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 20, 2022

TO: Chairman Romona Jackson Jones, Douglas County
ATTN TO: Phil Shafer, Zoning Administrator, Douglas County
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: T5 – ATL III Data Center DRI 3747
Submitting Local Government: Douglas County
Date Opened: October 26, 2022 **Date Closed:** November 20, 2022

Description: A DRI review of a proposal to construct four two-story data center buildings totaling 1.6 million square feet with supporting access and utility infrastructure on an 80 acre site bordered by Douglas Hill Road and Factory Shoals Road in Douglas County.

Comments

Key Comments:

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is not aligned with Developing Suburbs 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 undisturbed wooded areas and minimization of stream buffer intrusions.

The project is expected to generate approximately 1,584 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.

Stream buffers are not properly identified on the site plan. Multiple intrusions into the apparent buffer areas are proposed and will need to meet requirements for local variances and those of the State Erosion and Sedimentation Buffer.

No EV charging spaces appear to be included; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

Incorporation of green stormwater and heat island mitigation designs for the approximately 203 surface car parking spaces proposed would be supportive of regional environmental policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

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

The project is expected to generate approximately 1,584 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 203 surface parking spaces are proposed. No EV charging spaces appear to be included; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

Sidewalks will be provided along the project's frontage along Douglas Hill Road and Factory Shoals Road.

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 are attached.

The USGS coverage for the project area and the submitted site plan both show two branches of an unnamed tributary to Sweetwater Creek crossing the property. One runs between Phase 1 and Phase 2 of the project. The second runs along the northern edge of the Phase 1 portion of the property. The site plan shows lines that appear to be buffers along both streams, but they are not identified. The State 25-foot State Erosion and Sedimentation Control buffer is also not identified. Per Section 908(b) of the Douglas County Unified Development Code, the property is in the Sweetwater Creek/East Point Basin Sub-Watershed of Sweetwater

Creek Watershed Protection Watershed, but it is our understanding from the County that a variance was granted for the property in 2005. The submitted site plan shows no development near the stream running along the northern edge of the property, but the proposed road connecting Phases 1 and 2 crosses the central stream, and grading for development in Phase 2 intrude on this stream's buffers. The stream buffers along both streams should be identified and should meet the requirements of the 2005 County variance as well as the requirements of the State Erosion and Sedimentation Buffer.

Other Environmental Comments

The 80-acre project site is currently almost entirely undisturbed wooded area with two streams that run into Sweetwater Creek which flows through nearby Sweetwater Creek State Park. The project proposes to preserve only a small area around the northernmost stream area. Additional retention of existing undisturbed wooded area on the site would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project can 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.

Incorporation of green stormwater and heat island mitigation designs for the approximately 203 surface car parking spaces proposed would be supportive of regional environmental policies.

Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

The Atlanta Region's Plan identifies Developing Suburbs as 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 Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is not aligned with Developing Suburbs 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 the retention of undisturbed wooded areas and utilization of green infrastructure in surface parking areas. Douglas County 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 ATLANTA
GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
CITY OF SOUTH FULTON
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF DOUGLASVILLE

For questions, 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 #3747

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:	Douglas
Individual completing form:	Phil Shafer
Telephone:	770-920-7313
E-mail:	pshafer@douglascountyga.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:	T5 - ATL III Data Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Lat 33 degree45'38.87"N, Long 84 degrees36'17.11"W. An 80 acre tract bounded by Douglas Hill Rd to
Brief Description of Project:	Proposing four 2-sory data center buildings with supporting access and utility infrastructure comprising 1.6 million 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.):	Four 2-story data center buildings comprising 1.6 million square feet
Developer:	T5 Data Centers
Mailing Address:	3344 Peachtree Rd., NE
Address 2:	Suite 2550
	City:Atlanta State: GA Zip:30326
Telephone:	404-239-7145
Email:	rsovie@T5datacenters.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
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?	Phase 1 is 22% of the overall project. Phase 2 will include the remaining 78% of the project
Estimated Project Completion Dates:	This project/phase: April 2024 Overall project: October 2025

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3747

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:	Douglas
Individual completing form:	Phil Shafer
Telephone:	770-920-7313
Email:	pshafer@douglascountyga.gov

Project Information

Name of Proposed Project:	T5 - ATL III Data Center
DRI ID Number:	3747
Developer/Applicant:	T5 Data Centers
Telephone:	404-239-7145
Email(s):	rsovie@T5datacenters.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:	$200,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2,000,000
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 Water Sewer Authority (DDCWSA)

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.042 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?
Water is available. Project will upsize the existing line from 2" to 12" for approx 1,035 linear feet to serve the project at the request of DDCWSA and the County.

Wastewater Disposal

Name of wastewater treatment provider for this site:	Douglasville Douglas County Water Sewer Authority (DDCWSA)
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.035 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.)	1,584 daily trips, 202 AM peak hour trips, 170 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 traffic study prepared by Kimley-Horn and Assoc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,928 TPY
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	62%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The site will utilize buffers, green infrastructure including grass swales, vegetated filter strips, and bio-infiltration measures where feasible to provide runoff reduction and TSS removal. Stormwater ponds will be utilized to provide water quality, channel protection and detention in accordance with Douglas County's Ordinances and the Georgia Stormwater Management Manual.

Environmental Quality

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

1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
A private road will be constructed across a small creek that divides the property. The crossing will be perpendicular to the stream. USACE approval will be required for the creek crossing.

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T5 ATL III – DATA CENTER DRI
Douglas County
Natural Resources Group Review Comments
November 7, 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 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

The USGS coverage for the project area and the submitted site plan both show two branches of an unnamed tributary to Sweetwater Creek crossing the property. One runs between Phase 1 and Phase 2 of the project. The second runs along the northern edge of the Phase 1 portion of the property. The site plan shows lines that appear to be buffers along both streams, but they are not identified. The State 25-foot State Erosion and Sedimentation Control buffer is also not identified. Per Section 908(b) of the Douglas County Unified Development Code, the property is in the Sweetwater Creek/East Point Basin Sub-Watershed of Sweetwater Creek Watershed Protection Watershed, but it is our understanding from the County that a variance was granted for the property in 2005. The submitted site plan shows no development near the stream running along the northern edge of the property, but the proposed road connecting Phases 1 and 2 crosses the central stream, and grading for development in Phase 2 intrude on this stream's buffers. The stream buffers along both streams should be identified and should meet the requirements of the 2005 County variance as well as the requirements of the State Erosion and Sedimentation Buffer.

Any unmapped streams on the property may also be subject to the County 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.

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	#3747
DRI Title	T5-ATL III Data Center
County	Douglas County
City (if applicable)	**N/A**
Address / Location	**Douglas Hill Road and Factory Shoals Road.**

Proposed Development Type:

proposal to construct four two-story data center buildings totaling 1.6million square feet with supporting access and utility infrastructure on an 80 acre site.

Build Out: 2025

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	Marquitrice Mangham
Date	November 1, 2022

TRAFFIC STUDY

Prepared by	Kimley-Horn
Date	October 3, 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)*

RTP; page 12 in the Traffic Study

☐ 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)*

Site access is not provided via a roadway that is considered a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

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

Site access is not provided via a roadway that is considered 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)*

☐ 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

No plans for rail service here at this time.

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) Click here to enter name of operator(s).

Bus Route(s) Click here to enter bus route number(s).

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 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

Click here to provide comments.

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)*

☐ 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)*

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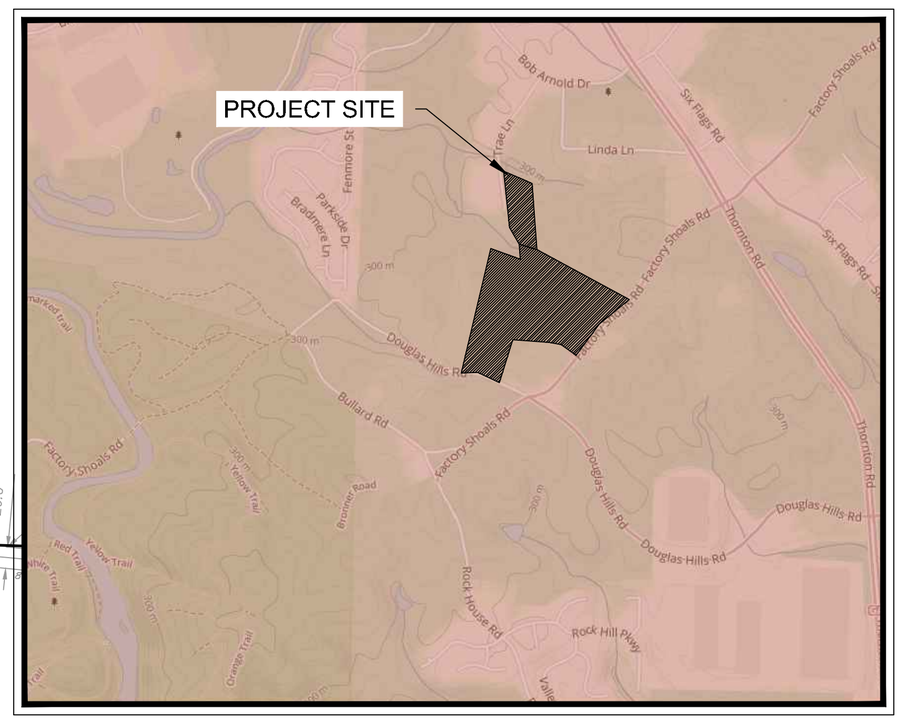
15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None at this time.



VICINITY MAP

OWNER:	T5 DATA CENTERS 3344 PEACHTREE ROAD SUITE 2550 ATLANTA, GA 30326 PHONE: 404.239.7145 CONTACT: ROBBIE SOVIE
TRAFFIC CONSULTANTS:	KIMLEY-HORN & ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 770.619.4280 CONTACT: HARRISON FORDER, P.E (GA, AL). CONTACT: JOHN WALKER, P.E, PTOE
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DEVELOPMENT SUMMARY:

SITE SUMMARY:

SITE AREA:	80.03	ACRES
DISTURBED AREA	64.67	ACRES

BUILDING RATIO:

BUILDING 1 (2 STORY)	± 400,000 SF
BUILDING 2 (2 STORY)	± 400,000 SF
BUILDING 3 (2 STORY)	± 400,000 SF
BUILDING 4 (2 STORY)	± 400,000 SF
TOTAL	± 1,600,000 SF
F.A.R	0.46

PARKING SUMMARY:

REQUIRED PARKING:	**203 SPACES (TOTAL)**
PROPOSED PARKING:	**203 SPACES** (TOTAL)

PHASE 1: 14.4 AC

BUILDING 1
40 MW DATA CENTER
2 STORY
400,000 SF

PHASE 2: 50.27 AC

BUILDING 2
60 MW DATA CENTER
2 STORY
±400,000 SF

BUILDING 3
60 MW DATA CENTER
2 STORY
±400,000 SF

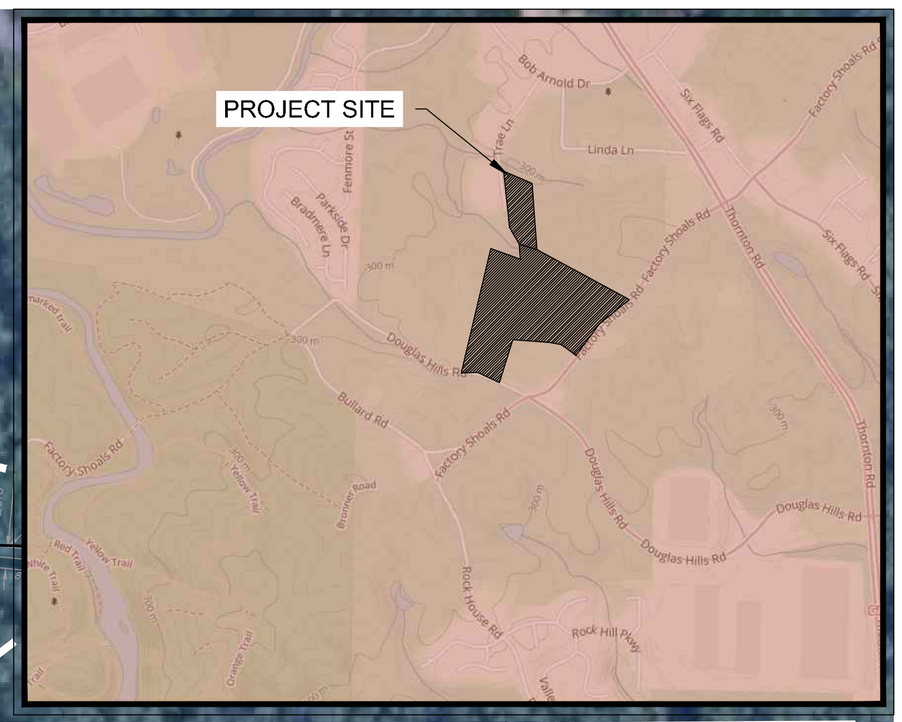
BUILDING 4
60 MW DATA CENTER
2 STORY
±400,000 SF

250 MW
SUB STATION
245,112 SF

5' MINIMUM SIDEWALK
PROPOSED RETAINING WALL
SITE DRIVEWAY E
SITE DRIVEWAY D
SITE DRIVEWAY A
SITE DRIVEWAY B
SITE DRIVEWAY C
PROPOSED RIGHT TURN DECELERATION LANE
APPROXIMATE TOP OF STREAM BANK
CENTERLINE OF CREEK
PROPOSED RETAINING WALL
PROPOSED RIGHT TURN DECELERATION LANE
5' MINIMUM SIDEWALK
5' MINIMUM SIDEWALK
DOUGLAS HILL ROAD (VARIABLE R/W)
FACTORY SHOALS ROAD (VARIABLE R/W)
TRAE LANE (80' R/W) PUBLICLY DEDICATED
PRIVATE DRIVE
STORMWATER DETENTION POND C
STORMWATER DETENTION POND A
SUB-STATION
APPROXIMATE 125.0' DOUGLAS COUNTY BUFFER
N/F CORPORATE RIDGE ASSOCIATES, LLC. D.B.-2357 PG-830 ZONING: LI-C
N/F 1445 TRAE LANE, LLC D.B.-2736 PG-328
N/F 1475 TRAE LANE, LLC. D.B.-2736 PG-363 ZONING: LI-C
N/F TORYSHOALS, LLC. D.B.-3567 PG-646 ZONING: LI-R
N/F DAVID CHILDRESS D.B.-2664 PG-685 ZONING: R-A
N/F BOBBY GIVENS D.B.-828 PG-466 ZONING: R-A
N/F FRANCES R. MCBROOM DONALD G. MCBROOM D.B.-2462 PG-861 ZONING: LI-C
N/F JAMES P. ROBERTS JANELLE ROBERTS D.B.-718 PG-480
N/F ALINGTON ASSOCIATES D.B.-398 PG-786 ZONING: LI
N/F PR FACTORY SHOALS II, LLC D.B.-3655 PG-345
N/F SANDRA GAIL LUTTRELL D.B.-3382 PG-193
LAND LOT 708
LAND LOT 709
LAND LOT 770
LAND LOT 771
LAND LOT 772
LAND LOT 795
LAND LOT 796
LAND LOT 859
LAND LOT 860
LAND LOT LINE
BUILDING 1
BUILDING 2
BUILDING 3
PHASE 1
SUB-STATION
GRAVEL DRIVEWAY
EDGE OF GRAVEL
EDGE OF WETLAND PER SURVEY NOTE
APPROXIMATE LOCATION OF UNDERGROUND COMMUNICATIONS PER UTILITY LOCATOR
APPROXIMATE LOCATION OF UNDERGROUND ELECTRIC PER UTILITY LOCATOR
APPROXIMATE LOCATION OF GAS PER UTILITY LOCATOR
APPROXIMATE LOCATION OF UNDERGROUND COMMUNICATIONS PER UTILITY LOCATOR
10' B.S.L. (TRACT 10-TITLE EXCEPTION 145)
30' B.S.L. PB-34 PG-145 (TRACT 10-TITLE EXCEPTION 18)
20.0' POWER EASEMENT
LOD
SSMH
TRANSFORMER
UGE
OHE
GRAPHIC SCALE IN FEET
0 50 100 200
NORTH
09-27-2022

T5 ATL III - DATA CENTER DRI# 3747

Kimley»Horn



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APPROXIMATE LOCATION OF WETLAND PER SURVEY NOTE
STORMWATER DETENTION POND 1
STORMWATER DETENTION POND 2
STORMWATER DETENTION POND 3
PRIVATE DRIVE
SWCB TOP=1099.00 INV. IN=1092.16 INV. OUT=1091.66
DWCB TOP=1098.26 INV. IN=1092.16 INV. OUT=1091.66

NORTH
GRAPHIC SCALE IN FEET
0 50 100 200

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