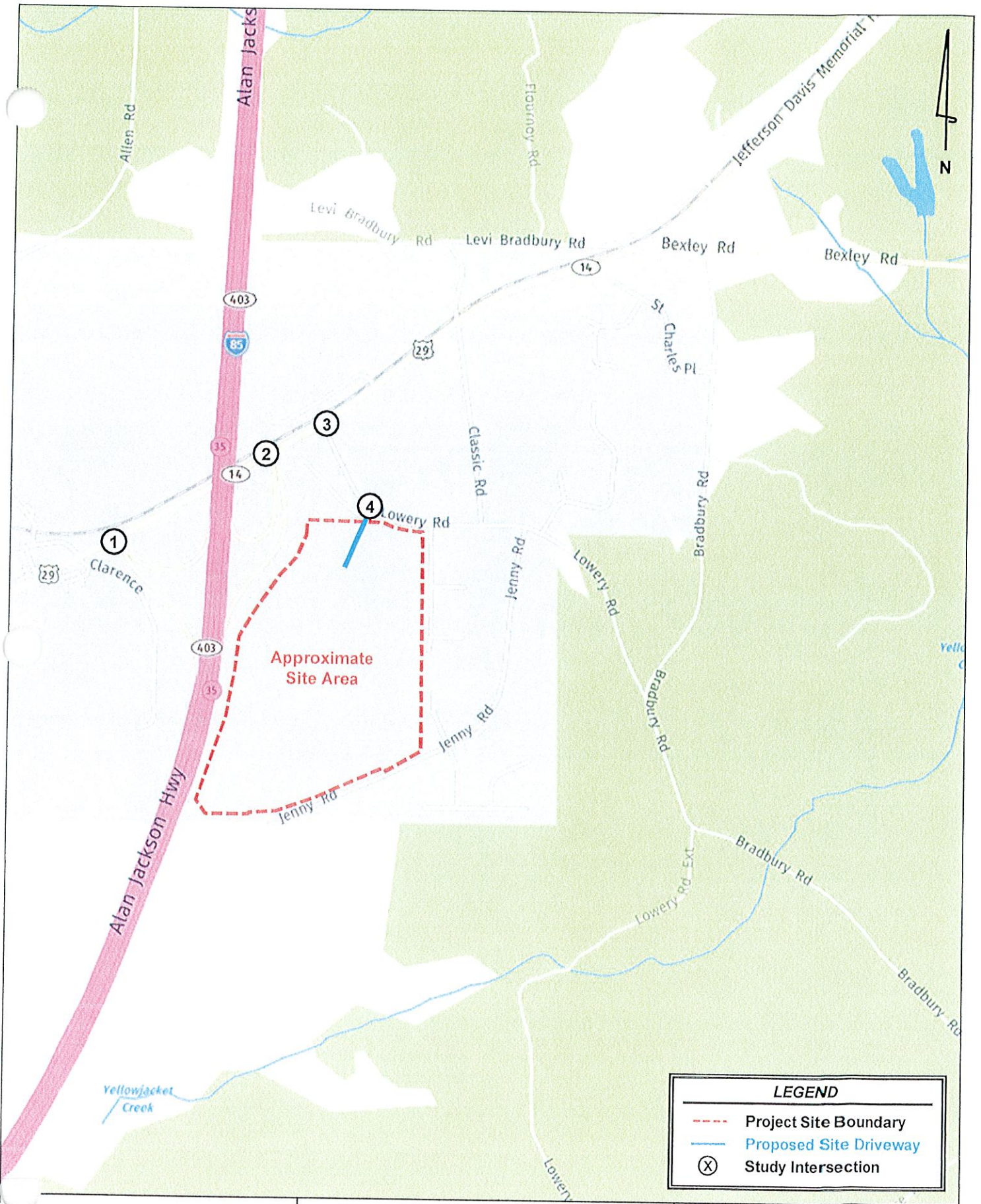
Note: TWSC = Two-Way Stop Control

### 2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (bolded roadways are adjacent to the site).

Roadway	Lanes	AADT (GDOT, 2019)	GDOT Functional Classification
<b>Lowery Road</b>	<b>2</b>	-	<b>Local</b>
US 29/SR 14	2	1,920	Minor Arterial
I-85	6	54,500	Interstate





LEGEND	
	Project Site Boundary
	Proposed Site Driveway
	Study Intersection



### 2.3 Traffic Data Collection and Calibration

Traffic counts were collected at all three (3) existing study intersections on Wednesday, November 3, 2021. The collected counts were then calibrated using calibration factors to account for the potential impacts of COVID-19 to typical traffic volumes and patterns.

The peak hour adjustment factors were determined by comparing the 2019 AM and PM peak hour volumes collected along US 29/SR 14 east of Bradbury Road (to align with the GDOT TADA count station 077-0187) to the collected 2021 AM and PM peak hour volumes in the same location. The calibration factors used in this analysis for all intersections were 1.09 for AM peak hour and no adjustment for the PM peak hour. The methodologies used in this analysis for traffic count calibration were approved by GRTA and TRRC.

Traffic count peak hours for all the study intersections are shown in **Table 6**.

Intersection		Count Date	AM Peak Hour	PM Peak Hour
1.	US 29/SR 14 at I-85 SB Ramps	11/2021	6:45 AM – 7:45 AM	5:00 PM – 6:00 PM
2.	US 29/SR 14 at I-85 NB Ramps	11/2021	6:45 AM – 7:45 AM	5:00 PM – 6:00 PM
3.	US 29/SR 14 at Lowery Road	11/2021	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM

The collected peak hour turning movement traffic counts are available upon request.

### 2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Grantville – Calico* development. Background traffic can include a base growth rate based on historical count data and population growth data as well as trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2021 to 2023 (2 years) was used for all roadways.

The Projected 2023 No-Build conditions represent the Estimated 2021 traffic volumes grown for two (2) years at 2.0% per year throughout the study network.

The Projected 2023 Build conditions represent the project trips generated by the *Grantville – Calico* development (discussed in Section 3.0 and 4.0) added to the Projected 2023 No-Build Conditions.



## 2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, TRRC, and other local stakeholders.

The following projects shown in **Table 7** are programmed or planned to occur near the development beyond the build-out year of the proposed development or are not anticipated to affect the study network.

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
CSX #050453D Railroad warning device	Railroad crossing along Levi Bradbury Road	GDOT	<a href="#">0016376</a>	N/A	N/A	-	2019
I-85 sign replacement	From AL state line to Collinsworth Road	GDOT	<a href="#">0014085</a>	N/A	N/A	-	2020

\*Project information was obtained from GeoPI (GDOT), the Georgia STIP, the Coweta TSPLOST and the Atlanta Region’s Plan (ARC)

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

## 2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists’ perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 11*.

LOS for unsignalized intersections, with stop control on the minor street only, is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

## 2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for all study intersections per the ARC Unified Growth Policy Map, per section 3.2.2.1 of the *GRTA Development of Regional Impact Review Procedures* as specified in the LOU.

### 3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition, 2017*, using equations where available. Reductions to gross trips including mixed-use reductions and alternative transportation mode reductions are not considered in the analysis based on methodology outlined in the GRTA Letter of Understanding (LOU).

**Mixed-use reductions** occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. No mixed-use reductions were taken in this analysis per the LOU.

**Alternative modes reductions** are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). No alternative modes reductions were taken in this analysis per the LOU.

**Pass-by reductions** are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. No pass-by trips were taken for this analysis per the LOU.

**Table 8** summarizes the gross trip generation, reductions, net trip generation, and driveway volumes for the proposed *Grantville – Calico* development.

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
150 – Warehousing	1,021,440 SF	1,660	830	830	114	34	41	109
<b>Gross Project Trips</b>		<b>1,660</b>	<b>830</b>	<b>830</b>	<b>114</b>	<b>34</b>	<b>41</b>	<b>109</b>
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		0	0	0	0	0	0	0
<i>Pass-By Reductions</i>		0	0	0	0	0	0	0
<b>New Trips</b>		<b>1,660</b>	<b>830</b>	<b>830</b>	<b>114</b>	<b>34</b>	<b>41</b>	<b>109</b>

A more detailed trip generation analysis summary table is provided in **Appendix B**.



## 4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land uses, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, TRRC, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for non-residential land uses in **Figure 6**. The anticipated distribution and assignment of the trips throughout the study roadway network is shown for residential land uses in **Figure 7**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 8**.

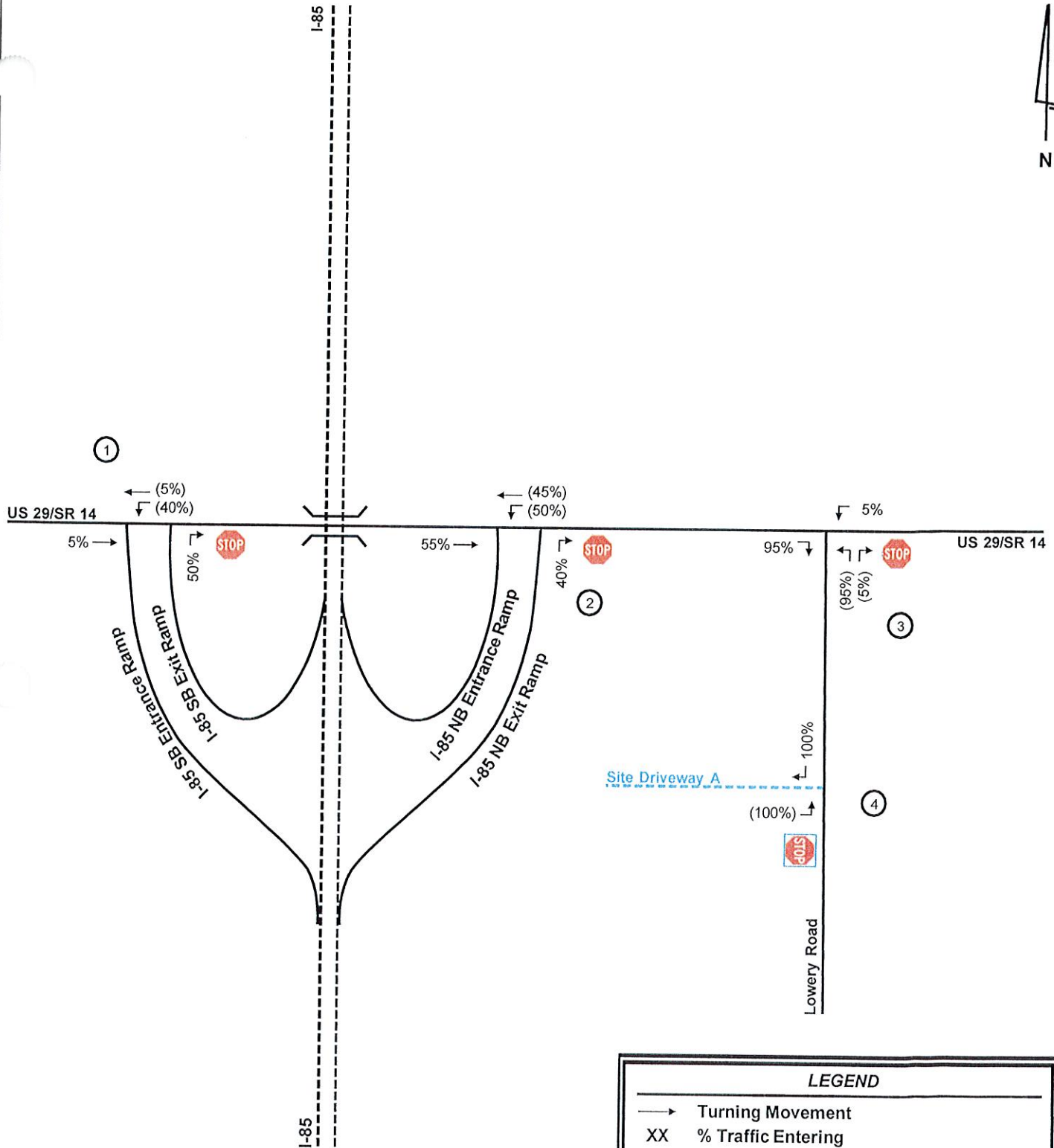
Detailed intersection volume worksheets are provided in Appendix C.

## 5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 11* for the AM and PM peak hours under the Estimated 2021 conditions, Projected 2023 No-Build conditions, and Projected 2023 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition unless otherwise noted.

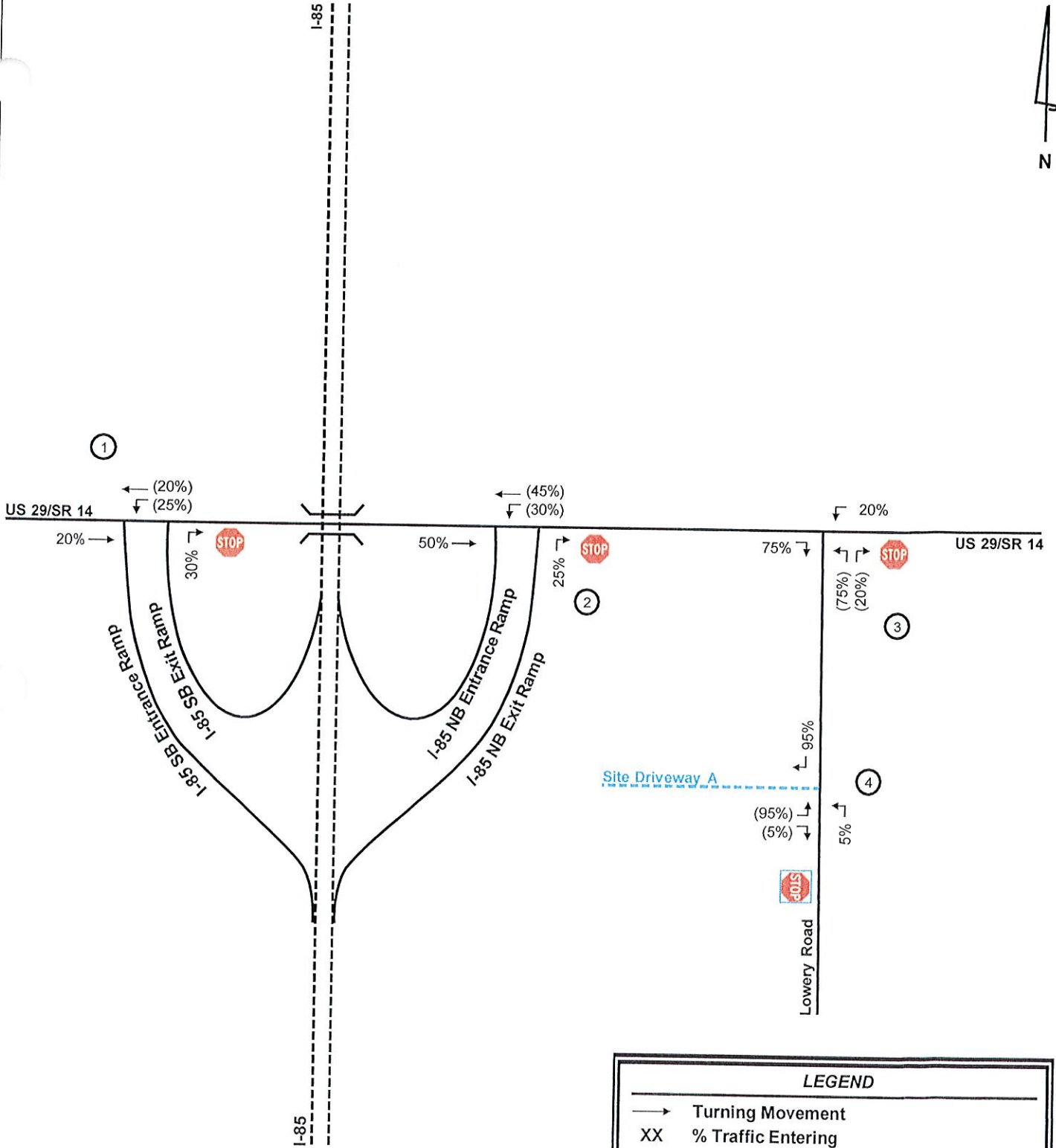
These analyses included existing roadway laneage for each of the scenarios. The traffic volumes and roadway laneage used for each scenario are shown visually in **Figure 9** for Estimated 2021 conditions, **Figure 10** for Projected 2023 No-Build conditions, and **Figure 11** for Projected 2023 Build conditions.

**Sections 5.1 – 5.4** provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths.

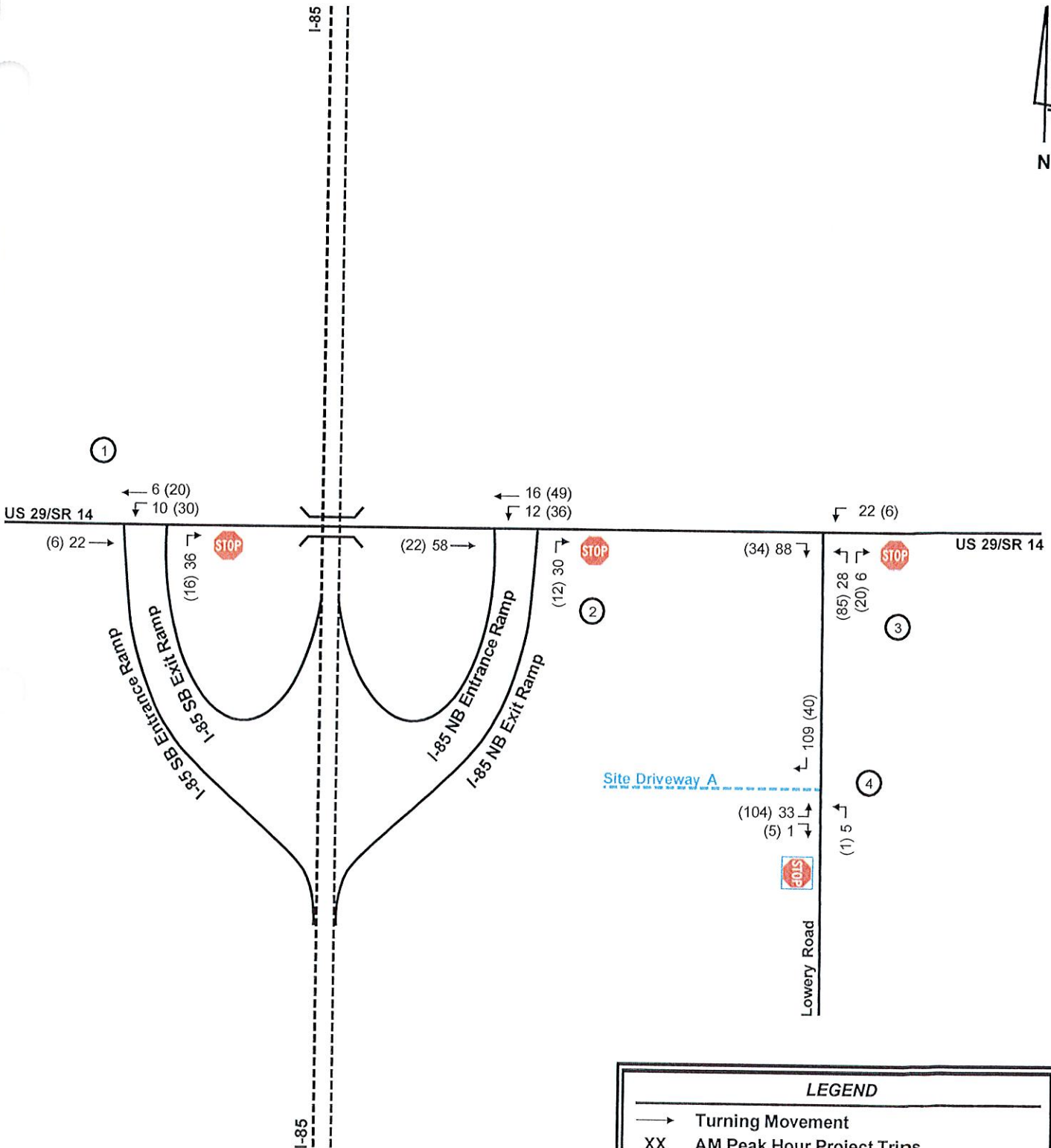


LEGEND	
→	Turning Movement
XX	% Traffic Entering
(XX)	% Traffic Exiting
- - -	Proposed Driveway
	Existing STOP Control
	Proposed STOP Control
(X)	Intersection Reference Number





LEGEND	
→	Turning Movement
XX	% Traffic Entering
(XX)	% Traffic Exiting
- - -	Proposed Driveway
	Existing STOP Control
	Proposed STOP Control
(X)	Intersection Reference Number



LEGEND	
→	Turning Movement
XX	AM Peak Hour Project Trips
(XX)	PM Peak Hour Project Trips
- - -	Proposed Driveway
	Existing STOP Control
	Proposed STOP Control
(X)	Intersection Reference Number