ARC
ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

June 28, 2004

Honorable Mickey Thompson, Mayor
City of Douglasville
6695 Church Street
Douglasville, Georgia 30133

RE: Development of Regional Impact Review
Terminus West Business Park- Expansion

Dear Mayor Thompson:

I am writing to let you know that the submittal of the Development of Regional Impact (DRI) known as Terminus West is certified complete and that we are initiating review of the project. As a part of our review, we are notifying the following agencies of the review— City of Atlanta, City of East Point, Douglas County, Fulton County, Cobb County, Douglas County Schools, Georgia Conservancy, Georgia Regional Transportation Authority, and Georgia Departments of Transportation, Natural Resources, and Community Affairs—to afford all an opportunity to comment.

Enclosed is a copy of our preliminary report. The 45-day DRI review period ends on August 12, 2004, but we will complete the review as soon as possible. In the meantime, please feel free to call me, or Mike Alexander (404-463-3302), if you have any questions.

Sincerely,

Charles Krautler

Charles Krautler
Director

CK/mhf

Enclosures

C: Ms. Michelle Wright, City of Douglasville
Mr. Samuel O'Briant, First Industrial Realty, Inc.

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as 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 on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Terminus West ***See the Preliminary Report.***

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature: Date:

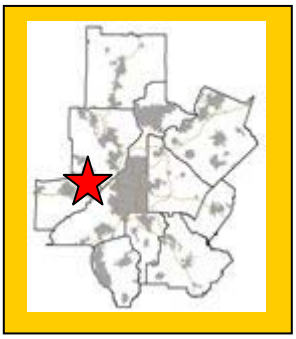
Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: July 12, 2004

Preliminary Report:	June 28, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Terminus West #572
Final Report Due:	July 28, 2004		Comments Due By:	July 12, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



Terminus West is an expansion to an existing Industrial/Distribution site. The proposed site consists of two exsiting warehouse buildings used for industrial and distribution purposes. The propose expansion calls for an additional six Industrial/Distribution buildings that are 477,400 square feet, 216,000 thousand square feet, 200,000 square feet, 409,500 square feet, 120,000 square feet, and 169,000 square feet. The proposed site consists 688 existing parking spaces with 1,161 proposed parking spaces for employees. Additionally, there is an existing 4,160 feet of truck parking bays with 6,790 feet of proposed parking bays, for a total of 10,950 feet of parking bays. This will provide for approximately 360 truck parking spaces. The proposed site is located in eastern Douglas County along the south side of Blair's Bridge Road. The existing site is located in Douglas County while the proposed expansion is within the City of Douglasville's jurisdiction.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for December 2008.

GENERAL

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

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

The project site is currently zoned light industrial. The City of Douglasville's future land use plan calls for a regional activity center that includes mixed use business park, warehouse distribution, commercial, retail, and multi-family.

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

To be determined during the review.

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

To be determined during the review.

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

To be determined during the review.

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

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

Year	Name
2003	Douglas Hill Campus
2001	Woodside
2000	Terminus West
1988	New Manchester
1989	Lor Industrial Park
1988	West Fork
1986	Bristol Residential
1985	Intestate West

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently occupied by two existing Industrial/Distribution Warehousing. The remainder of the site is forested.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is an expansion of an industrial/warehousing distribution that was reviewed as a DRI in 2000 called Terminus West. Existing industrial uses make the site ideal for expansion for the same type of use. However, further refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area.

The site is located next to the Sweetwater Creek State Park with Sweetwater Creek running along the edge of the property. Visibility of the site should be minimized from the park. According to information submitted with the review, the site is currently wooded and the southern portion of the property is predominately floodplains and wetlands. Clear cutting of the vegetation should be minimized where possible. Where possible, the developed areas should be compacted in order to maximize greenspace along the creek front and floodplain.

Grading of the site should be kept to a minimum where possible. The western portion of the site is less than a mile from Sparks Reservoir. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. This issue will be further researched during the review process.

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

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in the City of Douglasville in eastern Douglas County very close to the Cobb and Fulton County borders. Located along the south side of Blairs Bridge Road and on the east side of Lynch Road, the site is approximately one and a half road miles from I-20.

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

The proposed addition to the existing development is within the City of Douglasville's government's boundary; however, the existing warehouse site is located within Douglas County.

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

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $46 million with an expected $460,000.00 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Watershed Protection
ARC reviewed this property in 2000 and it was found to be in the best interests of the Region. The new site plan does not appear to differ significantly from the one submitted in 2000 in the proposed amounts and locations of impervious surface. We are providing the following updated comments on the current proposal.

The proposed project is located adjacent to Sweetwater Creek and is in the Sweetwater Creek water supply watershed, which is the water supply source for the City of East Point. Sweetwater Creek is a large water supply watershed (over 100 square miles) as defined under the DCA water supply watershed criteria. The East Point intake is located about 4.5 miles downstream of the project site. About 15 acres at the western end of the property is also located in the watershed of the Sparks Reservoir, which is an impoundment of Beaver Run Creek and is also within the Sweetwater Creek watershed. The reservoir is an offline storage facility for the City of East Point and is classified as a small water supply watershed (under 100 square miles) under the DCA criteria. The City of Douglasville has adopted watershed protection districts for both the Sweetwater Creek and Beaver Run Creek watersheds. The regulations in both these districts include the following requirements: a 100-foot buffer along all regulated streams; a 150-foot setback from all regulated streams for all impervious surfaces, septic tanks and septic tank drainfields; and restrictions on the handling of hazardous materials for new facilities within seven miles upstream of an intake or reservoir.

Floodplains
The proposed project site includes land that is within the 100-year floodplain of Sweetwater Creek. The conceptual site plan shows no development within the 100-year floodplain.

Stream Buffer Requirements
In addition to the water supply watershed buffers, all waters of the state on the property are subject to the Georgia Department of Natural resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusion into that buffer will require approval from DNR.

Storm Water/ Water Quality
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has developed estimates of the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on

some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on typical land use development in the Region. Actual loadings may be different if the total impervious area differs from those used in this estimate. The following table summarizes the results of this analysis.

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	244.34	315.20	4185.54	27854.76	172992.72	361.62	46.42
TOTAL	**244.34**	**315.20**	**4185.54**	**27854.76**	**172992.72**	**361.62**	**46.42**

Total % impervious **70%**

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development is located on the south side of Blairs Bridge Road and to the east of Lynch Road. Terminus West will consist of two distribution buildings at a total of 729,000 square feet, a set of expansion buildings (six buildings total) at a total of 1,591,900 square feet for an overall total of eight buildings at 2,321,300 square feet. Construction will be completed under one phase with build-out scheduled for 2007. There are two access points for

Terminus West. One existing access point is on Blairs Bridge Road and a proposed access point is planned for Lynch Road.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Existing Industrial/Distribution (Warehousing) Building *729,000 square feet*	140	31	171	40	118	158	1,518
Proposed Industrial/Distribution (Warehousing) Building *1,591,900 square feet*	243	54	297	73	218	291	3,104
TOTAL NEW TRIPS	**383**	**85**	**467**	**113**	**336**	**449**	**4,622**

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

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

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

V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
	Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB
Thornton Road at I-20													
2005	3	**10,520**	6,020	4,500	**0.53**	0.6	0.45	**13,560**	6,220	7,340	**0.68**	0.62	0.73
2010	3	**9,370**	4,180	5,190	**0.47**	0.42	0.52	**11,140**	5,560	5,580	**0.56**	0.56	0.56
2025	3	**10,410**	4,240	6,170	**0.52**	0.42	0.62	**12,480**	6,620	5,860	**0.63**	0.66	0.59
% Change 2005-2010		**-10.9%**	**-30.6%**	**15.3%**	**-10.5%**	**-30.0%**	**15.6%**	**-17.8%**	**-10.6%**	**-24.0%**	**-17.0%**	**-9.7%**	**-23.3%**
% Change 2010-2025		**11.1%**	**1.4%**	**18.9%**	**10.6%**	**0.0%**	**19.2%**	**12.0%**	**19.1%**	**5.0%**	**11.6%**	**17.9%**	**5.4%**
% Change 2005-2025		**-1.0%**	**-29.6%**	**37.1%**	**-1.0%**	**-30.0%**	**37.8%**	**-8.0%**	**6.4%**	**-20.2%**	**-7.4%**	**6.5%**	**-19.2%**
Blairs Bridge Road at Existing Site Access													
2005	1	**1,720**	1,540	180	**0.29**	0.51	0.06	**3,010**	810	2,200	**0.50**	0.27	0.73
2010	1	**1,720**	1,630	90	**0.29**	0.54	0.03	**2,420**	400	2,020	**0.40**	0.13	0.67
2025	1	**2,290**	2,030	260	**0.39**	0.68	0.09	**3,550**	1,060	2,490	**0.59**	0.35	0.83
% Change 2005-2010		**0.0%**	**5.8%**	**-50.0%**	**0.0%**	**5.9%**	**-50.0%**	**-19.6%**	**-50.6%**	**-8.2%**	**-20.0%**	**-51.9%**	**-8.2%**
% Change 2010-2025		**33.1%**	**24.5%**	**188.9%**	**35.1%**	**25.9%**	**200.0%**	**46.7%**	**165.0%**	**23.3%**	**47.5%**	**169.2%**	**23.9%**
% Change 2005-2025		**33.1%**	**31.8%**	**44.4%**	**35.1%**	**33.3%**	**50.0%**	**17.9%**	**30.9%**	**13.2%**	**18.0%**	**29.6%**	**13.7%**
Lee Road at Blairs Bridge Road													
2005	1	**4,420**	2,010	2,410	**0.62**	0.56	0.67	**6,230**	3,110	3,120	**0.87**	0.86	0.87
2010	2	**5,340**	1,970	3,370	**0.37**	0.27	0.47	**7,390**	3,970	3,420	**0.51**	0.55	0.47
2025	2	**7,380**	2,910	4,470	**0.51**	0.40	0.62	**8,560**	4,760	3,800	**0.60**	0.66	0.53
% Change 2005-2010		**20.8%**	**-2.0%**	**39.8%**	**-39.8%**	**-51.8%**	**-29.9%**	**18.6%**	**27.7%**	**9.6%**	**-41.0%**	**-36.0%**	**-46.0%**
% Change 2010-2025		**38.2%**	**47.7%**	**32.6%**	**37.8%**	**48.1%**	**31.9%**	**15.8%**	**19.9%**	**11.1%**	**16.7%**	**20.0%**	**12.8%**
% Change 2005-2025		**67.0%**	**44.8%**	**85.5%**	**-17.1%**	**-28.6%**	**-7.5%**	**37.4%**	**53.1%**	**21.8%**	**-31.2%**	**-23.3%**	**-39.1%**
Monier Blvd at Lee Road													
2005	1	**1,100**	950	150	**0.19**	0.32	0.05	**2,090**	630	1,460	**0.35**	0.21	0.49
2010	1	**750**	690	60	**0.13**	0.23	0.02	**1,640**	440	1,200	**0.28**	0.15	0.40
2025	1	**1,490**	1,210	280	**0.25**	0.40	0.09	**2,690**	910	1,780	**0.45**	0.30	0.59
% Change 2005-2010		**-31.8%**	**-27.4%**	**-60.0%**	**-32.4%**	**-28.1%**	**-60.0%**	**-21.5%**	**-30.2%**	**-17.8%**	**-21.4%**	**-28.6%**	**-18.4%**
% Change 2010-2025		**98.7%**	**75.4%**	**366.7%**	**96.0%**	**73.9%**	**350.0%**	**64.0%**	**106.8%**	**48.3%**	**61.8%**	**100.0%**	**47.5%**
% Change 2005-2025		**35.5%**	**27.4%**	**86.7%**	**32.4%**	**25.0%**	**80.0%**	**28.7%**	**44.4%**	**21.9%**	**27.1%**	**42.9%**	**20.4%**
Mt. Vernon Road at Blairs Bridge Road													
2005	1	**2,750**	1,380	1,370	**0.46**	0.46	0.46	**3,610**	1,850	1,760	**0.61**	0.62	0.59
2010	1	**2,860**	1,630	1,230	**0.48**	0.54	0.41	**3,340**	1,480	1,860	**0.56**	0.49	0.62
2025	1	**3,020**	1,700	1,320	**0.51**	0.57	0.44	**4,430**	2,150	2,280	**0.74**	0.72	0.76
% Change 2005-2010		**4.0%**	**18.1%**	**-10.2%**	**3.3%**	**17.4%**	**-10.9%**	**-7.5%**	**-20.0%**	**5.7%**	**-8.3%**	**-21.0%**	**5.1%**
% Change 2010-2025		**5.6%**	**4.3%**	**7.3%**	**6.3%**	**5.6%**	**7.3%**	**32.6%**	**45.3%**	**22.6%**	**33.3%**	**46.9%**	**22.6%**
% Change 2005-2025		**9.8%**	**23.2%**	**-3.6%**	**9.8%**	**23.9%**	**-4.3%**	**22.7%**	**16.2%**	**29.5%**	**22.3%**	**16.1%**	**28.8%**

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-330C	I-20 West HOV, Phase III from SR 6 – Thornton Rd to SR 5 – Bill Arp Rd	HOV Lanes	2008
DO-220	Lee Road, Phase 2 from I-20 West to SR 92 – Fairburn Road	Roadway Capacity	2008

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DO-243	Blairs Bridge Road from Monier Blvd to SR 6	Roadway Operations	2010

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

Impacts of Terminus West: What are the recommended transportation improvements based on the traffic study done by the applicant?

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

- Addition of southbound turn lane at Monier Blvd and Lee Road
- Installation of traffic signal at Blairs Bridge Road/Monier Blvd and Mt. Vernon Road
- Addition of southbound right turn lane, eastbound right turn lane overlap phase, and eastbound left turn lane at Blairs Bridge Road and Thornton Road
- Installation of traffic signal at Monier Blvd. and Lee Road
    - Signal needed in order to reduce westbound delays and improve levels of service. However, consultant recommends that signal not required to bring intersection to necessary LOS standards.
- Addition of third eastbound left turn lane at I-20 Eastbound ramp and Thornton Road
    - Consultant states that this improvement is "Not a common configuration but exists in the area. If installed, would require additional signing to alert drivers and possible reconfiguration of receiving lanes. Eastbound left turn lanes do have three receiving

lanes; however, the inside receiving lane is northbound left turn lane leading to I-20 westbound. Drivers would need to be conscious of the fact that the inside left turn lane would not continue on Thornton Road without merging into the next lane. The signs would need to be created specifically for the intersection. Also, it must be noted that the additional left turn may not increase the capacity as much as the analysis shows since one receiving lane is not a through lane. The only other improvement that could have been made was adding a southbound through lane; however, the southbound approach is limited on expansion since it is located on a bridge."

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

Terminus West will not be located in an existing nor future rapid transit station area.

Is the site served by transit? If so, describe type and level of service.

The site area is currently not serviced by transit.

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

GRTA Xpress bus routes 465 and 470 are proposed to offer service to the Thornton Road/Blairs Bridge Road area.

There are no immediate plans to provide or expand local transit service to the proposed site area. However, express bus service will be offered at a park and ride lot located at Thornton Road just south of I-20 and east of the proposed site along Blairs Bridge Road. GRTA Xpress bus routes 465 (Douglas/South Cobb to Hartsfield-Jackson International Airport) and 470 (Dallas/Austell to Downtown Atlanta) have been proposed with a stop at this particular park and ride lot.

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

None proposed.

To be determined during the review.

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Total Calculated ARC Air Quality Credits (15 % reduction required)			

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

The area around the proposed Terminus West is primarily a mix of industrial and residential uses. This existing warehouse site will be utilizing unoccupied land surrounding its existing buildings along with an existing driveway with access to Blairs Bridge Road. However, due to Terminus West's proposed expansion, access to Lynch Road will aid in flow of truck traffic attempting to access I-20 for its distribution purposes. According to the V/C ratio table, the biggest problem areas are Lee Road and Thornton Road with access to I-20. Unless relevant improvements are made to surrounding roadway intersections and segments, the traffic coming out of Terminus West will interfere with the efficiency of traffic flow. It is strongly recommended that appropriate improvements are made to intersections and roadway segments in question in order to mitigate congestion and traffic flow issues.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.02 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Sweetwater Creek will provide wastewater treatment for the proposed development.

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

The capacity of the Sweetwater Creek facility is listed below:

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

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.02 MGD based on information submitted for the review.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 3,760 tons of solid waste per year.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

To be determined during the review

AGING

Does the development address population needs by age?

To be determined during the review.

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

To be determined during the review.

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

No, residential is not proposed with this project.

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

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

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

To be determined during the review.

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

Your DRI ID NUMBER for this submission is: 572
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 4/12/2004 4:07:06 PM

DEVELOPMENT OF REGIONAL IMPACT
Douglas County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	City of Douglasville
*Individual completing form and Mailing Address:	Michelle Wright Planning Director 6695 Church Street Douglasville, GA 30133
Telephone:	678-715-6081
Fax:	770-947-5905
E-mail (only one):	wrightm@ci.douglasville.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Terminus West Business Park

Development Type	Description of Project	Thresholds
Industrial	244 Acre Warehouse/ Distribution Park with 900 Employees and 2321300 sf of Buildings.	View Thresholds

Developer / Applicant and Mailing Address:	First Industrial Realty, Inc. 1255 Terminus Drive Lithia Springs, GA 30122
Telephone:	678-945-6833
Fax:	678-945-6830
Email:	samuelo@atlanta.firstindustrial.com
Name of property owner(s) if different from developer/applicant:	Mr. Jack Lynch
Provide Land-Lot-District Number:	Land Lots 673, 674, 711, 712, 713, 714, 765 & 766, District 18, Section 2
What are the principal streets or roads providing vehicular access to the site?	Blairs Bridge Road, Terminus Drive and Thornton Road
Provide name of nearest street(s) or intersection:	Terminus Drive @ Blairs Bridge Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	33.7691 Degrees North / 84.6237 Degrees West
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	HTTP://www.mapquest.com/maps/map.adp?email=1&mapdat
Is the proposed project entirely located within your local government's jurisdiction?	N
If yes, how close is the boundary of the nearest other local government?	Adjacent to site
If no, provide the following information:	
In what additional jurisdictions is the project located?	Douglas County
In which jurisdiction is the majority of the project located? (give percent of project)	Name: City of Douglasville (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 77%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	Douglasville/Douglas County Water and Sewer Authority
What is the name of the wastewater treatment supplier for	

this site?	Douglasville/Douglas County Water and Sewer Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 12/2008 Overall project: 12/2008

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	The project area is designated as Mixed Use on the Future Land Use Map. We are in the process currently of updating our Comprehensive Plan.

Service Delivery Strategy

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

Land Transportation Improvements

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

Submitted on: 6/22/2004 2:09:34 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Douglasville
Individual completing form:	Michelle Wright
Telephone:	678-715-6081
Fax:	770-947-5905
Email (only one):	wrightm@ci.douglasville.ga.us

Proposed Project Information

Name of Proposed Project:	Terminus West Business Park
DRI ID Number:	572
Developer/Applicant:	First Industrial Realty, Inc.
Telephone:	678-945-8833
Fax:	678-945-8830
Email(s):	samuelo@atlanta.firstindustrial.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$45 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$460,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Douglasville-Douglas County Water & Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.02 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Douglasville-Douglas County Water & Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.02 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

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.)	4,621
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y

If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3,760
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

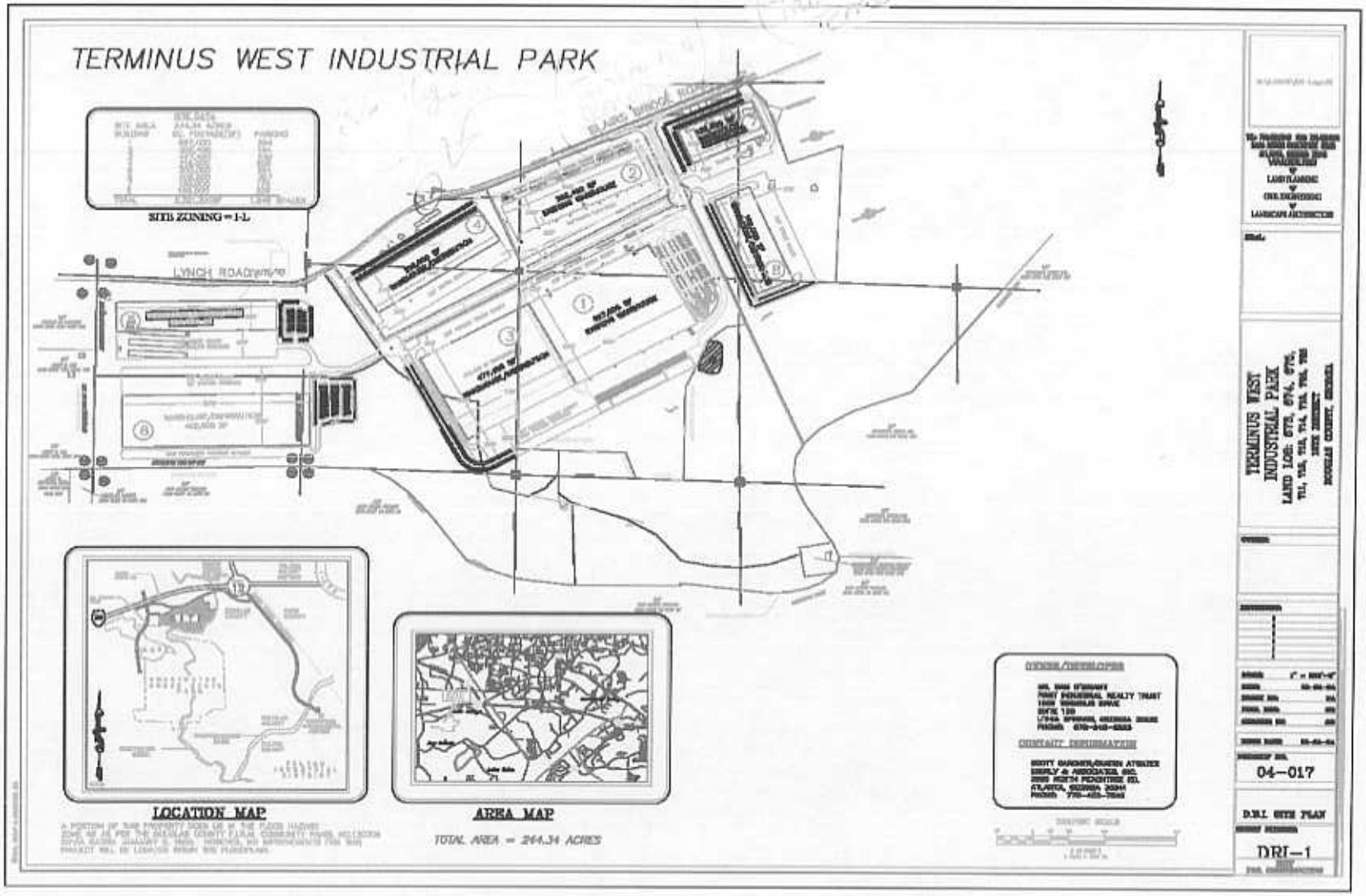
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	46%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Water Quality Ponds will be utilized on all facilities. A large buffer of flood plain separates the sites from Sweetwater Creek.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

Site Plan


TERMINUS WEST INDUSTRIAL PARK
SITE ZONING = I-L
LYNCH ROAD
LOCATION MAP
AREA MAP
TOTAL AREA = 244.34 ACRES
TERMINUS WEST INDUSTRIAL PARK
04-017
D.R.I. SITE PLAN
DRI-1