



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

**DATE:** October 9, 2017

**ARC REVIEW CODE:** R1710091

**TO:** Mayor Jannquell Peters, City of East Point  
**ATTN TO:** Nigel Roberts, Director of Planning and Community Development  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**RE:** Development of Regional Impact (DRI) 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:** Camp Creek Business Center – Site Y and Z (DRI 2721)

**Review Type:** DRI

**Submitting Local Government:** City of East Point

**Date Opened:** Oct. 9, 2017

**Deadline for Comments:** Oct. 24, 2017

**Date to Close:** Oct. 30, 2017

**Description:**

This DRI is located in the City of East Point, south of Camp Creek Parkway (SR 6), between North Commerce Drive and Ben Hill Road. Site access is proposed via one existing driveway onto North Commerce Drive, approximately 0.8 miles south of Camp Creek Parkway, that is shared with an existing warehouse facility. The proposed development will consist of 1,073,900 SF of warehouse/distribution space in two buildings. The DRI review triggers for this development are a rezoning request and a variance request. The projected build-out year is 2019. This DRI comprises the same site as a previous DRI called Cascade Acres, reviewed in 2005–2006 as DRI 945, which was never developed.

**PRELIMINARY COMMENTS:**

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. RDG information and recommendations for Developing Suburbs are listed at the bottom of these comments.

This DRI appears to manifest some aspects of regional policy in that it is in close proximity to existing warehouse/distribution facilities on North Commerce Drive and Centre Parkway, offering the potential for efficiencies in freight movement. It also offers connectivity for regional freight movement through its access to Camp Creek Parkway/SR 6 and I-285 to the north, as well as I-285 (via Washington Road) to the south.

The project could further support The Atlanta Region's Plan if it incorporated other aspects of the regional policy detailed at the bottom of this report, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. 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 the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

–CONTINUED ON NEXT PAGE–

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, as mentioned above, the project is similar to nearby clusters of warehouse/distribution space and is in a part of the region that is experiencing demand for the development of these facilities. However, some areas near this site are predominated by low-density and/or residential uses, particularly to the south. City leadership and staff, along with the applicant team, should therefore collaborate to balance the goal of new development with the need for sensitivity to nearby land uses and natural resources.

Additional preliminary ARC staff comments, related to natural resources and transportation, are attached.

Further to the above, regional policy recommendations 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

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA  
CITY OF UNION CITY

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF COLLEGE PARK  
CLAYTON COUNTY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
AEROTROPOLIS ATLANTA CIDS  
CITY OF SOUTH FULTON

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## 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: **Camp Creek Business Center – Site Y and Z** *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  
International Tower  
229 Peachtree Street NE, Suite 100  
Atlanta, Georgia 30303  
Ph. (470) 378-1645  
[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

Return Date: *October 24, 2017*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1710091

**TO:** ARC Group Managers

**FROM:** Andrew Smith, 470-378-1645

**Reviewing staff by Jurisdiction:**

**Community Development:** Smith, Andrew

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

**Natural Resources:** Santo, Jim

**Research and Analytics:** Skinner, Jim

**Name of Proposal:** Camp Creek Business Center - Site Y and Z (DRI 2721)

**Review Type:** Development of Regional Impact (DRI)

**Description:** This DRI is located in the City of East Point, south of Camp Creek Parkway (SR 6), between North Commerce Drive and Ben Hill Road. Site access is proposed via one existing driveway onto North Commerce Drive, approximately 0.8 miles south of Camp Creek Parkway, that is shared with an existing warehouse facility. The proposed development will consist of 1,073,900 SF of warehouse/distribution space in two buildings. The DRI review triggers for this development are a rezoning request and a variance request. The projected build-out year is 2019. This DRI comprises the same site as a previous DRI called Cascade Acres, reviewed in 2005-2006 as DRI 945, which was never developed.

**Submitting Local Government:** City of East Point

**Date Opened:** October 9, 2017

**Deadline for Comments: October 24, 2017**

**Date to Close:** October 30, 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]

**CAMP CREEK BUSINESS CENTER DRI**  
**City of East Point**  
**Natural Resources Group Review Comments**  
**October 5, 2017**

**Watershed Protection and Stream Buffers**

The property site is in the Camp Creek watershed, which is within the Chattahoochee River watershed. The property is not within the 2,000-foot Chattahoochee River Corridor of the Metropolitan River Protection Act. Camp Creek enters the Chattahoochee downstream of the portion of the river that serves as a water supply source in the Atlanta Region.

Both the USGS coverage for the project area and the project site plan show a blue-line, perennial stream originating from the existing pond in the southwestern portion of the project property and running along the property's western edge. The 25-foot State sediment and erosion control buffer and the City of East Point's 50-foot stream buffer and 75-foot impervious setback are also shown on both sides of the stream. No development is shown within the buffers along the blue-line stream. The site plan also shows a tributary to the blue-line stream with buffers and no new intrusions indicated. In addition, the site plan shows an unnamed stream and short tributary starting under the site of Proposed Building A and its parking area, running northwest through the property. Although buffers are shown along both streams, construction for Building A is proposed across both of them. The proposed development in this area will be subject to the requirements of the City's stream buffer regulations, which may require a variance for this portion of the project. A variance will also be required for any activity extending into the State Erosion and Sedimentation Control Buffer. Any unmapped streams on the property may also be subject to the requirements of the County stream buffer ordinance. Any other streams on the property, as well as all waters of the state, are subject to the requirements of the State 25-foot sediment and erosion control.

**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** #2721  
**DRI Title** Camp Creek Business Center  
**County** Fulton County  
**City (if applicable)** East Point  
**Address / Location** Along the east side of Ben Hill Road, south of Centre Parkway, north of Somerled Trail, behind the existing Dick's Sporting Goods on North Commerce Drive

**Proposed Development Type:**  
New Development of a 1,073,900 square foot Warehouse/Distribution Center

**Review Process** ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice Mangham  
**Copied** [Click here to enter text.](#)  
**Date** October 9, 2017

### TRAFFIC STUDY

**Prepared by** A & R Project Engineering  
**Date** September 21, 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 the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

[Click here to provide comments.](#)

☐ NO (*provide comments below*)

The traffic analysis includes an appendix of projects in the network area and a chart of said projects on page 16 identifying in the Atlanta Region's Plan. The analysis notes that projects are not included in traffic modeling.

## **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 development will share an existing access on North Commerce Drive with Dicks Sporting Goods with two other access points also on North Commerce Drive.

**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*)

[Click here to provide comments.](#)

**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

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*)

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

[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) Marta Bus Service

Bus Route(s) # 82, 84 93

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)

\* 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

Yes. See question 6 above.

**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)

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*)

\* *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 local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☒ OTHER ( *Please explain* )

The proposed development is connected to an existing development through a common internal drive aisle. The site plan does not show future connectivity to adjacent undeveloped parcels is considered as a part of this development.

**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)
- ☐ OTHER ( Please explain)

Sidewalks are provided along North Commerce Drive and limited sidewalks are available on the Dick's Sporting Good site. No additional pedestrian or bicycle facilities are proposed in this development.

**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)

[Click here to provide comments.](#)

**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)

Two main access points and drive aisles on site allow for truck and vehicle movement throughout the development without any separation.

## **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):**

None





## Developments of Regional Impact

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### DRI #2721

#### 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: East Point

Individual completing form: Angela Blatch

Telephone: (404) 270-7020

E-mail: [ablatch@eastpointcity.org](mailto:ablatch@eastpointcity.org)

\*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: Camp Creek Business Center - Site Y & Z

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4150 & 4235 Ben Hill Road East Point, GA 30344

Brief Description of Project: Development of two (2) buildings totaling approximately 1,073,900 SF of industrial warehouse/distribution facilities.

#### 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 checked="" 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 type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): Approximately 1,073,900 SF

Developer: Duke Realty Limited Partnership

Mailing Address: 3715 Davinci Court

Address 2: Suite 300

City: Peachtree Corners State: GA Zip: 30092

Telephone: (770) 717-3200

Email: [david.sprinkle@dukerealty.com](mailto:david.sprinkle@dukerealty.com)

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

If yes, property owner: Cascade United Methodist Church

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: 2019  
Overall project:

[Back to Top](#)

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## Developments of Regional Impact

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### DRI #2721

#### 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: East Point  
Individual completing form: Nigel Roberts  
Telephone: (404) 270-7029  
Email: [nroberts@eastpointcity.org](mailto:nroberts@eastpointcity.org)

#### Project Information

Name of Proposed Project: Camp Creek Business Center - Site Y & Z  
DRI ID Number: 2721  
Developer/Applicant: Duke Realty Limited Partnership  
Telephone: (770) 717-3200  
Email(s): [david.sprinkle@dukerealty.com](mailto:david.sprinkle@dukerealty.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: \$56,500,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,110,500.00

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: City of East Point

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (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?  
Approximately 1/4 - 1/2 mile

### Wastewater Disposal

Name of wastewater treatment provider for this site: City of East Point

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (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? Approximately 1/4 - 1/2 mile

### 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.)

AM: 44 Trips - PM: 33 Trips

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)?

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?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Two extended wet detention ponds, pervious pavement in automobile parking areas, and storm sewer inlet filters

### 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

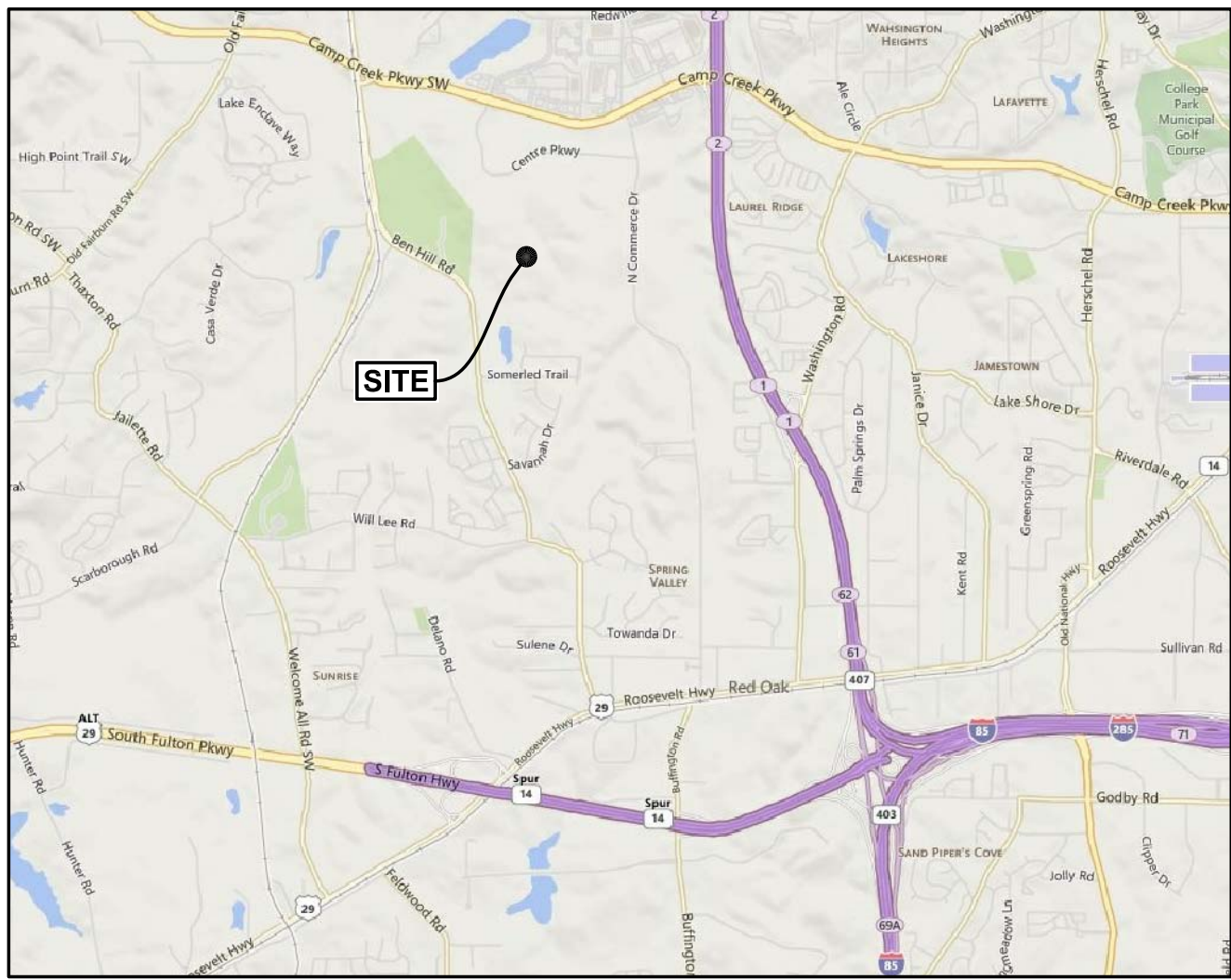
If you answered yes to any question above, describe how the identified resource(s) may be affected:

Approximately 1.7 acres of a total 6.8 acres of existing wetlands, as well as 1645 linear feet of the total 6012 linear feet of existing state stream buffers will be infilled to accommodate the development.

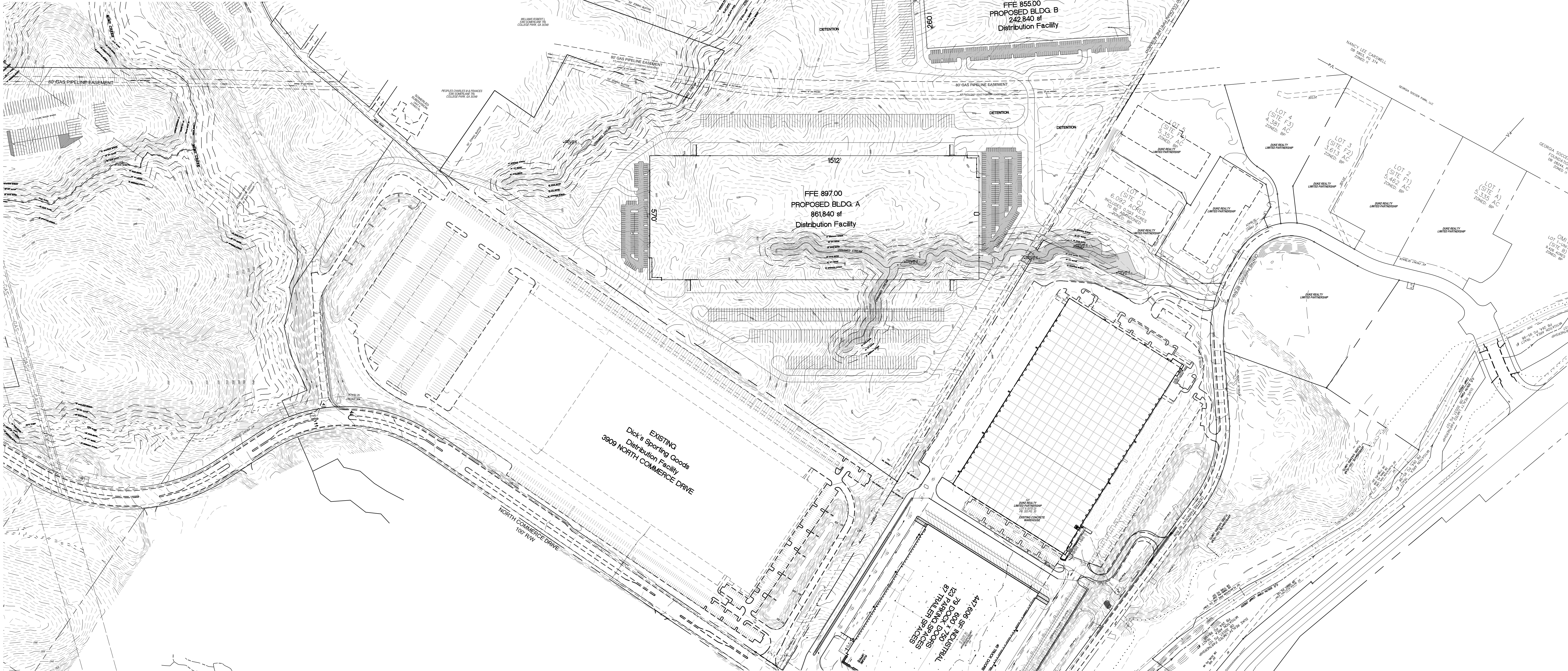
[Back to Top](#)

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





LOCATION MAP



THE LOCATION OF ALL UTILITIES ABOVE OR BELOW GROUND SHOWN ON THESE DRAWINGS ARE APPROXIMATE & NOT DETERMINED FROM OBSERVATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS' RECORDS. THE UTILITY OWNERS' RECORDS ARE THE SOLE RESPONSIBILITY OF THE UTILITY OWNERS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY OWNERS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CERTIFICATIONS REQUIRED BY THE LOCAL GOVERNING AUTHORITY AND/OR THE STATE OF GEORGIA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CERTIFICATIONS REQUIRED BY THE LOCAL GOVERNING AUTHORITY AND/OR THE STATE OF GEORGIA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CERTIFICATIONS REQUIRED BY THE LOCAL GOVERNING AUTHORITY AND/OR THE STATE OF GEORGIA.

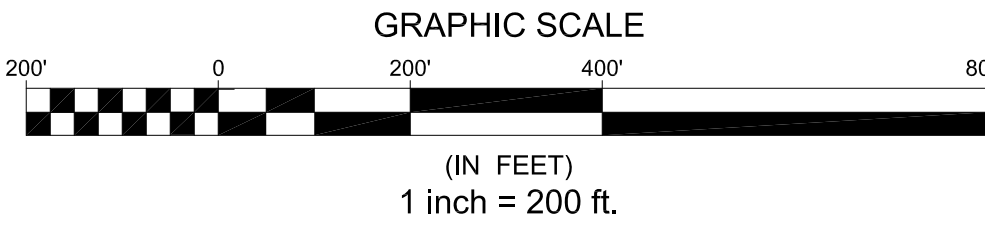
LEGEND	
EXISTING EDGE OF PAVEMENT	---
EXISTING CURB & GUTTER	---
EXISTING BUILDING	---
PROPOSED CONCRETE CURB & GUTTER	---
PROPOSED BUILDING	---
PROPOSED RETAINING WALL	---
PROPERTY LINES	---
PROPOSED CROSSWALK	---
FIRE LANE SIGNAGE/MARKINGS	---
PROPOSED SIGNAGE	---
PROPOSED SIGNAGE SYMBOLS	---
PROPOSED HANDICAP RAMPS	---
PROPOSED CONCRETE SIDEWALKS	---
PROPOSED HEAVY DUTY CONCRETE	---
PROPOSED HEAVY DUTY ASPHALT	---
PROPOSED STANDARD DUTY ASPHALT	---
RIGHT-OF-WAY PAVEMENT	---
ACCESS EASEMENTS	---
PREVIOUS ASPHALT	---

GENERAL NOTES:

- SITE IS LOCATED IN FULTON COUNTY, EASTPOINT, GEORGIA, PARCEL ID 09F370001801192, TAX DISTRICT 20 J, AND IS ZONED BP (BUSINESS PARK).
- THE SCOPE OF WORK FOR THIS PROJECT CONSISTS OF THE CONSTRUCTION OF TWO (2) WAREHOUSE FACILITIES AND SUPPORTING INFRASTRUCTURE, INCLUDING ACCESS DRIVES, CAR PARKING & TRAILER STORAGE INFRASTRUCTURE, TWO (2) STORMWATER DETENTION FACILITIES, STORM DRAINAGE & OTHER UTILITY INFRASTRUCTURE TO SUPPORT THE PROPOSED DEVELOPMENT, AS WELL AS ADDITIONAL IMPROVEMENT TO STORM SEWER INFRASTRUCTURE TO ACCOMMODATE NEW PARKING AREA EXPANSION.
- SITE AREA = ±141.50 ACRES  
TOTAL DISTURBED AREA = ±90.25 ACRES.
- TOPOGRAPHIC INFORMATION SHOWN WAS PROVIDED BY DUKE REALTY LIMITED PARTNERSHIP.
- ALL CONSTRUCTION TO CONFORM TO TOWN OF EASTPOINT AND THE STATE OF GEORGIA WHETHER OR NOT REVIEW COMMENTS WERE MADE.
- MAXIMUM CUT / FILL SLOPES = 2 HOR. TO 1 VERT.
- ALL DIMENSIONS TO / FROM FACE OF CURB UNLESS NOTED OTHERWISE.
- CONTRACTOR TO MAINTAIN MINIMUM COVER OVER EXISTING AND PROPOSED UTILITIES IN RIGHT-OF-WAY AS REQUIRED BY THE LOCAL GOVERNING AUTHORITY OR THE GEORGIA DEPARTMENT OF TRANSPORTATION.
- CONTRACTOR TO COORDINATE RELOCATION/MODIFICATION OF EXISTING UTILITIES IN RIGHT-OF-WAY AS REQUIRED BY THE LOCAL GOVERNING AUTHORITY HAVING JURISDICTION.
- EROSION CONTROL MEASURES ARE TO BE ACCOMPLISHED PRIOR TO ANY OTHER CONSTRUCTION ON THE SITE AND BE MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED.
- ALL SILT BARRIERS MUST BE PLACED AS ACCESS IS OBTAINED DURING CLEARING. NO GRADING SHALL BE DONE UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
- SILT BARRIERS TO BE PLACED AS SHOWN AND/OR AS DIRECTED BY THE PROJECT ENGINEER AND/OR MUNICIPAL INSPECTOR.
- THIS PROPERTY DOES LIE WITHIN THE FLOOD HAZARD ZONE, AS SHOWN ON F.I.R.M. COMMUNITY PANEL FOR FULTON COUNTY, GEORGIA AND INCORPORATED AREAS, NUMBER 1312100344C, EFFECTIVE DATE 09/18/2013.
- ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY
- SERVICE COMPANIES, SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL TOWN OF BRASELTON REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
- ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED.
- ALL ISLANDS WITH CURB & GUTTER SHALL BE LANDSCAPED. THOSE ISLANDS ARE TO HAVE 24" CURB & GUTTER. ALL REMAINING ISLANDS ARE TO BE STRIPPED AS SHOWN.
- ALL CURBED RADII ARE TO BE 3' UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS AND RADII ARE TO/FROM THE FACE OF CURB UNLESS OTHERWISE NOTED.
- EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
- WETLANDS ARE PRESENT ON THE SITE, OR WITHIN THE PRESCRIBED LIMITS OF WORK.
- REFER TO THE ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS.
- REFER TO ARCH. PLANS FOR SITE LIGHTING ELECTRICAL PLANS.
- THE SITEWORK FOR THIS PROJECT SHALL MEET OR EXCEED ALL TENANT STANDARD SITEWORK SPECIFICATIONS.
- ALL STRIPING IN THE RIGHT-OF-WAY SHALL BE THERMOPLASTIC.
- ALL WORK WITHIN GDOT R/W SHALL BE GOVERNED BY THE GA D.O.T. PERMIT.
- CONTRACTOR TO HAVE A REGISTERED SURVEYOR SET A BENCH MARK FOR THE PROJECT. THIS IS TO BE USED FOR ALL CONSTRUCTION STAKING AND SETTING FINISH FLOOR ELEVATIONS ON SITE, CONTROL TO BE SET AND PROTECTED.
- NO JURISDICTIONAL BOUNDARY IS LOCATED IN SITE VICINITY.
- NO SUBDIVISION OF PROPERTY IS PROPOSED.
- FLOOR AREA RATIO: 0.18 S.F./ACRE
- PRESERVED OPEN SPACE AREA = 78.24 ACRES

- OWNER/DEVELOPER — DUKE REALTY LIMITED PARTNERSHIP  
3715 DAVINCI COURT, SUITE 300  
PEACHTREE CORNERS, GEORGIA 30092  
CONTACT: MR. KEN SKINNER  
PHONE: 770-638-2531
- CIVIL ENGINEER — HAINES, GIPSON & ASSOCIATES, INC.  
1550 NORTH BROWN ROAD, SUITE 100  
LAWRENCEVILLE, GA 30043  
(770) 491-7550
- TRAFFIC ENGINEER — A&R ENGINEERING, INC.  
2160 KINGSTON CT., STE 0  
MARIETTA, GA 30067  
(770) 690-9255

DRI #2721



CAR PARKING SUMMARY DATA:

BLDG A:  
PARKING REQUIRED = 431 SPACES  
PARKING PROVIDED = 359 SPACES

BLDG B:  
PARKING REQUIRED = 122 SPACES  
PARKING PROVIDED = 172 SPACES

TRAILER STORAGE DATA:

BLDG A:  
TRAILER STORAGE PROVIDED = 306 SPACES  
BLDG B:  
TRAILER STORAGE PROVIDED = 59 SPACES

OVERALL SITE PLAN



3715 Davinci Court, Suite 300  
Peachtree Corners, GA 30092  
770.717.3200 • 770.717.3312 (fx)

CIVIL ENGINEER  
HAINES, GIPSON & ASSOCIATES  
1550 NORTH BROWN RD.  
SUITE 100  
LAWRENCEVILLE, GA 30043  
770-491-7550



8/15/17 GSWCC #900

CAMP CREEK BUSINESS CENTER-SITE Y& Z  
NORTH COMMERCE DRIVE  
FULTON COUNTY, CITY OF EAST POINT, GEORGIA  
PARCEL ID 09F370001801192, TAX DISTRICT 20J  
ZONED BP (BUSINESS PARK)

ISSUANCES

#	Description	Date

DRAWING INFORMATION

Scale: AS INDICATED  
Date: 21 SEPTEMBER 2017  
Checked By: RCL  
Drawn By: COGRCL  
Duke Realty Job#: DUKE  
A/E Job #: 2017-198

DRAWING / SHEET TITLE

OVERALL SITE PLAN

SHEET NUMBER

C-2.0