



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: 2/23/2005

ARC REVIEW CODE: R501241

TO: Chairman Tom Worthan
ATTN TO: Amy Brumelow, Planning and Zoning Manager
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Douglas County
Name of Proposal: Douglas Hill Business Park Expansion

Review Type: Development of Regional Impact	Date Opened: 1/24/2005	Date Closed: 2/23/2005
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FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: The proposed development meets many of the ARC's Regional Development Policies. The site is ideally situated for the expansion of light industrial and warehouse distribution. The development was originally reviewed as a DRI in 2003 as Douglas Hill Campus. Other development in the immediate area is of the same nature: light industrial and warehouse distribution. However, refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COBB COUNTY
CITY OF AUSTELL

ARC TRANSPORTATION PLANNING
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DOUGLASVILLE
CITY OF ATLANTA

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
FULTON COUNTY
CITY OF LITHIA SPRINGS

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

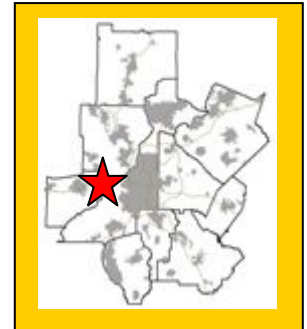
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	Jan 24, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Douglas Hill Business Park Expansion # 693
Final Report Due:	Feb 23, 2005		Comments Due By:	Feb. 7, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Douglas Hill Business Park expansion is located on 61.87 acres in Douglas County. In January 2003, the Douglas Hill Business Park was originally proposed to consist of four warehouse distribution buildings for a total of 1,317,500 square feet of floor area. Three buildings have been built for a total floor area of 980,901 square feet. The expansion of the development, now being proposed, will consist of an additional two buildings immediately to the east of the existing business park. The expansion includes an additional 1,269,099 square feet of floor area for a total of 2,250,000 square feet for the entire Douglas Hill Business Park. The proposed expansion and existing business park are located at the intersection of Douglas Hill Road and Thornton Road. Access to the development will be on Douglas Hill Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2006.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned M-1-R (industrial). Rezoning is not required for the development. The DRI review was triggered by a permit request from the applicant. Information submitted for the review states that the proposed development is consistent with Douglas County's Future Land Use Plan, which designates the area as industrial. The M-1-R zone surrounds the site one mile around in all directions.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received concerning inconsistencies with affected local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts of affected local government's short term work program.

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**Will the proposed project generate population and/or employment increases in the Region?
If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

Yes, the proposed development would increase the need for services in the area for existing and future employees.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2004	Terminus West Expansion
2003	Douglas Hill Campus
2002	Hartmen Road Business Park Addition
2001	Woodside
2001	Hartmen Road Business Park
2000	Terminus West
1999	Meritex
1998	New Manchester
1989	LOR Industrial Park
1985	Interstate West

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is a light industrial and warehouse distribution expansion project in an area of Douglas County that is primarily being developed for industrial uses. Several other industrial projects have been reviewed as DRI's in the area.

The proposed development meets many of the ARC's Regional Development Policies. The site is ideally situated for the expansion of light industrial and warehouse distribution. The development was originally reviewed as a DRI in 2003 as Douglas Hill Campus. Other development in the immediate area is of the same nature: light industrial and warehouse distribution.

However, refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area. Clear cutting of the vegetation should be minimized where possible.



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The site plan proposed approximately 22.14 acres of open space. It is recommended that appropriate measures are taken to ensure the protection of the stream on the site.

Grading of the site should be kept to a minimum where possible. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

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Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”



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Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The site is located in eastern Douglas County, just west of the Cobb County and Fulton County line.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within Douglas County. The proposed development is ¼ mile from the Cobb County line and a mile from the Fulton County line. The City of Douglasville is one mile south and two miles north of the proposed development.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The site is adjacent to existing industrial and distribution warehouse uses with industrial and distribution parks being developed in the immediate surrounding area.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$30,000,000 with an expected \$264,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

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Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

The project property is not located in any public water supply watershed and it is outside the 2000-foot Chattahoochee River Corridor. The property is within the basin of the Chattahoochee and drains to the Corridor portion of the River. Such areas are subject to the Metropolitan River Protection Act, which requires all local jurisdictions in the basin to adopt a tributary buffer zone ordinance for all tributaries flowing to the Corridor portion of the Chattahoochee. The entrance to this project appears to be close to a blue line stream shown on The Mableton 1:24,000 USGS quad sheet, which covers this area, shows a blue-line stream flowing to the Chattahoochee River crossing the project property about 400-600 feet south of Douglas Hill Road.. The project plans show an approximately 35-foot buffer along the stream. The project should also conform to any additional County buffer or watershed requirements.

All waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual impervious surface may vary depending on the overall density of the development. The following table summarizes the results of the analysis:

Land Use	Land Area (acres)	Pollutant loads (lb./yr.)					
		TP	TN	BOD	TSS	Zinc	Lead
Office/Light Industrial	61.87	79.81	1059.83	7053.18	43803.96	91.57	11.76
TOTAL	61.87	79.81	1059.83	7053.18	43803.96	91.57	11.76



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Total Impervious: 70%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

A total of three access points will be associated with the proposed development, two direct access points from Douglas Hill Road and one shared with the existing access driveway serving the existing Douglas Hill Business Park.

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How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Warehousing	228	50	278	67	201	268	2762
TOTAL NEW TRIPS	228	50	278	67	201	268	2762

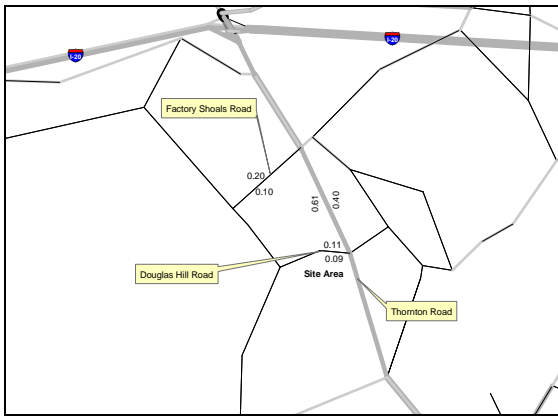
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

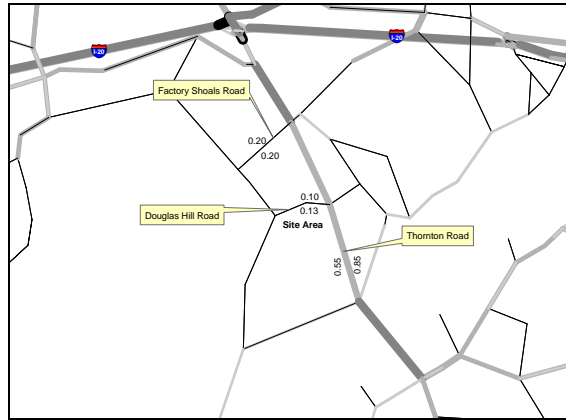
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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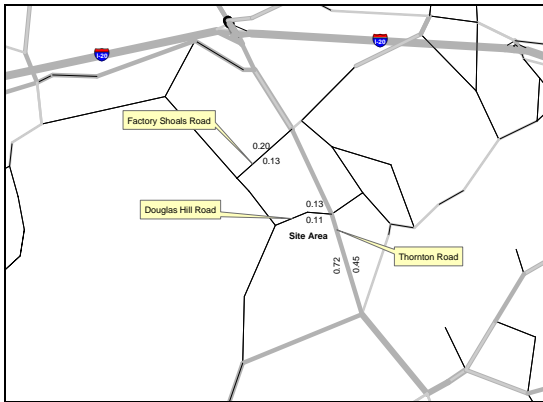
V/C Ratios



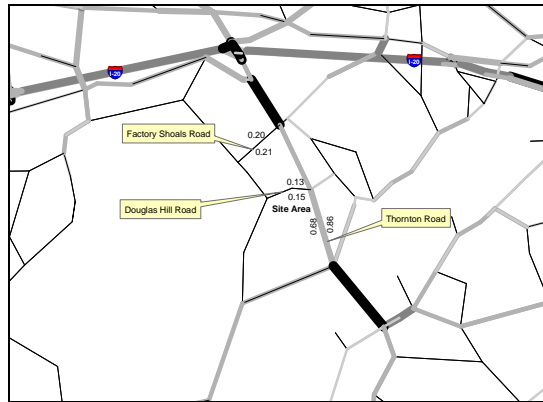
2005 AM Peak



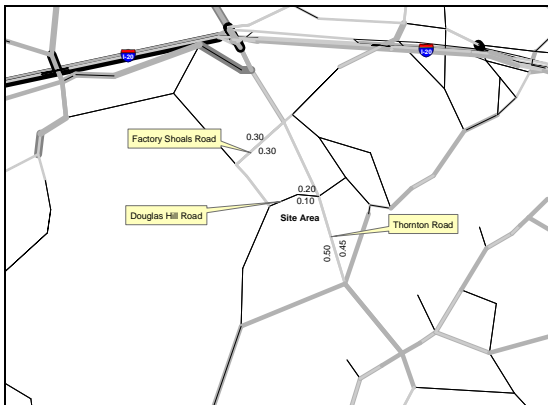
2005 PM Peak



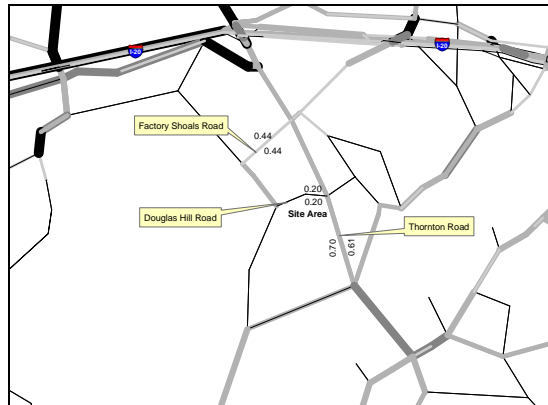
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01 +

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-465	SR 6 (CAMP CREEK PARKWAY/THORNTON ROAD/C.H. JAMES PARKWAY) CORRIDOR STUDY	Study	2010
AR-924B	SR 6 (THORNTON ROAD) TRUCK LANES: SEGMENT 2	Roadway Capacity	2010
AR-444A	I-20 EAST AND WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2010
AT-AR-178	I-20 WEST	Interchange Capacity	2010
DO-AR-057	I-20 WEST	Roadway Capacity	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-003	SR 70 (FULTON INDUSTRIAL BOULEVARD)	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Douglas Hill Business Park Expansion

The consultant recommends adding a traffic signal at the intersection of Riverside Parkway and Six Flags Road. It is also recommended that Thornton Road be widened to six lanes at its intersection with Riverside Parkway.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no existing or planned transit facilities within ½ mile of the site.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

The developer suggests providing a sidewalk system internal to the site and along access points up to the adjacent road.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Bike/ped networks connecting to land uses	4%	4%

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within and adjoining the site		
Total		14%

The proposed development does not pass the Air Quality Benchmark Test; however, by including a parking management program such as preferred spaces for carpool vehicles, the development would clearly pass the Benchmark Test. It is strongly encouraged that the developer seeks such parking management programs for the development.

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The area where this project is proposed already suffers from a moderate amount of congestion. Future increases in roadway capacity will likely provide minimal relief as the area continues to develop. Being that this development is industrial, additions to a pedestrian infrastructure and possibly the added component of transit accessibility will likely produce minimal benefits to the region and its transportation network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1125 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Sweetwater Creek plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Sweetwater Creek is listed below

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
3.0	3.0	1.1	6.4	-3.4	Expansion to 4.5 or 6.0 as needed 2005-2010.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?



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ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.01 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 240 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?

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- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

AGING

Does the development address population needs by age?

Not applicable.

What is the age demographic in the immediate area of the development?

Not applicable.

HOUSING

Will the proposed project create a demand for additional housing?

Yes, the proposed development will create demand for additional housing in the areas.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tracts 801.01. This tract had a 5.4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 39 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming any future housing development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: **693**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/9/2004 4:48:57 PM

DEVELOPMENT OF REGIONAL IMPACT

Douglas County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Douglas County
*Individual completing form and Mailing Address:	Amy Brumelow Douglas County Planning & Zoning 8700 Hospital Drive Douglasville, GA 30134
Telephone:	678-715-5370
Fax:	678-715-5366
E-mail (only one):	abrumelow@co.douglas.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:	Douglas Hill Business Park (Addition)	
Development Type	Description of Project	Thresholds
Wholesale & Distribution	Two warehouse distribution buildings; one building with 919099 SF and one building with 150000 SF.	View Thresholds
Developer / Applicant and Mailing Address:	Mr. James Condon Seefried Industrial Properties, Inc. 4200 Northside Pkwy, NW Bldg 1, Suite 300 Atlanta, GA 30327 and Leo Lopez Catellus Development Corporation 12700 Park Central Drive, Suite 305 Dallas, TX 75251	
Telephone:	James Condon 678-904-1902 & Leo Lopez 972-419-1903	
Fax:	James Condon 404-266-3864	
Email:	jimc@seefriedproperties.com & leo_lopez@catellus.com	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	LL 876, 18th District, 2nd Section	
What are the principal streets or roads providing vehicular access to the site?	Thornton Road and Douglas Hill Road	
Provide name of nearest street(s) or intersection:	Thornton Road and Douglas Hill Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	1/4 Mile to Cobb County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	Y
If yes, provide the following information (where applicable):	Name: Douglas Hill Business Park
	Project ID: 358
	App #: 358
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	Douglasville Douglas County Water & Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Douglasville Douglas County Water & Sewer Authority
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	43%
Estimated Completion Dates:	This project/phase: 2006 Overall project: 2006

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	Y

Other (Please Describe):
Applicant will perform a traffic study.

Y

Submitted on: 1/18/2005 3:27:01 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Douglas County
Individual completing form:	Amy Brumelow
Telephone:	678-715-5370
Fax:	678-715-5366
Email (only one):	abrumelow@co.douglas.ga.us

Proposed Project Information

Name of Proposed Project:	Douglas Hill Business Park Expansion
DRI ID Number:	693
Developer/Applicant:	Seefried Industrial Properties, Inc.
Telephone:	678-904-1902
Fax:	404-266-3864
Email(s):	jimc@seefriedproperties.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$30,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$264,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Property is vacant.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Douglasville Douglas County Water & Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.01 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	0.28 miles

Wastewater Disposal

Name of wastewater treatment provider for this site:	Douglasville Douglas County Water & Sewer Authority
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1125 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	0.28 miles

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.)	2,762 vpd
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See GRTA DRI Review package prepared by Street Smarts dated January 2005.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	240 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	67%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers and retention ponds in accordance with Douglas County regulations.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetland impact at less than 1/10 of 1 acre. Project located on the fringe of the 2,000 foot Chattahoochee River Corridor.	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	Y
3. Other environmentally sensitive resources?	Y
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Near the site of Manchester Mill Ruins (site of Civil War clothing factory). Also in close proximity to the Sweetwater Creek State Park.	

Figure 2-3. Site Plan

