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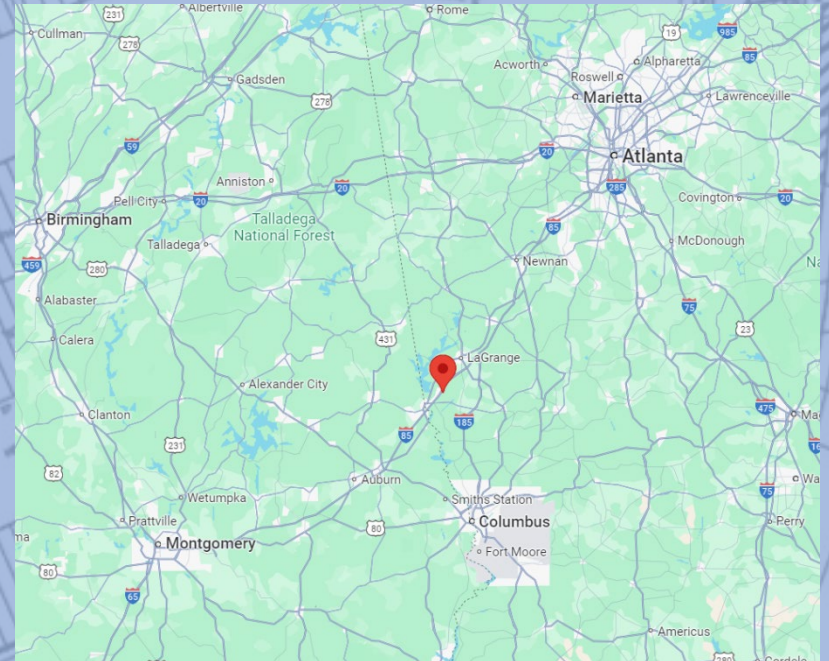
523 Warner Rd
West Point, GA, 31833



Mixed Use Truck Parking / Service Station

Prepared by Avison Young Industrial Capital Markets Group





Address: 523 Warner Rd, West Point, GA
31833

Size: 26.2 ± Acres

Type: Mixed Use

District: LaGrange, GA

Land SF - Gross 1,132,560 SF

Zoning: 017

Chris Hoag, CCIM
Industrial Services
chris.hoag@avisonyoung.com

Jason Holland, CCIM
Senior Vice President
Jason.holland@avisonyoung.com

Andrew Joyner, CCIM
Senior Vice President
Andrew.joyner@avisonyoung.com



Located next to Kia Manufacturing Plant

The West Point auto factory has an annual production capacity of 360,000 vehicles. Since 2011, this facility has been responsible for manufacturing models such as the Hyundai Santa Fe, Kia Sorento, and Kia Optima. It operates across three shifts and employs around 3,000 workers directly at the plant. Additionally, approximately 3,000 vendor employees work in nearby facilities, bringing the total number of jobs created by Kia and its suppliers in the West Point area to over 11,000.

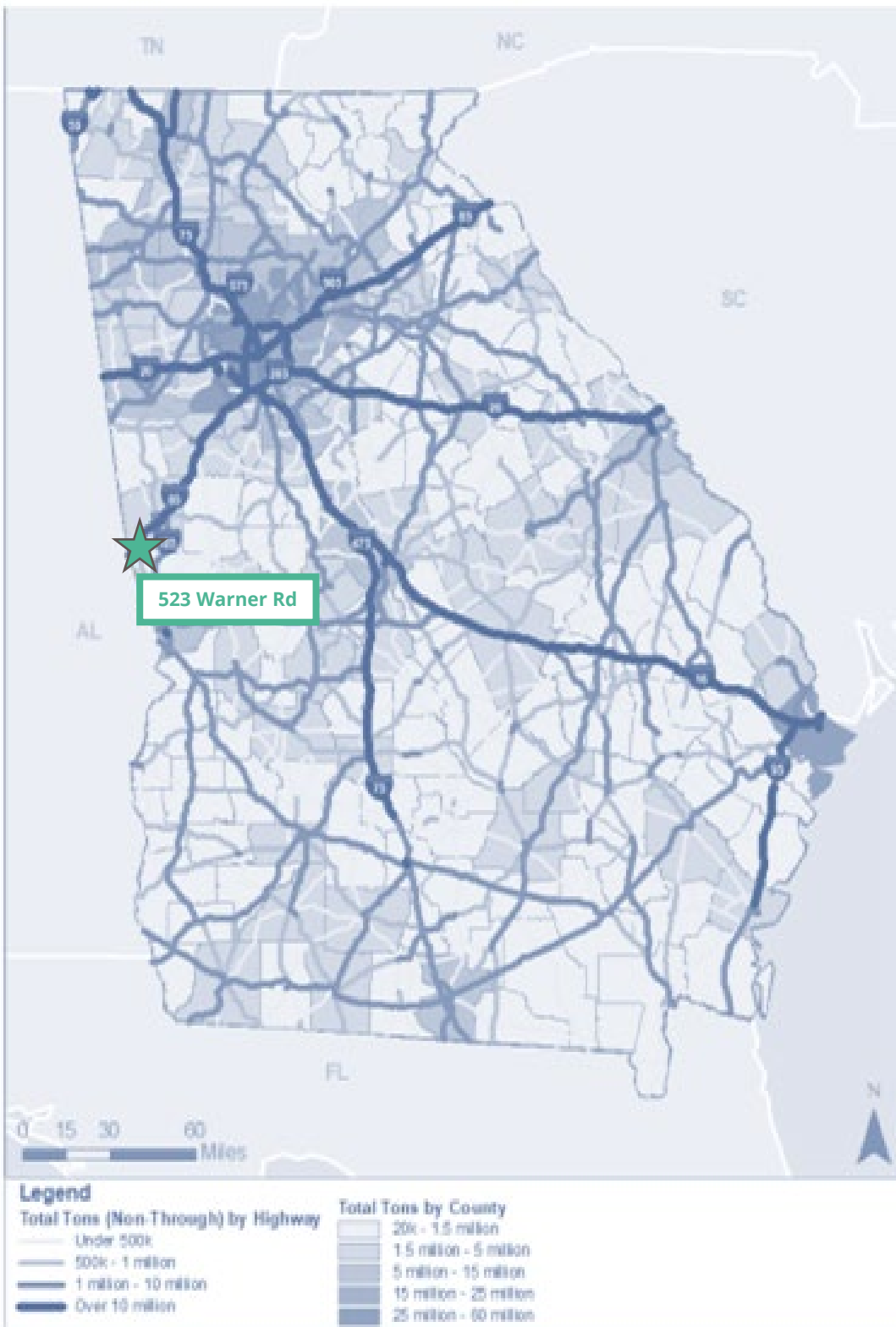
The plant itself spans 2.2 million square feet and is situated on a 2,200-acre site, allowing for ample room for future expansion. Kia Motors has already invested more than \$1 billion in the assembly plant and its associated facilities, which include areas for stamping, welding, painting, and transmissions. The development also features a 2-mile test track, enhancing quality control and testing capabilities for the vehicles produced at the site.

The Kia plant in West Point, Georgia is expanding its capabilities with the introduction of electric vehicle (EV) production, including the highly anticipated EV9. Kia has been testing U.S. production of the EV9 at the West Point facility since early 2024 and has been in full production since May.

This shift from South Korean production will enable the EV9 to qualify for a portion of the \$7,500 federal tax credit, with Kia anticipating full credit eligibility by 2025, pending the completion of a nearby EV battery facility.

Kia has invested \$200 million to upgrade the West Point plant for EV production, underscoring the brand's commitment to electric mobility.

Figure 12. Total Routed Truck Tonnage Excluding Through Traffic (2019)



Georgia Freight Economy

"Forecasts of freight volumes project a **91%** increase in tonnage and **141%** increase in the value of goods carried by **2050** – almost doubling today's tonnage and more than doubling today's value over the next three decades."

Source: GA DOT – GA Freight Plan

Traffic Flow Analysis

Exit 6 Flow and Volume

Currently, the Northbound off-ramp of the Exit 6 interchange has the lowest average daily traffic count, presumably due to the deficit in destinations on the Eastern side of i-85 at that Exit.

However, Ridgeline has proposed a 1,007,000 sf cross-dock facility off Webb Bartley Rd which does not have an exit. Depending upon future Tenant(s), **trucks and employees** to that facility will likely take Exit 6 NB and follow Warner Rd to Webb Bartley, **passing 523 Warner Rd on a RIRO pattern to capture market share.**

What we may deduce from the gap between the Exit 6 Southbound ramps may be due to:

- **Overnight parking of trucks at the KIA facility**
- Commute patterns of employees to/from LaGrange



230 AADT
Exit 6 Off-Ramp NB

1,880 AADT
Exit 6 On-Ramp NB

2,410 AADT
Exit 6 Off-Ramp SB

960 AADT
Exit 6 On-Ramp SB

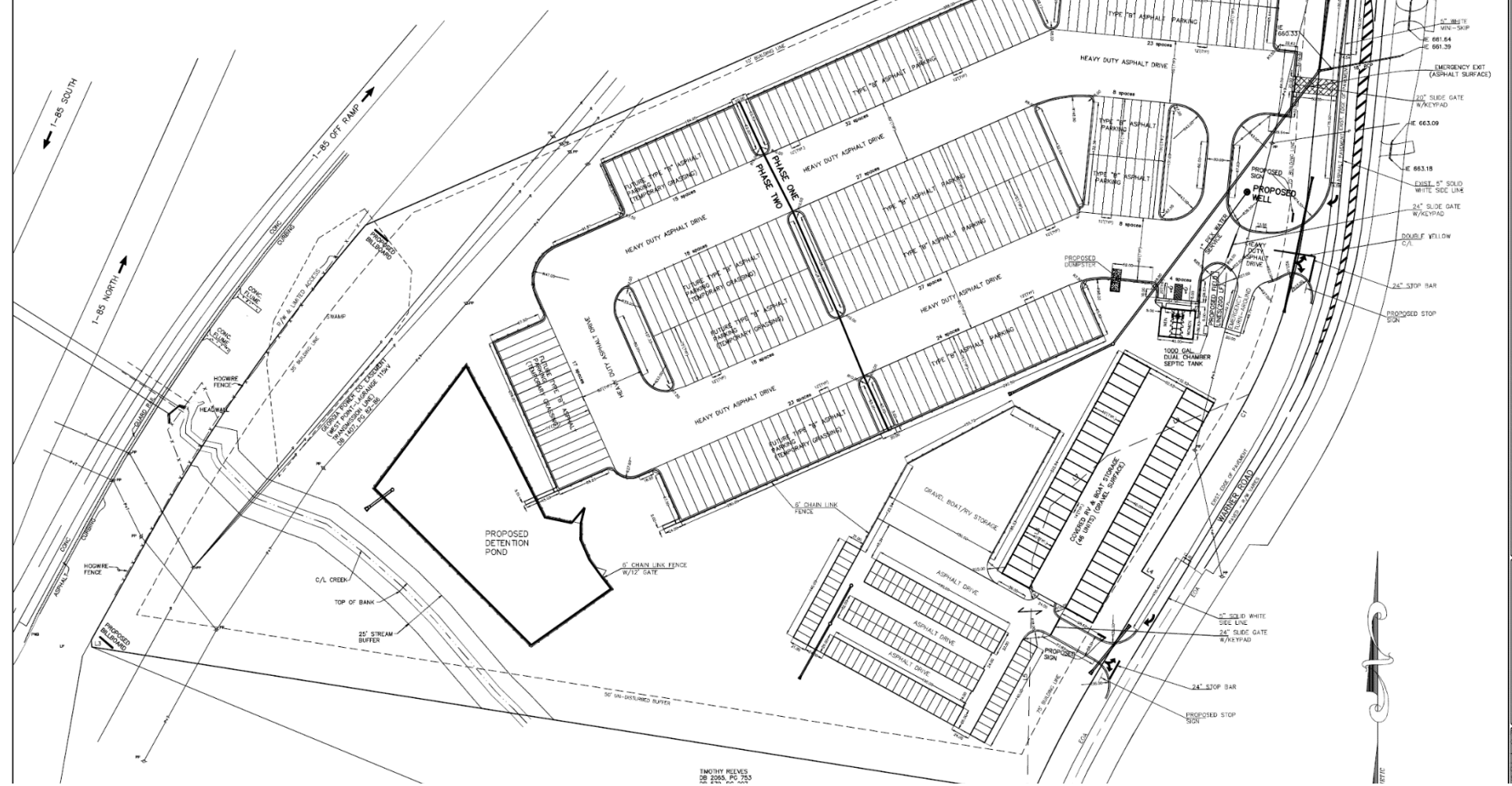
Site Plan

Multi-Phase, Mixed-Use Concept

1. EXISTING 1-85 ADJACENT TO THE SITE.
2. BEYOND FOR THE SITE.
3. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
4. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
5. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
6. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
7. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
8. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
9. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
10. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
11. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
12. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
13. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
14. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.
15. FROM THE SITE AND BEYOND FOR THE SITE WITH TRUCK OFF-RAMP AND TRUCK OFF-RAMP.

- PHASE ONE**
1. CLEARING AND GRUBBING THE ENTIRE SITE WITHIN THE CLEARING LIMITS SHOWN ON THE EROSION CONTROL PLAN.
 2. MASS GRADING THE ENTIRE SITE WITHIN THE CONSTRUCTION LIMITS.
 3. COMPLETION OF ALL STRUCTURES AND INFRASTRUCTURE WITHIN THE LIMITS OF PHASE ONE.
 4. INSTALLATION OF FINAL VEGETATION AND LANDSCAPING WITHIN CONSTRUCTION LIMITS AS SHOWN ON THE EROSION CONTROL AND LANDSCAPING PLANS.

- PHASE TWO:**
1. RE-GRADING PAVED AREAS WITHIN PHASE TWO TO SUB-GRADE.
 2. INSTALLATION OF CURB AND GUTTER AND PAVEMENT WITH PHASE TWO.



10
 PROPOSED TRUCK PARK
 PROJECTIONS
 DATE
 SCALE



Avison Young
Industrial Capital Markets Group

Get in touch

If you would like more information on this offering, please get in touch.

Chris Hoag, CCIM

Industrial Services
chris.hoag@avisonyoung.com

Jason Holland, CCIM

Senior Vice President
Jason.holland@avisonyoung.com

Andrew Joyner, CCIM

Senior Vice President
Andrew.joyner@avisonyoung.com

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