



**1030 BARNETT SHOALS RD, PARCEL NO. 174D 005
(SCORE 56, 6.293 ACRES)**

**Attachment #1
Page 1 of 2**



BENEFITS:

- IN THE "HIGHLY WANTED" AREA
- OWNED BY THE UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY
- WALKABLE WITHIN 5-10 MINUTES OF A HIGHER DENSITY RESIDENTIAL COMMUNITY
- BUS ROUTES ON BARNETT SHOALS RD. IN EACH DIRECTION ADJACENT TO THE SITE
- CLOSE PROXIMITY TO DENSITY AND UNDERSERVED COMMUNITIES
- CLOSE TO THE FIRE STATION #7
- SITE HAS POTENTIAL FOR HIGH SUSTAINABILITY SCORE DUE TO TREE COVERAGE AND PROXIMITY TO A CREEK
- CLEAR OF AIRPORT ZONES
- POTENTIAL FOR BUILDING AND SIGNAGE TO BE VISIBLE FROM A MAJOR ROAD
- POTENTIAL FOR FUTURE EXPANSION OF THE FACILITY DUE TO ACREAGE
- EXISTING AND PROPOSED GREENWAYS ARE CLOSE TO THE SITE AND GREENWAY CONNECTIONS COULD BE IMPLEMENTED
- BUILDING AND SIGNAGE VISIBLE FROM A MAJOR ROAD

CHALLENGES:

- CURRENT ZONING RM-2 (MIXED DENSITY RESIDENTIAL)
- NOT WALKABLE TO A SCHOOL
- VEHICULAR TRAFFIC IS LIMITED, ACCESS IN AND OUT ON BARNETT SHOALS RD. ONLY. WITHOUT TRAFFIC SIGNAL, LEFT TURNS CAN BE DIFFICULT.
- GEORGIA POWER EASEMENT ON THE SITE THAT WILL IMPACT THE DEVELOPABLE AREA
- SITE TOPOGRAPHY MAY REQUIRE MODIFICATIONS

TOTAL PROJECT COST ESTIMATE: \$9,727,537

PARCEL #	ADDRESS	GENERAL AREA WALKABILITY	PROXIMITY TO SCHOOLS	INTERMODAL ACCESS	DEMOGRAPHIC OPPORTUNITY ALIGNMENT	PUBLIC SAFETY	SOCIAL ENVIRONMENTAL IMPACTS	SUSTAINABILITY	CLEAR OF AIRPORT ZONES	SITE VISIBILITY	SITE LOCATION	DEVELOPABLE SQUARE FEET AVAILABLE	TOPOGRAPHY	ROAD ACCESS/ TRAFFIC IMPACT	UTILITY ACCESS	PROPERTY OWNERSHIP	PROXIMITY TO COUNTY OWNED SERVICES	TOTAL
174D 005	1030 BARNETT SHOALS RD	5	0	3	5	5	3	5	5	5	3	5	1	3	3	3	1	55
174D 005	1030 BARNETT SHOALS RD	5	0	3	5	5	3	5	5	5	3	5	1	3	3	3	1	55
233 022	280 GAINES SCHOOL RD	5	3	3	5	5	3	3	3	1	5	5	5	3	3	1	1	54
242 003C	4440 LEXINGTON RD (LEXINGTON)	3	0	1	0	5	1	5	5	5	5	5	5	3	1	3	5	52
242 003C	4440 LEXINGTON RD (WHIT DAVIS)	3	0	3	0	5	1	5	5	5	5	5	5	3	3	3	5	56

DEVELOPMENT SUMMARY	
TOTAL PARCEL AREA:	6.293 AC
LIBRARY DEVELOPMENT:	4.00 AC
BUILDING DEVELOPMENT:	16,000 SF (30,000 SF BUILDOUT)
PARKING PROVIDED:	79 SPACES, 4 ADA, 12 EMPLOYEE, 14 ADDITIONAL FUTURE

NARRATIVE
THE 1030 BARNETT SHOALS ROAD SITE IS CHARACTERIZED BY ITS TREE COVERAGE, OPPORTUNITIES FOR ROAD VISIBILITY, PROXIMITY TO UNDERSERVED RESIDENTS, AND CONNECTIONS TO GREENWAYS. IN THIS PROPOSED MPS SITE INTERVENTION, THE INITIAL PHASE OF THE PROPOSED LIBRARY BUILDING IS PLACED ON AN EXISTING PAD THAT LIES ON A HIGH TOPOGRAPHY POINT OF THE SITE. THE SHORTER FACADES OF THE PROPOSED LIBRARY ARE ORIENTED E-W TO MITIGATE POTENTIAL HEAT GAIN, AND TO GIVE THE POTENTIAL FOR SOUTHERN LIGHT TO BE UTILIZED WITH SOLAR PANELS. POTENTIAL FUTURE EXPANSION IS ACCOMMODATED OFF THE WESTERN FACADE OF THE BUILDING. TREES ALONG THE EASTERN FACADE ARE CLEARED TO CREATE VISIBILITY FROM THE ROAD AND SPACE FOR A DROP-OFF AREA. PARKING IS LOCATED ON THE NORTHERN PART OF THE SITE. A PATH LEADING TO THE EXISTING GREENWAY TRAIL IS ORIENTED TO THE SOUTHWEST OF THE SITE TO MITIGATE NOISE CONCERNS. STAFF PARKING AND A LOADING ZONE ARE LOCATED OFF THE SOUTHERN FACADE OF THE BUILDING TO ALLOW FOR EASY ROAD ACCESS AND PRIVACY, WHILE THE WESTERN FACADE IS LEFT UNENCUMBERED FOR FUTURE POTENTIAL EXPANSION.

TRAFFIC
BASED ON ITS 10TH EDITION, THE ESTIMATED TRAFFIC FOR THE LIBRARY PHASE 1 WILL BE 900 AVERAGE DAILY TRIPS (ADT) WITH PEAK P.M. HOUR TRIPS AVERAGING AROUND 120 TRIPS. AT FULL BUILDOUT, THE ADT WILL BE AROUND 1,650 AND PEAK P.M. TRIPS AROUND 220.

THE LATEST GDOT TRAFFIC COUNTS FOR BARNETT SHOALS ROAD IN THIS LOCATION ARE AROUND 16,500 TRIPS PER DAY. BASED ON EXISTING TRAFFIC COUNTS, PHASE 1 WOULD INCREASE THE DAILY TRIPS BY 5% AND AT FULL BUILD OUT INCREASE DAILY VEHICLE TRIPS BY 10%.

THERE IS POTENTIAL TO ADD A SECOND ENTRANCE TO THE END OF THE PARKING LOT ALIGNING WITH COTTON CREEK DRIVE. THE SECOND ENTRANCE COULD BE PART OF THE BUILDING EXPANSION EFFORT. A LEFT TURN LANE WILL BE REQUIRED AND WILL NEED TO BE PLANNED FOR ONCE FULL BUILD OUT IS REACHED.

SITE
ASSUME THE ADDED PARKING AND DRIVE WILL HAVE CURB AND GUTTER. ALTHOUGH NOT ILLUSTRATED, AN ENCLOSED SOLID WASTE AND RECYCLING FACILITY WILL NEED TO BE INCLUDED.

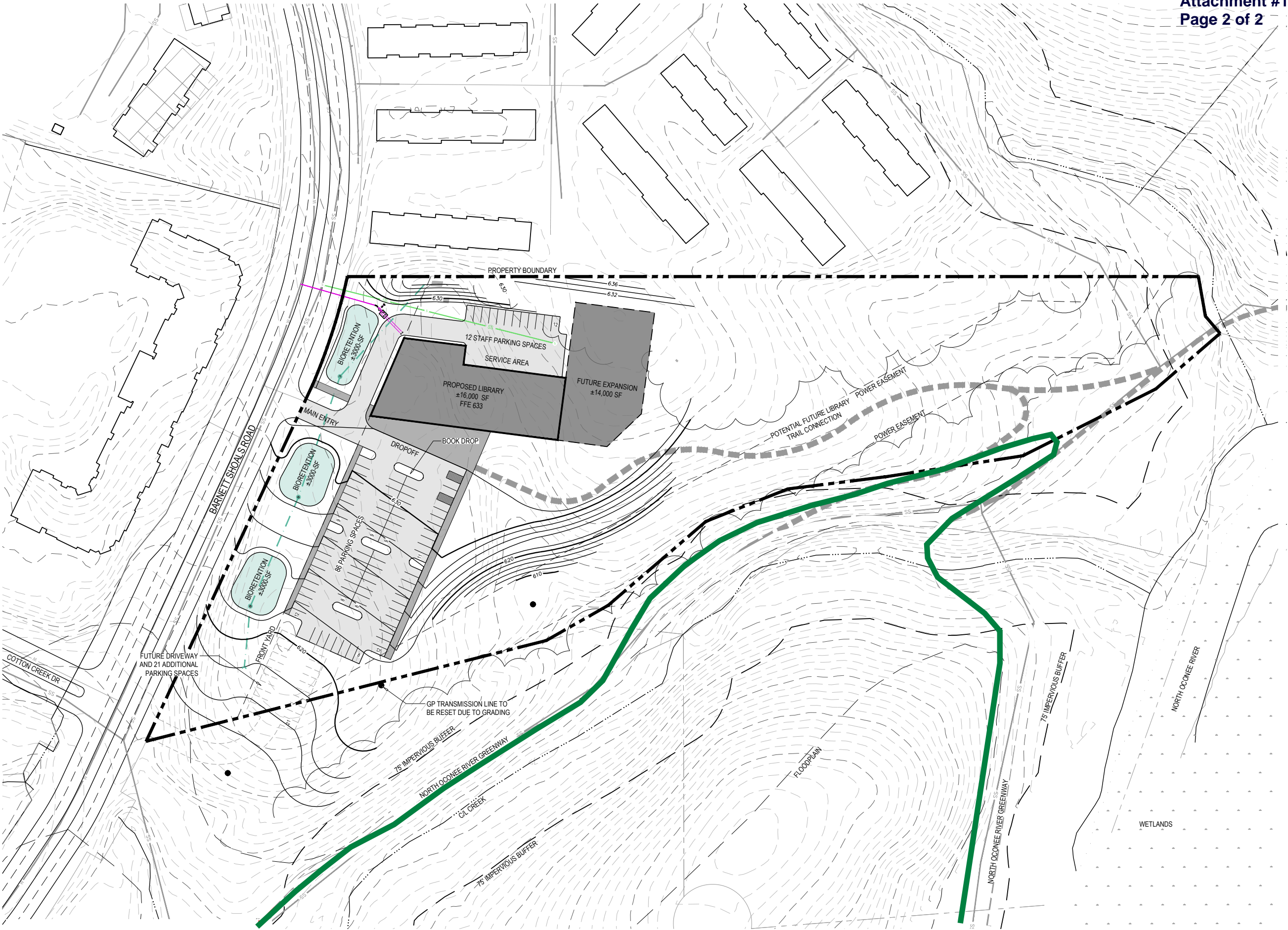
EARTHWORK
PRELIMINARY GRADING ILLUSTRATES THAT THE SITE CAN BE BALANCED (IF EXISTING SOILS ARE GOOD) AND THERE WILL NOT BE NEED FOR RETAINING WALLS. PLEASE NOTE THE ILLUSTRATED FFE AND PROPOSED GRADING WOULD NEED TO BE LOWERED 20-INCHES TO ACHIEVE BALANCED CUT/FILL EARTHWORK. LOWERING TO BALANCE RESULTED IN APPROXIMATELY 27,000 CY OF CUT AND 23,500 CY OF FILL. ASSUMES 3,500 CY OF TOPSOIL MAY BE DIFFICULT TO REUSE ON SITE.

STORMWATER
THIS SITE WILL UTILIZE THREE BIORETENTION FACILITIES TO TREAT STORMWATER. THE STAFF PARKING LOT AND ACCESS DRIVE WILL BE ROUTED THROUGH A SMALLER FACILITY ALONG BARNETT SHOALS ROAD. THE BUILDING AND PUBLIC PARKING LOT WILL BE ROUTED THROUGH A LARGER FACILITY ON THE WEST SIDE OF THE SITE. BIORETENTION FACILITIES WILL BE CONSTRUCTED USING 12-IN GRAVEL BASE, 18-IN MEDIA, AND 12-IN OF PONDING. EACH WILL BE SIZED TO TREAT THE RUNOFF REDUCTION VOLUME, CHANNEL PROTECTION VOLUME, AND DETAIN THE 100-YR RAIN EVENT. FINAL SIZING WILL DEPEND ON INFILTRATION RATES. AN ADDITIONAL PIPE WILL BE REQUIRED TO DRAIN STORMWATER FROM A LOW-POINT AT THE SOUTHEAST CORNER OF THE SITE.

UTILITIES
ALL NECESSARY UTILITIES ARE AVAILABLE AND FEASIBLE TO TIE INTO. SEWER WILL GRAVITY TO THE 12-IN SEWER MAIN IN BARNETT SHOALS ROAD. WATER WILL TAP OFF THE MAIN ALONG BARNETT SHOALS ROAD. OVERHEAD POWER AND DATA ARE ON THE LIBRARY FRONTAGE.

TREE CANOPY
ALTHOUGH SOME EXISTING TREES WILL NEED TO BE REMOVED, THE EXISTING STAND IS RELATIVELY YOUNG, NOT A MATURE FOREST. EXISTING CANOPY ALONG THE SIDES AND BACK OF THE PROPERTY WILL BE CONSERVED.

FURTHER CONSIDERATIONS
ALTHOUGH CLASSIFIED AS A COMPLETE STREET WITH BICYCLE LANES AND SIDEWALK, THIS SECTION OF BARNETT SHOALS ROAD IS IN FACT, A HIGHWAY. IT HAS HIGH VEHICULAR SPEED WHICH IS SHOWN TO DETER BICYCLE AND FOOT TRAFFIC. THIS SECTION OF ROAD DOES HAVE THE POTENTIAL TO BE TRANSFORMED INTO A BOULEVARD WITH A GREEN MEDIAN, STREET TREES, AND A MULTI-USE PATH ALL WITHIN THE EXISTING CURBS. THIS CAN BE ACHIEVED WITH A ROAD DIET THAT WOULD DECREASE VEHICULAR SPEEDS FROM 50 MPH TO 30 MPH. THE EXISTING CURB TO CURB IS 68 FT, FURTHER CONTRIBUTING TO THE CURRENT NATURE OF THE ROAD. THIS IS SCOPE IS NOT INCLUDED IN THE PROJECT BUDGET, AS IT IS A FUTURE POSSIBILITY THAT COULD BE CONSIDERED.



Proposed Site for East Side Public Library - 1030 Barnett Shoals Road

