



REGIONAL REVIEW NOTICE

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

DATE: November 21, 2016

ARC REVIEW CODE: R1611212

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Michelle Wright, Planning Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Johnny Blankenship Property (DRI #2647)

Review Type: DRI

Submitting Local Government: City of Douglasville

Date Opened: Nov. 21, 2016

Deadline for Comments: Dec. 6, 2016

Date to Close: Dec. 12, 2016**

**If no significant issues are identified during the comment period, the review will close on Dec. 6, 2016 per the Limited Trip Generation Expedited Review process in ARC's DRI Rules.

Description: This DRI is located in the City of Douglasville, on the north side of the Norfolk Southern rail line at 7800 West Strickland Street, approximately one-third of a mile west of the intersection with South Flat Rock Road. The project is a proposed stone quarry on a roughly 197-acre property. Site access is proposed via West Strickland Street. The DRI trigger for this project is a rezoning application and special land use permit, filed with the City of Douglasville. The projected build-out for the development is 2018.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located within the Rural Area of the region. The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM.

The Rural Area consists of mostly undeveloped land that is planned to see limited or no growth. This area may have limited infrastructure and services. Recommended policies for Rural Areas include:

- Maintain rural road characteristics and protect scenic corridors
- Implement conservation design and development as appropriate in new residential neighborhoods
- Develop opportunities for heritage, recreation, and agriculturally-based tourism initiatives
- Identify areas to preserve as future large parks or conservation areas and create partnerships and dedicated funding sources for land conservation activities
- Identify opportunities for the development of rural broadband technology

This site is adjacent to low density residential uses and forested properties to the west and north, in unincorporated Douglas County. Buffering will be an important consideration as a result. This DRI is also adjacent to a range of light industrial uses to the east, as well as industrial uses and an existing quarry across the Norfolk Southern rail line and US 78 to the south. In this sense, the DRI is similar to the pattern of existing industrial development on the west side of Douglasville. Overall, City leadership and the applicant team should collaborate to balance the goals of rural preservation and new development to the greatest extent possible in the context of this DRI, along with sensitivity to neighboring Douglas County.

Additional preliminary comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DOUGLAS COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
NORTHWEST GEORGIA REGIONAL COMMISSION

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Johnny Blankenship Property *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *December 6, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1611212

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Aging and Health Resources: N/A

Name of Proposal: Johnny Blankenship Property

Review Type: Development of Regional Impact

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Submitting Local Government: City of Douglasville

Date Opened: November 21, 2016

Deadline for Comments: December 6, 2016

Date to Close: December 12, 2016 (If no significant issues are identified during the comment period, the review will close on Dec. 6, 2016 per the Limited Trip Generation Expedited Review process in ARC's DRI Rules.)

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]

JOHNNY BLANKENSHIP PROPERTY DRI
City of Douglasville
Natural Resources Division Review Comments
November 17, 2016

Watershed Protection and Stream Buffers

The project property is in the Sweetwater Creek Water Supply Watershed, a large (greater than 100 square mile) watershed as defined by the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. 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. This project is not in the Sparks Reservoir watershed.).

The property is also in the Chattahoochee River watershed, but is not within the Chattahoochee River Corridor. It is located downstream of the portion of the Chattahoochee that serves as a water supply source in the Atlanta Region.

The area map submitted with the DRI package and the USGS coverage for the project area both show two perennial (blue line) streams on western portion of the property. Neither the streams nor any buffers are shown on submitted concept plan. These streams, along with any unmapped streams on the property are subject to the requirements of the City of Douglasville's Stream Buffer Ordinance. In addition, all streams on the property, as well as all waters of the state, are subject to the requirements of the State Erosion and Sedimentation Act, which includes a 25-foot buffer on all state waters.

Stormwater / 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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number 2647
DRI Title Johnny Blankenship Property – Rock Quarry
County Douglas County
City (if applicable) Douglasville
Address / Location 7800 West Strickland, Douglasville, GA 30134
Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied David Haynes
Date November 17, 2016

TRAFFIC STUDY

Prepared by Georgia Stone Products, LLC
Date November 9, 2016

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☐ YES (provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)

[Click here to provide comments.](#)

☒ NO (provide comments below)

The subject site is a proposed rock quarry. Due to the unique nature and use of the subject property, a traffic analysis is not required for this DRI review. The applicant was permitted to submit a traffic memo outlining the anticipated trip generation calculations for the site. The current RTP reflects the following project in close proximity to the subject site.

West Strickland is a two lane road and pavement ends at the subject site turning into a dirt road. Currently, no sidewalks are available along West Strickland in the project area. Vehicles may only exit the site moving east along West Strickland to access US 78 to travel east or west.

ARCID DO-297 Roadway/Operations & Safety Programmed Sponsor: Douglas County ITS System Expansion- Congestion Reduction and Traffic Flow Improvements @ SR 92 (Fairburn Road), US 78 (Bankhead Street/Broad Street) and Chapel Hill Road

According to the traffic memo provided by the applicant, traffic generation from the site should not exceed 1,000 vehicle trips per day. More precise calculations show that based on the amount of stone available for production on the site, it is anticipated to generate close to 284 vehicles trips per day, which includes employee trips.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The site access is directly served by West Strickland Street. The site is in close proximity and will receive traffic from US 78 which runs parallel to Strickland. West Strickland is a two lane road, and pavement ends at the subject site turning into a dirt road. Currently, no sidewalks are available along West Strickland in the project area. Vehicles may only exit the site moving east along West Strickland to access US 78 to travel east or west.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The site access is directly served by West Strickland Street. The site is in close proximity to several regional truck routes including US 78, SR 92 and Interstate 20. West Strickland is a two lane road and pavement ends at the subject site turning into a dirt road. Currently, no sidewalks are

available along W Strickland in the project area. Vehicles may only exit the site moving east along W Strickland to access US 78 to travel east or west.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest station more than one mile away)

☐ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line [Click here to enter name of operator and rail line](#)

Nearest Station [Click here to enter name of station.](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☒ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route follows high volume and/or high speed streets
☒ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Transit Connectivity ☐ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☒ No services available to rail station
☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

There is no rail transit service in close proximity to the site. The nature of the use does not require pedestrian access services.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☒ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) **GRTA Express Bus Service**

Bus Route(s) 463

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☒ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide sufficient connectivity
☐ Route uses high volume and/or high speed streets
☒ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

GRTA Express bus service provide fixed route service to several locations in the county. See #6.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility [Click here to provide name of facility.](#)

Distance ☐ Within or adjacent to development site (0.10 mile or less)
☐ 0.15 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide connectivity
☐ Sidewalk and crosswalk network is incomplete
☒ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route uses high volume and/or high speed streets
☒ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The site plan provided does not show a conceptual layout of the lot which would include drive lanes and parking. More information is necessary to determine inter-parcel connectivity opportunities. West Strickland is a two lane road and pavement ends at the subject site turning into a dirt road. Currently, no sidewalks are available along W Strickland in the project area. Vehicles may only exit the site moving east along W Strickland Road to access US 78 to travel east or west.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☒ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

[Click here to provide comments.](#)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site is zoned for heavy industrial uses and is adjacent to similar uses (other quarries). The site plan provided does not show a conceptual layout of the lot which would include drive lanes and parking. More information is necessary. While the site may be able to allow for biking and walking access, it is not recommended for this type of access internal to the site.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The site plan does not show a conceptual layout of the site. Neither the site plan nor memo provides information regarding proposed lanes for travel internal to the site or roadway improvements external

to the site. West Strickland is a two lane road and pavement ends at the subject site turning into a dirt road. Currently, no sidewalks are available along W Strickland in the project area. Vehicles may only exit the site moving east along W Strickland to access US 78 to travel east or west.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☒ UNKNOWN *(additional study is necessary)*
- ☐ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

No recommendations were provided. According to the traffic memo provided by the applicant, traffic generation from the site should not exceed 1,000 vehicle trips per day. More precise calculations show that based on the amount of stone available for production on the site, it is anticipated to generate close to 284 vehicles trips per day, which includes employee trips. Due to the relatively low number of trips generated by the use, substantial roadway network improvements may not be required.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None.



Developments of Regional Impact

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DRI #2647

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Douglasville
Individual completing form: Michelle Wright
Telephone: 678-449-3052
E-mail: wrightm@douglasvillega.gov

*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: Johnny Blankenship Property
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Parcels 01890250021 and 01900250009
Brief Description of Project: Development of subject property into a stone quarry

Development Type:

- | | | |
|--|--|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input checked="" type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 196.87 Acres

Developer: Bart L. Boyd

Mailing Address: 1709 Ardglass Court

Address 2:

City: Kennesaw State: GA Zip: 30152

Telephone: 678-614-6840

Email: Agg4you@gmail.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Johnny Blankenship

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information:

Project Name: _____
Project ID: _____

The initial action being requested of the local government for this project:

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent? _____

Estimated Project Completion Dates: This project/phase: June 2018
Overall project: June 2018

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Developments of Regional Impact

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DRI #2647

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Douglasville
Individual completing form: Michelle Wright
Telephone: 678-449-3052
Email: wrightm@douglasvillega.gov

Project Information

Name of Proposed Project: Johnny Blankenship Property
DRI ID Number: 2647
Developer/Applicant: Bart L. Boyd
Telephone: 678-614-6840
Email(s): Agg4you@gmail.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$44,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Property: \$45,000, Real Property: \$88,000, Sales: Projected total sales revenue of \$10,700,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Douglasville-Douglas County Water and Sewer Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? Less than 1 million gallons per day

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: N/A

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? Less than 1 million gallons per day

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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.) This project anticipates approximately 230 trips per day and to have a 10 hour day of operation. Using the hours of operation per day, it is estimated that 23 trips per hour will be generated. Using a factor of 2 for peak hour vehicle trips per day, the peak hour trips per day is anticipated to be 46.

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☐ Yes ☒ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 25 tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? Approximately .25%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development will be required to meet all local, state and federal regulations and standards that pertain to buffers, parking, stormwater management, etc. and specifically the City of Douglasville's Zoning and Development Code, Douglasville-Douglas County Water and Sewer's Design and Construction Standards and the Georgia Stormwater Management Manual

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)

Georgia Stone Products, LLC.

1709 Ardglass Ct, NE, Kennesaw, GA 30152 - 678.614.6840

November 9, 2016

Ms. Laura F. Beall, AICP
Program Manager
Georgia Regional Transportation Authority
State Road & Tollway Authority
245 Peachtree Center Avenue NE, Suite 400
Atlanta, GA 30303

Re: DRI Application #2647, Johnny Blankenship Property

Dear Ms. Beall,

Thank you for reviewing my submittal for the development of a stone quarry and production facility located at 7800 West Strickland, Douglasville, GA 30134. This letter is regarding the Johnny Blankenship Property, DRI Application #2647, located in the City of Douglasville.

I would like to respectfully request that this project be considered as an applicant for the expedited review process. I understand in order to be considered for this review, traffic generated from this site should not exceed a daily 1,000 vehicle trip threshold. With that in mind, I believe the maximum number of vehicle trips will fall well below this level. At full production and sales, it is anticipated that the development will sell 400,000 tons of crushed stone that will be trucked into the local market. These shipments will translate into approximately 284 vehicle trips per day using the below metrics for calculation.

Yearly Sales Days – 250 days

Scheduled Daily Shipping Hours – 10 hours

Average Payload per Trip – 16.5 tons (Average of Interstate and Non-Interstate Tandem Axle Payload)

Employees – 35

Misc. other site visits - 10

Calculation

400,000 tons / 16.5 tons per trip = 24,242.4 trips X 2 = 48,485 annual trips

48,485 annual trips / 250 days = 194 daily trips

35 employees x 2 trips = 70 daily employee trips

10 misc. visits X 2 trips = 20 daily misc. trips

Total Daily Trips – 194 truck trips + 70 employee trips + 20 misc trips = 284 daily trips

The subject site consists of 196.87 acres that is located in the City of Douglasville. Of the 196.87 acres, application has been made to rezone 44.81 acres from light industrial (IL) to heavy industrial (IH). The balance of the acreage is already zoned heavy industrial. In addition, this development will require a special land use permit (SLUP) to allow for the proposed activity. The subject property is bordered to the east by various industrial developments, to the south by Norfolk Southern Railroad and to the north and west by medium to large tracts of residential and agricultural land. The proposed access to the development would be where W. Strickland Street currently terminates at the property.

It is anticipated that the traffic distribution will be based on the majority of trips working their way to Interstate 20. That trip will start on West Strickland Street travelling east and will cross over the Norfolk Southern Railroad crossing which is approximately 0.5 miles from the site entrance. Immediately after crossing over the railroad, the majority of the traffic is expected to turn right (west) on to Hwy 78 and travel approximately 0.2 miles to GA Hwy 5. At the GA Hwy 5 intersection the majority of traffic is expected to turn left (south) onto GA Hwy 5 and travel south approximately 1.3 miles to Interstate 20.

Thank you for considering this project for the expedited review process and please feel free to call me at (678) 614-6840 if I can be of assistance in answering any questions that may arise.

Warmest regards,

Bart L. Boyd
Managing Member
Georgia Stone Products, LLC.

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JOHNNY BLANKENSHIP
OF
PROPERTY

OWNER:
JOHNNY BLANKENSHIP
P.O. BOX 1257
DOUGLASVILLE, GA 30135

DEVELOPER:
BART BOYD
709 ARDGLASS COURT
KENNESAW, GA 30152

4 HR. CONTACT:
BART BOYD
678.614.6840



DATE: 10/21/16

RAWN BY: JCS

CHECKED BY: DDR

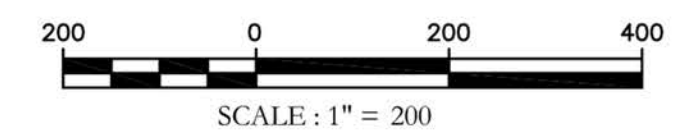
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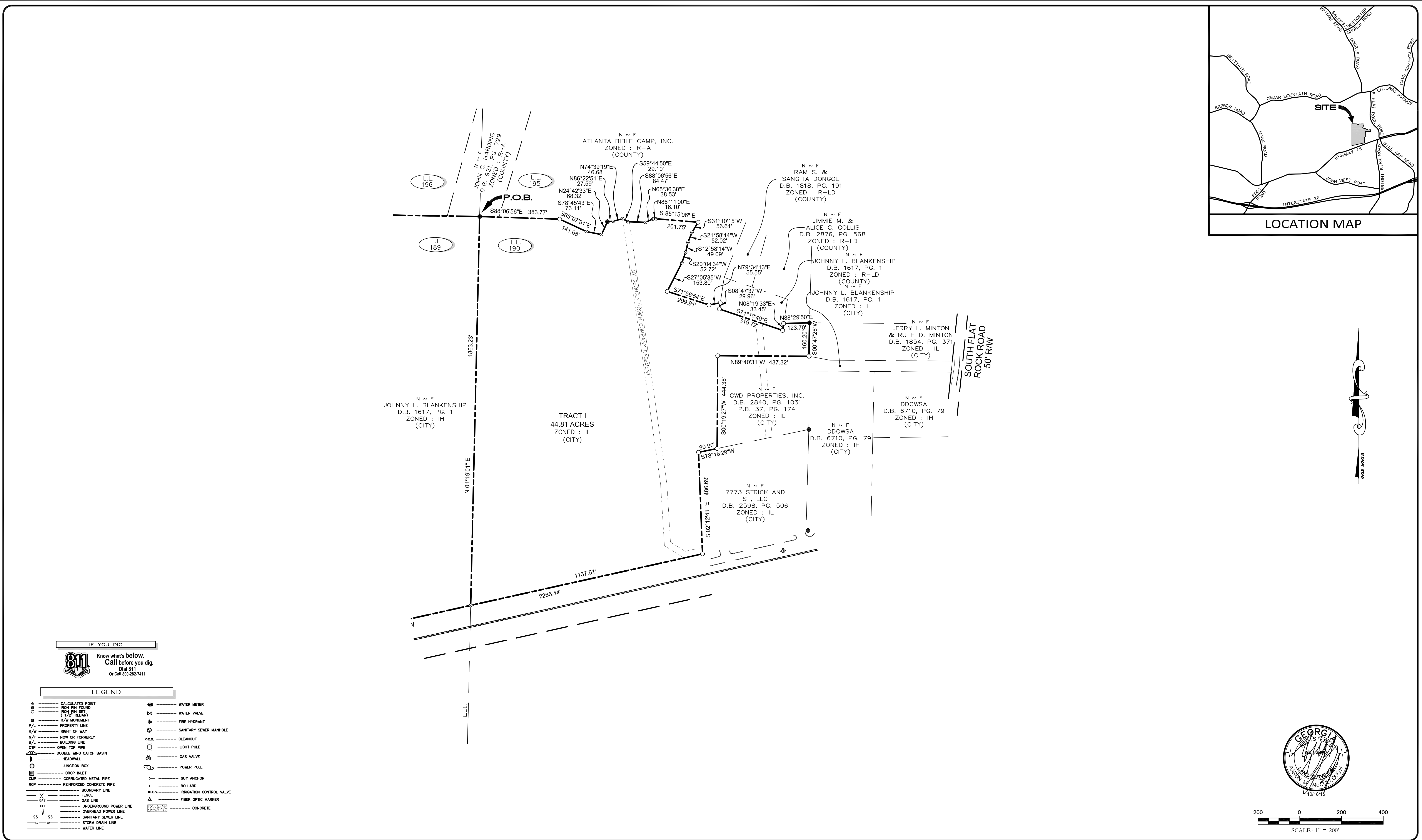
MP1



CONCEPTUAL MASTER PLAN

TRACT AREA
196.87 ACRES





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- LEGEND
- | | | | |
|-----|--------------------------------|--------|--------------------------------|
| ● | ----- CALCULATED POINT | ⊙ | ----- WATER METER |
| ○ | ----- IRON PIN FOUND | ⊕ | ----- WATER VALVE |
| □ | ----- R/W MONUMENT | ⊕ | ----- FIRE HYDRANT |
| P/L | ----- PROPERTY LINE | ⊕ | ----- SANITARY SEWER MANHOLE |
| R/W | ----- RIGHT OF WAY | o.c.o. | ----- CLEANOUT |
| N/F | ----- NOW OR FORMERLY | ⊕ | ----- LIGHT POLE |
| B/L | ----- BUILDING LINE | ⊕ | ----- GAS VALVE |
| O/P | ----- OPEN TOP PIPE | ⊕ | ----- POWER POLE |
| ⊕ | ----- DOUBLE WING CATCH BASIN | ⊕ | ----- GUY ANCHOR |
| ⊕ | ----- HEADWALL | ⊕ | ----- BOLLARD |
| ⊕ | ----- JUNCTION BOX | ⊕ | ----- IRRIGATION CONTROL VALVE |
| ⊕ | ----- DROP INLET | ⊕ | ----- FIBER OPTIC MARKER |
| ⊕ | ----- CORRUGATED METAL PIPE | ⊕ | ----- CONCRETE |
| ⊕ | ----- REINFORCED CONCRETE PIPE | | |
| ⊕ | ----- BOUNDARY LINE | | |
| ⊕ | ----- FENCE | | |
| ⊕ | ----- GAS LINE | | |
| ⊕ | ----- UNDERGROUND POWER LINE | | |
| ⊕ | ----- OVERHEAD POWER LINE | | |
| ⊕ | ----- SANITARY SEWER LINE | | |
| ⊕ | ----- STORM DRAIN LINE | | |
| ⊕ | ----- WATER LINE | | |



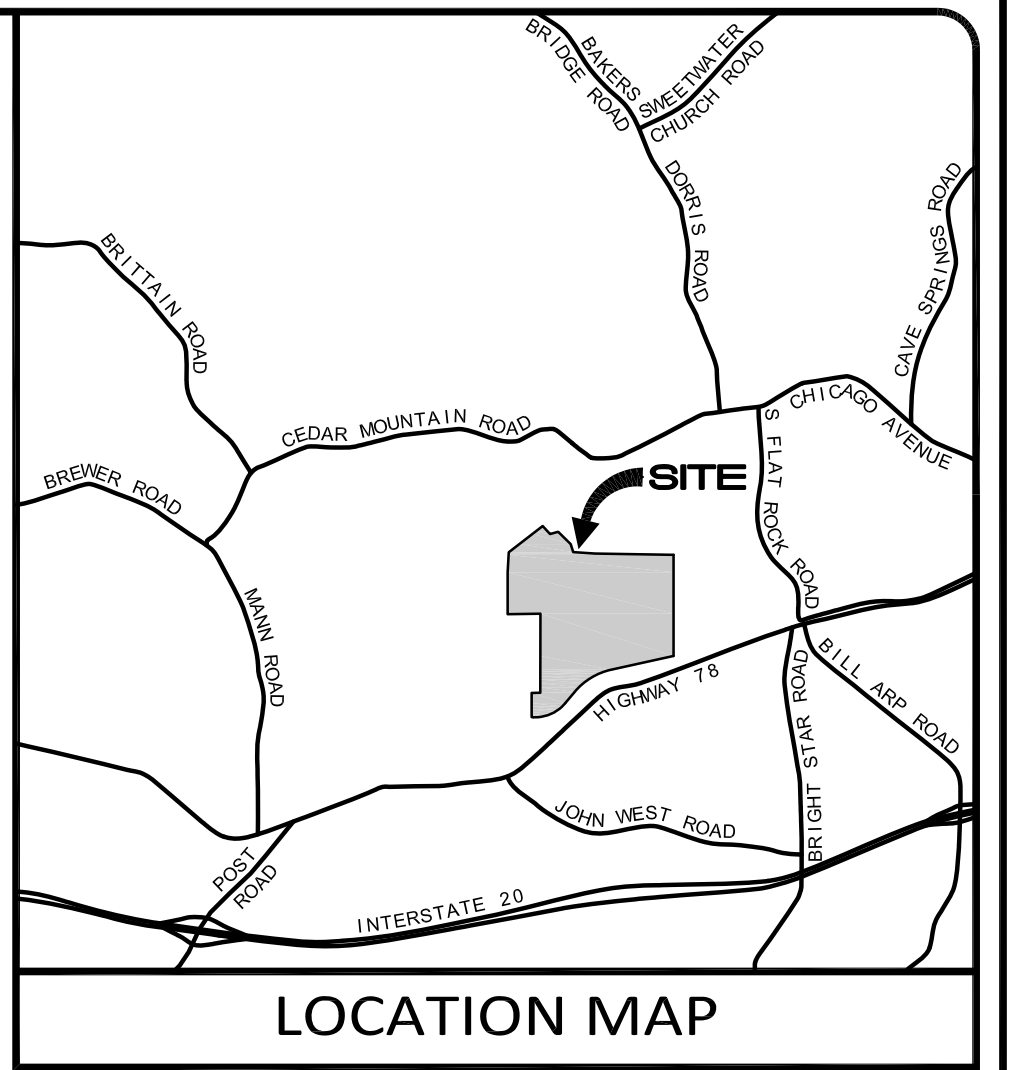
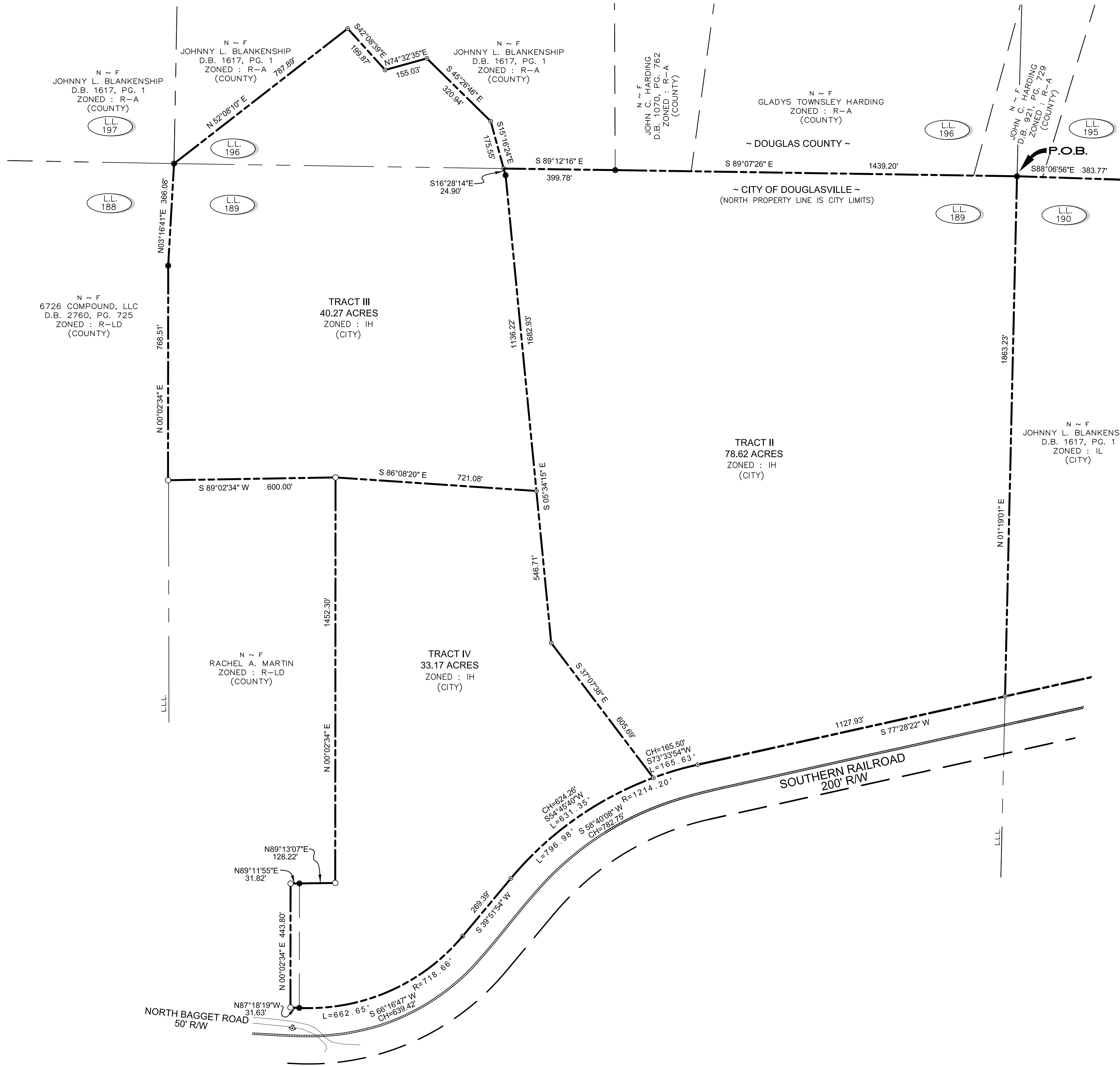
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SCALE: 1" = 200'

PLAT

PREPARED BY:
HRC
HUGHES-RAY COMPANY, INC.
ENGINEERS | SURVEYORS | LANDSCAPE ARCHITECTS
6554 EAST CHURCH STREET
DOUGLASVILLE, GEORGIA 30134
p 770.942.0196
f 770.942.0152
www.HughesRay.com

REZONING PLAT FOR
JOHNNY BLANKENSHIP
LOCATED IN LAND LOT 189, 190 & 196
2nd DISTRICT, 5th SECTION
CITY OF DOUGLASVILLE
DOUGLAS COUNTY, GEORGIA

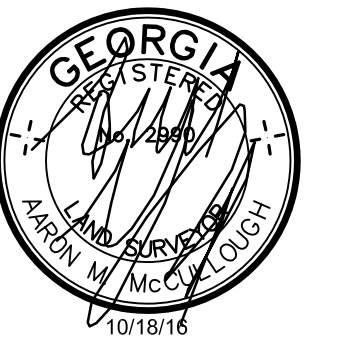
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| ● | ----- IRON PIN FOUND | ⊕ | ----- WATER VALVE |
| ○ | ----- IRON PIN SET (1/2" REBAR) | ⊕ | ----- FIRE HYDRANT |
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| R/W | ----- RIGHT OF WAY | ⊕ | ----- LIGHT POLE |
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| ⊕ | ----- STORM DRAIN LINE | | |
| ⊕ | ----- WATER LINE | | |

TRACT AREA
152.06 ACRES



200 0 200 400
SCALE: 1" = 200'

PLAT

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