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: 12/23/2004 **ARC REVIEW CODE**: R411231

TO: Chairperson Rita Rainwater
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: **Echo Road Industrial Park**

Review Type: Development of Regional Impact	**Date Opened:** 11/23/2004	**Date Closed:** 12/23/2004

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: A portion of the property may be within the Chattahoochee River Corridor. The entire project appears to be outside the 2000-foot River Corridor. However, the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) defines the Corridor as "all land in the area in the watercourse, within 2,000 feet of the watercourse, or within the flood plain, whichever is greater." If the surveyed elevations show the river 100-year floodplain extending into the property, any land-disturbing activity within that floodplain area is subject to review for consistency with the standards of the Chattahoochee Corridor Plan. This applies only to land that is verified to be in the river's 100-year floodplain. It does not affect activity on land above the river floodplain elevation.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF DOUGLASVILLE
COBB COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DOUGLAS COUNTY SCHOOLS
CITY OF ATLANTA
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

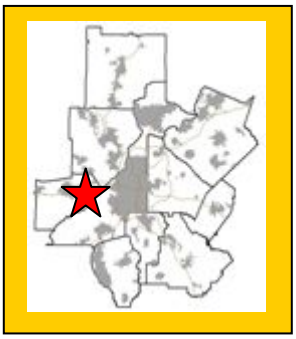
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	Nov 23, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Echo Road Industrial Park #662
Final Report Due:	Dec 23, 2004		Comments Due By:	Dec 7, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



Echo Road Industrial Park is a proposed industrial park consisting of 2.9 million square feet of light industrial and warehouse space. The development will consist of two phases with full build out of the development in 2009. The proposed development is located in Douglas County, adjacent to the City of Douglasville, along Riverside Parkway and Rock House Road. Primary access to the site will be along Riverside Parkway and Rock House Road. Echo Road, near Riverside Parkway, will be closed and cul-de-saced at its other end by Rock House Road. Summer Lake Road will be realigned to allow for a spine road to serve the buildings constructed in Phase 2.

PROJECT PHASING:

The project is being proposed in two phases with a total project build out date for 2009.

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 as R-1 (residential). The proposed zoning for the site is L-1 (light industrial district). According to information submitted for the review, the proposed development is consistent with the future land use plan for Douglas County which shows the site as Workplace Center, in which two of the primary land uses in a workplace center are 'warehouse, distribution and wholesaling businesses when transportation facilities are sufficient,' and 'light industrial uses within planned centers.'

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

No inconsistencies were identified during the review.

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

No impacts were determined during the review.

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 will increase employment. The transportation network around the proposed development would have the greatest impact.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

Year	Name
2004	Terminus West Expansion
2001	Woodside
2001	Sandtown Center
2000	Terminus West
1999	Meritex
1998	Weeks Industrial
1995	Phoenix Townhomes
1990	West Gate Center Phase IV
1989	LOR Industrial Park
1988	New Manchester
1988	West Fork
1987	West Lake Industrial Park
1986	Bristol Residential
1985	Intestate 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 occupied by six or seven single family homes. The remainder of the site is forested.

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 project in an area of Douglas County that primarily being developed for industrial uses. To the immediate south of the project site is the New Manchester Distribution Center which is not completely built yet. Other land has been cleared for additional industrial and warehouse distribution development along both sides of Rock House Road. However, there are residential subdivisions to the north and south of the site.

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. Information submitted for the review identifies an unnamed tributary to the Chattahoochee River. Where possible, the developed areas should be compacted in order to maximize greenspace along the tributary to ensure its continued integrity.

A portion of the property may be within the Chattahoochee River Corridor. The entire project appears to be outside the 2000-foot River Corridor. However, the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) defines the Corridor as "all land in the area in the watercourse, within 2,000 feet of the watercourse, or within the flood plain, whichever is greater." If the surveyed elevations show the river 100-year floodplain extending into the property, any land-disturbing activity within that floodplain area is subject to review for consistency with the standards of the Chattahoochee Corridor Plan. This applies only to land that is verified to be in the river's 100-year floodplain. It does not affect activity on land above the river floodplain elevation.

Grading of the site should be kept to a minimum where possible. Stormwater managment 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.

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.
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".
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 proposed development is located in southeastern Douglas County at the intersection of Riverside Parkway and Rock House Road. The site is approximately three miles south of Interstate 20.

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 located entirely with Douglas County; however, the site is adjacent to the City of Douglasville.

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.

None were determined during the review.

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 $81 million with an expected $1.1 million 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?

Yes.

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

The proposed development will provide additional employment to the area. Based on national averages, the proposed development will create 483 jobs.

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.

Watershed Protection and Stream Buffers

Two streams are shown crossing the project property. One is a tributary to Sweetwater Creek and the second is a direct tributary to the Chattahoochee River and is shown as a blue line stream on the project property on the Ben Hill USGS 1:24,000 quad sheet, which includes the project site. As such, the unnamed creek, which runs between Buildings A and B on the project site plan, is subject to the Douglas County Tributary Buffer Zone Ordinance, which is required under the Metropolitan River Protection Act. The plans indicate 50-foot buffers along both streams on the property.

A portion of the property may also be within the Chattahoochee River Corridor. The entire project appears to be outside the 2000-foot River Corridor. However, the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) defines the Corridor as "all land in the area in the watercourse, within 2,000 feet of the watercourse, or within the flood plain, whichever is greater." This has been defined as the 100-year floodplain of the river. The Corridor Vulnerability Map for this area, Land Vulnerability Map 17 for the Chattahoochee Corridor from the City of Atlanta Water Intake to Limits of Fulton and Douglas Counties shows an area of river 100-year floodplain extending along the unnamed creek into the project area. If the surveyed elevations show the river 100-year floodplain extending into the property, any land-disturbing activity within that floodplain area is subject to review for consistency with the standards of the Chattahoochee Corridor Plan. This applies only to land that is verified to be in the river's 100-year floodplain. It does not affect activity on land above the river floodplain elevation.

The portion of the property containing Buildings C, D and E is also in the Sweetwater Creek Water Supply Watershed, the water source for the City of East Point. Development in public water supply watersheds is subject to the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. The Sweetwater Creek Water Supply Watershed has an area of more than 100 square miles upstream of the East Point intake and is classified under Part 5 as a large water supply watershed. As withdrawals are drawn directly from the Sweetwater Creek and not from a reservoir, the only Part 5 Water Supply Watershed criteria that apply in the Sweetwater Creek watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake. (East Point's Sparks Reservoir is located in the basin of a tributary to Sweetwater Creek and receives no direct flow from Sweetwater Creek or the rest of the Sweetwater watershed). As noted above, fifty-foot buffers are shown on the stream draining to Sweetwater Creek. 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 intrusion 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 produced after the construction of the entire 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.

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Heavy Industrial	337.00	488.65	6483.88	43136.00	267915.00	559.42	70.77
TOTAL	337.00	488.65	6483.88	43136.00	267915.00	559.42	70.77

Total Percent Impervious: 80%

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

There will be four site access points along Riverside Parkway, three points on Rock House Road and one point at Summer Lake Road. Internal sidewalks around the site will be provided by the developer.

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:

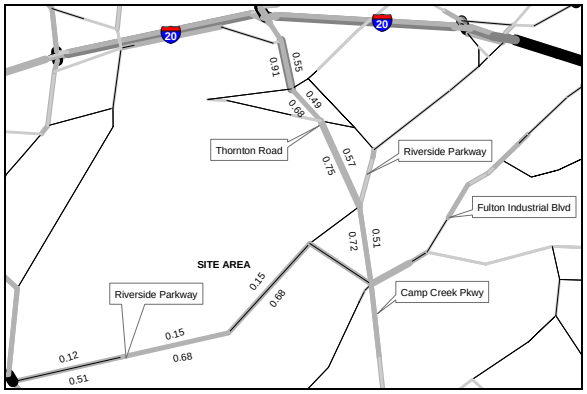
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Warehousing 2,900,000 square feet	372	82	454	117	350	467	5,512
TOTAL NEW TRIPS	**372**	**82**	**454**	**117**	**350**	**467**	**5,512**

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

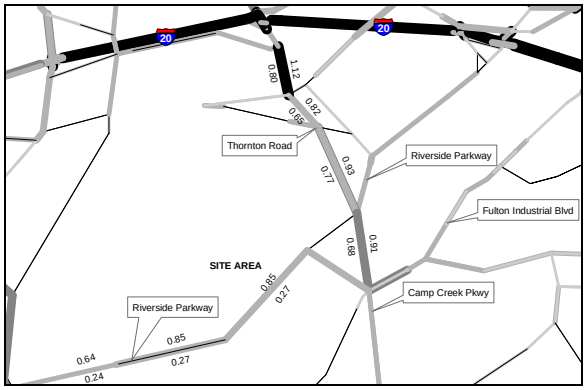
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

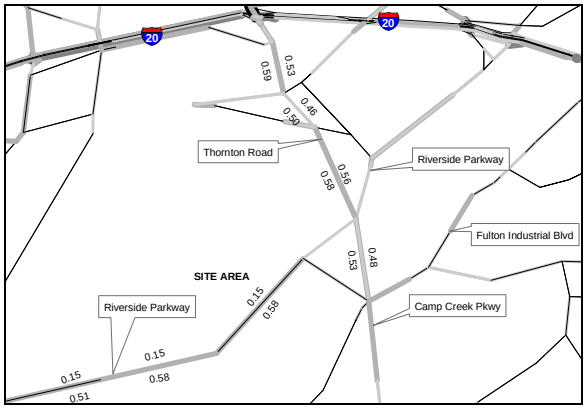
V/C Ratios



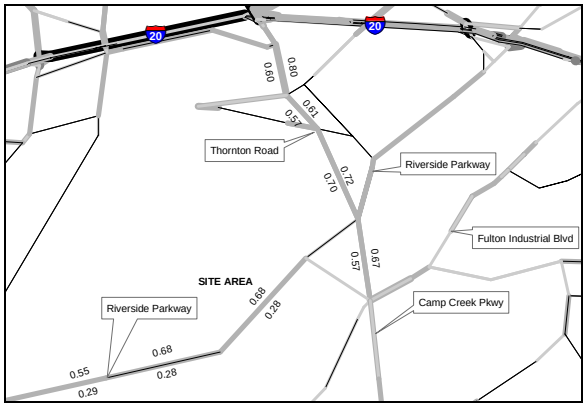
2005 AM Peak



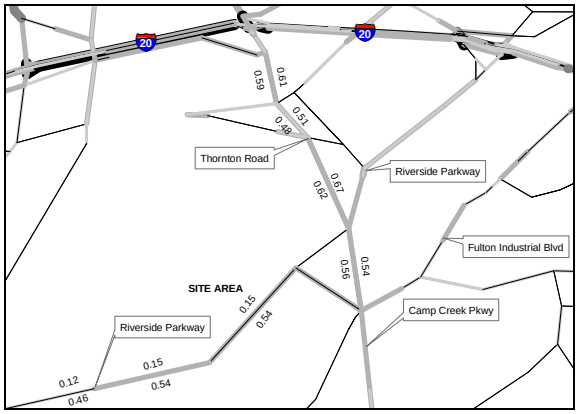
2005 PM Peak



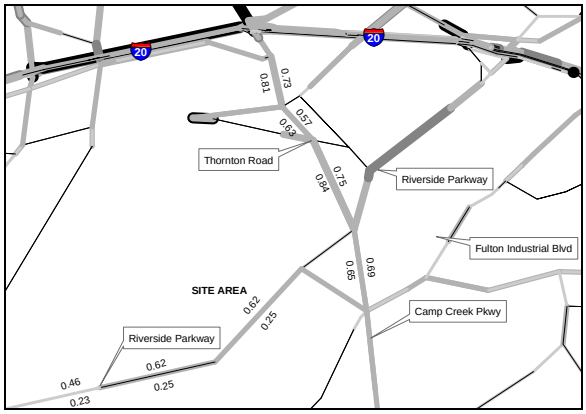
2010 AM Peak



2010 PM Peak



2025 AM Peak



2025 PM Peak

Legend

AM/PM Peak V/C Ratio — 0 - 0.3 — 0.31 - 0.5 — 0.51 - 0.75 — 0.76 - 0.90 — 0.91 - 1.00 — 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-273	I-20 West ITS – Communication and Surveillance	Roadway Operations	2007
AR-330B	I-20 West HOV, Phase I from SR 280 – HE Holmes Drive to SR 6 – Thornton Road	HOV Lanes	2008
AR-330C	I-20 West HOV, Phase III from SR 6 – Thornton Road to SR 5 – Bill Arp Road	HOV Lanes	2008
AT-AR-178	I-285 West @ I-20 West (Intchn/Ramp Recon and Associated 6-lane Collector/Distributor) from I-285 West to SR 6 – Thornton Road	Interchange Capacity	2008
DO-019	Campbellton Highway – SR 166 from Riverside Drive/JCT SR 92 to SR 70 (Fulton County)	Roadway Capacity	2007
DO-028	SR 92 – Fairburn Road from Lake Monroe Road to SR 166 (East)	Roadway Capacity	2006
DO-220	Lee Road, Phase 2 from I-20 West to SR 92 – Fairburn Road	Roadway Capacity	2008
DO-AR-057	I-20 West (Includes 6-lane Collector/Distributor) from SR 70 – Fulton Industrial Blvd. to SR 6 – Thornton Road	Roadway Capacity	2015
FS-061	Fulton Industrial Blvd – SR 70 from Camp Creek Parkway to Frederick Road	Multi-Use Facility	2007

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DO-021	Riverside Parkway From SR 6 – Thornton Road to SR 92 – Fairburn Road	Roadway Capacity	2020
FS-028	Fulton Industrial Blvd From SR 154 to N of SCL RR	Roadway Capacity	2025

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Echo Road Industrial Park: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Phase I

Riverside Parkway at Six Flags Road

- Addition of eastbound free-flow right-turn lane on Riverside Parkway requiring the addition of a receiving lane on Riverside Parkway

Riverside Parkway at Thornton Road

- Widening of Thornton Road to six lanes

Phase II

Riverside Parkway at Six Flags Road

- Addition of northbound left-turn lane on Riverside Parkway

Riverside Parkway at Thornton Road

- Addition of left-turn lane on all approaches with protected phasing

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Phase I

Riverside Parkway at Rock House Road

- Widening of Riverside Parkway to four lanes with median
- Addition of westbound left-turn lane and right-turn lane on Riverside Parkway and eastbound left-turn lane on Riverside Parkway

Riverside Parkway at Summer Lake Road

- Addition of southbound right-turn lane

Site Access B

- Addition of traffic signal

Phase II

Riverside Parkway at Six Flags Road

- Change signal phasing for northbound left-turn lane on Riverside Parkway to protected/permitted phasing

Riverside Parkway at Thornton Road

- Make southbound right-turn lane a free-flow movement by adding a receiving lane on Riverside Parkway

Riverside Parkway at Summer Lake Road

- Addition of traffic signal
- Widening of Riverside Parkway to four lanes with median
- Addition of eastbound left-turn lane
- Addition of westbound right-turn lane on Riverside Parkway

Site Access F1 & F2

- Widening of Riverside Parkway to four lanes with median
- Addition of eastbound right-turn lane

Site Access F3 & F4

- Widening of Riverside Parkway to four lanes with median
- Addition of eastbound right-turn lane
- Addition of westbound left-turn lane on Riverside Parkway

Will the proposed project be serviced by transit in its immediate area? If yes, what is the level of service? How will the proposed project enhance or be enhanced by the presence of transit?

None within the immediate vicinity of the site area.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

None proposed within the immediate area of the site.

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

None proposed.

The development does not pass the Air Quality Benchmark Test**.**

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet	YES	10%	10%
Bike/ped networks connecting uses w/in the site	YES	2%	2%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**12%**	**12%**

Although the development does not pass the ARC Air Quality Benchmark Test, the project takes all reasonable measure to reduce VMT emissions. All fork lifts at the facility will be electric motored. It is recommended that a parking management program and/or shuttle service for employees to transit stations is proposed and implemented for the project. This will increase the overall score for the Test to the needed 15%.

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

The proposed development will not have a serious impact on adjacent and surrounding roadway networks which are already experiencing some levels of congestion. Truck traffic generated from the proposed site will be minimal. However, it is highly suggested that outlined improvements as recommended by the traffic study be carried out to ensure operational efficiency along Riverside Parkway and Thornton Road.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.0326 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Sweetwater Creek will provide wastewater treatment for the proposed development.

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

The capacity of the Sweetwater Creek facility 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?

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 0.0326 MGD based on information submitted for the review.

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 7,200 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?**
- **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.

HOUSING

Will the proposed project create a demand for additional housing?

Yes, the proposed warehouse distribution uses of the proposed development will create a demand for additional housing in the area.

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

No, residential is not proposed with this project.

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

The site proposed for the development is located in Census Tract 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 there are multi-family 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?

Yes, according to information submitted with the review, 100% of the workers employed in the DRI will have the opportunity to find housing in the immediate area.

* 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: 662
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 10/14/2004 5:10:27 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, Planning & Zoning Manager 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:	Echo Road Industrial Park

Development Type	Description of Project	Thresholds
Wholesale & Distribution	2.9 Million Square Feet of Distribution Space.	View Thresholds

Developer / Applicant and Mailing Address:	IDI Gary Minor 1100 Satellite Blvd. Suwanee, GA 30024
Telephone:	770-232-1500
Fax:	770-232-1100
Email:	gminor@idi.com
Name of property owner(s) if different from developer/applicant:	Kerker Prop., LP, Charles & Lanae Martin, Jesse & Ginger Crosswhite, L.R. McGourik, Paul Howard Turner, Yvonne Gordon, James Morris, Jr., John Harvey Merritt, John & Timothy Foreman, Hester, Bogozan, Daniel McGourik, Kevin McGourik, J.J. McGourik, O'Leary, Gordon, Ralph Petty, Cathy Jackson, Rueben Styles, Julian Styles, Delores Radford, Love Family Property, G. Thomason, Joe Cooper
Provide Land-Lot-District Number:	LL 175, 180 of the 18th District, 2nd Section
What are the principal streets or roads providing vehicular access to the site?	Riverside Parkway, Echo Road, Rockhouse Road
Provide name of nearest street(s) or intersection:	Riverside Parkway and Rockhouse 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?	immediately adjacent to the City of Douglasville
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?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Douglasville Douglas County Water and Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Douglasville Douglas County Water and Sewer Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2009

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?	
Other (Please Describe): Developer/Applicant is completing a traffic study to identify required improvements.	Y

Submitted on: 11/10/2004 3:45:51 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:	Echo Road Industrial Park
DRI ID Number:	662
Developer/Applicant:	Industrial Development International, Inc.
Telephone:	770-232-1500
Fax:	770-232-1100
Email(s):	gminor@idi.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:	$81 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1.1 Million
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):	

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)?	0.0326
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?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Douglasville Douglas County Water & Sewer Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0326
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?	1.1 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.)	Phase 1: 3106 (297 AM, 281 PM) Phase 2: 5512 (454 AM, 467 PM)
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?	N
If transportation improvements are needed to serve this project, please describe below: Please See Traffic Study Performed by Street Smarts.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	7200
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

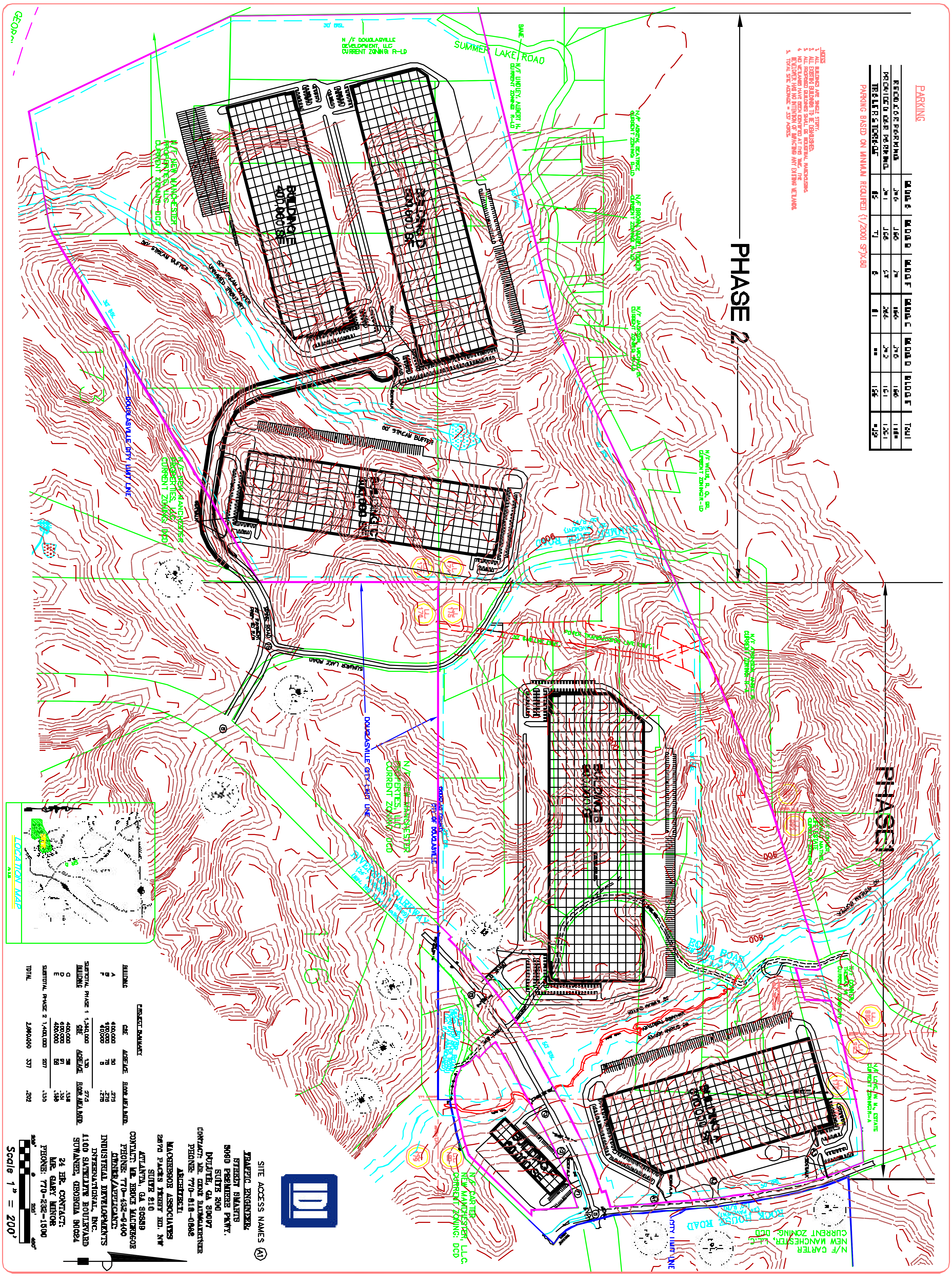
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	39.9%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Sweetwater Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers will remain undisturbed adn on-site detention ponds will be used to control all stormwater discharges.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
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: 1. BMP's will be installed to minimize or have no effect on the watershed. 3. There are potential wetlands on-site. There has been no delineation performed. No development will take place in any wetlands areas as may be determined to exist.	
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?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: 1. A portion of the site is in a floodplain. The floodplain will not be affected by this development.	



JOB NO.	SHEET NO.
2004-100	1 OF 1

		REVISION	DATE	DESCRIPTION
DRAWN BY:	BM			
CHECKED BY:	BMO	1	11/3/04	PER GRTA SITE PLAN CHECKLIST
DATE:	10/20/04			
SCALE:	1" = 200'			
LAND LOTS:	174,178,173 175,180			
DISTRICT:	1st			
SECTION:	5th			

GRTA APPLICATION SITE PLAN FOR
ECHO ROAD INDUSTRIAL PARK
DOUGLAS COUNTY, GEORGIA
PREPARED FOR
INDUSTRIAL DEVELOPMENTS INTERNATIONAL, INC.

B.C. ENGINEERING, INC.
116 NORTH MAIN STREET
CUMMING, GA 30040
CONTACT: BRIAN COLE, PE
PHONE: (770) 205-6181
FAX: (770) 205-6162