

REGIONAL REVIEW NOTIFICATION

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

DATE: Feb. 19, 2020

ARC REVIEW CODE: R2002191

TO: Mayor Rochelle Robinson
ATTN TO: Patrice Williams, Community Development Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



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Original on file

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

Name of Proposal: Bright Star Connector (DRI #3027)

Review Type: DRI

Submitting Local Government: City of Douglasville

Date Opened: Feb. 19, 2020 **Deadline for Comments:** March 5, 2020 **Date to Close:** March 10, 2020

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project on two adjacent sites located along Bright Star Connector between Bill Arp Road (SR 5) and Bright Star Road in the City of Douglasville. The total acreage of the two tracts is 117.58 acres. The two sites combined comprise 1,523,700 SF of industrial space, 388,225 SF of office space, and 5,000 SF of retail space. The local trigger for this review is a rezoning. The final build-out year is 2025.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in a Major Retail District, established around the Arbor Place shopping mall and other retail attractors mostly located on the other (south) side of I-20 from the DRI site. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Regional Attractor areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. It also offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its direct route to I-20, Veterans Memorial Highway (US 78/SR 8), and Bill Arp Road (SR 5). The inclusion of office space in the project presents an opportunity for a more diverse mix of jobs in the district.

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. The site plan as submitted depicts the existing sidewalks on Bright Star Connector, but does not indicate clear pedestrian pathways from the sidewalk to the flex office space uses lining both sides of the streets.

The DRI's site design should provide sufficient truck parking to prevent trucks from queuing or waiting on any adjacent or nearby roads. Trucks parking in and along public roadways – typically while waiting for an available dock at a nearby facility – is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion. Signage and other measures to ensure drivers use the appropriate freight routes should be emphasized.

The City of Douglasville's 2018 comprehensive plan establishes the site of the DRI as a Regional Activity Center, defined as an area "that can support a high intensity of development which serves a regional market. Typical land uses in these areas include high-rise office buildings, regional malls, and varying densities of residential development." The DRI site is adjacent to a portion of unincorporated Douglas County to the west, which is marked with a Future Land Use of Workplace Center. The DRI appears to be compatible with the goals of that designation.

Additional preliminary ARC staff comments, focused on transportation and water resources planning, are attached to this report.

The ARC's Regional Development Guide defines Major Retail Districts as concentrations of retail and commercial uses outside of Regional Centers and Community Activity Centers. People travel here from various parts of the region for shopping, entertainment and other social opportunities. As opposed to the mix of uses found in Regional Centers or Community Activity Centers, most Major Retail Districts consist primarily of only retail or commercial space. They are mostly surrounded by and serve residential areas. They were often developed in a suburban, auto-oriented way, and as a result, they are challenged by limited multi-modal options, which can lead to problems with congestion.

Recommendations for these Regional Attractor areas include:

- Develop minimum and maximum parking requirements for new and infill development
- Encourage vertically and horizontally integrated mixed use developments that are locally appropriate in Major Retail Districts
- Encourage coordination between Employee Service Organizations (ESOs) and Transportation Management Associations (TMAs) in University Districts
- Enhance mobility and accessibility for all by creation Complete Streets that accommodate all modes of transportation

The underlying area for this location falls under the Developing Suburbs category of the Unified Growth Policy Map. Recommendations include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged

- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

These recommendations don't fully address the relevant issues with this DRI, so the following RDG recommendations are offered from the Regional Industrial & Logistics section, defined as areas that will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users. Recommendations include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses
- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

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

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

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
DOUGLAS COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GRTA/SRTA

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Bright Star Connector (DRI #3027)** *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:

Greg Giuffrida
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1531
ggiuffrida@atlantaregional.org

Return Date: *March 5, 2020*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Feb. 19, 2020

ARC REVIEW CODE: R2002171

TO: ARC Group Managers

FROM: Greg Giuffrida, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Natural Resources: Santo, Jim

Aging and Health Resources: Perumbeti, Katie

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Name of Proposal: Bright Star Connector (DRI #3027)

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project on two adjacent sites located along Bright Star Connector between Bill Arp Road (SR 5) and Bright Star Road in the City of Douglasville. The total acreage of the two tracts is 117.58 acres. The two sites combined comprise 1,523,700 SF of industrial space, 388,225 SF of office space, and 5,000 SF of retail space. The local trigger for this review is a rezoning. The final build-out year is 2025.

Submitting Local Government: City of Douglasville

Date Opened: Feb. 19, 2020

Deadline for Comments: March 5, 2020

Date to Close: March 10, 2020

Response:

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

COMMENTS:

[illegible]



Developments of Regional Impact

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DRI #3027

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: williamsp@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: Bright Star Connector

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 158, 159, 160, 161, 162, District 2 Section 5, 01590250013 (all of) 01590250031 (portion)

Brief Description of Project: 3 distribution centers, 6 flex office spaces, 1 office/retail building

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 checked="" type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 111.39

Developer: SP Douglas Place LLC

Mailing Address: 195 Morristown Road

Address 2:

City: Basking Ridge State: NJ Zip: 07920

Telephone: 973-765-0100

Email: dray@hughesray.com

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

If yes, property owner: CP Douglas Place I LLC

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

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

County

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 annexation

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: Yes
Overall project: 4-5 years

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Developments of Regional Impact

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

DRI #3027

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: Bright Star Connector
DRI ID Number: 3027
Developer/Applicant: SP Douglas Place LLC
Telephone: 973-765-0100
Email(s): dray@hughesray.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: \$45MM

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

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

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

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

Water Supply

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

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

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

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

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

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

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.15 MGD

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

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

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

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

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.) Total Daily Volume: Cars: 6,050 vpd Trucks: 475 vpd

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: A Traffic Impact Study (TIS) is currently in progress. The TIS will identify all necessary infrastructure improvements necessary due to the development.

Solid Waste Disposal

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

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 75%

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 Unified Development Ordinance, Douglasville-Douglas County Water and Sewer Authority'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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
There is an existing floodplain onsite per FEMA and there is potential for wetlands on the project site. As the project advances, these areas will be carefully evaluated to minimize potential impacts.

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

DRI INFORMATION

DRI Number #3027
DRI Title Bright Star Connector
County Douglas County
City (if applicable) Douglasville
Address / Location Along Bright Star Connector between Hwy 5 and Bright Star Road

Proposed Development Type: Mixed use office and industrial use on two sites

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 February 19, 2020

TRAFFIC STUDY

Prepared by Wilburn Engineering
Date February 7, 2020

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*)

Page 3 of the traffic analysis states that there are no TIP programmed projects in the study area.

☐ 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 from Gurley Road, Wood Road, Bright Star Connector and Concourse Road. These are all local roads.

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 local roads.

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) Douglas Connect

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

Douglas County Connect

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)

Adjacent parcels are accessible by local roads.

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)

Vehicle and truck traffic share access points. Pedestrian facilities are proposed along roadway adjacent to the site however due to the nature of the use and the limited pedestrian infrastructure currently available, significant pedestrian traffic is unlikely.

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

BRIGHT STAR CONNECTOR DRI
City of Douglasville
Natural Resources Group Review Comments
February 17, 2020

Watershed Protection and Stream Buffers

The property is located in the Chattahoochee River watershed, but it is not in the 2000-foot Chattahoochee River Corridor. It is located downstream of the portion of the Chattahoochee that serves as a water supply source in the Atlanta Region.

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

The USGS coverage for the project area shows a dashed blue line (intermittent) stream and branch running north-south through the center of the project property. The project site plan shows the stream as starting at the eastern edge of the property, just east of a proposed driveway/parking area. The submitted site plan shows no indication of these streams and it appears both buildings and parking areas will be built over the streams and will intrude on the City's 50-foot stream buffer and additional 25-foot impervious setback. Any intrusion in the buffer or setback will be subject to the requirements of the City of Douglasville's Stream Buffer Ordinance. Any unmapped streams on the property may also be subject to the requirements of the City's Stream Buffer Ordinance. In addition, all streams on the property, as well as all waters of the state, are subject to the requirements of the State Erosion and Sedimentation Act, which includes a 25-foot buffer on all state waters.

Storm Water/Water Quality

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

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) 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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

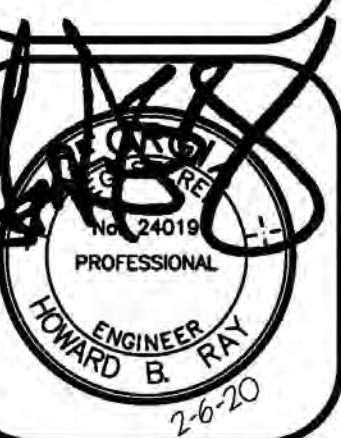
NO.	DATE	REVISION	ARC COMMENTS
1	2/6/20		

CONCEPTUAL SITE PLAN (SOUTH)
OF
BRIGHT STAR CONNECTOR - DRI #3072
L.L. 158, 159, 160, 161 & 162, 2nd DISTRICT, 5th SECTION
CITY OF DOUGLASVILLE, DOUGLAS COUNTY, GEORGIA

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

DEVELOPER:
SAME AS ABOVE

24 HR. CONTACT:
UGO ORSINI
862.812.0924



DATE: 1/15/20

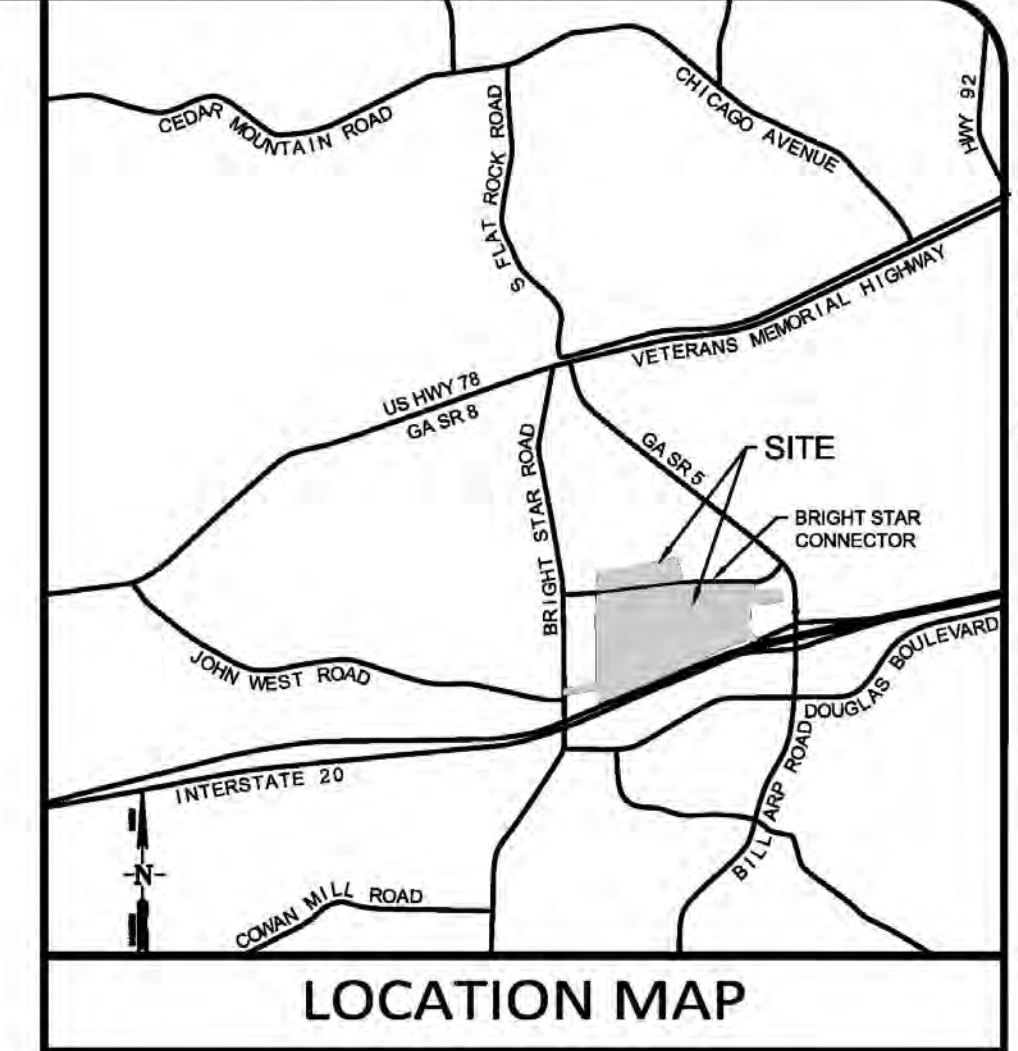
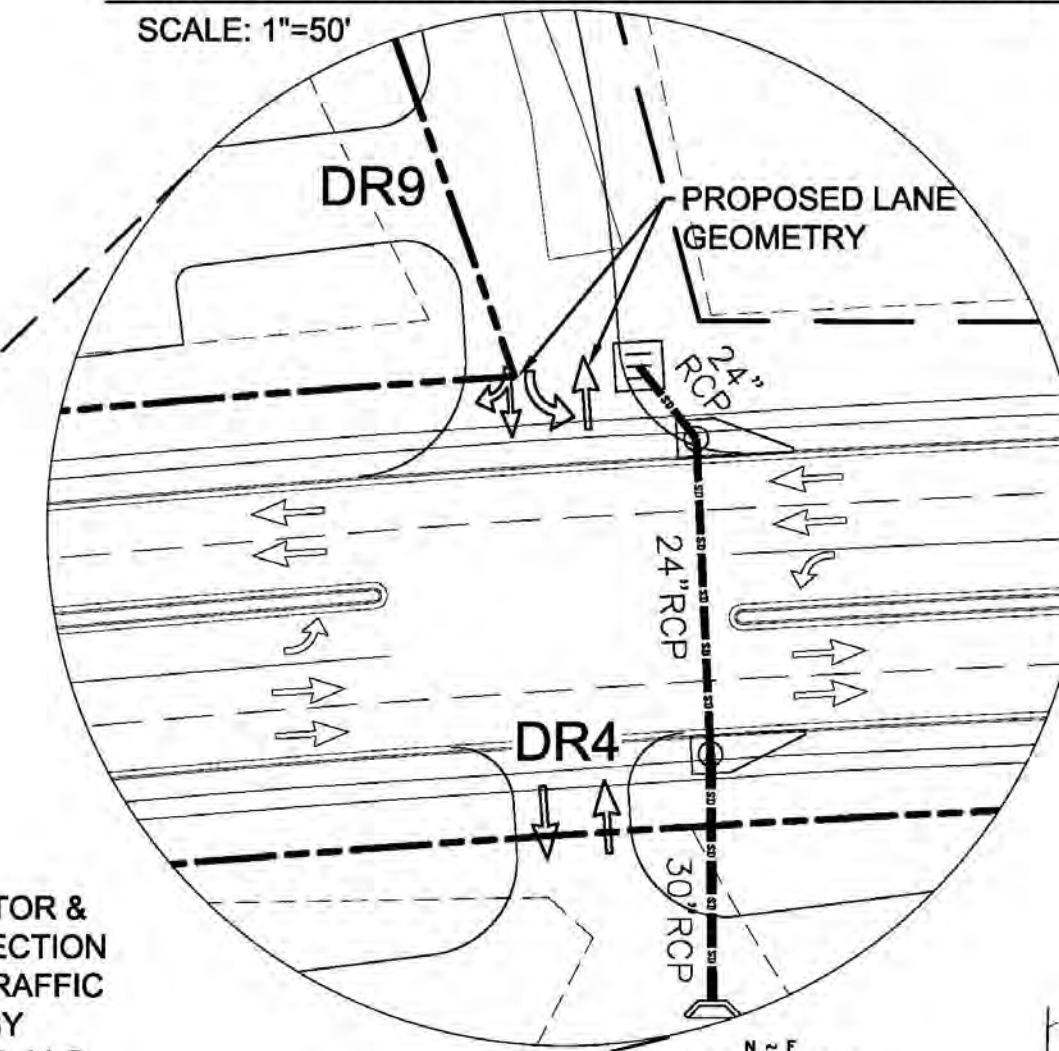
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CHECKED BY: HBR

JOB#: H16314.07

DRI

EXISTING & PROPOSED LANE GEOMETRY
SCALE: 1"=50'



MATCHLINE

BRIGHT STAR CONNECTOR & GURLEY ROAD INTERSECTION IMPROVEMENTS PER TRAFFIC STUDY AS PREPARED BY WILBURN ENGINEERING, LLC.

MATCHLINE SHEET DP5
SHEET DRI

DRI # 3072

SITE ANALYSIS

FLEX #1 BUILDING	81,900 S.F.
AUTO PARKING SPACES	193
DOCK SPACES	25
FLEX #2 BUILDING	47,600 S.F.
AUTO PARKING SPACES	197
DOCK SPACES	23
FLEX #3 BUILDING	65,675 S.F.
AUTO PARKING SPACES	187
DOCK SPACES	22
FLEX #4 BUILDING	96,200 S.F.
AUTO PARKING SPACES	241
DOCK SPACES	34
FLEX #5 BUILDING	48,300 S.F.
AUTO PARKING SPACES	76
DOCK SPACES	14
FLEX #6 BUILDING	43,050 S.F.
AUTO PARKING SPACES	69
DOCK SPACES	12
OFFICE/RETAIL #1 BUILDING	10,500 S.F.
AUTO PARKING SPACES	65
BUILDING A	180,000 S.F.
AUTO PARKING SPACES	181
TRUCK PARKING SPACES	36
DOCK SPACES	36
BUILDING B	529,000 S.F.
AUTO PARKING SPACES	0
TRUCK PARKING SPACES	126
DOCK SPACES	140
BUILDING C	412,500 S.F.
AUTO PARKING SPACES	169
TRUCK PARKING SPACES	109
DOCK SPACES	104
TOTAL AREA	117.58 AC
TOTAL DENSITY (FAR)	29.6%

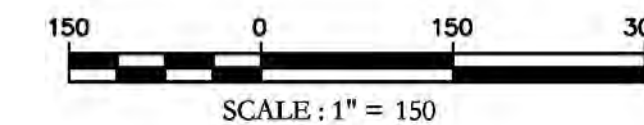
BRIGHT STAR CONNECTOR DRIVEWAY LEGEND

DRIVEWAY	ACCESS TO:	ALLOWED MOVEMENT
DR1	AUTO ACCESS	TWO-WAY TRAFFIC
DR2	AUTO ACCESS	TWO-WAY TRAFFIC
DR3	TRUCK ACCESS	TWO-WAY TRAFFIC
DR4	AUTO ACCESS	TWO-WAY TRAFFIC
DR5 (EXISTING)	AUTO/TRUCK ACCESS TO CONCOURSE PKWY	TWO-WAY TRAFFIC
DR6	AUTO ACCESS	TWO-WAY TRAFFIC
DR7	AUTO ACCESS	TWO-WAY TRAFFIC
DR8	AUTO ACCESS	TWO-WAY TRAFFIC

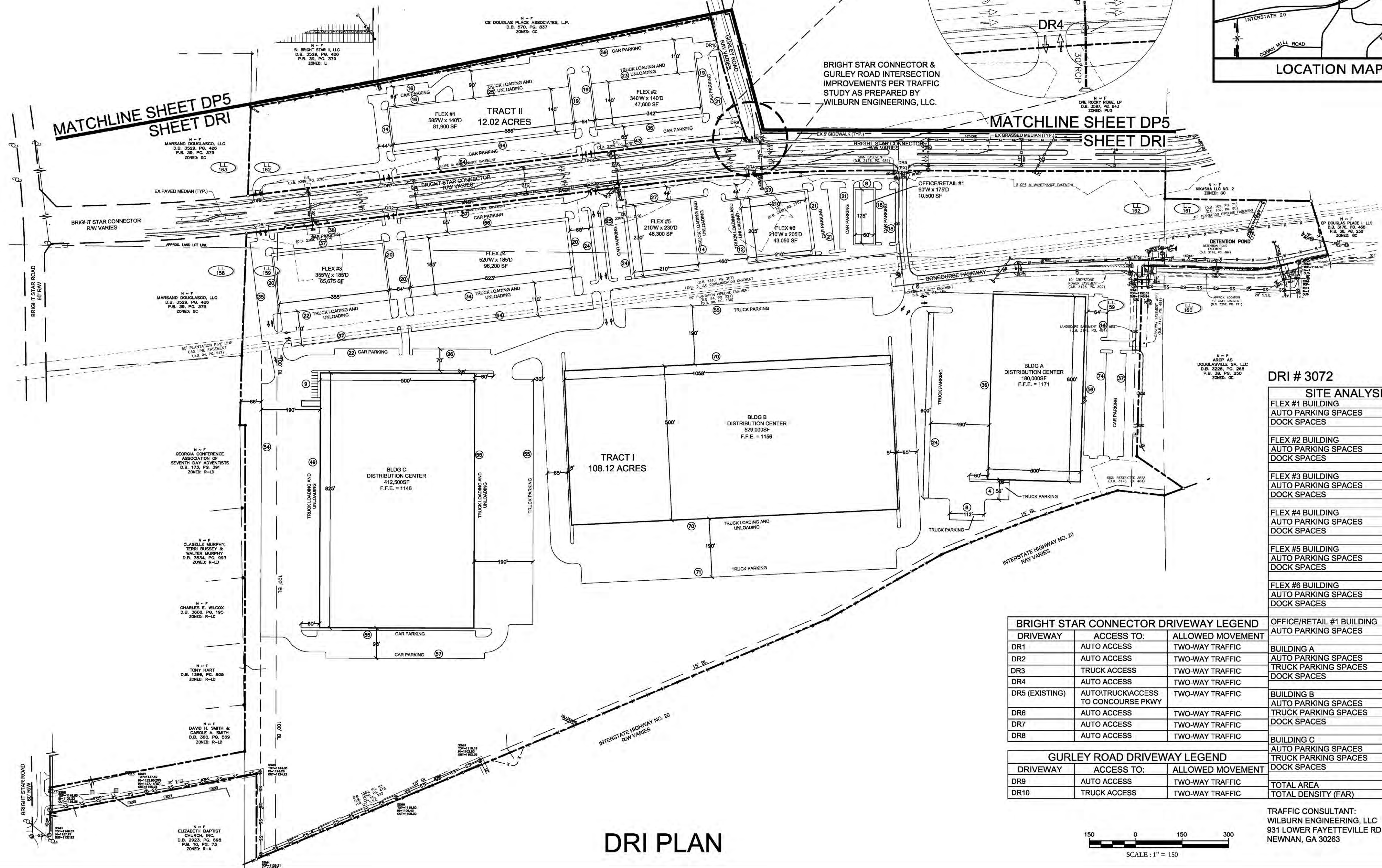
GURLEY ROAD DRIVEWAY LEGEND

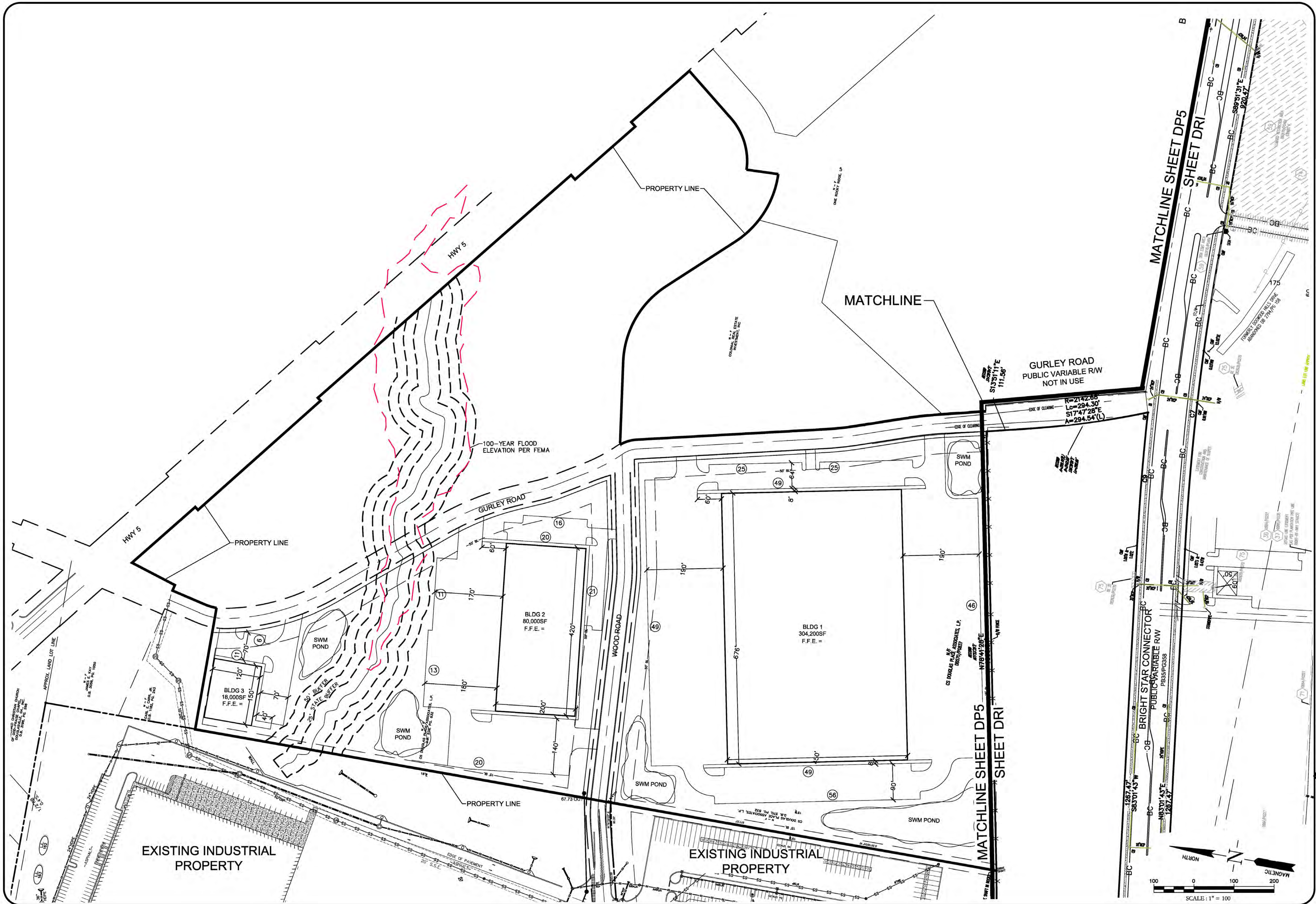
DRIVEWAY	ACCESS TO:	ALLOWED MOVEMENT
DR9	AUTO ACCESS	TWO-WAY TRAFFIC
DR10	TRUCK ACCESS	TWO-WAY TRAFFIC

TRAFFIC CONSULTANT:
WILBURN ENGINEERING, LLC
931 LOWER FAYETTEVILLE RD, SUITE I
NEWNAN, GA 30263



DRI PLAN





PREPARED BY:
HRC
HUGHES-RAY COMPANY, INC.
ARCHITECTS
6554 EAST CHURCH STREET
DOUGLASVILLE, GEORGIA 30134
P 770.942.0156
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www.HughesRay.com

No.	DATE:	REVISION	ARC COMMENTS
1	2/6/20		

CONCEPTUAL SITE PLAN (NORTH)
OF
SILVERMAN - BRIGHT STAR / PHASE III
L.L. 162 & 163, 2nd DISTRICT, 5th SECTION
CITY OF DOUGLASVILLE, DOUGLAS COUNTY, GEORGIA

OWNER:
THE SILVERMAN GROUP
788 MORRIS TURNPIKE
SHORT HILLS, N.J. 07078
DEVELOPER:
SAME AS ABOVE
24 HR. CONTACT:
UGO ORSINI
862.812.0924

PROFESSIONAL
ENGINEER
FORWARD B. RAY
2-6-20

DATE: 7/22/19
DRAWN BY: JWM
CHECKED BY: HBR
JOB#: H16314.08
DP5