

REGIONAL REVIEW FINDING

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

DATE: November 26, 2019

ARC REVIEW CODE: R1911082

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Patrice Williams, Community Development Director
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 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Rock Quarry -- 2019 (DRI #2983)

Submitting Local Government: City of Douglasville

Review Type: DRI

Date Opened: November 8, 2019

Date Closed: November 25, 2019

Description: This DRI is on approximately 78 acres in the City of Douglasville at the western terminus of West Strickland Street, west of South Flat Rock Road and north of the Norfolk–Southern rail line. The proposed project is a stone quarry facility. Access is proposed via a driveway extending from the terminus of West Strickland Street to the site. The facility is projected to generate 284 trips per day (142 inbound, 142 outbound). Of the expected 284 trips, 70 trips will be attributed to employees and 194 trips will be attributed to trucks, along with 20 miscellaneous trips. The estimated buildout year is 2021. The local trigger action for the DRI review is a Special Land Use Permit application filed with the City of Douglasville. This property was one of the tracts included in a larger site previously reviewed as a DRI in 2016, also as a stone quarry facility (DRI 2647, Johnny Blankenship Property). It was later determined that a substantial portion of the DRI 2647 site was not within the City of Douglasville. The current proposed site is fully within the City of Douglasville. ARC's view is that the current proposal carries the potential for project impacts, as well as the views of affected parties on the project, to change substantially from those associated with the review of DRI 2647. ARC's determination was therefore that this new proposed project warranted a new DRI review per Section 110-12-7-.05(1)(c) of ARC's DRI rules.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of the Atlanta Region's Plan, this DRI is in a Rural Area of the region. ARC's Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Rural Areas are listed at the bottom of these comments.

The site is within one mile of multiple public facilities, including Hunter Memorial Park and North Douglas Elementary School, which triggered this DRI review – along with the fact that the proposed quarry is a new facility.

The number of vehicle trips proposed is relatively low in the context of DRIs and qualified the project for expedited ARC and GRTA review. However, because a substantial portion of the trips will be trucks carrying heavy loads, care should be taken to consider nearby road surfaces and intersections, project driveway design and construction, route choice, turning movements, acceleration and deceleration, railroad crossings, and grades that will be affected by that vehicle type.

Douglas County DOT and Planning & Zoning staff submitted comments along these lines – some regarding potential impacts to County roadways nearby and others as guidance for the City of Douglasville to consider. ARC staff also evaluated the DRI plan in the context of transportation. In general, coordination is

strongly encouraged between the City of Douglasville, Douglas County, GDOT and Norfolk Southern, to address potential effects from truck travel generated by the project. Key points include:

- City and County staff should evaluate the suitability and durability of nearby road surfaces given the heavy loads being conveyed out of the site.
- City and County staff should evaluate nearby intersections for impacts and upgrades as needed. These include the nearest rail crossing east of the site (the crossing itself plus its north and south termini) and Veterans Memorial Highway/W. Broad St. (US 78/SR 8) at Bill Arp Rd. (SR 5).
- There are two public freight railroad crossings in the vicinity of the project. As mentioned above, the nearest rail crossing east of the site, between W. Strickland St. and Veterans Memorial Hwy./W. Broad St., should be studied for potential impacts from site-generated truck traffic on the crossing's surface, safety, or operations.
- The proposed rail spur into the project property, as well as the proposed railroad realignment, both shown on the DRI site plan, will require ongoing coordination between the City, County, GDOT and Norfolk Southern.
- City and County staff have emphasized that trucks are prohibited on South Flat Rock Rd., meaning trucks may only use W. Strickland St. for site access. Signage and any other necessary instruction for truck drivers should be installed to ensure compliance with designated truck routes. At minimum this should include signage at the facility's exit and on W. Strickland St. at S. Flat Rock Rd., both facing eastbound vehicles leaving the site and indicating no left turns onto S. Flat Rock Rd.
- Douglas County has a long-term plan for a new north-south corridor west of the DRI site, connecting Cedar Mountain Rd. to Veterans Memorial Hwy., with a new railroad underpass potentially in the area where present-day N. Baggett Rd. and Cochran Industrial Blvd. intersect Veterans Memorial Hwy. The County's plan is aspirational, and the current DRI site plan is not directly adjacent to the area previously discussed for the corridor, whereas the previous DRI #2647 was – its footprint extended farther west than the current DRI. However, County staff indicate a hope that the applicant will remain open to working with the County on this and other future transportation plans in the area.

The project site is approximately 13 miles from the closest civil airport and is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any civil airport. However, if any construction equipment reaches 200 feet above ground or higher, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration online no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with airports and advise the proponent if any action is necessary, as noted in the attached comments from GDOT Aviation Programs staff.

The project property is in the Sweetwater Creek Water Supply Watershed, a large (greater than 100 square mile) watershed as defined by the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. As withdrawals are drawn directly from the Sweetwater Creek and not from a reservoir, the only Part 5 Water Supply Watershed criteria that apply in the Sweetwater Creek watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake. (East Point's Sparks Reservoir is located in the basin of a tributary to Sweetwater Creek and receives no direct flow from Sweetwater Creek or the rest of the Sweetwater watershed. This project is not in the Sparks Reservoir watershed.)

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

The USGS coverage for the project area shows no perennial (blue line) streams on the property. Any unmapped streams on the property are subject to the requirements of the City of Douglasville's Stream Buffer Ordinance. Any streams, as well as any other waters of the state on the property, are also subject to the requirements of the State Erosion and Sedimentation Act, which includes a 25-foot buffer on all state waters.

The applicant team and local government should take care to review the attached comments from ARC's Natural Resources Group regarding nearby water resources and relevant requirements for mitigation of impacts from construction and plant operations.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, 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 proposed driveways, 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.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for density and building height for Rural Areas. In terms of land use, the DRI is adjacent to light industrial uses to the east as well as light and heavy industrial uses (including an existing quarry) to the south, on the other side of the Norfolk Southern rail line and Veterans Memorial Highway (US 78/SR 8). In this sense, the DRI is similar to the pattern of existing industrial development on the west side of Douglasville.

However, many areas adjacent to and near the site – particularly to the west and north – are very unlike this DRI in that they are predominated by single-family residential uses and forested/undeveloped properties, many of which are outside the City's jurisdiction (e.g., Douglas County). There is also a children's church camp east of the DRI site. In view of these factors, it will be critical for City leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

Comments submitted by Douglas County Planning & Zoning staff detail many areas of concern related to potential project impacts in the area. These revolve around the transportation network (some of which are mentioned earlier in this report); the character of the surrounding area; air quality due to dust; ground water quality; and blasting vibration and noise. Many of these comments are framed in the context of controls and standards that would be applicable if the DRI were being proposed in unincorporated Douglas County. This information is still beneficial advisory guidance for the City nonetheless, given that the DRI site is immediately adjacent to unincorporated Douglas County on two sides and future annexation of County lands is always a possibility.

Further to the above, Rural Areas consist of mostly undeveloped land that is planned to see limited or no growth. This area may have limited infrastructure and services. Recommended policies for Rural Areas include:

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

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

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

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
DOUGLAS COUNTY
PAULDING COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
NORTHWEST GEORGIA REGIONAL COMMISSION
CITY OF VILLA RICA

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



Developments of Regional Impact

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DRI #2983

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Douglasville

Individual completing form: Patrice R. Williams

Telephone: 678.449.3028

E-mail: williamspr@douglasvillega.gov

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

Proposed Project Information

Name of Proposed Project: Rock Quarry -- 2019

Location (Street Address, GPS Hwy 78
Coordinates, or Legal Land Lot
Description):

Brief Description of Project: Underground mining for stone.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area,
etc.): 78.62 acres

Developer: Bart Boyd

Mailing Address: 1776 Peachtree Street, NE Suite 3225

Address 2:

City: Atlanta State: GA Zip: 30309

Telephone: 404-665-1242

Email: ddillard@ddillardsellers.com

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

If yes, property owner: Johnny Blankenship

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

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

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)

Yes

No

If yes, provide the following information:

Project Name:

Project ID:

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

Rezoning

Variance

Sewer

Water

Permit

Other SLUP

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: 2 Years

Overall project: 2 Years

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DRI #2983

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Douglasville
Individual completing form: Patrice R. Williams
Telephone: 678.449.3028
Email: williamsp@douglasvillega.gov

Project Information

Name of Proposed Project: Rock Quarry -- 2019
DRI ID Number: 2983
Developer/Applicant: Bart Boyd
Telephone: 404-665-1242
Email(s): ddillard@dillard sellers.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: na

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: na

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

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

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

Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

less than a million per day

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Wastewater Disposal

Name of wastewater treatment provider for this site:

Douglasville and Douglas County Water and Sewer Authority

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

less than million

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Less than 300 per day

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: Need an deceleration lane and access easement.

Solid Waste Disposal

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

less 1 ton

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?

about 25%

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

Environmental Quality

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

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

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

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[DRI Site Map](#) | [Contact](#)

Andrew Smith

From: Chris Montesinos <cmontesinos@villarica.org>
Sent: Friday, November 8, 2019 3:24 PM
To: Andrew Smith; 'cyvandyke@dot.ga.gov'; Fowler, Matthew; Matthews, Timothy W; PPeevy@dot.ga.gov; Robinson, Charles A.; Delgadillo Canizares, Marlene V.; McLoyd, Johnathan G; Green, Henry; 'ccomer@dot.ga.gov'; Mertz, Kaycee; Finch, Ashley M; Hood, Alan C. (achood@dot.ga.gov); Kathy Zahul (kzahul@dot.ga.gov); Hatch, Justin A; DeNard, Paul; Regis, Edlin; Woods, Chris N.; Johnson, Lankston; Boone, Eric; Wilson, Megan R; nrogers@dot.ga.gov; davinwilliams@dot.ga.gov; Fall, Mame A; Montefusco, Joshua M; rensley@dot.ga.gov; Annie Gillespie; Andrew Spiliotis; Parker Martin; Peter Emmanuel; 'Jon West'; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com); Williams, Patrice; zoning@douglasvillega.gov; wrightm@douglasvillega.gov; Littlefield, Suzan; jonathan.corona94@jacobs.com; jacksonm@douglasvillega.gov; Ron Roberts; Philip Shafer; mvalentin@co.douglas.ga.us; Northrup, Jay; John.Pederson@cobbcounty.org; Gaines, Jason; Diaz, Amy; White, Ashley; karyn.matthews@cobbcounty.org; Julianne Meadows; Ann Lippmann (ann.lippmann@paulding.gov); 'crobinson@paulding.gov'; bskipper@carrollcountyga.com; 'agoolsby@carrollcountyga.com'; Ronald Johnson; Doug Dillard; Julie Sellers; Jeff Haymore; Jennifer Taylor; Bart.Boyd@georgiastoneproducts.com; dray@hughesray.com
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Reginald James; Daniel Studdard; Jim Santo; Mike Carnathan; Jim Skinner; Wei Wang; Katie Perumbeti
Subject: RE: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)

Who thinks it's a good idea to put a quarry next door to a summer camp for kids (<https://campinagehi.org>)? There is a quarry a few miles from where we live, and we occasionally receive public notices when they will be blasting . . . not to mention all the dust from quarry operations. Quarrying is hard on local infrastructure – especially roads, and the area is separated from the major transportation corridor (Hwy 78) by a railroad . . . where will trucks cross, and are the crossings adequate for public safety, and the safety of train and truck travel?

I just feel bad for the camp owners who have had the business in operation since the early 1960s.

Chris Montesinos, AICP, CME

Deputy Director of Community Development

571 West Bankhead Highway, Villa Rica, GA 30180

(678)840-1237 | cmontesinos@villarica.org

www.villarica.org or facebook.com/cityofvillarica



From: Andrew Smith [mailto:ASmith@atlantaregional.org]

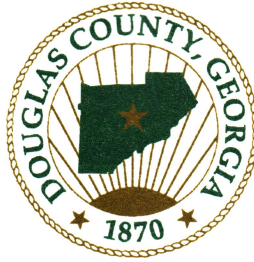
Sent: Friday, November 8, 2019 3:09 PM

To: 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; PPeevy@dot.ga.gov; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley

RONALD M. ROBERTS, JR., AICP
Planning & Zoning Manager

KAREN TOMINEY
Community Planner

DARA EPSTEIN
Community Planner



JOHANNAH WOMACK
Clerk of the Planning & Zoning Board

KIMBERLY WATTERS
Department Secretary

DOUGLAS COUNTY BOARD OF COMMISSIONERS

PLANNING & ZONING DEPARTMENT

8700 Hospital Drive • Douglasville, GA 30134
Telephone (770) 920-7241 • Fax (678) 715-5366

11/15/2019

Mr. Andrew Smith, Principal Planner
Community Development
Atlanta Regional Commission
International Tower
229 Peachtree Street NE
Atlanta, GA 30303

Mr. Andrew Spiliotis, Transportation Planner
Georgia Regional Transportation Authority
State Road and Tollway Authority
245 Peachtree Center Avenue
Suite 2200
Atlanta, GA 30303

Re: DRI 2983 – Quarry/Production Facility Proposal in Douglasville, Georgia

Dear Mr. Smith and Mr. Spiliotis:

This letter serves as Douglas County's staff comments in response to DRI 2983 Quarry/Production Facility on the Blankenship Property for a proposed quarry and rock crushing operation currently under review by the Atlanta Regional Commission (ARC) and expedited review by SRTA. Previous comments from ARC indicate the goals of balancing rural preservation with new developments to the greatest extent possible in the context of reviewing DRI projects, along with sensitivity to the neighboring unincorporated areas of the County. Since the prior 2016 DRI review, several changes have taken place in the vicinity of the proposed quarry, from additional suburban development to the identification of numerous natural springs, along with significant updates to the County's regulations governing this specific land use type. The changes in character of the area, additional study data and observations for the site and vicinity, along with the new standards and

requirements for developing quarries within the County, should all be considered when reviewing this proposal.

The transportation related affects will be immediate and long-term should the project come on line. The projection of under a thousand trips per day, while perhaps accurate, belies the potential damage from the heavy loads being conveyed. The typical load for gravel and rock rests in the area of 10 to 25 tons depending on hauling capacity (applicant uses 16.5 tons per load). While the applicant indicates the raw count of trips, that does not reveal the impact of those trips in vehicles per day equivalents. Those truck loads represent about 8 vehicles each by weight, if not more, and that would represent a very different loading at 142 outbound trips times 8 vehicle equivalents per trip. That looks more like the impact of 1136 vehicles per day and add on top of that 142 empty inbound trucks and 70 employee vehicles per day and this operation has a significant impact. More importantly, the impact exceeds the threshold at which an expedited process would be permissible.

Additionally, being employed for a time as a redi-mix dispatcher, my experience has been to observe 25-35 ton max weight trucks delivering sand, gravel and fly ash to the mark of 60,000 to 80,000 pounds total vehicle/load weight over city streets on a frequency that would be problematic for any transportation planner. Overloaded hauling of gravel and rock, while not expected to be engaged in here, will still be a potential affect leading to deterioration of any proposed road improvements adjoining the site, as well as, to the network of roads under County jurisdiction that would be employed by the outbound hauling traffic. Staff would hope to have that issue addressed in the operational plans and have load and route limits imposed on vehicles using any streets, other than designated truck routes on U.S. and State Highways, that can be documented and enforced as appropriate. Additionally, the County UDC would require a full traffic study for this proposal, not just a projected traffic count, and, based on that study, a road maintenance bond from a proposed quarry operator would be required to offset any damage or maintenance issues arising from the quarry operations.

As noted in the proposal, the applicants have acknowledged the no truck access to South Flat Rock Road and are prepared to help enforce that restriction with additional signage.

Staff have serious concerns over the actual operational controls able to be placed on the applicant by the DRI/SRTA review and under the City Special Use review process. The County has recently adjusted the requirements for operating a quarry in the unincorporated areas to contain a number of safeguards for ground water monitoring, blasting vibration monitoring, water well preservation, noise nuisance controls, along with extended buffers between extraction activities and the property lines of residential and non-residential uses surrounding an operation. Those requirements are found in Article 3, Division II, Section 342 – Quarries or Mining Operations in the Unified Development Code. The text will be forwarded to the City for review with a hope for including those standards in any potential approval document as conditions of that approval. That section of the UDC is attached for your review.

The rural character of the lands north of the proposed quarry should be addressed and the landowner's concerns over dust, vibration, water well preservation and noise should be addressed. And, while the quarry operation does not directly adjoin the Sweetwater Creek proper, it does have a portion of Gothards Creek tributary system and is within the Sweetwater Creek Drainage Basin and would be constrained by the requirements of that Basin if it were developed in the unincorporated area.

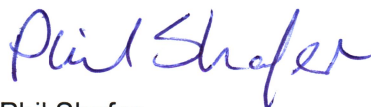
It should be pointed out that the County has a specific prohibition against cement plants and asphalt plants in this basin, as those uses often associate with quarry operations to minimize hauling costs for aggregate. Those uses would be additional to the quarry and while a cement plant would require City special use review and approval, asphalt manufacturing is a use by right that would only require development committee review approval. Those additional uses would come after the DRI/SRTA process has closed and the opportunity for addressing these additional possible uses and impacts has passed.

The previous comments from ARC regarding the development being located within the Rural Places category of the County's Comprehensive Plan and Future Land Use Map, as well as the ARC designation as a Rural Area, also identified policies and requirements for maintaining the rural character and implementing conservation design and development as appropriate for new development. The County lands due west are zoned R-LD (Residential Low Density), while the lands to the north are designated as R-A (Residential Agricultural). The character of these areas will take some coordination and effort between the County and City to maintain a rural tone as commercial and industrial uses continue to infill along the Highway 78 Mixed Use Corridor and property gets annexed into the City limits.

Finally, as mentioned in previous correspondence, the County has a long-term transportation plan calling for a westerly corridor to connect Highway 78 to Dorris Road as part of the County's Southern Inner Arc Plan. The applicant has previously acknowledged this plan and the proposed underpass in this vicinity (location to be determined) and staff would hope for a continued willingness on the part of the applicant to work with the County on these future transportation plans.

If there are any additional questions or comments, please contact me at 770-920-7313 or contact the Planning and Zoning Manager, Ron Roberts at 770-920-2060.

Sincerely,



Phil Shafer
Zoning Administrator
Douglas County Planning and Zoning Department

Cc: Ron Roberts, Planning and Zoning Manager

Attachments: Section 342 UDC

Sec. 342 - Quarries or mining operations.

(Amended 08/02/2011 - TXT-2011-01, § 9; amended 08/03/2010 - TXT-2010-03, § 10; amended 02/05/2019 - TXT-2019-01; amended 08/06/2019 - TXT-2019-02, § 2)

Quarries or mining operations, including the removal or extraction of dirt, sand and soil, are subject to the following requirements:

342 (a) Purpose and intent.

Special Use approval for quarries or mining operations is specifically established to allow for the mining, extraction, crushing, and quarrying, as appropriate, of sand, rock, precious metals, and other minerals or elements removed from the earth. Special Use approval for quarries or mining operations allows for a range of other uses that may be accessory to mining operations or economically linked to such uses.

Extensive building and operation setbacks and generous buffers are required to ensure the previously listed activities do not pose physical hazards or nuisances (e.g., dust, noise, vibration, etc.) to neighboring dwellings, schools, parks, places of worship, hospitals, commercial buildings, and public buildings and roads.

This section shall not prohibit the removal of earth and rock and filling and grading in any district done for land development purposes.

342 (b) Application requirements.

All applications seeking Special Use approval shall include the following in addition to the requirements for Special Uses under the Procedures and Permits Article 12 of this Code:

- (1) An operation plan must be a part of such application. Operations plans, if approved, must be considered conditions of development approval, unless otherwise specified. The operation plan must contain, at a minimum, the following:
 - a. Proposed locations and phases of all operations associated with the mining extraction activity.
 - b. Date of commencement of the operation and its expected duration.
 - c. Proposed hours and days of operation.
 - d. The description of the method of operation, including the proposed locations or disposition of topsoil, overburden, and by-products, on- or off-site.
 - e. A description of the nature of mining operations, method(s) of extraction, and equipment and materials (e.g., explosives) to be used.
- (2) The applicant must submit copies of all documents submitted to the Georgia Department of Natural Resources or any other state agency/department for the purpose of obtaining a state mining permit. It will be the responsibility of the applicant to update all information during the state application process, including the final disposition of the state permit process.
- (3) A reclamation plan must be included with the Special Use Permit application. The reclamation plan must include, at a minimum, a description of how the excavated land will be restored, statement of intended future use of the land, and phasing and timing estimates of reclamation and rehabilitation activities. Reclamation plans, if approved, will be considered conditions of development approval, unless otherwise specified by the Board of Commissioners.
- (4) The applicant must submit written evidence by a geologist, or other competent professional qualified to make such a judgement, that the site to be used for mining contains a mineral

resource area or other valuable surface or subsurface substances that can be economically mined.

- (5) The applicant must submit a study that identifies any state or county maintained road within or adjacent to the property, and shall state any repaving, alterations, turning lanes or other additions necessary to accommodate the potential increase of traffic volume or weight occasioned by the proposed operations.

a. Traffic Study Required

The applicant must prepare and submit a formal traffic study with written report for the specified property prepared and stamped by a professional engineer including the following:

1. A vicinity map showing location of the proposed development in relation to the transportation system;
2. A description of proposed development including size and nature of the entire proposed development and proposed site access points;
3. A proposed site plan;
4. A description of adjacent land uses and roadway network including road names, classifications, lane configurations, traffic control and pedestrian, bicycle and transit facilities;
5. Traffic volumes on existing roads at proposed access point measured within the last 12 months;
6. Operational analysis including average delay, level of service, volumes/capacity ratios, and queue length analysis of intersection of site access and main road and any additional study intersection(s);
7. Accident data summary and analysis (data may be obtained from the City);
8. Safety analysis of proposed site access including stopping sight distance, intersection sight distance, and operational characteristics;
9. Growth factor based on historical count data in the area;
10. Future no build base year volumes and performance evaluation;
11. Future no build horizon year (5 years beyond base year) volumes and performance evaluation;
12. Any assumptions including pass-by and internal capture;
13. Trip generation from ITE latest edition;
14. Trip distribution to show distribution percentages and volumes;
15. Access location and spacing;
16. Turn lane warrants and analysis;
17. Driveway analysis including lane configuration, queue lengths, throat length and channelization;
18. Future build base year volumes and performance evaluation;
19. Future build conditions horizon year (5 years beyond base year) volumes and performance evaluation;
20. Parking needs, required and provided spaces;
21. Description and analysis of mitigation measures; and

22. Appendix to include applicable raw count data, calculation sheets, computer software output of performance evaluation, and warrant worksheets.
- b. Road Maintenance Bond Required
 1. A road maintenance and damage bond, in a form and value consistent with County Department of Transportation standards, must be prepared for use by the County as guarantee against the event the operation damages any public roads adjoining the operational property. Said bond must remain in force until such time as the operations have ceased and all reclamation operations have been completed and accepted by the State Department of Natural Resources.
- (6) The applicant must submit a statement regarding the intended use of explosives or other hazardous materials and the methods and procedures proposed for handling, use, storage, and disposal of the materials.
- (7) A well study must be completed as a part of such application. The well study must consist of baseline testing of up to three wells located within 1,500 feet of the proposed perimeter of the mining area. If there are no existing wells within 1,500 feet, baseline testing must be required of the nearest located wells. Preference will be given to wells located on adjacent land where the property owners have requested testing, in writing, and granted permission for access to their property. Baseline must establish, at a minimum, bacteria and turbidity levels, potential groundwater drawdown due to pumping at the proposed mining area and establish the seasonal high and low water levels for future reference. All tests must be performed by a "qualified ground water scientist." "Qualified" means a professional engineer or geologist registered to practice in Georgia who has received a baccalaureate or post-graduate degree in the natural sciences or engineering and has sufficient training and experience in groundwater hydrology and related fields that enable that individual to make sound professional judgments regarding groundwater monitoring, contaminant fate and transport, and corrective action.
- (8) In the event the applicant is not required to obtain a bond in connection with the state mining permit issued by the Georgia Department of Natural Resources, the Board of Commissioners may at its discretion require a bond calculated on a specific amount per acre for the purposes of ensuring proper reclamation. The Board of Commissioners shall not require a bond if the applicant is required to obtain a bond in connection with its state mining permit.
- (9) The applicant must submit an impact statement prepared by a qualified professional that addresses the impact of the proposed mining operation on abutting and nearby buildings, uses, and properties, nearby shall include all properties within 1,000 feet of the mining property boundaries. The impact statement shall address those external effects likely to exist if said use is established, including but not limited to, electromagnetic interference, noise, vibration, fumes, odors, dust and air particulates, illumination, truck traffic, and water table protection. The impact statement must recommend specific measures to mitigate such impacts and provisions for monitoring and enforcing mitigation measures, and, if approved, the recommendations of the impact statement must be considered conditions of approval, unless otherwise specified by action of the Board of Commissioners.
- (10) The applicant must submit documentation that it has obtained a state mining permit from the Georgia Department of Natural Resources, and if applicable, any bond required in conjunction with the state mining permit.

342 (c) Restrictions.

- (1) Hours of Operation: No operation may be allowed between the hours of 7:00 p.m. and 7:00 a.m. during the months of November, December, January, February, and March. No operation may be allowed between the hours of 9:00 p.m. and 6:30 a.m. during the months of April, May, June, July, August, September and October. No operation may be permitted on Sundays, New Year's, Independence Day, Thanksgiving or Christmas Day. These restrictions will not apply to routine maintenance and may be varied for special projects, including Department of

Transportation projects and large commercial projects, with the mutual concurrence of the Director of Development Services and the County Manager.

- (2) Barrier: Any area being excavated for mining must be entirely enclosed within a barrier fence of at least 6 feet in height located at least 10 feet back from the edge of any excavation but also must be constructed of such material and at such height as to be demonstrably able to exclude children and animals from the quarry area.
- (3) Gates: Gates must be provided at all points of vehicular and pedestrian ingress and egress and shall be locked when not in regular use.
- (4) Illumination: All work areas shall be sufficiently illuminated, naturally or artificially, in accordance with the form of the operation and the stated hours of operation. No direct artificial illumination resulting from the operation shall fall on any land not covered by the application.
- (5) Noise: Strict compliance with the Douglas County Noise Ordinance, Sections 11-71 through 11-81, must be observed.
- (6) Maximum Depth: The maximum depth of excavation must not be below existing seasonal high groundwater level, as determined in Section 342(b)(7) above, except in cases where the reclamation plan indicates that a lake or lakes will be a part of the final use of the land or where such plan indicates that adequate fill from overburden is to be used to refill such excavation. No excavation may be allowed to lower the water table of the surrounding inhabited properties.
- (7) Notices: Notices must be posted at regular intervals along the outer limits of the property, which must warn against trespassing and must contain a statement pertaining to the use of explosives, if applicable.
- (8) Electromagnetic Interference: There must be no electromagnetic interference that adversely affects the operation of any equipment beyond the property boundary other than that belonging to the creator of such interference, or that does not conform to the regulations of the Federal Communications Commission.
- (9) Glare and Heat: Every use and activity shall be so operated that it does not emit heat or heated air beyond the boundary of the lot on which it is located. No direct or sky-reflected glare shall emanate from any use or activity so as to be visible at any point on or beyond the boundary of the lot on which such use or activity is located.
- (10) Odor: No continuous, frequent, or repetitive emission of odors or odor-causing substances which would be offensive beyond any property line of any mining operation will be permitted. An odor emitted no more than 15 minutes in any one day shall not be deemed as continuous, frequent, or repetitive. The existence of an odor shall be presumed when analysis by a competent technician demonstrates that a discernible odor is being emitted. Any process which may involve the creation or emission of any odors shall be provided with a primary and a secondary safeguard system, the secondary safeguard system is required so that control will be maintained if the primary safeguard system fails.
- (11) Smoke and Particulate Matter: Emissions shall not exceed applicable state standards as adopted in Rules of the Georgia Department of Natural Resources, Environmental Protection Division, Chapter 391-3-1, Air Quality Control, as may be amended from time to time.
- (12) Groundwater Monitoring: Drawdown tests on the original baseline wells first tested as part of the well study in Section 342(b)(7) must be conducted when the mining operator receives a written request from a well owner who demonstrates the quantity of water in their well has been impacted by mining operations.

342 (d) Blasting and vibration.

- (1) Blasting generally.
 - a. The mining operation and activities must comply with all local, state, and federal laws, rules or regulations pertaining to blasting activities.

- b. Upon request by the Board of Commissioners, the operator must provide access to the blasting logs and seismographic records to the County.
- c. Blasting may occur only during the Hours of Operation, as enumerated in Section 342(c)(1).
- d. Blasting must be conducted in a manner designed to prevent injury to persons or damage to property outside the permit area.
- e. An accurate blasting log must be prepared and maintained for each blast fired. Each blasting log must include, but not be restricted to the following information:
 - 1. Name of the individual in charge of the blasting event.
 - 2. Blast location reference (latitude/longitude).
 - 3. Date and time of blasting event.
 - 4. Weather conditions at time of blasting event.
 - 5. Diagram of blast hole configuration and layout.
 - 6. Number of blast holes for the blasting event.
 - 7. Blast hole depth and diameter.
 - 8. Drilled spacing and burden for blast holes.
 - 9. Maximum holes per delay or maximum number of delays per hole.
 - 10. Maximum pounds of explosives per hole and per delay.
 - 11. Depth of and type of blasting stemming used.
 - 12. Total pounds of explosives used, including primers and initiating cord.
 - 13. Distance to nearest habitable structure not owned by the mine operator or owner.
 - 14. Seismographic record of the blasting event including the instrument, sensitivity and calibration signal of the gain setting and certification of annual calibration and the following:
 - a). Peak particle velocities in the three orthogonal components and peak air overpressure;
 - b). Time history of the 3 components of the ground motion and air overpressure produced by the blasting event;
 - c). Latitude and longitude of the seismograph during the recording event;
 - d). Distance from the blasting event;
 - e). Name of the property;
 - f). Name of the individual and firm taking the seismographic readings; and
 - g). Name of the individual and firm analyzing the seismographic record.

(2) Preblast survey.

- a. The owner or resident of any property within ½ mile of any property used for mining, as measured from the boundary of any property used for mining, must be contacted by the mining operator via letter at least 30 days before the start of any blasting activity, notifying the property owner or resident as to how they may request a pre-blast survey.
- b. If requested in writing by a property owner or resident, the mining operator is required to carry out an inspection of any dwelling or structure within ½ mile of any property used for mining, as measured from the boundary of any property used for mining.

- c. After the inspection, a final written inspection report must be created. The final written inspection report must be signed by the person making the report. Copies of the written inspection report must be provided to the Board of Commissioners and to the property owner or resident who requested the inspection.
 - d. The written inspection report must determine and photographically define the condition of the dwelling or structure and must document any pre-existing cracks and defects and other physical factors that could reasonably be affected by the blasting event. Structures such as pipelines, cables and transmission lines, cisterns, and other water systems must also be inspected. The assessment of these structures may be limited to visible surface conditions and other readily available information.
- (3) Ground vibration.
- a. Vibration as measured at the boundary of any property used for mining may not exceed 1.0 inch per second peak velocity, steady state, or 2.0 inches per second, impact state.
 - b. Exemptions: These provisions shall not apply to:
 - 1. Vibration resulting from the operation of any road vehicle.
 - 2. Vibration resulting from construction activities and equipment.
 - 3. Vibration resulting from roadway maintenance and repair equipment.
 - c. Method of measurement: Vibration measurement procedures must conform to the following:
 - 1. Instrumentation must be capable of measuring RMS (Root Mean Square) value of the vibration velocity over the frequency range of 2 to 250 Hz.
 - 2. Measurement values must be recorded for a sufficient period of observation to provide a representative sample.
 - 3. Attachment of the vibration transducer to the ground must be by magnetic or screw attachment to a steel bar of a minimum of 9 inches in length, driven to a depth of 3 inches to 1 foot in the ground. The mass of the transducer should closely match the density of the ground or other material it displaces.
- (4) Air overpressure.
- a. Air overpressure as measured at the boundary of any property used for mining must not exceed the maximum limit of 133 dB.
 - b. Air overpressure must be monitored with blasting seismographs that meet the guidelines established by the international Society of Explosives Engineer's (ISEE) document "Performance Specifications for Blasting Seismographs" (2000) developed by the ISEE Standards Committee.
 - c. Higher air overpressure limits may be independently established based on technical justifications presented by a qualified person, such as an engineer or other certified expert in blasting related projects, to the Board of Commissioners. The Board of Commissioners must approve the higher air overpressure limits by a majority vote.
- (5) Flyrock.
- a. Flyrock travelling in the air or along the ground must not be cast from the blast site in an uncontrolled manner that could result in injury to personnel or damage to property.
 - b. Flyrock must not be propelled from the blast site onto other property, unless the mining operator has received a written waiver from the property owner upon which the flyrock may be propelled upon.

342 (e) Distance requirements.

- (1) Soil or sand removal or extraction operations.

Such uses must not be established within 500 feet of the lot line of a property with a residential use or 200 feet of the lot line of a property with any other use.

- (2) Quarries and open pit mines.

The operational and removal area of such uses must not be established within 4,000 feet of the lot line of a property with a residential use and within 2,000 feet of the lot line of a property with any other use.

342 (f) Modification of restrictions.

Modification of restrictions is permitted in accordance with Section 1303, Special Exception Variances.

342 (g) State permits.

A copy of the Georgia Department of Natural Resources permit approval shall be maintained on file with the Development Services Department.

Note— See editor's note, § 306.

Quarry – City of Douglasville
(DRI 2983)
W Strickland Street

Douglas County DOT Review Comments previously provided for DRI 2647 that are applicable to DRI 2983:

- Develop operational procedures to assure trucks follow designated route by not deviating onto adjoining streets.
- Review and modify signal timing as required as the intersection of Veterans Memorial Hwy and Hwy 5 to accommodate increased traffic demand.
- Due to increased number of trucks (& %), along projected travel route, improvements at the following intersections may be required:
 - a) W Strickland St @ W Strickland St RR Crossing
 - b) W Strickland St @ Veterans Memorial Hwy
 - c) Veterans Memorial Hwy @ Hwy 5
 - d) Hwy 5 @ Rocky Ridge Blvd / Arbor Vista Dr
 - e) Hwy 5 @ Bright Star Connector / Rose Ave
 - f) Hwy 5 @ Concourse Rd
 - g) Hwy 5 @ I-20 Westbound Ramps
 - h) Hwy 5 @ I-20 Eastbound Ramps

Greg Giuffrida

From: Andrew Smith
Sent: Monday, November 25, 2019 10:06 AM
To: Greg Giuffrida
Subject: Fwd: DRI #2983, Rock Quarry, City of Douglasville

Sent from my iPhone

Begin forwarded message:

From: "Northrup, Jay" <Jay.Northrup@cobbcounty.org>
Date: November 25, 2019 at 9:53:34 AM EST
To: Andrew Smith <ASmith@atlantaregional.org>
Cc: "jason.gaines@cobbcounty.org" <jason.gaines@cobbcounty.org>
Subject: DRI #2983, Rock Quarry, City of Douglasville

Good Morning Mr. Smith:

I have reviewed the DRI #2983, Rock Quarry, City of Douglasville, Development of Regional Impact Preliminary Report for Cobb County. We have no comment at this time. Thank you for the opportunity.

Sincerely,

Jay Northrup,
AICP
Intergovernmental Coordinator
/ Planner III
Cobb
County
Community Development
Agency
Planning
Division
Post Office Box
649
Marietta, Georgia 30061-
0649
T: (770) 528-
2199
F: (770) 528-
2161
E:
jay.northrup@cobbcounty.org



Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, November 12, 2019 11:35 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Robinson, Joseph
Subject: RE: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)
Attachments: ARC Preliminary Report - Rock Quarry -- 2019 - DRI 2983.pdf

Andrew,

The proposed rock quarry is in the City of Douglasville at the western terminus of West Strickland Street, west of South Flat Rock Road and north of the Norfolk-Southern rail line. It is located approximately 13 miles from any civil airport and is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any civil airport.

However, if any construction equipment reaches 200' above ground or higher, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Friday, November 8, 2019 3:09 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Williams, Davina <davinwilliams@dot.ga.gov>; Fall, Mame A <MFall@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Ensley, Ryan M <REnsley@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg

Greg Giuffrida

From: Andrew Smith
Sent: Monday, November 25, 2019 4:55 PM
To: Greg Giuffrida
Subject: FW: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)

From: Finch, Ashley M <AFinch@dot.ga.gov>
Sent: Friday, November 22, 2019 2:29 PM
To: Andrew Smith <ASmith@atlantaregional.org>
Subject: RE: ARC DRI Review Notification - Rock Quarry -- 2019 (DRI 2983)

Andrew,

GDOT Office of Intermodal Rail Division DRI Review Rock Quarry -- 2019 (DRI 2983)

GDOT Intermodal has reviewed this DRI with respect to freight railroads. Adjacent to the DRI property is a Class 1 freight railroad mainline operated by Norfolk Southern. The railroads and FRA report approximately 23 trains per day at this location on average.

The public crossings adjacent or near the project location are described below.

Public crossings in the vicinity of the project:

1. Crossing ID: 726593C
 - a. Location: Connector-CR 275
 - b. Operator: NS
 - c. Railroad Mile Post: 0660.550
 - d. Grade: At Grade
 - e. Quiet Zone: No
2. Crossing ID: 726594J
 - a. Location: N Baggett RD
 - b. Operator: NS
 - c. Railroad Mile Post: 0661.470
 - d. Grade: At Grade
 - e. Quiet Zone: No

For more specifics about operations of this railroad, please contact NS at 800-635-5768.

More information about crossings and freight rail in this area can be found at <https://fragis.fra.dot.gov/GISFRASafety/>

Thanks,

Ashley

DRI 2983 – ROCK QUARRY -- 2019
City of Douglasville
ARC Natural Resources Group Review Comments
November 5, 2019

Watershed Protection and Stream Buffers

The project property is in the Sweetwater Creek Water Supply Watershed, a large (greater than 100 square mile) watershed as defined by the State of Georgia's Part 5 Environmental Planning Criteria for water supply watersheds. As withdrawals are drawn directly from the Sweetwater Creek and not from a reservoir, the only Part 5 Water Supply Watershed criteria that apply in the Sweetwater Creek watershed are restrictions on the handling and storage of hazardous materials within 7 miles upstream of the intake. (East Point's Sparks Reservoir is located in the basin of a tributary to Sweetwater Creek and receives no direct flow from Sweetwater Creek or the rest of the Sweetwater watershed. This project is not in the Sparks Reservoir watershed.).

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

The USGS coverage for the project area shows no perennial (blue line) streams on the property. Any unmapped streams on the property are subject to the requirements of the City of Douglasville's Stream Buffer Ordinance. Any streams, as well as any other waters of the state on the property, are also subject to the requirements of the State Erosion and Sedimentation Act, which includes a 25-foot buffer on all state waters.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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

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

DRI INFORMATION

DRI Number #2983
DRI Title Rock Quarry -- 2019
County Douglas County
City (if applicable) Douglasville
Address / Location 7800 West Strickland Street

Proposed Development Type:
78.62 acre industrial site for a proposed Rock Quarry

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 November 5, 2019

TRAFFIC STUDY

Prepared by A & R Engineering
Date November 21, 2019

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*)

The project is proposing less than 3000 trips per day which constitutes an expedited review. A full traffic analysis is not required as a part of the expedited review.

☐ NO (*provide comments below*)

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*)

Site access is provided by West Strickland Street, a local road).

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

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

☒ NO

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

Site access is provided by West Strickland Street.

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

Nearest Station

[Click here to enter name of operator and rail line](#)

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) Connect Douglas

Bus Route(s) [Click here to enter bus route number\(s\).](#)

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

☐ 0.10 to 0.50 mile

☒ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* 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

Connect Douglas

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)

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)

[Click here to provide comments.](#)

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

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

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

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)

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



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com



Memorandum

To: Georgia Regional Transportation Authority (GRTA)
CC: Atlanta Regional Commission (ARC)
Date: September 30, 2019
Subject: Expedited Review for DRI 2983: Quarry/Production Facility, Douglasville, Georgia

The purpose of this memorandum is to document the conditions for expedited review met by the proposed stone quarry and production facility that will be located at 7800 West Strickland Street, north of US 78/SR 8 (Veterans Memorial Highway) in Douglasville, Georgia. The location of the development is shown below in Figure 1.



Figure 1: Site Location

The development site will consist of a total of 78.62 acres and proposes to begin operations in 2021. The development meets the following condition for DRI expedited review: No more than 1,000 gross daily trips generated by the development. The facility is proposed to generate 284 trips per day: 142 inbound trips and 142 outbound trips. There are proposed to be a total of 35 employees generating 70 trips per day as well as 194 truck trips and 20 miscellaneous trips into and out of the development. The site will have access via West Strickland Street with at least 80% of the site-generated traffic travelling to/from the west on US 78/SR 8 (Veterans Memorial Highway) via SR 5 (Bill Arp Road). It is our understanding that S. Flat Rock Road does not allow truck traffic north of West Strickland Road. To prevent site trucks from exiting onto S. Flat Rock Road, signs will be placed on West Strickland Street prompting trucks that left turns are not allowed onto S. Flat Rock Road. A preliminary truck route map for the site is included in the Appendix, and a conceptual site plan is included in the submittal package along with this traffic engineering memorandum.

APPENDIX



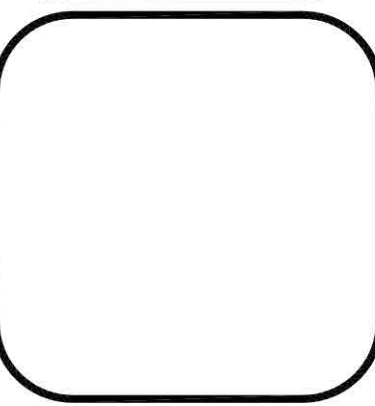
No.	DATE:	REVISION		
		CITY COMMENTS	OWNER COMMENTS	AMENDED PLAN REVISIONS
1	5/16/18			
2	3/21/19			
3	8/9/19			

AMENDED CONCEPTUAL PLAN
OF
JOHNNY BLANKENSHIP
PROPERTY
LL. 189, 190, & 196 2nd DISTRICT, 5th SECTION
CITY OF DOUGLASVILLE, GEORGIA

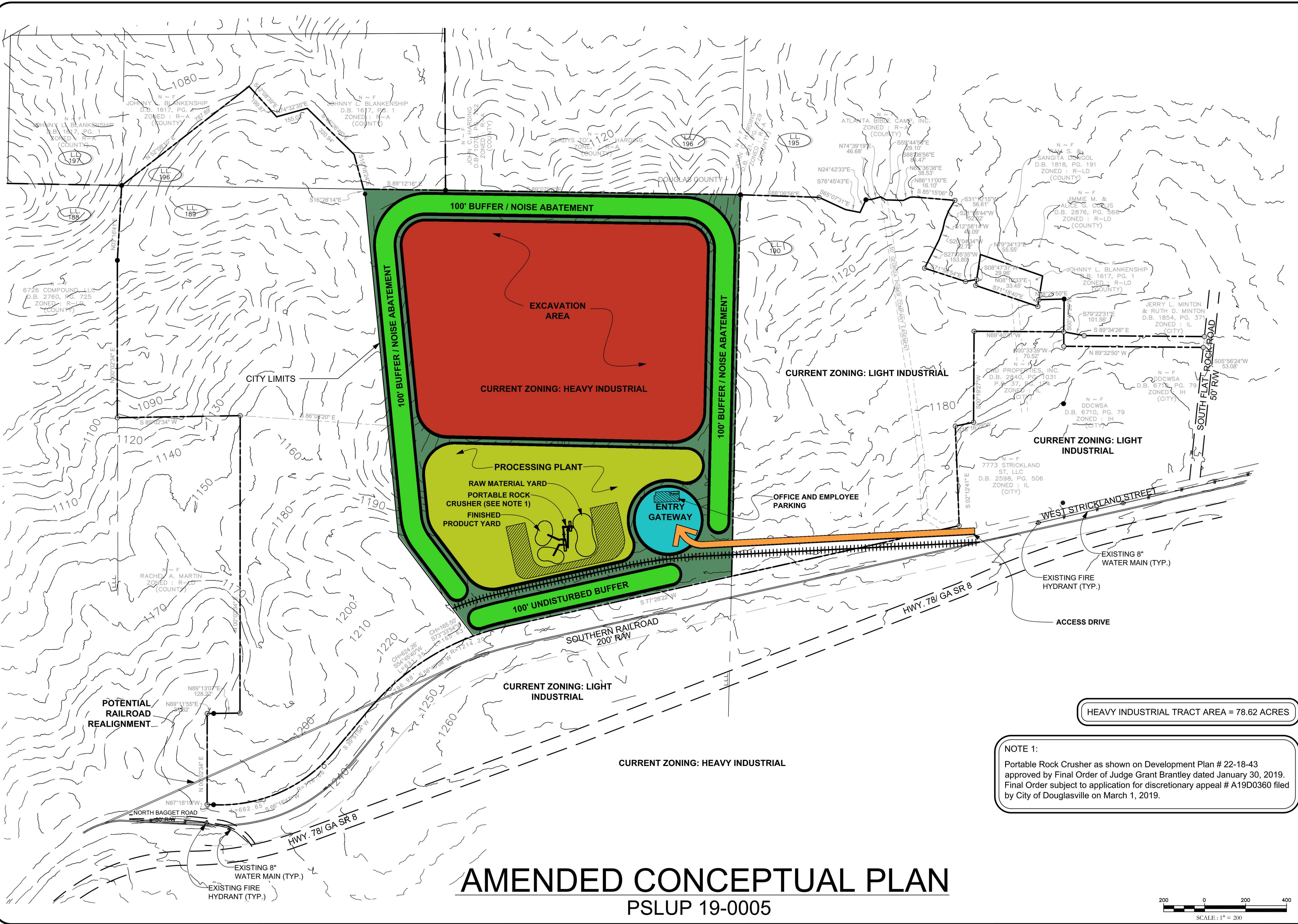
OWNER:
JOHNNY BLANKENSHIP
P.O. BOX 1257
DOUGLASVILLE, GA 30135

DEVELOPER:
GEORGIA STONE
PRODUCTS, LLC
1709 ARDGLASS COURT
KENNESAW, GA 30152

24 HR. CONTACT:
BART BOYD
678.614.6840



DATE: 3/20/18
DRAWN BY: PSS
CHECKED BY: DDR
JOB#H06126.02
MP1



HEAVY INDUSTRIAL TRACT AREA = 78.62 ACRES

NOTE 1:
Portable Rock Crusher as shown on Development Plan # 22-18-43
approved by Final Order of Judge Grant Brantley dated January 30, 2019.
Final Order subject to application for discretionary appeal # A19D0360 filed
by City of Douglasville on March 1, 2019.

AMENDED CONCEPTUAL PLAN
PSLUP 19-0005

UNSOLICITED COMMENTS

The following pages are unsolicited comments received from parties not defined as “affected parties” in the Georgia Department of Community Affairs (DCA) Rules for Developments of Regional Impact (Alternative Requirements—Atlanta Regional Commission) at Section 110-12-7-.06(1)(a), which states:

‘Affected Parties’ means: 1) any local governments within geographic proximity that may be impacted by a DRI project located outside of its jurisdictional limits; and 2) any local, state, or federal agencies including the Department that could potentially have concern about a project’s impact on regional systems and resources; 3) Georgia Regional Transportation Authority, if the proposed project is located within GRTA’s jurisdiction; and 4) the host Regional Commission plus any Regional Commission within geographic proximity that could potentially have concern about a project’s impact on regional systems and resources. This term should be liberally construed to ensure that all potentially affected local governments, public agencies, or Regional Commissions are included in the DRI Communication Procedures.

Andrew Smith

From: Frank E. Jenkins, III <fjenkins@jbwpc.com>
Sent: Thursday, November 21, 2019 2:58 PM
To: Andrew Smith
Cc: Beth Johnson; ships; Christina Gabold Stewart; ddillard@dillardsellers.com
Subject: Opposition to DRI 2983 on the Rock Quarry in Douglasville, GA
Attachments: Amended Conceptual Plan.pdf

Andrew, I don't know when your report on the DRI is due to be rendered, but on behalf of the Douglasville citizens who live next to or near the site of the proposed quarry, I wish to make the following comments:

Attached is the concept site plan on the 78.62 acre tract in the city of Douglasville. Note that the subject property does not have direct access to a street. The only access is from West Strickland Street through an adjoining tract of land. That access is through a tract zoned light industrial which does not permit a quarry under the zoning ordinance. This is, after all, a rock quarry which should demand that direct access is critical to the safe and efficient operation of a quarry. We contend that the Douglasville ordinances do not allow access to a heavy industrial zone in which a quarry is allowed through a light industrial zone in which a rock quarry is not allowed.

I have represented several surrounding property owners, including business and residential property owners, who have suffered the stress and disturbances which adversely affect their peace and enjoyment of their property caused by another nearby quarry that is even farther removed from these properties than the proposed quarry in issue. Several have reported foundation damage from the existing quarry. We have presented evidence to the court of the effects of blasting which creates a serious disturbance from the nearby quarry, but is farther removed from these property owners than the one under consideration. The blasting from the proposed rock quarry will be far worse since it is closer to the property owners already damaged by the existing quarry.

Traffic impact is critical to an evaluation of the DRI. As shown on the attached concept plan, access to the quarry site is only from West Strickland Street which intersects South Flat Rock Road. Traffic to and from the quarry will have to traverse this intersection which is approximately 600-700 feet from the access road to the quarry. It can be expected that the heightened truck traffic will result in a serious back up and congestion at this intersection, especially in the mornings and afternoons during peak traffic times.

It is important too that the proposed rock quarry is within 1 mile of a school which for DRI review is deemed an important consideration. Imagine the impact of blasting and rock crusher noise on a school within a close enough distance to suffer those disturbances.

This would be the second rock quarry in the area. It is certainly not in the best interest of the region or the state. Thank you for your consideration. Frank Jenkins



Frank E. Jenkins, III
15 South Public Square
Cartersville, GA 30120
(770) 387-1373
(770) 387-2396 Fax
fjenkins@JBWPC.com

