

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: May 13, 2022

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Shayla Reed, Community Development Director, City of Douglasville
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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:Highway 5 Business Center DRI 3589Submitting Local Government:City of DouglasvilleDate Opened:April 18, 2022Date Closed:May 13, 2022

Description: A DRI review of a proposal to construct 737,200 SF of industrial warehouse space in three buildings on an approximately 64.6-acre site at the NE corner of Bill Arp Road (SR 5) at Bright Star Connector/Rose Avenue in the City of Douglasville. Currently the site is mostly undeveloped with natural forest and several streams including Anneewakee Creek.

Comments:

<u>Key Comments</u>

The project is not well aligned with the applicable Developing Suburbs growth policy recommendations which state: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned through retention and management of additional undisturbed wooded areas around Anneewakee Creek and associated wetlands.

The site is designated Mixed Use on the City of Douglasville 2024 Land Use Plan which states: "A mixeduse design is required to include at least two types of land use that are otherwise not allowed together or at least two types of residential uses, in order to promote unique solutions to growth issues."

The project is expected to generate approximately 804 daily new car trips and 406 daily new truck trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

Stream buffers around Anneewakee Creek are generally preserved in keeping with regional water quality policy. The site plans indicate the presence of wetlands which may require additional consideration as may associated flood map updates.

Opportunities to utilize multi-modal strategies are limited by the site's warehouse use. An internal sidewalk network will connect to a partial existing external sidewalk along Bill Arp Road; some new sidewalk is proposed here but gaps remain in the project frontage. City transportation studies designate this as a priority sidewalk location.

Incorporation of green stormwater and heat island mitigation approaches for the 616 car parking spaces proposed would be supportive of regional environmental policies.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Developing Suburbs. The Plan details general information and policy recommendations for Developing Suburbs which are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group full comments are attached.

The project is expected to generate a total of 804 daily new car trips and 406 daily new truck trips. Opportunities to utilize multi-modal strategies are limited by the site's warehouse use and location. A range of roadway improvements are identified to mitigate the traffic generated by the project.

An internal sidewalk network will connect to Bill Arp Road. There is some existing sidewalk here and some new sidewalk proposed but gaps remain adjacent to the two outparcels owned by others. This area is designated as a priority area for sidewalks in city transportation studies. Providing a continuous sidewalk with crosswalks across all driveways along the whole Bill Arp Road frontage would support regional and local pedestrian mobility goals.

No EV charging stations are proposed; inclusion of some EV charging stations would be supportive of regional EV infrastructure development plans.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, 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.

ARC Natural Resources Comments

ARC's Natural Resources Group full comments are attached.

The property is located in the Anneewakee Creek watershed, which is a tributary of the Chattahoochee River, the property is also in the Chattahoochee River watershed. It is located in the portion of the Chattahoochee River watershed that 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.

Anneewakee Creek crosses the project property between the proposed development and Highway 5. The USGS coverage for the project area does not show any other blue-line streams on the property. The project plans show a tributary to Anneewakee Creek entering the creek at the western end of the property. The project plans show both 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 on both streams. All the buffers are clearly labelled. The only intrusion into the buffers on Anneewakee Creek is the entry dive stream crossing, which is allowed under the City Ordinance. An unlabeled area that appears to be a stormwater facility intrudes into the 25-foot impervious setback on the unnamed tributary. If this use is not allowed under the City stream buffer ordinance, a variance may be required. 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.

Other Environmental Comments

The site is mostly wooded; additional retention of existing trees on the site would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

A substantial amount of site area adjacent to Anneewakee Creek is proposed to remain undisturbed in accordance with stream buffer requirements. A managed approach to these fragmented undisturbed areas for conservation purposes would be in keeping with regional environmental goals and policies.

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, e.g., pervious pavers, rain

gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Developing Suburbs

Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of this proposed project is not well aligned with The Atlanta Region's Plan's recommendations for Developing Suburbs. The project could be made more responsive to these goals and policies by retaining additional wooded area along Anneewakee Creek, designating conservation areas for compatible uses, and employing green infrastructure in the large surface parking areas. City of Douglasville leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION GEORGIA DEPARTMENT OF TRANSPORTATION GEORGIA ENVIRONMENTAL FINANCE AUTHORITY CITY OF CHATTAHOOCHEE HILLS FULTON COUNTY GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY GEORGIA CONSERVANCY CITY OF SOUTH FULTON PAULDING COUNTY GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION CITY OF DOUGLASVILLE DOUGLAS COUNTY

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





Developments of Regional Impact DRI Home <u>Tier Map</u> View Submissions Apply <u>Login</u> **DRI #3589 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 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: Highway 5 Business Center Location (Street Address, GPS 9122 Bill Arp Road Douglasville, GA 30134 Coordinates, or Legal Land Lot Description): Brief Description of Project: Proposed 737,200 SF of industrial warehouse space in three (3) buildings on approximately 64.677-acre site. **Development Type:** Hotels (not selected) Wastewater Treatment Facilities Office Mixed Use OPetroleum Storage Facilities Commercial Airports Water Supply Intakes/Reservoirs Wholesale & Distribution Attractions & Recreational Facilities Intermodal Terminals Truck Stops Hospitals and Health Care Facilities OPost-Secondary Schools 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.): 737,200 Developer: Taylor & Mathis Mailing Address: 400 Interstate North Parkway, Suite 850 Address 2: City:Atlanta State: GA Zip:30339 Telephone: 404-259-8223 Email: mirby@taylormathis.com Is property owner different from (not selected) Yes No developer/applicant? If yes, property owner: Short Hill, LLC Is the proposed project entirely (not selected) Yes No located within your local government's jurisdiction?

urisdictions 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:	
	Rezoning	
The initial action being requested	Variance	
of the local government for this	Sewer	
project	Permit	
	Other	
Is this project a phase or part of a larger overall project?	(not selected) Yes No	
If yes, what percent of the overall		
project does this project/phase represent?		
Estimated Project Completion	This project/phase: 2023	
Dates:	Overall project: 2023	
Jack to Top		

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DRI Site Map | Contact





DRI Additional Information Form

	Dra Additional miormation Form	
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Dav (MGD)?	0.07 MGD	
Is sufficient water supply capacity available to serve the proposed project?	◯(not selected) [®] Yes [®] No	
If no, describe any plans to e	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 WSA	
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.06 MGD	
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No	
If no, describe any plans to e	expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No	
If yes, how much additional li	ine (in miles) will be required?	
	Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1,210 daily trips, 88 AM peak hour trips, 31 PM peak hour trips	
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	r:Please refer to the traffic impact study prepared by Kimley-Horn and Associates	
	Solid Waste Disposal	
How much solid waste is the		
project expected to generate annually (in tons)? Is sufficient landfill capacity	1,349 tons	
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?	55%	

the development located within, or likely to affect any of the following:	
1. Water supply (not selected) Yes No	
2. Significant groundwater (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 (not selected) Yes No	

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DRI Site Map | Contact



regional impact + local relevance

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

DRI INFORMATION

DRI Number	#3589	
DRI Title	Highway 5 Business Center	
County	Douglas County	
City (if applicable)	City of Douglasville	
Address / Location	Northeast quadrant of the intersection of Bill Arp Road (SR 5) at Bright Star Connector/Rose Avenue	
Proposed Development Type: It is proposed to develop 737,200 SF of warehousing space.		

Build Out: 2023

Review Process	EXPEDITED
	NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Aries Little
Copied	Marquitrice Mangham
Date	April 19, 2022

TRAFFIC STUDY

Prepared by	Kimley Horn
Date	April 13, 2022

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)

Table 9 illustrates a list of fiscally constrained projects.

NO (provide comments below)

Click here to provide comments.

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 proposed developments will have one full movement access point on SR 5 which is identified as a regional throughfare.

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 project will not be served by a regional truck route,

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)

Operator / Rail Line

RAIL SERVICE WITHIN ONE MILE (provide additional information below	w)
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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.

Ac ca jo bio loc wa	ccess between major deve nnot or prefer not to driv bs, and can help reduce co cycling between the deve cal government(s) is enco alking and bicycling infras	lopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.
	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
\square	SERVICE WITHIN ONE M	ILE (provide additional information below)
	Operator(s)	Douglas County- Connect Douglas
	Bus Route(s)	Route 10 and Route 20
	Distance*	igtiarrow Within or adjacent to the development site (0.10 mile or less)
		0.10 to 0.50 mile
		0.50 to 1.00 mile
	Walking Access*	Sidewalks and crosswalks provide sufficient connectivity
		Sidewalk and crosswalk network is incomplete
		Not applicable (accessing the site by walking is not consistent with the type of development proposed)
		Click here to provide comments.
	Bicycling Access*	Dedicated paths, lanes or cycle tracks provide sufficient connectivity
		Low volume and/or low speed streets provide sufficient connectivity
		Route uses high volume and/or high speed streets
		Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

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

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

___ NO

🖂 YES

Fixed route services are provided by Connect Douglas.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

NOT APPLICABLE (nearest path or trail more than one mile away)

YES (provide additional information below)

Name of facility	Click here to provide name of facility.
Distance	Within or adjacent to development site (0.10 mile or less)
	0.15 to 0.50 mile
	0.50 to 1.00 mile
Walking Access*	Sidewalks and crosswalks provide connectivity
	Sidewalk and crosswalk network is incomplete
	Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	Dedicated lanes or cycle tracks provide connectivity
	Low volume and/or low speed streets provide connectivity

Route uses high volume and/or high speed streets

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

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

- YES (connections to adjacent parcels are planned as part of the development)
- YES (stub outs will make future connections possible when adjacent parcels redevelop)
- \boxtimes 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*)

The site plan illustrates sidewalks connecting the site's frontage to the buildings including pedestrian crossings.

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):

HIGHWAY 5 BUSINESS CENTER DRI City of Douglasville Natural Resources Group Review Comments April 19, 2022

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 City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The property is located in the Anneewakee Creek watershed, which is a tributary of the Chattahoochee River, the property is also in the Chattahoochee River watershed. It is located in the portion of the Chattahoochee River watershed that 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 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.

Stream Buffers

Anneewakee Creek crosses the project property between the proposed development and Highway 5. The USGS coverage for the project area does not show any other blue-line streams on the property. The project plans show a tributary to Anneewakee Creek entering the creek at the western end of the property. The project plans show both 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 on both streams. All the buffers are clearly labelled. The only intrusion into the buffers on Anneewakee Creek is the entry dive stream crossing, which is allowed under the City Ordinance. An unlabeled area that appears to be a stormwater facility intrudes into the 25-foot impervious setback on the unnamed tributary. If this use is not allowed under the City stream buffer ordinance, a variance may be required. 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.

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.

Donald Shockey

From:	Donald Shockey
Sent:	Friday, May 13, 2022 6:14 PM
То:	Beth Johnson
Cc:	Shayla Reed (reeds@douglasvillega.gov); Andrew Smith
Subject:	RE: DRI#3589 Highway 5 Business Center Douglasville, Georgia

Hello Ms. Johnson,

As I noted in response to your first inquiry about this project, the DRI Review is focused on soliciting input from local government and agency stakeholders and is also advisory only in nature. Nonetheless, the DRI reports are available to the general public upon request or by access through the ARC DRI site. By ARC policy, any public input received is included in the Final Report as an attachment but is not addressed in the Report language.

We also forward any stakeholder or public comments to the local government representative which I have done with this email. Please follow up with them on your concerns as they are the entity that makes the actual decision on approving the projects or not.

Best regards,

Donald Shockey

Donald P. Shockey, AICP, LEED GA Plan Review Manager, Community Development Atlanta Regional Commission P | 470.378.1531 DShockey@atlantaregional.org atlantaregional.org International Tower 229 Peachtree Street NE | Suite 100 Atlanta, Georgia 30303

From: Beth Johnson <beth42607@hotmail.com>
Sent: Tuesday, May 3, 2022 3:00 PM
To: Donald Shockey <DShockey@atlantaregional.org>
Cc: Beth Johnson <beth42607@hotmail.com>
Subject: DRI#3589 Highway 5 Business Center Douglasville, Georgia

Good afternoon Mr. Shockey,

Thank you so much again for the information you have provided concerning DRI #3589. Our neighborhood on Rose Avenue is well established and my neighbors on Rose Avenue and I are very concerned with the Development of Regional Impact and proposed rezoning to Light Industrial for 737,000 square feet of warehouse/distribution directly adjacent to our single family residential homes and directly across the street from our single family residential homes. Rose Avenue is a two lane street predominantly composed of older, stable, low density zoned R-2 (2 homes per acre) residential single family homes. Many of my neighbors have lived on this street for decades. As you have

suggested we will be submitting more detailed information to the City of Douglasville during the rezoning process. However, I felt compelled to send you some important information for your consideration concerning the nature of the surrounding land uses and zoning of properties nearby and adjacent to the proposed industrial development. Rosewood is a single family residential gated neighborhood with a base zoning of R-2 approximately +/-121 single family homes with a much smaller component of R-6 single family homes directly adjacent to the proposed warehouse/distribution center on the North side. The Fairways is an older single family neighborhood across the street from Rosewood with a base zoning of R-2. The single family R-2 residentially zoned adjacent properties on the East side of Rose Avenue were omitted from the zoning application as a surrounding zoning or land use. Also, the large residential components are not listed in the three surrounding PUD land use categories. The PUD directly adjacent to the North is Rosewood a large single family residential neighborhood I have described above. The PUD directly adjacent to the west is predominantly higher density residential with Park West Apartment Homes, the larger land use component of the PUD across Highway 5 to the south is the higher density residential 1 Rocky Ridge Apartment Homes complex. There are residential land uses on all four sides of the proposed rezoning acreage.

The negative and devastating impacts of such an intense proposed industrial use in our neighborhood are numerous. The residential character of our neighborhood will not be protected or preserved. Our quality of life and property values will be compromised. The impact to the environment is overwhelming with the loss of natural habitat and forest, the huge impact to Anneewakee Creek with the degradation of water quality, storm water runoff to adjacent and down stream properties, and the tremendous increase in traffic congestion impacting our air quality, with costly upgrades to the roads just to handle the additional traffic burden in an already highly congested area.

Thank you for your time and consideration of my comments concerning the impact this proposed use will have on our lovely neighborhood, the environment, the City of Douglasville, and Douglas County.

Sincerely, Beth Johnson

BOUNDARY LINE TABLE LINE DISTANCE DIRECTION LINE DISTANCE DIRECTION L1 L42 123.55' N52°24'18"W 765.78' L2 10.97**'** _____N44°39'53"W L43 19.45' N58°46'18"W L3 91.90**'** L44 17.75' N78°19'43"W N43°36'24"W L4 11.02' L45 54.19' N47°59'46"W L5 86.84' NO0°55'16"E L46 N56°54'37"W *61.17*' L6 459.51**'** N88°46'44"W 55.68' L47 <u>N70°34'18"E</u> L7 20.00**'** <u>N00°52'12"</u> L48 213.80' S55'06'22"E L8 95.07**'** L9 23.72' LL L10 43.26' S80°17'24"W 192 191 L11 N79°09'30"W 28.76' L12 60.72' S81°54'27"W L13 <u>N80°58'30"</u>W *35.77*' APPROX. LAND LOT LINE S 89°42'25" L L14 40.88**'** S75'17'56"W L15 27.58' N83'11'27"W 359.18' L16 26.18' | N62°20'20"W L17 32.89' N66°49'11"W L18 60.36' N73°52'59"W LLL19 52.63' N57°11'32"W 161 162 L20 N63°40'01"W 70.40' N53°02'56"W 176.02**'** L21 L22 144.75**'** S07°45'47"E 15 FT. BUILDING-L23 64.85' | S87'08'54"E SETBACK L24 117.76' N35°52'17"E L25 57.89' N84°27'55"W L26 58.56' N50°51'51"W L27 48.68**'** | N67°43'24"W N25°51'58"W L28 63.45' L29 21.53**'** <u>N48°20'41"W</u> L30 17.07' N05'33'50"W L31 N25°58'45"E 15.05' L32 N02°42'06"W 9.99**'** L33 21.46' N37°59'03"W Now or Formerly PARK WEST LANSING ÉAST LLC L34 27.71° <u>N61°01'52"</u>W DB. 3284, PG. 505 L35 22.42**'** N70°25'50"I ZONED PUD L36 N28°05'04"W 48.46' 100 FT. BUILDING-PIN# 01620250028 L37 *31.71'* N59'15'12"W SETBACK L38 23.33**'** N80°44'08"W 50 FT. UNDISTURBED L39 17.26' S89'38'53"W L40 20.00' N62°25'49"W BUFFER L41 24.69' N29°11'20"W SHARED STORM-APPROXIMATE WATER MANAGEMENT FEMA FLOOD PLAIN ZONE "AE" 5' INTERNAL SIDEWALK SETBACK WETLANDS "A 50' COUNTY UNDISTURBED STREAM BUFFER OUT PARCEL #3 ZONED GC 2.53 ACRES TREAM BUFFER USABLE 1.3 AC PAD AREA - 0.58 AC 25' STATE UNDISTURBL STREAM BUFFER EXISTING 5' WIDE SIDEWALK WITH 2' ŞTAMPED CONCRETE STRIP Now or Formerly -DOUGLASVILLE LOFTS, LLC DB. 3164, PG. 887 ZONED GC PIN# 01620250013 Now or Formerly OUT PARCEL #2 ZONED GC 3.14 ACRES DANIEL BEN WRIGHT DB. 1312, PG. 469 ZONED GC USABLE 2.25 AC PIN# 01620250016 PAD AREA - 1.28 AC ROUTE 10 BUS SERVICE HIGHWAY 5 @ ROCKY RIDGE BLVD Now or Formerly DANIEL BEN WRIGHT DB. 1312, PG. 469 ZONED GC PIN# 01620250015 SITE DRIVEWAY "A" NEW 5' WIDE SIDEWALK WITH 2' STAMPED CONCRETE STRIP REMOVE EXISTING FULL ACCESS ENTRANCE GEORGIA EXISTING 5' WIDE SIDEWALK WITH 2' (AFA STAMPED CONCRETE STRIP PO OR PORD BRIGHT STAR CONNECTOR R/W VARIES

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