

DATE: April 18, 2022

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

ARC has completed a preliminary regional review of the following 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Highway 5 Business Center DRI 3589

Submitting Local Government: City of Douglasville

Date Opened: April 18, 2022

Deadline for Comments: May 3 2022

Date to Close: May 9, 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. Vehicular access will be provided via a full movement driveway on Bill Arp Road. The local DRI trigger is a request to the City of Douglasville to rezone the site from GC (General Commercial District) to LI (Light Industrial).

PRELIMINARY COMMENTS:

Key Comments

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 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 mixed-use 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.

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.

The named blue line stream Anneewakee Creek crosses the property. The main project driveway crosses the Creek and may require State or City variances.

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's Regional Development Guide (RDG) 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 comments will be provided in the Final Report.

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.

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 comments will be provided in the Final Report.

Other Environment 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.

The named blue line stream Anneewakee Creek crosses the property. The main project driveway crosses the Creek and may require State or City variances.

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.

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

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 absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF CHATTAHOOCHEE HILLS
FULTON COUNTY

GEORGIA CONSERVANCY
CITY OF SOUTH FULTON
PAULDING COUNTY

CITY OF DOUGLASVILLE
DOUGLAS 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>.



Developments of Regional Impact

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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 Coordinates, or Legal Land Lot Description): 9122 Bill Arp Road Douglasville, GA 30134
 Brief Description of Project: Proposed 737,200 SF of industrial warehouse space in three (3) buildings on approximately 64.677-acre site.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 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 developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Short Hill, LLC

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

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

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

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

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Developments of Regional Impact

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DRI #3589

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: Shayla Reed
Telephone: 678-449-3028
Email: reeds@douglasvillega.gov

Project Information

Name of Proposed Project: Highway 5 Business Center
DRI ID Number: 3589
Developer/Applicant: Taylor & Mathis
Telephone: 404-259-8223
Email(s): mirby@taylormathis.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: \$78,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$415,000

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 WSA

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (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 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 expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

1,210 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: 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)?

1,349 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?

55%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: There are 3 stormwater management areas proposed for the site. There are existing state and local stream buffers on site that will be protected by the LDP documents.

Environmental Quality

Is the development located within, or likely to affect any of the following:

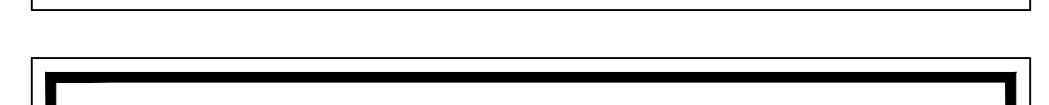
- 1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No
- 2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
- 3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
- 4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
- 5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
- 6. Floodplains? ☐ (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:
There will be no change in floodplain volumes and no adverse rises in elevation.

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L8	95.05'	S89°05'09"W	
L9	23.72'	S00°08'20"W	
L10	43.26'	S80°17'24"W	
L11	28.76'	N79°09'30"W	
L12	60.72'	S81°54'27"W	
L13	35.77'	N80°58'30"W	
L14	40.88'	S75°17'56"W	
L15	27.58'	N83°11'22"W	
L16	26.18'	N62°20'20"W	
L17	32.89'	N66°49'11"W	
L18	60.36'	N73°52'59"W	
L19	52.63'	N57°11'32"W	
L20	70.40'	N63°40'01"W	
L21	176.02'	N53°02'56"W	
L22	144.75'	S07°45'47"E	
L23	64.85'	S87°08'54"E	
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	
L28	63.45'	N25°51'58"W	
L29	21.53'	N48°20'41"W	
L30	17.07'	N05°33'50"W	
L31	15.05'	N25°58'45"E	
L32	9.99'	N02°42'06"W	
L33	21.46'	N37°59'03"W	
L34	27.71'	N61°01'52"W	
L35	22.42'	N70°25'50"W	
L36	48.46'	N28°05'04"W	
L37	31.71'	N59°15'12"W	
L38	23.33'	N80°44'08"W	
L39	17.26'	S89°38'53"W	
L40	20.00'	N62°25'49"W	
L41	24.69'	N29°11'20"W	

LLÁS
0-54
R6 BASE
C100

BUILDING RATIO:

OFFICE SPACE (5% OF WAREHOUSE) -	36,860 SQ.F
REMAINING WAREHOUSE SPACE	700,340 SQ.F

DEVELOPMENT STANDARDS:

BUILDING HEIGHT
MAXIMUM HEIGHT: 50 FT.
PROPOSED BUILDING HEIGHT: 50 FT.

FRONT SETBACK: 50

REAR SETBACK:
ADJACENT NON-RESIDENTIAL DISTRICT 15

PARKING SUMMARY:

PROPOSED USE:	INDUSTRIAL WAREHOUSE
	700,340 sq.ft.

LOADING SPACES

LOADING SPACES PROVIDED EXCEED AMOUNT REQUIRED

1. EXISTING CONDITIONS SHOWN HEREON ARE FOR

2. EXISTING TOPO INFORMATION SHOWN HEREON
COMPILED FROM GIS INFORMATION

PROPERTY LINE

UNDISTORTED SUFFER LINE

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TAYLOR & MATHIS

CONTACT: MIKE IRBY

PHONE: 770-619-4280
CONTACT: HARRISON FORDE

11720 AMBER PARK DRIVE, SU
ALPHARETTA, GA 30009

OWNER: TAYLOR & MATHIS
400 INTERSTATE NORTH PKW

GRAPHIC SCALE IN FEET