



# 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:** January 24, 2017

**ARC REVIEW CODE:** R1701241

**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

Digital signature  
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:** SL Bright Star

**Review Type:** DRI

**Submitting Local Government:** City of Douglasville

**Date Opened:** Jan. 24, 2017

**Deadline for Comments:** Feb. 8, 2017

**Date to Close:** Feb. 13, 2017

**Description:** This DRI is located in the City of Douglasville, northeast of the intersection of Bright Star Road and Wood Road, approximately one-half mile south of US 78/SR 8/Veterans Memorial Highway and one-third of a mile north of Bright Star Connector. Proposed site access is onto Wood Road, which intersects Bright Star Road on the southwest side of the site. The proposed project consists of 591,250 square feet of warehouse/distribution space, along with a small amount of associated office and manufacturing use, on roughly 39 acres. The DRI trigger for this project is a rezoning application filed with the City of Douglasville. The planned build-out of this DRI is 2020.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located in the Developing Suburbs Area of the region. Developing Suburbs are areas of development that occurred from roughly 1995 to today. These areas are projected to remain suburbs through 2040.

The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM. Recommended policies for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

-CONTINUED ON NEXT PAGE-

This DRI appears to manifest some aspects of regional policy noted above in that it connects to the existing road network in this area. The project could further support regional policy if it incorporated other aspects of the above, including green infrastructure and low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas, and as part of any improvements to or along Wood Road, fronting the site.

In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on site. This framework can offer the potential for internal site circulation for employees on foot or by another alternative mode, rather than strictly by car.

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs. In terms of land use, the DRI appears similar to the pattern of existing industrial development to the north along McKay Industrial Drive/Granite Drive and the northern segments of SR 5/Bill Arp Road and Bright Star Road, and to the northwest and west along US 78/Veterans Memorial Highway.

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 TRANSPORTATION  
NORTHWEST GEORGIA REGIONAL COMMISSION

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
DOUGLAS COUNTY

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



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)



## 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: SL Bright Star *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](mailto:asmith@atlantaregional.com)

Return Date: *February 8, 2017*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

**ARC REVIEW CODE: R1701241**

**FROM:** Andrew Smith, Ext. 3-5581

### Reviewing staff by Jurisdiction:

**Transportation Access and Mobility:** Mangham, Marquitrice

**Research and Analytics:** Skinner, Jim

**Review Type:** Development of Regional Impact

**Description:** This DRI is located in the City of Douglasville, northeast of the intersection of Bright Star Road and Wood Road, approximately one-half mile south of US 78/SR 8/Veterans Memorial Highway and one-third of a mile north of Bright Star Connector. Proposed site access is onto Wood Road, which intersects Bright Star Road on the southwest side of the site. The proposed project consists of 591,250 square feet of warehouse/distribution space, along with a small amount of associated office and manufacturing use, on roughly 39 acres. The DRI trigger for this project is a rezoning application filed with the City of Douglasville. The planned build-out of this DRI is 2020.

**Date Opened:** January 24, 2017

**Date to Close:** February 13, 2017

**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]

**SL BRIGHT STAR DRI**  
**City of Douglasville**  
**Natural Resources Division Review Comments**  
**January 18, 2017**

**Watershed Protection and Stream Buffers**

The property is located in the Chattahoochee River watershed but it is not in the 2000-foot 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 property is also located at the headwaters of the Anneewakee Creek watershed. Anneewakee Creek is not specifically listed as an existing or potential public water supply source for Douglas County and the City of Douglasville. It is also not listed as a water source in the Metropolitan North Georgia Water Planning District's May 2009 Water Supply and Water Conservation Management Plan. However, it is included as a protected water supply watershed in the City code of ordinances and it will be subject to any watershed protection criteria adopted by the City.

The USGS coverage for the project area shows a blue line stream that is either the headwaters of Anneewakee Creek or a direct tributary originating on the property. The project site plan shows the stream as starting at the eastern edge of the property, just east of a proposed driveway/parking area. The submitted site plan shows that driveway area intruding on the City's 50-foot stream buffer at the headwaters of the stream. It also intrudes on the City's additional 25-foot impervious setback, which is immediately adjacent to the buffer and is part of the buffer ordinance. Regardless of the stream's location, any intrusion in the buffer or setback will be subject to the requirements of the City of Douglasville's Stream Buffer Ordinance. Any unmapped streams on the property may also be subject to the requirements of the City'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.

**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, 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](http://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 2653  
DRI Title SL Bright Star  
County Douglas County  
City (if applicable) Douglasville  
Address / Location East side of Bright Star Road, between SR 8 (US 78) and Bright Star Connector  
Review Process ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division  
Staff Lead Marquitrice L. Mangham  
Copied David Haynes, Haley Berry, Daniel Studdard  
Date January 18, 2017

### TRAFFIC STUDY

Prepared by Speedy Boutwell, P.E., PTOE  
Date January 16, 2017

## 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 analysis includes "Planned Improvements" on page 10. The source(s) of the information was not provided. In addition to the project, identified in the traffic analysis, a review of ARC's Regional Transportation Plan shows the following improvements programmed in the study area:

**DO 290 - Douglas County - SR 5 (Bill Arp Rd) Congestion reduction and traffic flow improvements from Rose Avenue/Bright Star Connector to Central Church Road-Programmed- Network Yr-TBD**

## 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 proposed project consists of 591,250 square feet of warehouse space. The site is adjacent to Bright Star Road on the western boundary and Wood Road, a gravel road on the southern boundary. Direct access to the site will be gained from Wood Road. Bright Star Road and Wood Road are not designated as Regional Thoroughfares.

### 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*)

Site Access will be served from Wood Road. Wood Road is not considered a Regional Truck Route.



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      Transit rail service does not currently operate in Douglas County. The Nearest rail service is more than one mile away.

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)

[Click here to provide comments.](#)

\* 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

Currently rail service is not planned or programmed within one mile of the site.

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)

Bus Route(s)

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 does provide limited fixed Route bus service from designated parking areas in Douglas County to Downtown Atlanta.

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 subject site is bounded by existing industrial uses on the northern and western boundaries. Parcels east and south of the site remain undeveloped. The development does not propose additional roadways or stub-outs that may provide future interparcel connectivity. It should be noted that Wood Road is currently unpaved. The development is projecting about 2,500 trips per day and proposing seven access drives from Wood Road.

**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)

The proposed use of the site is warehouse and is projected to generate approximately 2,500 trips per day. Due to the nature of the use and low projected trip generation, pedestrian and bicycle activities are not practical; however, limited facilities may be provided internal to the site, at the developer's discretion. Wood Road is a gravel, unpaved roadway, and therefore it provides no existing bike/ped facilities. No sidewalks or bicycle facilities internal or external to the site are depicted on the site plan.

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 proposed use of the site is warehouse and is projected to generate approximately 2,500 trips per day. Due to the nature of the use and low projected trip generation, pedestrian and bicycle activities are not practical; however, limited facilities may be provided internal to the site, at the developer's discretion. Wood Road is a gravel, unpaved roadway, and therefore it provides no existing bike/ped facilities. No sidewalks or bicycle facilities internal or external to the site are depicted on the site plan.

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 subject site proposes seven (7) access points off Wood Road. Five of the access points feed into designated parking lots while the other two are drive lanes spanning the entire site. This method appears to segregate proposed employee and visitor vehicular traffic from truck traffic internal to the site.

## 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)*

[Click here to enter text.](#)

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):

Interconnectivity and accessibility between parcels is paramount to reduce congestion. The incorporation of opportunities for future interparcel connectivity external to the development site is encouraged.





## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #2653

#### 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: City of Douglasville  
Individual completing form: Michelle Wright  
Telephone: 678-409-1858  
E-mail: [wrightm@douglasvillega.gov](mailto: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: SL Bright Star  
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 01630250012 LL 162 & 163  
Brief Description of Project: Logistics/Warehousing, Office and Active Manufacturing

#### 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 checked="" type="radio"/> Any other development types |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |                                                              |

If other development type, describe:

Project Size (# of units, floor area, etc.): +/- 40.27 ac.

Developer: SL Bright Star LLC

Mailing Address: 788 Morris Turnpike

Address 2:

City: Short Hills State: NJ Zip: 07078

Telephone: 973-765-0100 x4063

Email: [DanLacz@silvermangroup.net](mailto:DanLacz@silvermangroup.net)

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

If yes, property owner: Marsand Douglasco, LLC & Marsand Douglasville, LLC

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: Phase I: August 2017  
Overall project: Phase II: August 2020

[Back to Top](#)

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



## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #2653

#### 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: City of Douglasville  
Individual completing form: Michelle Wright  
Telephone: 678-409-1858  
Email: [wrightm@douglasvillega.gov](mailto:wrightm@douglasvillega.gov)

#### Project Information

Name of Proposed Project: SL Bright Star  
DRI ID Number: 2653  
Developer/Applicant: SL Bright Star LLC  
Telephone: 973-765-0100 x4063  
Email(s): [DanLacz@silvermangroup.net](mailto:DanLacz@silvermangroup.net)

#### 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: \$36,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Do not know

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)? 0.0027 MGD

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?  
Need to get with the Water & Sewer Authority.

### Wastewater Disposal

Name of wastewater treatment provider for this site: Douglasville-Douglas County water and Sewer Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0027 MGD

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?Need to get with the Water & Sewer Authority.

### 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.) 2502 Total Daily Trips (2000 cars, 502 trucks). AM Peak = 299 (239 cars, 60 trucks). PM Peak = 237 (189 cars, 48 trucks).

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:See attached Traffic Study

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 40 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 73%

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

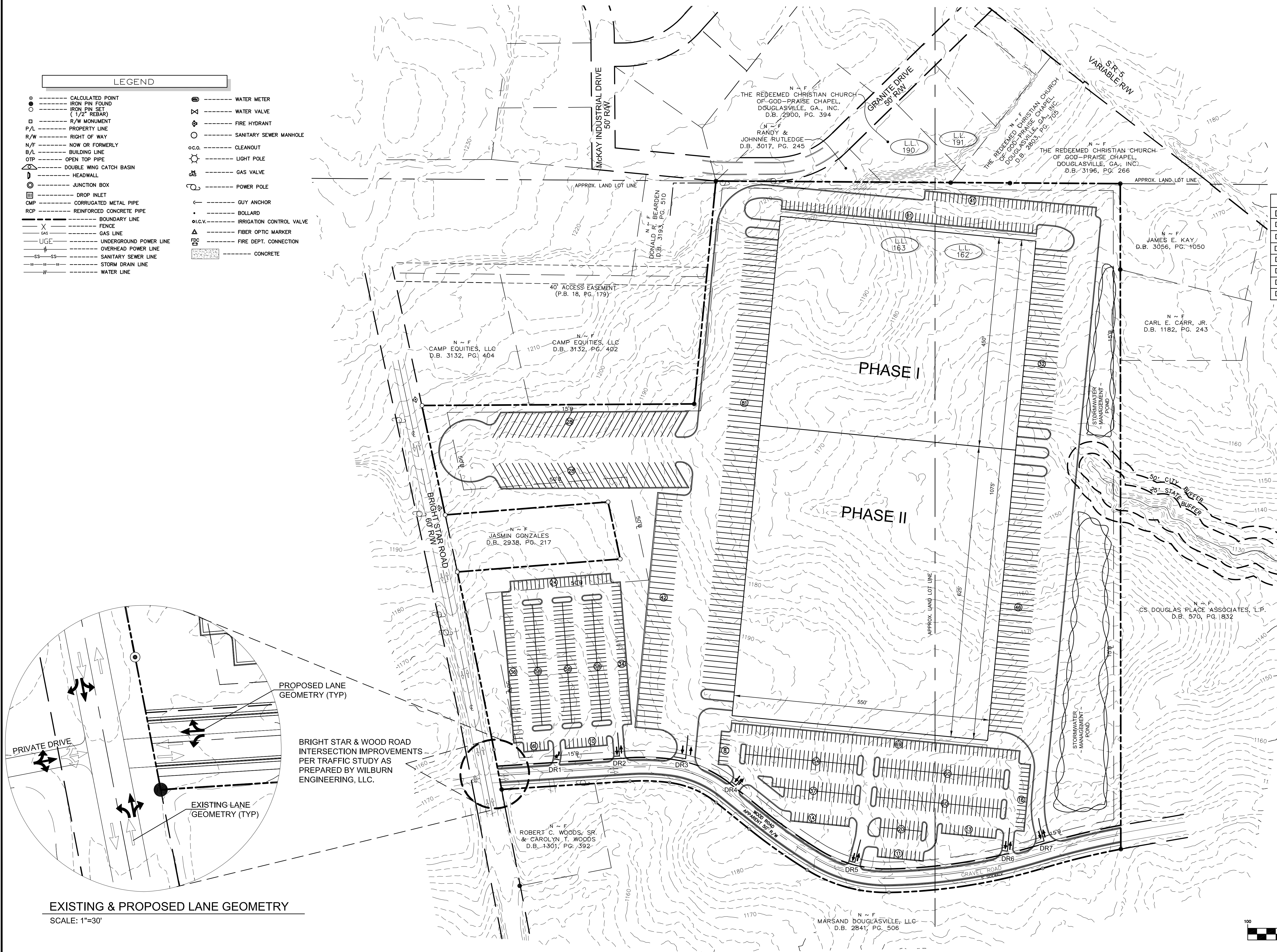
Is the development located within, or likely to affect any of the following:

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:  
It is in the Anneewakee Creek Sub-Basin A Watershed.

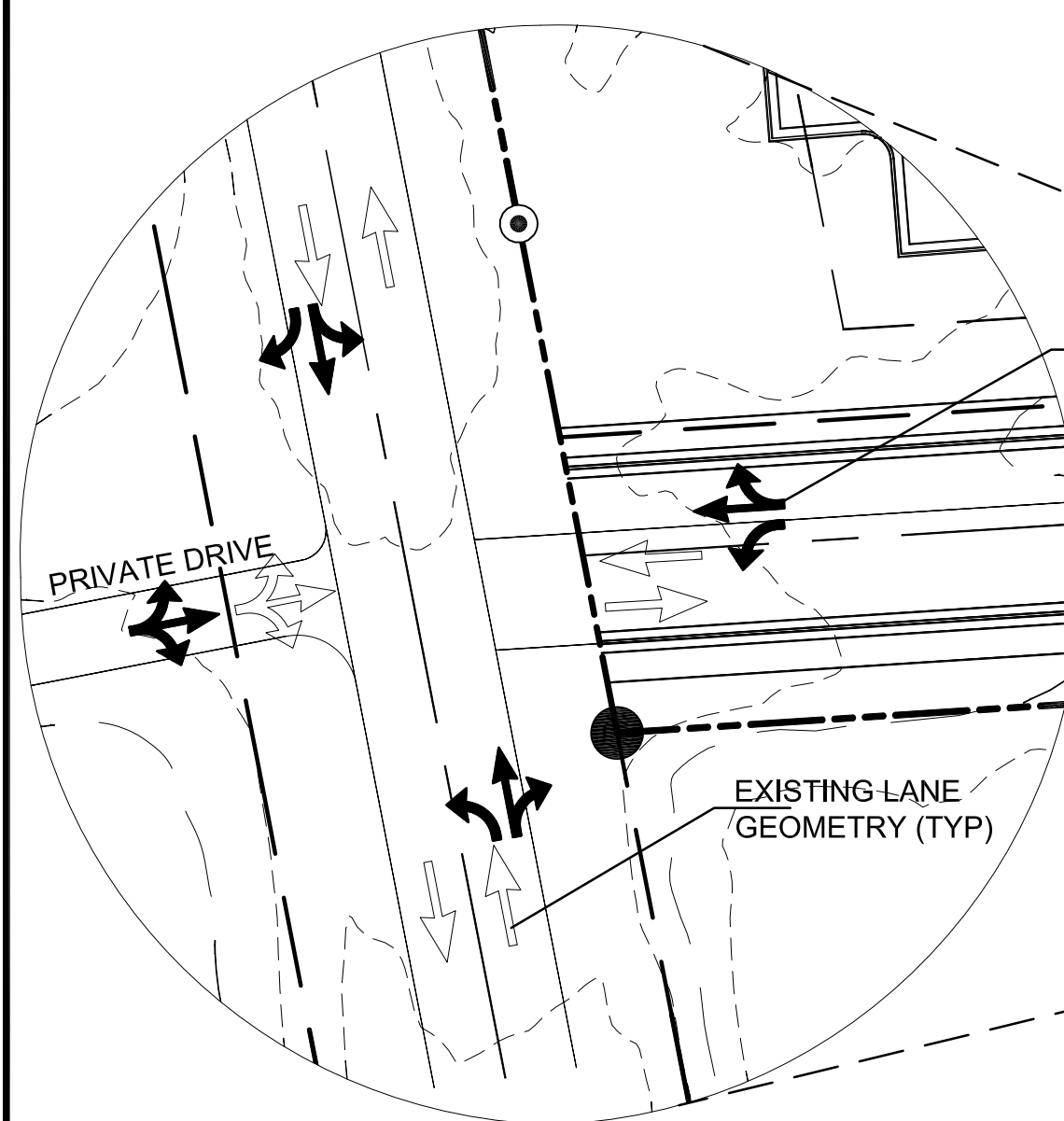
[Back to Top](#)

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



LEGEND

- CALCULATED POINT
- IRON PIN FOUND
- IRON PIN SET (1/2" REBAR)
- R/W MONUMENT
- P/L — PROPERTY LINE
- R/W — RIGHT OF WAY
- N/F — NOW OR FORMERLY
- B/L — BUILDING LINE
- O/P — OPEN TOP PIPE
- DW — DOUBLE WING CATCH BASIN
- H — HEADWALL
- J — JUNCTION BOX
- DI — DROP INLET
- CMP — CORRUGATED METAL PIPE
- RCP — REINFORCED CONCRETE PIPE
- — — — — BOUNDARY LINE
- X — FENCE
- — — — — GAS LINE
- UGE — UNDERGROUND POWER LINE
- — — — — OVERHEAD POWER LINE
- — — — — SANITARY SEWER LINE
- — — — — STORM DRAIN LINE
- — — — — WATER LINE
- — — — — WATER METER
- — — — — WATER VALVE
- — — — — FIRE HYDRANT
- — — — — SANITARY SEWER MANHOLE
- — — — — CLEANOUT
- — — — — LIGHT POLE
- — — — — GAS VALVE
- — — — — POWER POLE
- — — — — GUY ANCHOR
- — — — — BOLLARD
- — — — — IRRIGATION CONTROL VALVE
- — — — — FIBER OPTIC MARKER
- — — — — FIRE DEPT. CONNECTION
- — — — — CONCRETE



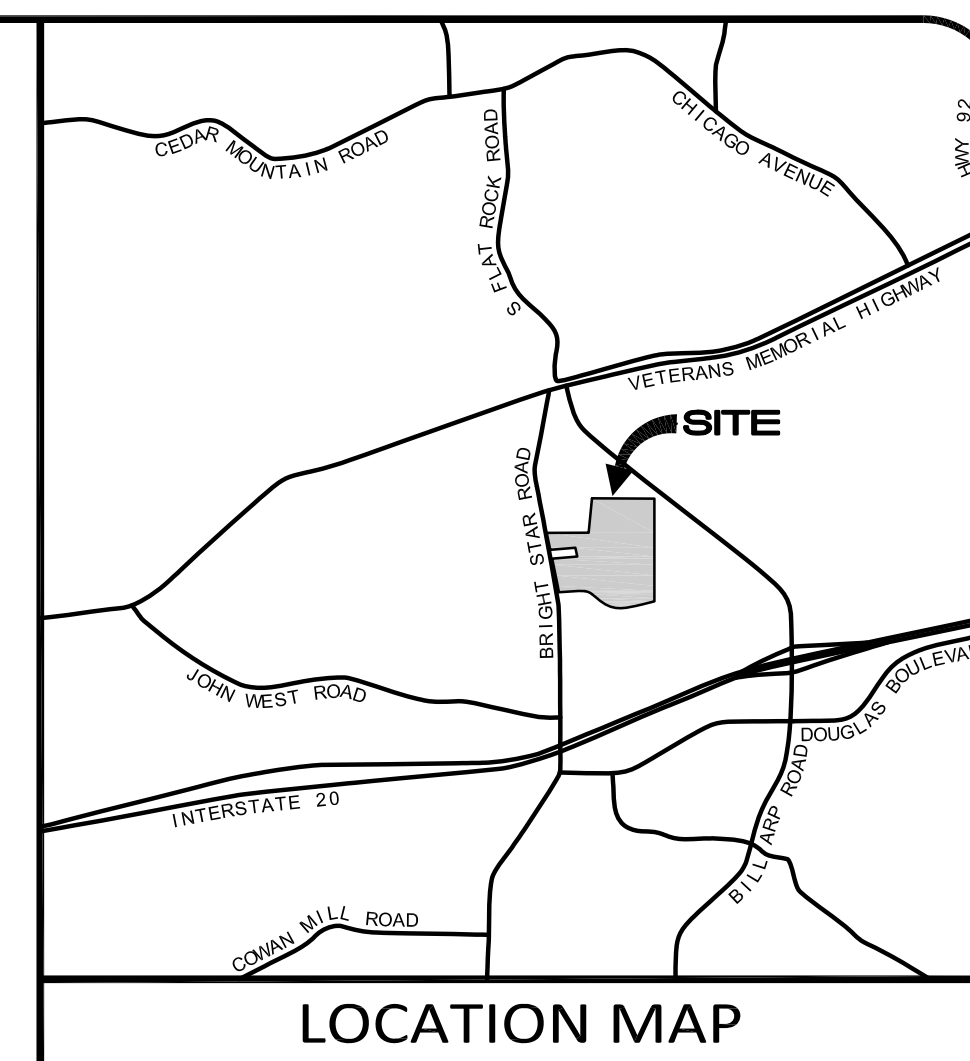
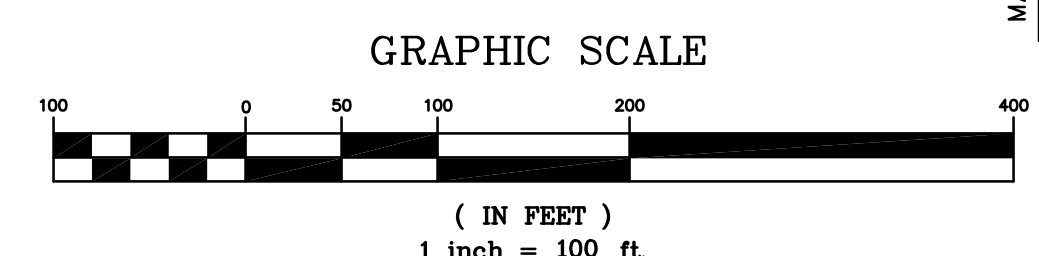
EXISTING & PROPOSED LANE GEOMETRY

SCALE: 1"=30'

WOOD ROAD DRIVEWAY LEGEND		
DRIVEWAY	ACCESS TO:	ALLOWED MOVEMENT
DR1	EMPLOYEE PARKING	RIGHT-OUT ONLY
DR2	EMPLOYEE PARKING	TWO-WAY TRAFFIC
DR3	TRUCK ACCESS	TWO-WAY TRAFFIC
DR4	EMPLOYEE PARKING	TWO-WAY TRAFFIC
DR5	EMPLOYEE PARKING	TWO-WAY TRAFFIC
DR6	EMPLOYEE PARKING	TWO-WAY TRAFFIC
DR7	TRUCK ACCESS	TWO-WAY TRAFFIC

SITE ANALYSIS	
PHASE I BUILDING	247,500 S.F.
PHASE II BUILDING	343,750 S.F.
EMPLOYEE PARKING SPACES	748
DOCK SPACES	159
TRAILER STORAGE SPACES	98
DEVELOPMENT AREA	36.79 ACRES
WOOD ROAD R/W	1.94 ACRES
TOTAL AREA	38.73 ACRES

DRI # 2653



LOCATION MAP

PREPARED BY:  
**HRC**  
HUGHES-RAY COMPANY, INC.  
REGISTERED SURVEYORS & LANDSCAPE ARCHITECTS  
6554 EAST CHURCH STREET  
DOUGLASVILLE, GEORGIA 30134  
P 770.942.0196  
F 770.942.0152  
www.HughesRay.com

NO.	DATE:	REVISION	GRTA COMMENTS
1	1/20/17		

CONCEPTUAL SITE PLAN  
OF  
**BRIGHT STAR ROAD PROJECT DRI # 2653**  
L.L. 162 & 163, 2nd DISTRICT, 5th SECTION  
CITY OF DOUGLASVILLE, DOUGLAS COUNTY, GEORGIA

OWNER:  
THE SILVERMAN GROUP  
788 MORRIS TURNPIKE  
SHORT HILLS, N.J. 07078

DEVELOPER:  
SAME AS ABOVE

24 HR. CONTACT:  
DAN LACZ  
973.765.0100 EXT. 4063



DATE: 01/03/17  
DRAWN BY: DAS  
CHECKED BY: HBR

JOB#: H16314

**DRI**