

DATE: April 1, 2020

ARC REVIEW CODE: R2003131

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

The Atlanta Regional Commission (ARC) has completed 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: IDI Douglasville (DRI #3072)

Submitting Local Government: City of Douglasville

Review Type: Development of Regional Impact **Date Opened:** March 13, 2020 **Date Closed:** April 2, 2020

Description: A Development of Regional Impact (DRI) review of a proposal to build two distribution warehouses totaling 1,063,000 SF in the City of Douglasville. The site is located on the south side of Riverside Parkway near Roberts Road. Access will be provided to one building with an improvement of the existing Roberts Road and to the other building with two new driveways on Riverside Parkway. The local trigger is a rezoning. Expected buildout is 2023.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in a Developing Rural area. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Rural areas are listed at the bottom of these comments. In addition, we have listed recommendations for Regional Industrial & Logistics Areas, which is becoming the predominate use in this area.

This DRI manifests certain aspects of regional policy. It offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its accessibility to Fairburn Road/Campbellton Road (SR 166) and Thornton Road/Camp Creek Parkway (SR 6), and I-20 and Fulton Industrial Boulevard (SR 70) beyond that. Although this location is not currently considered an Industrial & Logistics Area in The Atlanta Region's Plan, the growing number of distribution/warehouse facilities along Riverside Parkway and the nearby Fulton Industrial corridor requires considering these logistical issues.

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 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.

This general area is extremely important from an environmental standpoint, because of its location near the Chattahoochee River, Sweetwater Creek, and Sweetwater Creek State Park. Because it falls within 2000 feet of the Chattahoochee River, the site may be subject to a separate review under the Metropolitan River Protection Act. Please see the attached comments from ARC's Natural Resources Group regarding an unresolved question regarding the property's past exemption from MRPA review under a previous development proposal at the same location. This question had not been resolved as of the writing of these comments, and could have a material impact on the feasibility of the current proposal. For more information regarding MRPA and to search for reviews, please visit the ARC's website at <https://atlantaregional.org/natural-resources/water/metropolitan-river-protection-act/>.

Another critical regional project in the future to be considered in the design of this DRI is the long-term vision to continue expanding a multi-use trail along the Chattahoochee River. A preliminary alignment for the trail was developed with public input in 2019. The current alignment, which was in draft form at the time of this writing, calls for aligning the trail along Riverside Parkway east of the site, then along the southern boundary of the DRI property near the river. Additional details on this effort can be found at <https://chattahoocheeriverlands.com>.

Careful consideration and coordination by Douglas County Planning & Development, Douglas County Department of Transportation, the development team, and regional partners on the Chattahoochee Riverlands vision will be necessary to ensure that the viability of this regionally significant project is not impeded by this DRI proposal.

There are currently bicycle lanes on Riverside Parkway at the location of the DRI. Striping and signage should clearly indicate points of conflict and give warning to all users well in advance of conflicts. For more guidance, see ARC's Bike-Pedestrian plan and supplemental design materials at <https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive/>.

Additional comments from ARC's Transportation Access and Mobility Division are attached to this report. The underlying area for this location falls under the Developing Rural category of the Unified Growth Policy Map.

Recommendations 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

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 TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	CHATTAHOOCHEE-FLINT RDC
CHATTAHOOCHEE RIVERKEEPERS	GEORGIA CONSERVANCY	TRUST FOR PUBLIC LAND
DOUGLAS COUNTY	FULTON COUNTY	

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>.



Developments of Regional Impact

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DRI #3072

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: Riverside West
Location (Street Address, 168, 169, 170, 171 Riverside Parkway
GPS Coordinates, or Legal
Land Lot Description):
Brief Description of Project: The project proposes two warehouses.

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.): 605,800 sq ft and 453,600 sq ft

Developer: IDI Logistics, LLC

Mailing Address: 1100 Peachtree St. NE Suite 1000

Address 2:

City: Atlanta State: GA Zip: 30309

Telephone: 404-479-4000

Email: nick.faber@idilogistics.com

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

If yes, property owner: Tributary (Atlanta) ASLI VII, L.L.L.P.

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 Project Name:

information: Project ID:

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

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part
of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the
overall project does this
project/phase represent?

Estimated Project Completion Dates: This project/phase: 2022
Overall project: 2022

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DRI #3072

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: Riverside West

DRI ID Number: 3072

Developer/Applicant: IDI Logistics, LLC

Telephone: 404-479-4000

Email(s): nick.faber@idilogistics.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: \$60 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$500 to \$750k

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: Douglas County WSA

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 100,0 GDP

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: Douglas County WSA

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 100,000 GDP

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.) 1:55 PM Peak Hour

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: Decel Lane Traffic Impact Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 100 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? 30%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Code requires detention ponds

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: stream impact mitigation

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

DRI INFORMATION

DRI Number #3072

DRI Title IDI Riverside West Douglasville

County Douglas County

City (if applicable)

Address / Location Riverside parkway near Roberts Road

Proposed Development Type: Industrial development – two buildings consisting of 1,063,000 square feet of warehouse/distribution center

Review Process ☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Marquitrice Mangham

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Date March 6, 2020

TRAFFIC STUDY

Prepared By: NV 5 Engineers And Consultants

Date March 3, 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*)

☒ NO (*provide comments below*)

The traffic analysis did not referenced programmed projects consideration in the study network. A Bridge replacement project is programmed in the TIP at Riverside Parkway and Sweetwater Creek.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

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

The site plan depicts two driveways proposed on Roberts Road and two on Riverside Parkway, neither designated as regional thoroughfare

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*)

The site plan depicts two driveways proposed on Roberts Road and two on Riverside Parkway, neither designated as regional truck routes thoroughfare

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) Douglas Connect Route 40

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 (No Sidewalks or 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 Connect, GRTA Express Bus Service

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 Chattahoochee Greenway Trail is proposed nearby

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*)

Access to adjacent parcels can be accessed by Roberts Road, a local Or Riverside Parkway which is a local road. The site plan also shows a stub out for future inter-parcel connectivity.

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*)

No facilities are proposed for pedestrian use internal to the site. The truck traffic combined with vehicle traffic makes hinders safe bike ped use on site.

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

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

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

The site plan does not depict external pedestrian facilities along the property boundary, however it does not preclude it.

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)

Multiple drive access points are proposed for the development however the proposed site plan does not segregate truck traffic by vehicle traffic through separate driveways, allowing them to mingle.

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)*

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

Development is flourishing along Riverside Parkway with residential housing on the west end and industrial development on the east end. Douglas County Connect also designated a bus route to specifically serve the industrial uses along Riverside Parkway, however sidewalk facilities are incomplete adjacent to the roadway. It is recommended that sidewalks be completed along Riverside Parkway adjacent to the site.

During AM Peak hours, vehicular traffic along Riverside backs up for miles due to heavy freight traffic heading (east)towards Thornton Road trying to make left turns into Industrial sites, exacerbating the congestion issue.

It is recommended that the western most entrance on Riverside be designated for vehicular traffic only and adequate turn lane length is provide for multiple trucks attempting to turn left.

IDI DOUGLASVILLE DRI
City of Douglasville
Natural Resources Group Review Comments
April 2, 2020

Chattahoochee River Corridor

The majority of the project property is in the 2000-foot Chattahoochee River Corridor. However, the property was included in the original 1998 New Manchester project, which requested and received an exemption from the requirements of the Metropolitan River Protection Act (O.C.G.A. 12-5-440 et seq.), the legislation that created the Corridor and authorized the Chattahoochee Corridor Plan. Originally extending from Buford Dam to Peachtree Creek, the Act was amended in 1998 to extend the River Corridor to the downstream limits of Douglas and Fulton Counties. For land that came into the Corridor for the first time after July 1, 1998, O.C.G.A. 12-5-451(5)(A)(ii) provided that any land or water use or land-disturbing activity on land that was zoned for such use could be determined to be exempt if preparations for construction had been made and that construction had started on at least part of the project by July 1, 1999. Under O.C.G.A. 12-5-451(5)(B), the landowner had to request such exemption and submit evidence of the project's eligibility. The exemption determination was to be made by the Atlanta Regional Commission.

Such evidence was submitted by the developer of New Manchester and the exemption was granted by ARC. There is no expiration date to the exemption, as long as a parcel in the exemption area is developed under the original zoning for that land. It is our understanding from the applicant that the City of Douglasville revised its zoning and land use codes and that the current rezoning is to return the property to zoning originally in place, which allows for the proposed industrial use. Staff has requested confirmation of the nature of the zoning action. No written confirmation has been received at this time. With confirmation, the project is exempt from Metropolitan River Protection Act review. If it cannot be confirmed that the zoning included in the original 1998 exemption of New Manchester is the zoning for the proposed subject, then it may be subject to review under the Metropolitan River Protection Act and the Chattahoochee Corridor Plan.

The Natural Resources Group has identified County and State regulations that could apply to this property. ARC and the Metropolitan North Georgia Water Planning District do not have regulatory or review authority under these regulations. Other regulations may also apply that we have not identified.

Watershed Protection

The property is located downstream of the portion of the Chattahoochee that serves as a water supply source in the Atlanta Region.

Stream Buffers

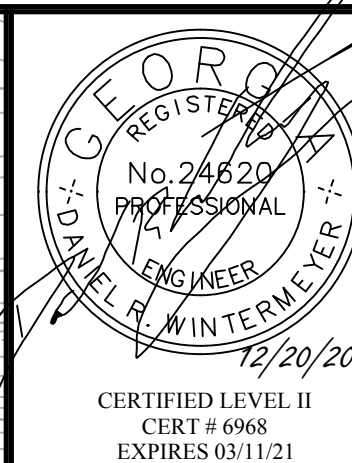
The USGS coverage for the project area shows one blue-line stream running north south through the center of the property. The submitted site plan shows this stream as well as two other streams on the eastern and western portions of the property. short segments of unmapped streams on the property. Although not labeled, it appears that the 50-foot stream buffer and additional 25-foot impervious setback required under the City of Douglasville's stream buffer ordinance as well as the State 25-foot State Erosion and Sedimentation Act buffer are shown on all the streams. The submitted site plan shows no intrusions on the central and eastern streams. A portion of one warehouse is shown over the western stream. Intrusions into these buffers or setbacks may require variances. Any other streams identified on the property may be subject to the City buffer ordinance and any waters of the state may be subject to the State erosion and sedimentation buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.



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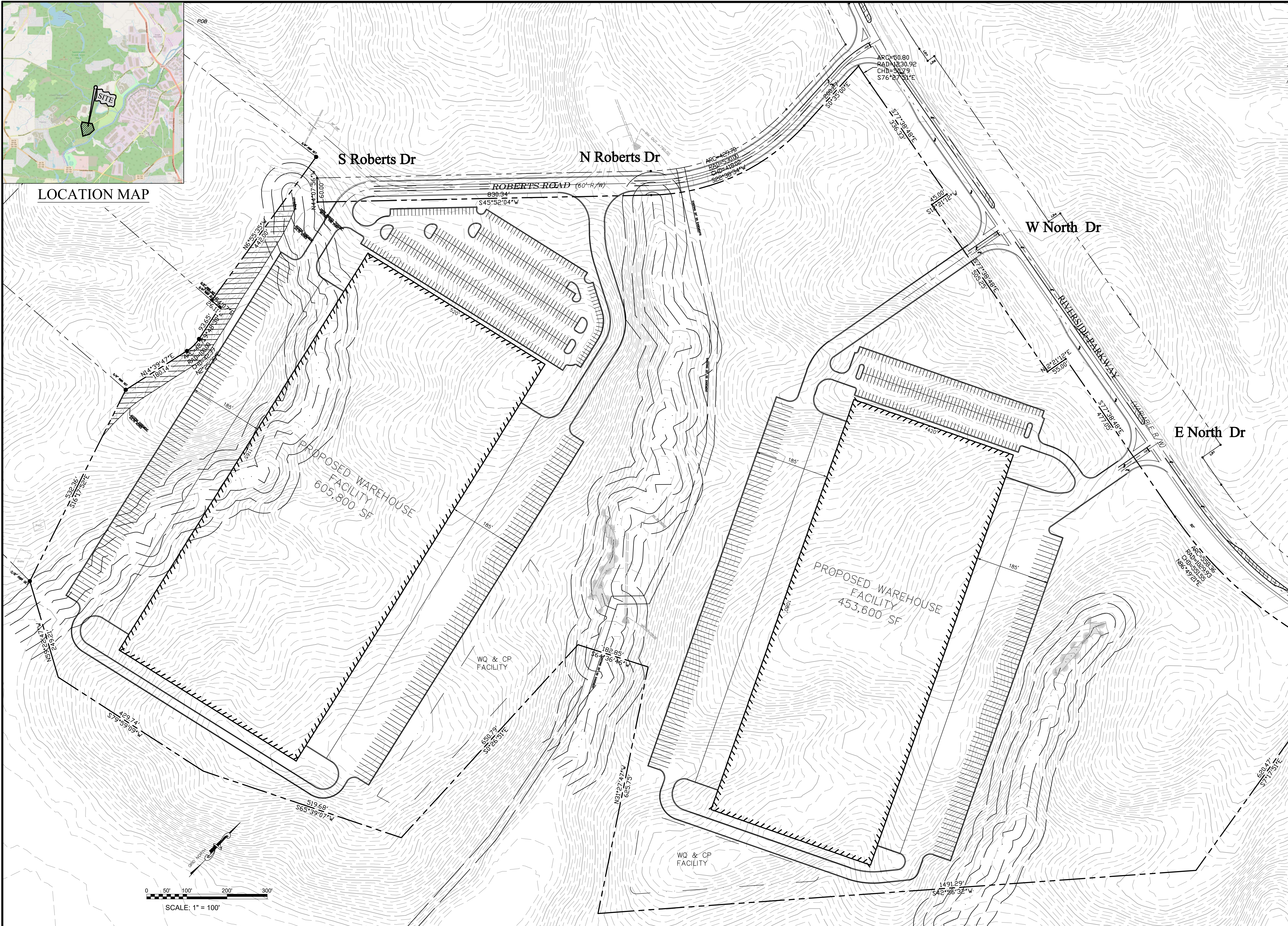
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SITE PLAN OVERALL
IDI
RIVERSIDE WEST
ADDRESS

PROJECT No.	u21912j1
LAND LOT(S):	1234
DISTRICT:	25th
COUNTY:	DOUGLAS
SCALE:	1"= 100'
DATE:	12/17/2019

DRAWING NO.

C-4.0



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