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: April 10, 2020 **ARC REVIEW CODE**: R2003241

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: **Riverside West Business Park (DRI #3080)**
Submitting Local Government: City of Douglasville
Review Type: Development of Regional Impact **Date Opened**: March 24, 2020 **Date Closed:** April 10, 2020

Description: A Development of Regional Impact (DRI) review of a proposal to build two distribution warehouses in the City of Douglasville a site on North River Road, near Riverside Parkway. The project proposes warehouses of 1,314,599 square feet and 576,975 square feet. Access will be provided with one new driveway on North River Road for each warehouse. The southern boundary of the property is Sweetwater Creek. The local trigger is a rezoning. Expected buildout is 2022.

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.

There are currently bicycle lanes on Riverside Parkway beginning at the location where it intersects with River Road. 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. Please see the attached comments from Georgia Department of Transportation's aviation division regarding a nearby navigational facility that will require the filing of an FAA Form 7460-1 to the Federal Aviation Administration.

This general area is extremely important from an environmental standpoint, because of its location near Sweetwater Creek and Sweetwater Creek State Park. Please see the attached comments from ARC's Natural Resources Group detailing the site's conditions as it relates to regional watersheds and recommended practices for water protection. These comments note there are streams on the property that have been reviewed and conditioned separately by the U.S. Army Corps of Engineers under permit #SAS-2014-00355. That permit is not included in this report for length, but it is available for review at https://www.sas.usace.army.mil/Missions/Regulatory/Public-Notices/. Additional comments from the Georgia Department of Natural Resources detailing wildlife communities, plants, and animals on or near the site are attached.

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 RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COBB COUNTY
ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
DOUGLAS 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.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3080

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:	Riverside West Business Park
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Near North River Road
Brief Description of Project:	Development of two warehouses

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	1,314,599 sq ft and 576,975 sq ft
Developer:	Rooker
Mailing Address:	445 Bishop Street
Address 2:	Suite 200
	City:Atlanta State: GA Zip:30318
Telephone:	678.367.4210
Email:	briancardoza@rookerco.com
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ◉ No
If yes, property owner:	
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?	86.2%
Estimated Project Completion Dates:	This project/phase: 2022 Overall project: 2022

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3080

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 Business Park
DRI ID Number:	3080
Developer/Applicant:	Rooker
Telephone:	678.367.4210
Email(s):	briancardoza@rookerco.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:	$100 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1 million to $1.5 million
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)?	125,000
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 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)? 125,000

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.) AM Peak 7 to 9am -- 281, PM Peak 4 to 6pm -- 286

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:Traffic Impact Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 150 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? 40%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: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:
A 404 individual permit was received from the army corp of engineers on March 14, 2019 -- permit #SAS-2014-00355.

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3080

DRI Title Riverside Parkway Warehouse

County Douglas County

City (if applicable)

Address / Location **on North River Road in Douglasville**

Proposed Development Type: **Industrial development – two buildings consisting of 1,891,574 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

Copied Click here to enter text.

Date March 25, 2020

TRAFFIC STUDY

Prepared By: **A&R Engineering**

Date March 18, 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 references programmed projects consideration in the study network on page however does not reference 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 development proposes two driveways off North River Road, 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)*

The site plan depicts two driveways proposed on North River Road.

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 30

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)*

A segment of Riverside Parkway south of the proposed development has bicycle lanes, but they do not extend north.

* *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)*

Adjacent (undeveloped) parcels can be accessed by N River Road, a local Or Riverside Parkway which is a local road.

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)*

According to the traffic study, sidewalks are currently along North River Road and Riverside Parkway currently

12. **Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*
- ☒ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*
- ☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*
- ☐ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

Two drive access points are proposed for the development, one to each building, however the proposed site plan does not depict separate driveways for truck and vehicle traffic.

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):

None.

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, March 25, 2020 10:32 AM
To: Greg Giuffrida
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; Beggerly, Timothy
Subject: RE: ARC DRI Review Notification - Riverside West Business Park DRI 3080
Attachments: ARC Preliminary Report - Riverside West Business Park DRI 3080.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Greg,

The proposed site consisting of two distribution warehouses is in the City of Douglasville, located on North River Road, near Riverside Parkway. It is located approximately than 7 miles southwest of the Fulton County Airport – Brown Field (FTY), and is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm). Those submissions may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Tim Beggerly with the Fulton County Airport – Brown Field (FTY) on this email.

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

Alan Hood
Airport Safety Data Program Manager

GDOT Georgia Department of Transportation

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

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Tuesday, March 24, 2020 5:16 PM
To: aspiliotis@srta.ga.gov; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C.

GEORGIA
DEPARTMENT OF NATURAL RESOURCES
WILDLIFE RESOURCES DIVISION

MARK WILLIAMS
COMMISSIONER

RUSTY GARRISON
DIRECTOR

April 01, 2020

Greg Giuffrida
Plan Review Technician
Atlanta Regional Commission
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near DRI 3080 Riverside West Business Park, Douglas County, Georgia

Dear Mr. Giuffrida:

This is in response to your request of March 24, 2020. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local HUC10 watershed for elements whose range distribution is limited by aquatic systems (AQ) and within 3 miles for all other EOs (TR).

(-84.614785, 33.718823, WGS84)

GA *Cambarus howardi* (Chattahoochee Crayfish) in Dog River (AQ), approx. 13.6 mi SW of site

GA *Cambarus howardi* (Chattahoochee Crayfish) in Dog River (AQ), approx. 13.2 mi W of site

GA *Cambarus howardi* (Chattahoochee Crayfish) [Historic?] in Sweetwater Creek (AQ), approx. 2.4 mi N of site

GA *Cyprinella callitaenia* (Bluestripe Shiner) in Dog River Huc 10 - 0313000203 (AQ), approx. 15.6 mi W of site

GA *Cyprinella callitaenia* (Bluestripe Shiner) [Historic] in Chattahoochee River Huc 10 - 0313000203 (AQ), approx. 1.9 mi SW of site

GA *Cypripedium acaule* (Pink Ladyslipper) (TR), approx. 2.9 mi NW of site

GA *Cypripedium parviflorum* (Yellow Ladyslipper) [Historic?] (TR), approx. 1.6 mi NW of site

Micropterus cataractae (Shoal Bass) in Sweetwater Creek Huc 10 - 0313000202 (AQ), approx. 2.2 mi N of site

Micropterus cataractae (Shoal Bass) in Dog River Huc 10 - 0313000203 (AQ), approx. 15.6 mi W of site

Micropterus cataractae (Shoal Bass) [Historic] in Anneewakee Creek (AQ), approx. 5.3 mi SW of site

Micropterus chattahoochae (Chattahoochee Bass) [Historic] in Snake River Huc 10 - 0313000203 Chattahoochee Lower North 7 (AQ), approx. 21.3 mi W of site
Micropterus chattahoochae (Chattahoochee Bass) [Historic] in Snake Creek Huc 10 - 0313000203 Chattahoochee River Lower North 7 (AQ), approx. 21.7 mi SW of site
GA *Notropis hypsilepis* (Highscale Shiner) in Snake Creek (AQ), approx. 21.7 mi SW of site
GA *Notropis hypsilepis* (Highscale Shiner) in Lick Log Creek (AQ), approx. 12.2 mi NW of site
GA *Notropis hypsilepis* (Highscale Shiner) in Keaton Creek, Huc 10 - 0313000203 (Chattahoochee River Lower North 7) (AQ), approx. 15.6 mi W of site
GA *Notropis hypsilepis* (Highscale Shiner) [Historic] in Sweetwater Creek (AQ), approx. 5.4 mi N of site
Panax quinquefolius (American Ginseng) (TR), in an uncertain location near the project site
Pseudacris brachyphona (Mountain Chorus Frog) (TR), approx. 2.3 mi NW of site
GA *Schisandra glabra* (Bay Star-vine) (TR), in an uncertain location near the project site
GA *Schisandra glabra* (Bay Star-vine) (TR), approx. 0.4 mi NW of site
GA *Symphyotrichum georgianum* (Georgia Aster) (TR), approx. 2.7 mi NE of site
060-008 [Department of Transportation] (TR), approx. 2.9 mi SW of site
2011075 [Georgia Land Trust] (TR), approx. 0.5 mi E of site
2011075 [Georgia Land Trust] (TR), approx. 2.2 mi NE of site
2012037 [Atlantic Coast Conservancy] (TR), approx. 2.1 mi S of site
2013054 [Georgia Land Trust] (TR), approx. 0.4 mi S of site
Atlantic Coast Conservancy easement [Atlantic Coast Conservancy] (TR), approx. 2.4 mi SE of site
CHATTAHOOCEE BOAT RAMP [Georgia Department of Natural Resources] (TR), approx. 1.8 mi SW of site
SWEETWATER CREEK SP [Georgia Department of Natural Resources] (TR), approx. 2.4 mi N of site
SWEETWATER CREEK SP [Georgia Department of Natural Resources] (TR), approx. 2.9 mi NW of site
Greenspace program acquisition (TR), approx. 1.9 mi SW of site
Bridge/Culvert Inspection (33.693316, -84.637974), Bats Present: No, Species: N/A (TR), approx. 2.1 mi SW of site
Bridge/Culvert Inspection (33.718112, -84.610042), Bats Present: No, Species: N/A (TR), approx. 0.2 mi E of site
Chattahoochee River Lower North 8 (0313000201) [SWAP High Priority Watershed] (TR), approx. 0.5 mi E of site
Chattahoochee River Lower North 7 (0313000203) [SWAP High Priority Watershed] (TR), approx. 0.2 mi S of site

Recommendations:

Please be aware that state protected species have been documented near the proposed project. For information about these species, please visit our webpage at http://georgiawildlife.com/conservation/species-of-concern#rare-locations.

This project occurs within a high priority watershed. As part of Georgia's State Wildlife Action Plan, high priority watersheds were identified to protect the best-known populations of high priority aquatic species, important coastal habitats, and migratory corridors for anadromous species. Please refer to Appendix F of Georgia's State Wildlife Action Plan to find out more specific information about this high priority watershed: https://georgiawildlife.com/wildlifeactionplan.

We are concerned about streams and other habitats that could be impacted by the proposed project. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the project site does not serve as a conduit for storm water or pollutants into the watershed during or after construction. These measures will help protect water quality near the project as well as in downstream areas.

Please be aware that the type of erosion control material used during construction can impact wildlife. We strongly recommend using natural, biodegradable materials such as 'jute' or 'coir'. Mesh strands should be movable, as opposed to fixed. Use of plastic fencing frequently leads to wildlife entrapment and death.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Wildlife Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Wildlife Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (http://georgiawildlife.com/conservation/species-of-concern#rare-locations) or by contacting our office. If we can be of further assistance, please let us know.

Laci Pattavina, Wildlife Biologist, Environmental Reviews
laci.pattavina@dnr.ga.gov, (706) 557-3228

Data Available on the Wildlife Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit http://georgiawildlife.com/conservation/species-of-concern#rare-locations.
- Rare species and natural community information can be viewed by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: http://georgiabiodiversity.org/
- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: http://georgiabiodiversity.org/natels/natural-element-locations.html

RIVERSIDE WEST BUSINESS PARK DRI
City of Douglasville
Natural Resources Group Review Comments
March 24, 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 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 USGS coverage for the project area shows no blue-line streams on the property. Based on the submitted site plan, the property does not extend to the banks of Sweetwater Creek, but portions of the property may be within 75 feet of the Creek. In addition, the site plan shows five unmapped streams on the property, three of which will be affected by the proposed project, with buildings, parking areas and outdoor storage built over them. No buffers are shown on any of the streams. If these streams are subject to the City's 50-foot stream buffer and additional 25-foot impervious setback, they should be shown, and any intrusions in the buffer or setback will be subject to the requirements of the City of Douglasville's Stream Buffer Ordinance. These streams, as well as any other waters of the state on the property, are also subject to the State 25-foot State Erosion and Sedimentation Act buffer, and any intrusions into those buffers may require variances. In addition, the City buffers should be shown along any portion of the property within the buffer or setback area of Sweetwater Creek.

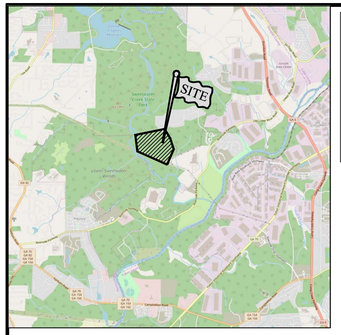
Storm Water/Water Quality

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.



LOCATION MAP

OWNER / DEVELOPER:
ROOKER
445 BISHOP STREET
ATLANTA, GA 30318
PHONE: (678) 367-4210
CONTACT: BRIAN CARDOZA

TRAFFIC ENGINEER:
A & R ENGINEERING
2160 KINGSTON COURT
SUITE O
MARIETTA, GA 30067
PHONE: (770) 690-9255
CONTACT: ABDUL AMER, P.E..

CIVIL ENGINEER:
URBAN ENGINEERS
1904 MONROE DRIVE
SUITE 150
ATLANTA, GA 30324
PHONE: (404) 873-5874
CONTACT: DANIEL WINTERMEYER, P.E.

PROJECT DATA:

1. DRI NUMBER: 3080
2. SITE AREA = 159.5 ACRES
   DISTURBED AREA = 124.0 ACRES
   UNDISTURBED AREA = 35.5 ACRES
3. FLOOR AREA RATIO = 0.27
4. PARKING:
   REQUIRED PER ZONING:
   1,891,574 WAREHOUSE (@ $\frac{1}{1000}$) = 1,892
   PARKING REQ CAN BE MODIFIED BY APPROVAL OF THE CITY COMMUNITY DEVELOPMENT BUILDING OFFICIAL.

   PROPOSED:

STANDARD:	344
HANDICAPPED:	10
TOTAL:	354

5. ROADWAY INFO:
   NORTH RIVER ROAD: 2 THROUGH LANES
6. NO DEDICATED OPEN SPACE
7. BIKE PARKING PROPOSED: TBD
8. ELECTRIC CHARGING STATIONS: TBD
9. BUILDING BREAKDOWN:

BUILDING 1:	576,975 SF
BUILDING 2:	1,314,599 SF
TOTAL:	1,891,574 SF

LL 1022
LL 165
LL 166
LL 1021
LL 164
LL 173
LL 167

N/F ROOKER RIVERSIDE, LLC ZONED LI
N/F AMERIS BANK ZONED RA
N/F STATE OF GEORGIA
N/F CITY OF DOUGLASVILLE ZONED LI
N/F CYRUS ONE ZONED LI

BUILDING 1
PROPOSED WAREHOUSE
576,975 sf

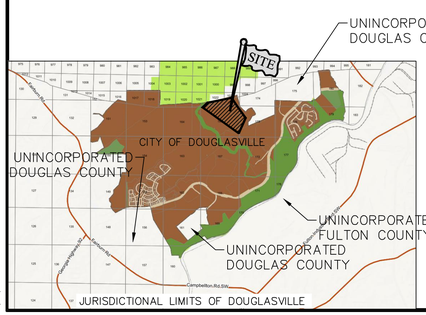
BUILDING 2
PROPOSED WAREHOUSE
1,314,599 sf

OUTSIDE STORAGE
400,00 SF

170 TRAILER DROPS (12'x50')
166 TRAILER DROPS (12'x50')

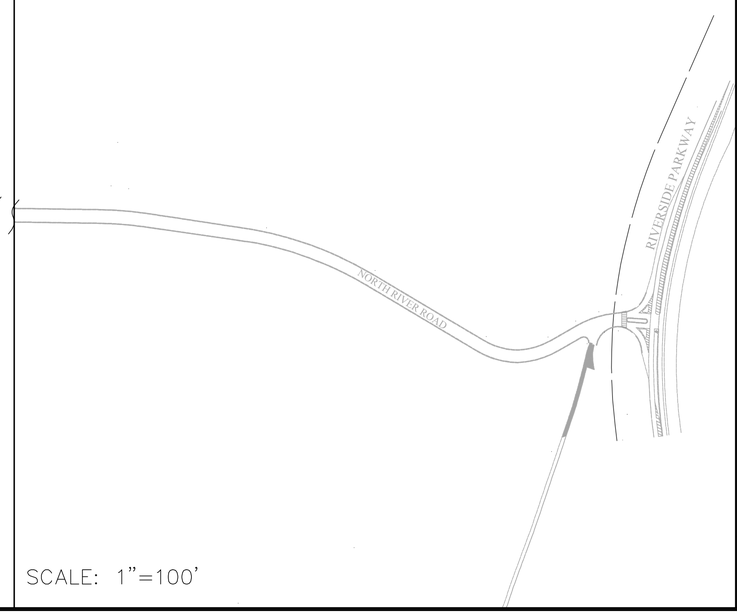
STREAM HEAD
WETLAND HEAD
BUFFER (TYPICAL)
PROPERTY LINE
SWEETWATER CREEK
APPROX. LAND LOT LINE
NORTH RIVER ROAD
SITE DRWY (N)
SITE DRWY (S)

FLOOD PLAIN DELINEATION IS A GRAPHICAL REPRESENTATION FROM FIRM-PANEL 1570



0 100' 200' 400' 600'
SCALE: 1" = 200'
CONTOUR INTERVAL = 5'

INSET
PROJECT ROADWAY TIE



SCALE: 1"=100'

GEORGIA REGISTERED No. 26820 PROFESSIONAL ENGINEER DANIEL R. WINTERMEYER 3/17/2020

Urban Engineers, Inc.
1904 MONROE DRIVE, N.E., SUITE 150
ATLANTA, GEORGIA 30324
PHONE:(404) 873-5874
www.urbanengineers.net

REVISIONS

DATE	△	DESCRIPTION

DRI SITE PLAN

1 ROOKER
DESIGN :: BUILD :: DEVELOP

PROJECT No. 21205-5
LAND LOT(S): 166 & 173
DISTRICT: 1st / 5th SECTION
COUNTY: DOUGLAS
SCALE: 1" = 200'
DATE: 03-16-2020

DRAWING NO.:
C-1.0

U:\Rooker\New Manchester Research\Master Plan\Master Plan.dwg
3/17/2020 3:18 PM