REGIONAL REVIEW FINDING

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

DATE: November 8, 2021 **ARC REVIEW CODE**: R2110181

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Ryan Anderson, Zoning Administrator, City of Douglasville
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review

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The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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: FTY01 DRI 3426
Submitting Local Government: City of Douglasville
Review Type: Development of Regional Impact **Date Opened**: Oct 18, 2021 **Date Closed:** Nov 8, 2021

Description: The proposed site is located in the City of Douglasville, west of North River Road, southwest of Summer Lake Road and north of Sweetwater Creek. The proposed development includes 980,000 square feet of Data Center Warehouse across 4 total buildings. The projected build-out is one phase to be completed by 2031. The proposed development includes a full access driveway along North River Road. The applicant is coordinating with the City of Douglasville and Douglas County on a potential emergency access connection to Summer Lake Road. The DRI trigger for this development is a land disturbance permit. The vehicular trip generation is estimated to be 970 net daily trips based on the ITE Trip Generation Manual 10th edition. The applicant is applying for approval under GRTA's expedited review process. While a TIS is not required for the DRI, GRTA supports any requirements the City of Douglasville and/or Douglas County have for pursuing a TIS outside of the DRI process.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in an area designated as Developing Rural. The Plan details general information and policy recommendations for Developing Rural areas, which are listed at the bottom of these comments.

General

This DRI appears to manifest certain aspects of regional policy in the area of creating a competitive economy in that it will create some local jobs, albeit a limited number. The project proposes four 245,000-SF buildings to house data center activities and associated access roads and parking.

Transportation and Mobility

As there is no housing included and only a limited number of people will work at the location, there are no real needs or opportunities for connecting the development to adjacent uses. Further, the project will only generate a limited amount of traffic, so there are minimal transit considerations. However, it should be noted that this site is less than one mile from Connect Douglas bus route #30, with stops on Riverside Parkway at Avonlea-Tributary to the north and the American Red Cross to the south. This facility and others nearby could benefit from a new transit stop on Riverside Parkway at North River Road.
In terms of internal site circulation, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. These kinds of interventions can reduce dependence on single-occupancy vehicles for internal site circulation.

A segment of the proposed Chattahoochee Hill Country Regional Greenway Trail System is planned to extend along Sweetwater Creek from the State Park to the Chattahoochee River, passing close by the DRI site. It is not totally clear if the segment is planned for the south side of the creek opposite the DRI site or the north side of the creek adjacent to the DRI site. If the former, the DRI applicant team should ensure that the project does not preclude the opportunity for the trail segment to be developed. If the latter, the DRI applicant team should coordinate with Douglas County and the City of Douglasville as needed to ensure that an easement for the future trail is secured.

Additional transportation comments can be found in the attached comments from ARC's Transportation Access and Mobility Group.

Transportation comments were also received from the Georgia Department of Transportation Aviation Programs which noted that the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception. Studies will be needed for any building or crane proposed which is taller than 65' above the ground. The FAA will evaluate the potential impacts of these project elements on protected airspace associated with the airports and advise the proponent if any action is necessary.

Natural Resources and Environment

The project proposes to retain 56 acres of the total approximately 160 acres as open space which is significant. However, about half of the 104 acres to be developed is currently undisturbed natural forest, adjacent to Sweetwater Creek State Park and Sweetwater Creek, creating the potential watershed and environmental impacts which need to be carefully considered. Further, a significant portion of the undeveloped 56 acres is still proposed to be cleared of existing natural forest to accommodate detention ponds. These forested areas provide valuable carbon storage/sequestration capacity, natural stormwater retention and treatment, wildlife habitat, and natural air cleaning and cooling benefits – all of which are

regional priorities. The project would be substantially enhanced by the retention of as much of the existing extensive natural forest as possible. This could include considering shorter roadway options; using other stormwater management techniques such as green roofs or temporary holding tanks to reduce the size of the detention ponds; utilizing permeable pavement to reduce runoff; and generally considering ways to reduce the project footprint and the amount of forest cover eliminated.

The project's impact on water resources is detailed in the attached ARC Natural Resources staff comments. While the impacts on the Sweetwater Creek and Chattahoochee River watersheds are limited, there are concerns about the impact on protected stream buffers within the site. The site plan identifies five streams on the property, four of which start on the property and flow into Sweetwater Creek on the western and southwestern portions of the project property. A fifth stream is shown running along the eastern side of the property. A sixth stream is shown between Sweetwater Creek and the property but does not appear to extend into the property. Although the buffers are not entirely clear on the site plan, the plan does indicate the 50-foot undisturbed stream buffer and additional 25-foot impervious setback required under the City's Stream Buffer Ordinance, as well as the State 25-foot State Erosion and Sedimentation Control buffer. Extensive intrusions into the buffers and apparent complete elimination of portions of the streams are shown on the site plan. The proposed building identified as Data Center One is shown on top of the headwaters of one stream and the proposed substation is shown on top of the headwaters of a second stream. These major impacts on streams are concerning and will likely require variances, if available, under the both the City Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Control buffer. Ideally the building placement would be revised to better preserve the extensive riparian systems on the site. The project documents do not discuss the use of water by the project. Data centers typically utilize large amounts of water for cooling. It is unclear if the proposed detention ponds are designed for stormwater or for water used by the facility. Clarification of this element of the project would be useful.

Protecting tree canopy and the area's water and other natural resources represents an opportunity to build in long-term value and create a defining identity and amenity for this development and the broader area. The project can generally support regional planning goals by incorporating aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general – especially in parking areas, on site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Developing Rural

As mentioned above, this project falls primarily in a designated Developing Rural area per ARC's UGPM. Developing Rural means areas in the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low-intensity development of sensitive areas. Setting aside some of the site's natural areas for additional buffers for the adjacent ecosystems of Sweetwater Creek and Sweetwater Creek State Park would have a positive impact and strengthen regional conservation measures. Limited existing infrastructure in these areas will also

constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas.

While the DRI is in an area of developing industrial and warehouse uses, it should be noted that this project is in close proximity to multiple existing residential neighborhoods, forested areas, and unincorporated Douglas County immediately to the north. City leadership and staff, along with the applicant team, must therefore collaborate to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

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	GRTA/SRTA
GEORGIA ENVIRONMENTAL PROTECTION DIVISION	CITY OF SOUTH FULTON	FULTON COUNTY
DOUGLAS COUNTY	COBB COUNTY	

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@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 #3426

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: Ryan Anderson, Zoning Administrator
Telephone: 678-449-3202
E-mail: andersonr@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: FTY101
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1601 North River Road, Douglasville, Ga., 30122
Brief Description of Project: Project includes a total of four (4) 245,000 square feet technology facilities within a 160 acre parcel. Total project is 980,000 square feet.

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.): Total project is 980,000 square feet
Developer: Microsoft Corporation
Mailing Address: One Microsoft Way
Address 2:
City:Redmond State: WA Zip:98052-6399
Telephone: 1-470-645-6462
Email: mtrader@microsoft.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 information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other Site Plan and Land Development Plan Permit
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: 2023 Overall project: 2023

Back to Top

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3426

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:	Ryan Anderson, Zoning Administrator
Telephone:	678-449-3202
Email:	andersonr@douglasvillega.gov

Project Information

Name of Proposed Project:	FTY101
DRI ID Number:	3426
Developer/Applicant:	Microsoft Corporation
Telephone:	1-470-645-6462
Email(s):	mtrader@microsoft.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:	$500/SF, approximately 125 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Estimated property tax : 14.1 million that will be made in PILOT payment Sales tax 7 million for the shell building at 100 million (7% sales tax rate) Total tax impact 21.1 million payments.
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 & Sewer Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.05 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Douglasville Douglas County Water & Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.266 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	Am: 122 total entering and exiting, PM: 102 entering and exiting and 24 hour 970 total trips entering and exiting
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:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	22 tons (landfilled) cardboard-11 tons recycled, not landfilled
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?	impervious area on site is 67.94 ac/159.50 ac=43%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Site will contain detention ponds to regulate stormwater management per local requirements.

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:
Wetlands-stream impacts have been permitted by USACE Historic Resources-all data recovery, management plans and SHPO approvals have been submitted

Back to Top

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

1601 NORTH RIVER ROAD DRI
City of Douglasville
Natural Resources Group Review Comments
October 13, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project property is located in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. This portion of the watershed drains into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake.

The property is also located in the Sweetwater Creek Water Supply Watershed, which is also a large (over 100 square miles) water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act.

For both the Chattahoochee and Sweetwater Creek Water Supply Watersheds, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. The project property is more than seven miles upstream of the proposed Chattahoochee intakes, but is within seven miles upstream of the City of East Point Intake on Sweetwater Creek. The City of 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.

Stream Buffers

Based on the submitted site plan, the property boundaries do not appear to extend to the bank of Sweetwater Creek. The USGS coverage for the project area shows no other blue-line streams on the property. However, the submitted site does identify five streams on the property. Four start on the property and flow into Sweetwater Creek on the western and southwestern portions of the project property. A fifth stream is shown running along the eastern side of the property. A sixth stream is shown between Sweetwater and the property, but does not appear to extend into the property. Buffers are shown, but are not identified and are difficult to see over the contours on the site plan. The buffers are also shown more clearly on the project plans included in the project Methodology Meeting Packet, particularly the plan on Page One of that document. Although the buffers are not identified, this sheet shows the 50-foot undisturbed stream buffer and additional 25-foot impervious setback required under the City's Stream Buffer Ordinance, as well as the State 25-foot State Erosion and Sedimentation Control buffer. Intrusions into the buffers are shown on two streams. The proposed building identified as Data Center One is shown over the headwaters of one stream and the proposed substation is shown over the headwaters of a second stream. These intrusions may require variances under the both the City Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Control buffer. Any other unmapped streams on the property may also be subject to the City buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

1601 North River Road DRI
ARC Natural Resources Group Comments
October 13, 2021

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.

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	#3426
DRI Title	1601 North River Road
County	Douglas County
City (if applicable)	Douglasville
Address / Location	North of Sweetwater Creek, west of Riverside Parkway, and south of Summer Lake Road.

Proposed Development Type: It is proposed to build a 980,000 SF Data Center Warehouse with a total of four buildings.

Build Out: 2031

Review Process

☒ EXPEDITED

☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Aries Little
Copied	Click here to enter text.
Date	October 14, 2021

LIMITED TRIP GENERATION MEMO

Prepared by	A&R Engineering Inc.
Date	October 12, 2021

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)*

There are two projects referenced in the current fiscally constrained RTP and the projects are noted on page 4 of the Limited Trip Generation Memo.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

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

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

☐ NO

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

There are two proposed access points. The main access point is a full access driveway on North River Road, whereas the other access point is an emergency access connection to Summer Lake Road. North River Road and Summer Lake Road are perpendicular to Riverside Pkwy which provides direct connection to the regional thoroughfares SR 6 and SR 92.

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)*

There are two proposed access points. The main access point is a full access driveway on North River Road, whereas the other access point is an emergency access connection to Summer Lake Road. North River Road and Summer Lake Road are perpendicular to Riverside Pkwy which provides direct connection to the regional truck routes SR 6 and SR 92.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest station more than one mile away)*

☐ RAIL SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator / Rail Line

Nearest Station Click here to enter name of operator and rail line

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

	☐ 0.10 to 0.50 mile
	☐ 0.50 to 1.00 mile
Walking Access*	☐ Sidewalks and crosswalks provide sufficient connectivity
	☐ Sidewalk and crosswalk network is incomplete
	☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*
	Click here to provide comments.
Bicycling Access*	☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	☐ Low volume and/or low speed streets provide connectivity
	☐ Route follows high volume and/or high speed streets
	☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*
Transit Connectivity	☐ Fixed route transit agency bus service available to rail station
	☐ Private shuttle or circulator available to rail station
	☐ No services available to rail station
	☐ Not applicable *(accessing the site by transit is not consistent with the type of development proposed)*
	Click here to provide comments.

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE *(rail service already exists)*
- ☐ NOT APPLICABLE *(accessing the site by transit is not consistent with the type of development proposed)*
- ☒ NO *(no plans exist to provide rail service in the general vicinity)*
- ☐ YES *(provide additional information on the timeframe of the expansion project below)*
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

Click here to provide comments.

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE *(nearest bus, shuttle or circulator stop more than one mile away)*

☒ SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator(s): Connect Douglas

Bus Route(s): 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 *(accessing the site by walking is not consistent with the type of development proposed)*

There are no sidewalks for pedestrians to safely access Route 30.

Bicycling Access*
- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide sufficient connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Connect Douglas operates within the jurisdiction of the proposed development site.

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)*

Project DO-298 is a portion of the Chattahoochee Hill Country Regional Greenway Trail System. The Douglas County Extension is from Boundary of Waters Park to Sweetwater Creek State Park. The construction phase is currently programmed for fiscal year 2025.

☐ YES *(provide additional information below)*

Name of facility: Click here to provide name of facility.

Distance:
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*:
- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

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

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

☐ YES *(connections to adjacent parcels are planned as part of the development)*

☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*

☒ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*

☐ OTHER *(Please explain)*

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

☐ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*

☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*

☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*

☒ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*

☐ OTHER *(Please explain)*

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

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

☐ YES *(connections to adjacent parcels are planned as part of the development)*

☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*

☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*

☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*

☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*

☒ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

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

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

☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*

☐ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*

☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*

☒ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

RECOMMENDATIONS

13. **Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

14. **Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

Click here to enter text.

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

Donald Shockey

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, November 2, 2021 12:49 PM
To: Donald Shockey
Subject: RE: ARC DRI Review Notification: FTY01 DRI #3426

Donald,

The proposed development including 980,000 square feet of Data Center Warehouse across 4 total buildings in the City of Douglasville is approximately 6.4 miles southeast of the Fulton County Executive Airport/Charlie Brown Field (FTY). It is outside any FAA approach and departure surfaces, and is outside airport compatible land use areas, and does not appear to impact an airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed for any building or crane taller than 65' above the ground.. Those submissions to the FAA for the building and any associated cranes 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.

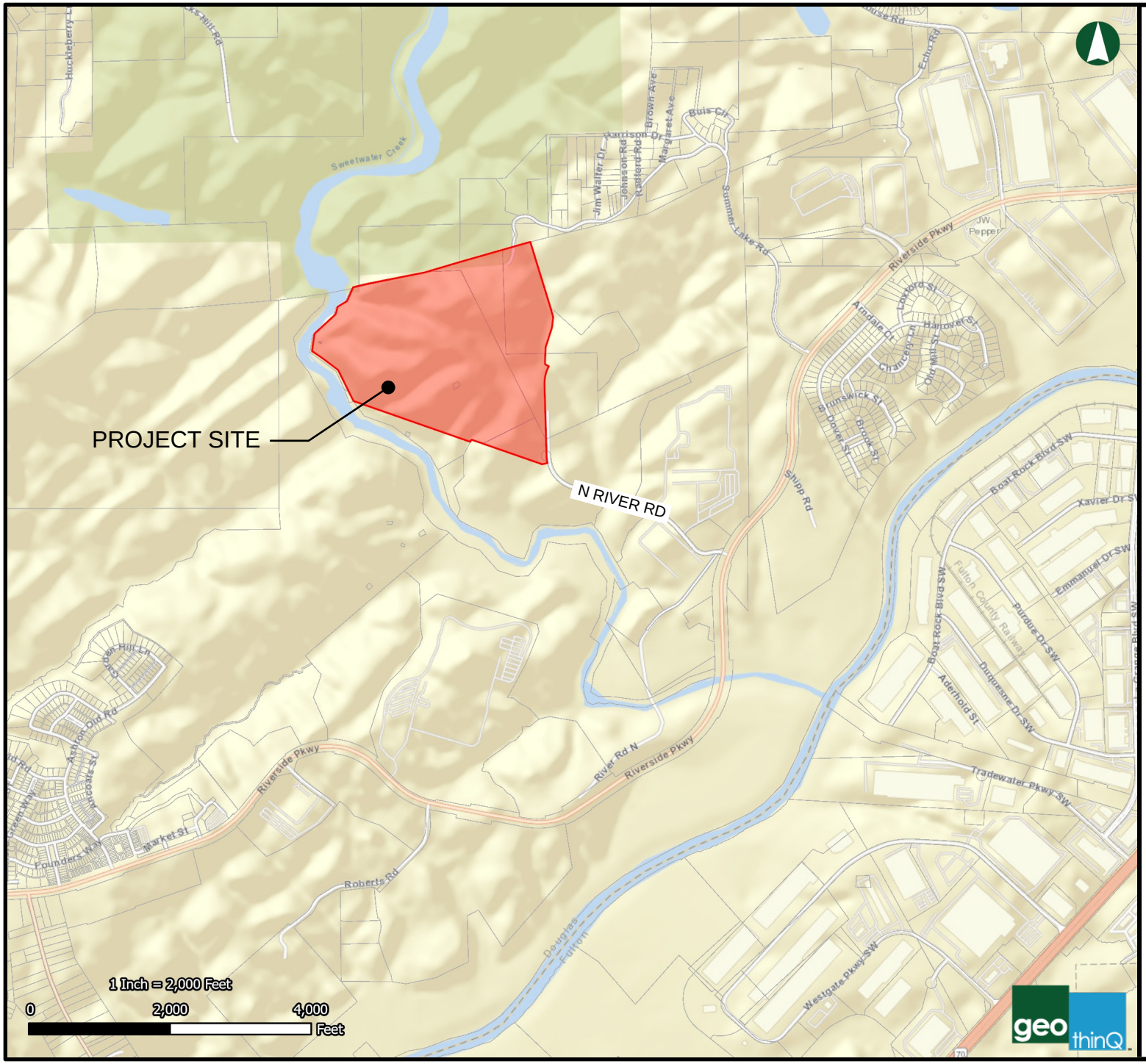
Thank you for the opportunity to comment on the proposed development.

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: Donald Shockey <DShockey@atlantaregional.org>
Sent: Tuesday, October 19, 2021 11:56 PM
To: andersonr@douglasvillega.gov; Hatch, Justin A <juhatch@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Kay, Linda M <LKay@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; 'ccomer@dot.ga.gov'; '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>; Kassa, Habte <hkassa@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; 'nrogers@dot.ga.gov'; Robinson, Charles A. <chrobinson@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; 'chuck.mueller@dnr.state.ga.us'; 'nongame.review@dnr.ga.gov'; 'kclark@gefa.ga.gov'; gaswcc.swcd@gaswcc.ga.gov; Annie Gillespie <agillespie@srta.ga.gov>; pmartin@srta.ga.gov; pemmanuel@srta.ga.gov; Cain Williamson <cwilliamson@ATLtransit.ga.gov>; Jon West <jon.west@dca.ga.gov>; Zane Grennell - Georgia DCA (zane.grennell@dca.ga.gov) <zane.grennell@dca.ga.gov>; williamsp@douglasvillega.gov; McKown, April <mckowna@douglasvillega.gov>; Anderson, Ryan <andersonr@douglasvillega.gov>; Ron Roberts



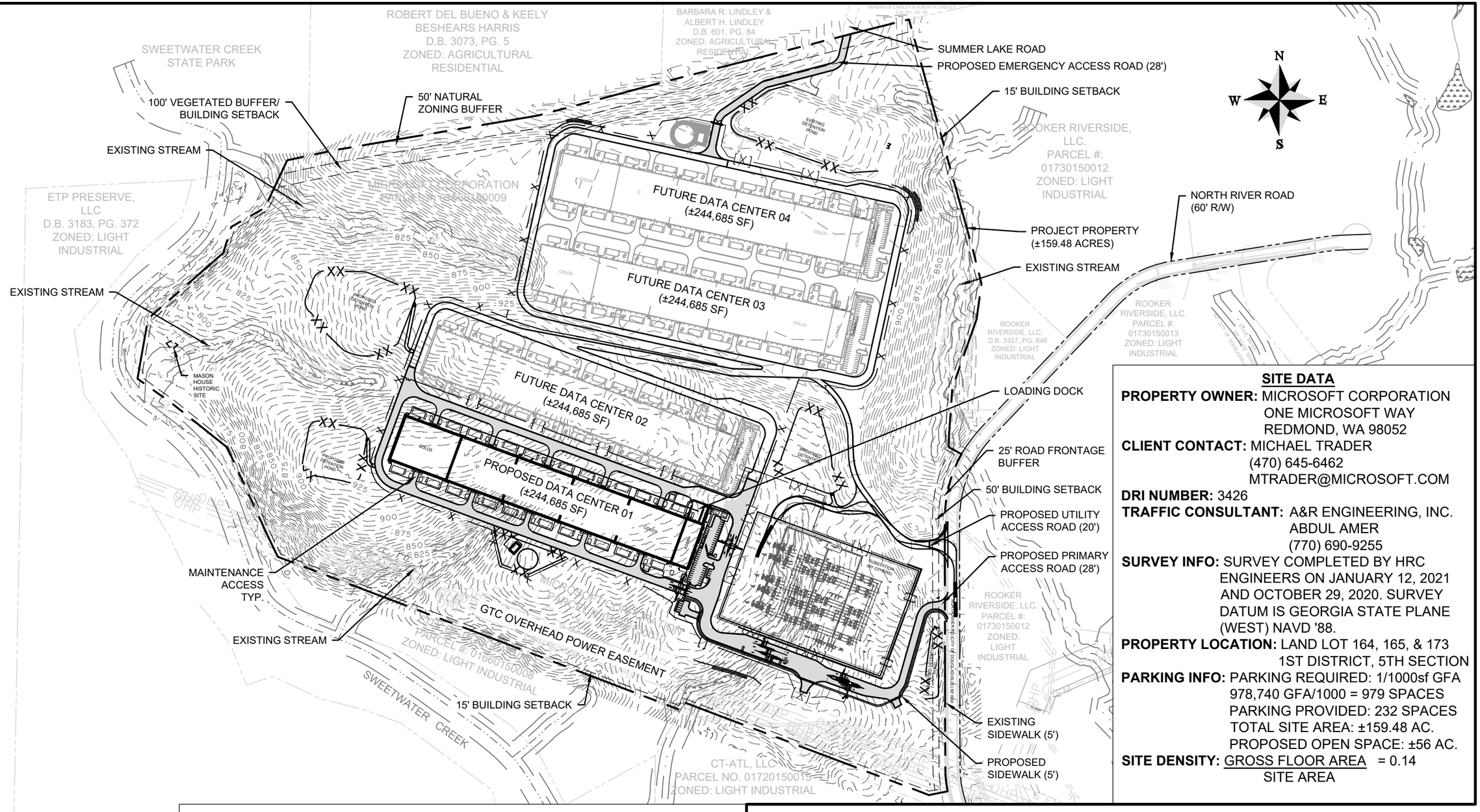
THOMAS & HUTTON

FTY01 Data Center

Location Map

08/19/2021

Parcels



SITE DATA

PROPERTY OWNER: MICROSOFT CORPORATION
ONE MICROSOFT WAY
REDMOND, WA 98052

CLIENT CONTACT: MICHAEL TRADER
(470) 645-6462
MTRADER@MICROSOFT.COM

DRI NUMBER: 3426

TRAFFIC CONSULTANT: A&R ENGINEERING, INC.
ABDUL AMER
(770) 690-9255

SURVEY INFO: SURVEY COMPLETED BY HRC ENGINEERS ON JANUARY 12, 2021 AND OCTOBER 29, 2020. SURVEY DATUM IS GEORGIA STATE PLANE (WEST) NAVD '88.

PROPERTY LOCATION: LAND LOT 164, 165, & 173
1ST DISTRICT, 5TH SECTION

PARKING INFO: PARKING REQUIRED: 1/1000sf GFA
978,740 GFA/1000 = 979 SPACES
PARKING PROVIDED: 232 SPACES
TOTAL SITE AREA: ±159.48 AC.
PROPOSED OPEN SPACE: ±56 AC.

SITE DENSITY: GROSS FLOOR AREA = 0.14
SITE AREA

GRAPHIC SCALE

400 0 200 400 800 1600

(IN FEET)
1 inch = 400 ft.

FTY01 DATA CENTER - DRI REVIEW EXHIBIT

FOR THE
GEORGIA REGIONAL TRANSPORT AUTHORITY

CLIENT:
MICROSOFT CORPORATION

LOCATION: DOUGLASVILLE, GA
DATE: 09/13/21
JOB NUMBER: J-28813.0003
DRAWN BY: CGW
REVIEWED BY: MBS
SHEET: 1 OF 1
SCALE: 1" = 400'

THOMAS & HUTTON
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