REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: 7/13/2005 **ARC REVIEW CODE**: R507131

TO: Mayor J. Collins
ATTN TO: Taurus Freeman, Planning Dir.
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: **Panattoni Industrial Development**
Review Type: Development of Regional Impact

Description: The proposed Panattoni Industrial Park development is located on 88 acres in the City of Villa Rica. The proposed development will consist of warehouse/distribution uses with a total square footage of 1,621,400 square feet. The site of the proposed development is located off of Bankhead Highway (Hwy 78) near the intersection of Bankhead Highway and Liberty Road. Interstate 20 access is within 1.25 miles of the proposed entry into the development. Access to the development will be provided at a single point of entry along Bankhead Highway.

Submitting Local Government: City of Villa Rica
Date Opened: 7/13/2005
Deadline for Comments: *7/27/2005*
Earliest the Regional Review can be Completed: 8/12/2005

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DOUGLAS COUNTY
CARROLL COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DOUGLASVILLE
CHATTAHOOCHEE-FLINT RDC
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
PAULDING COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 7/27/2005, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Re (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdict the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this propos development in our DRI review process. Therefore, please review the information about the project included on this form and give us you in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Panattoni Industrial Development** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *7/27/2005*

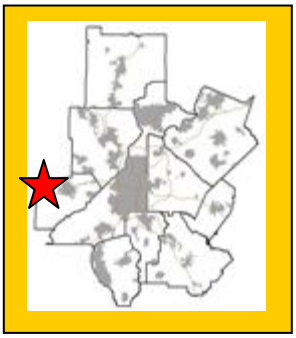
ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: 7/13/2005	**ARC REVIEW CODE**: R507131
TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs	
FROM: Mike Alexander, Review Coordinator, Extension: 3-3302	
Reviewing staff by Jurisdiction:	
Land Use: Kovach, Julie	**Transportation:** Morley-Nikfar, Kris
Environmental: Santo, Jim	**Research:** Skinner, Jim
Aging:	
Name of Proposal: Panattoni Industrial Development	
Review Type: Development of Regional Impact	
Description: The proposed Panattoni Industrial Park development is located on 88 acres in the City of Villa Rica. The proposed development will consist of warehouse/distribution uses with a total square footage of 1,621,400 square feet. The site of the proposed development is located off of Bankhead Highway (Hwy 78) near the intersection of Bankhead Highway and Liberty Road. Interstate 20 access is within 1.25 miles of the proposed entry into the development. Access to the development will be provided at a single point of entry along Bankhead Highway.	
Submitting Local Government: City of Villa Rica	
Date Opened: 7/13/2005	
Deadline for Comments: *7/27/2005*	
Earliest the Regional Review can be Completed: 8/12/2005	
Response:	
1) □ Proposal is CONSISTENT with the following regional development guide listed in the comment section.	
2) □ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.	
3) □ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.	
4) □ The proposal does NOT relate to any development guide for which this division is responsible.	
5) □Staff wishes to confer with the applicant for the reasons listed in the comment section.	
COMMENTS:	

Preliminary Report:	July 13, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Panattoni Industrial Park # 798
Final Report Due:	Aug 12, 2005		Comments Due By:	July 27, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Panattoni Industrial Park development is located on 88 acres in the City of Villa Rica. The proposed development will consist of warehouse/distribution uses with a total square footage of 1,621,400 square feet. The site of the proposed development is located off of Bankhead Highway (Hwy 78) near the intersection of Bankhead Highway and Liberty Road. Interstate 20 access is within 1.25 miles of the proposed entry into the development. Access to the development will be provided at a single point of entry along Bankhead Highway.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for June 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned PUD. Rezoning is not required for the development. The DRI review was triggered by a predevelopment feasibility with the City of Villa Rica. Industrial uses are allowed within the PUD zoning. Information submitted for the review states that the proposed development is consistent with the City of Villa Rica's Future Land Use Plan. However, the Future Land Use Map indicates the site as residential; it has not been amended to reflect the PUD zoning.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future employees.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2003	**Conners Road Development**

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The Watershed Protection District has a limit of 25 percent impervious surface area for the entire water supply watershed area in the City. Site plan information provided on the submitted concept plan shows an estimated footprint coverage of 42.3 percent and an additional impervious cover area (assumed to be drives, parking and loading areas) of 22.4 percent, for a total of 64.7 percent impervious. To meet the Watershed District requirements, the project needs to meet the impervious surface limits on site or the City of Villa Rica must show how the proposed impervious area over 25 percent is permanently offset elsewhere in the City's portion of the watershed.

ARC staff would like to discuss with the City of Villa Rica and the developer the above issue of impervious cover area. ARC recently adopted a policy regarding impervious surface limits in small water supply watersheds. The policy resolution is attached at the end of this report. ARC's review will use this policy to evaluate the proposed development and the City's implementation of protection measures of the watershed.

The proposed development is a warehouse and industrial distribution project located adjacent to Interstate20 along Bankhead Highway. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

Refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area. Clear cutting of the vegetation should be minimized where possible. It is recommended that appropriate measures are taken to ensure the protection of the stream on the western portion site.

Grading of the site should be kept to a minimum where possible. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the

immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The site is located in the western portion of the City of Villa Rica.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Villa Rica. The proposed development is adjacent to the Douglas County line. Carroll County is less than two miles to the west of the site.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

To be determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $54,000 with an expected $756,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Water Supply Watersheds and Stream Buffers

The proposed industrial park is located entirely within the Dog River Water Supply watershed, a small (less than 100-square mile) public water supply watershed serving Douglas County. All development on the property must conform to the City of Villa Rica City Code Water Supply Watershed District Requirements, which include the Dog River watershed and is consistent with the Part 5 minimum water supply watershed criteria adopted by Georgia DCA and EPD, including buffers, water quality controls and impervious surface limits. The Villa Rica Watershed Protection District requires a 100-foot vegetative buffer and 150-foot impervious surface setback on all perennial streams within seven miles upstream of a public water supply intake or reservoir and a 50-foot vegetative buffer and 75-foot impervious surface setback on all perennial streams more than seven miles upstream of a public water supply intake or reservoir. This project is more than seven miles upstream of the Dog River Reservoir. Although no perennial streams are shown on the USGS 1:24,000 coverage for the project area, an intermittent stream is shown. The proposed site plan shows a 50-foot vegetative buffer and 75-foot impervious setback on a portion of the intermittent stream on the property.

The Watershed Protection District also has a limit of 25 percent impervious surface area for the entire water supply watershed area in the City. Site plan information provided on the submitted concept plan shows an estimated footprint coverage of 42.3 percent and an additional impervious cover area (assumed to be drives, parking and loading areas) of 22.4 percent, for a total of 64.7 percent impervious. To meet the Watershed District requirements, the project needs to meet the impervious surface limits on site or show how the proposed impervious area over 25 percent is permanently offset elsewhere in the City of Villa Rica's portion of the watershed.

A portion of the intermittent stream shown on the USGS coverage for the site appears to be covered with buildings and impervious surface in this project design. All streams and any other waters of the State on the property must conform to the State 25-foot erosion and sedimentation buffer. Any work proposed within that buffer must conform to State erosion and sedimentation requirements and must be approved by the appropriate agency.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. Estimates of the amount of pollutants that will be produced after construction of the proposed development have been developed. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data in the Atlanta Metro Area. The impervious areas are based on typical land use development in the Metro Area. Actual loadings

may be different if the total impervious area differs from those used in this estimate. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/light Industrial	88.00	113.52	1507.44	10032.00	62304.00	130.24	16.72
Total	88.00	113.52	1507.44	10032.00	62304.00	130.24	16.72

Total Impervious: 70%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should use the stormwater better site design concepts included in the Manual. Some measures to consider include:

- Using porous concrete or pavers in areas of low traffic / load where contributing drainage areas are impervious.

- Ensuring that adequate stormwater facilities are provided to treat stormwater runoff from the entire site as well as for detention storage for downstream channel protection and the 25-year storm event (peak flow attenuation) per guidelines in the Georgia Stormwater Management Manual. Detention ponds should be designed as multi-purpose (water quality and detention) wet pond facilities with a permanent pool or micropool and incorporated into the site design as amenities wherever possible. The submitted site plan shows two detention ponds located very close to septic drain fields which may need to be redesigned if the ponds will have a permanent pool.

- For the parking areas, using bio-retention facilities in parking lot islands and in areas adjacent to the parking areas to treat and detain a portion of the runoff from the site. This would reduce the required size of the stormwater wet ponds and/or detention basins. In addition, enhanced swales and/or grass channels could be used to convey and treat stormwater runoff in landscaped areas.

- Using undisturbed buffers for stormwater treatment per guidelines in the Georgia Stormwater Management Manual.

- Minimizing clearing and grading where possible, particularly adjacent to stream buffers and natural drainage ways.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

How many site access points will be associated with the proposed development? What are their locations?

One access point is planned along Bankhead Highway and will be referred to as the Eastern Driveway. A second, optional, access point to the left of the main driveway will be referred to as the Western Driveway.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Warehouse	271	59	330	81	243	324	3474
TOTAL NEW TRIPS	**271**	**59**	**330**	**81**	**243**	**324**	**3474**

**Above data represent Net trip generation.*

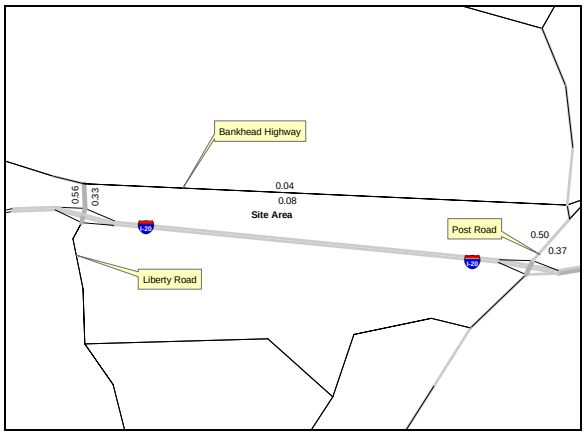
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

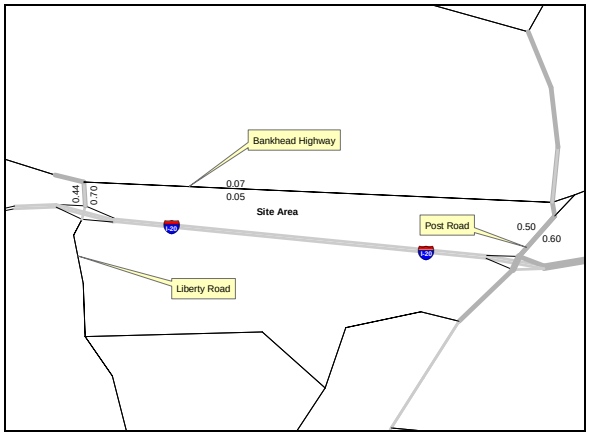
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity

(V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

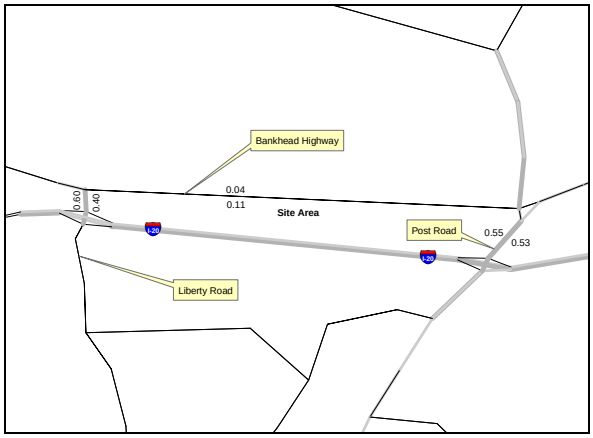
V/C Ratios



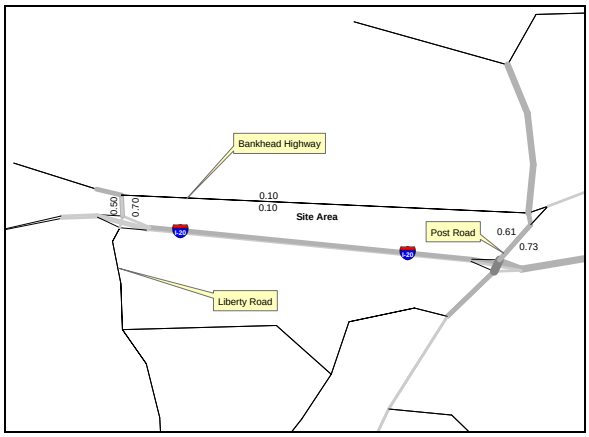
2005 AM Peak



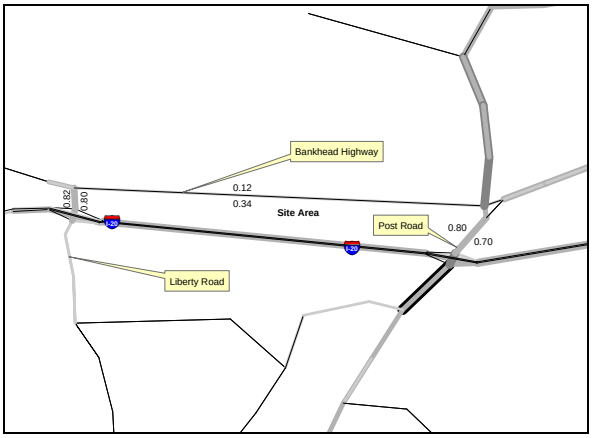
2005 PM Peak

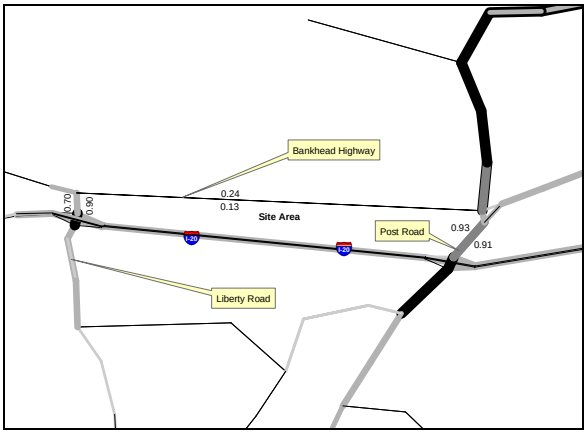


2010 AM Peak

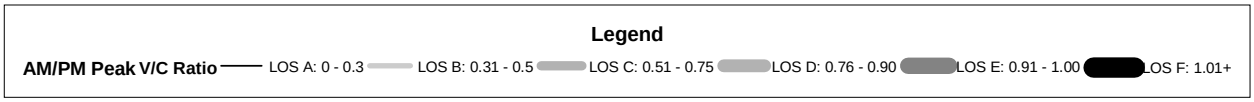


2010 PM Peak





2030 AM Peak **2030 PM Peak**



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-202	I-20 WEST HOV LANES FROM SR 5 (BILL ARP ROAD) TO LIBERTY ROAD IN DOUGLAS COUNTY	HOV Lanes	2025

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Villa Rica Industrial Site.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Intersection of the I-20 Eastbound Ramps at Liberty Road

- Install a signal
- Change the southbound shared left/through lane to an exclusive through lane and add a separate left turn lane
- Add another southbound left turn lane

Intersection of I-20 Westbound Ramps at Liberty Road

- Install a signal
- Add an additional westbound right turn lane
- Change the northbound shared left/through lane to an exclusive through lane and add a separate left turn lane

Intersection of Liberty Road and Loop Road

- Install a signal
- Change the northbound shared through/right lane to an exclusive through lane and add a separate right turn lane

Intersection of Conners Road and Mirror Lake Boulevard

- Add a southbound through lane

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. In addition to the above recommendations for existing conditions, the following is recommended to accommodate the build out of this project.

Intersection of Liberty Road and Loop Road

- Add an additional westbound left turn lane

Intersection of Conners Road and Mirror Lake Boulevard

- Change the northbound shared left/through/right lane to a shared through/right turn lane and add a separate left turn lane

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no existing or planned transit facilities within ½ mile of the site.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **DOES NOT PASS t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		**14%**

The proposed development does not pass the Air Quality Benchmark Test; however, by including a parking management program such as preferred spaces for carpool vehicles, the development would clearly pass the Benchmark Test. It is strongly encouraged that the developer seeks such parking management programs for the development. Panattoni Development Company will encourage tenants to support a program limiting the amount of "less than truckload" carriers. Although this program is voluntary, Panattoni Development Company has found the program to be successful and effective in reducing the amount of truck traffic and emissions.

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The roadway network in this area is increasingly burdened by large residential developments. As demonstrated in the traffic study, the addition of the project's traffic onto the roadway network challenges the existing capacity. Four intersections will operate at levels E or F when this project is scheduled for build-out. All recommended improvements should be completed to minimize the affect this development will have on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Information submitted for the review states that the proposed development is to have an on site sewerage management system.

Which facility will treat wastewater from the project?

Not applicable.

What is the current permitted capacity and average annual flow to this facility?

Not applicable.

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

Not applicable

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.0162 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is not sufficient water supply capacity available for the proposed project; however, there are current plans to expand the existing water supply capacity.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 2300 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

AGING

Does the development address population needs by age?

Not applicable.

What is the age demographic in the immediate area of the development?

Not applicable.

HOUSING

Will the proposed project create a demand for additional housing?

No.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tracts 804.01. This tract had a 46.4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 82 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming any future housing development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

RESOLUTION BY THE ATLANTA REGIONAL COMMISSION CONCERNING SMALL WATER SUPPLY WATERSHEDS IN THE 10 COUNTY ATLANTA REGION

WHEREAS, pursuant to the Georgia Planning Act of 1989, and Georgia Department of Community Affairs Rules for the Review of Developments of Regional Impact (DRI), the Atlanta Regional Commission currently reviews large scale developments that are determined to be Developments of Regional Impact; and

WHEREAS, under the Georgia Planning Act of 1989 (Georgia Code Section 12-2-8), minimum criteria were required for the protection of public water supply watersheds; and

WHEREAS, the Georgia Department of Natural Resources and the Georgia Department of Community Affairs have adopted minimum criteria for the protection of public water supply watersheds; and

WHEREAS, local jurisdictions that are all or partly within public water supply watersheds are required to adopt water supply watershed ordinances that address the adopted minimum criteria; and

WHEREAS, a small public water supply watershed is defined as having a drainage basin of less than 100 square miles of land upstream of a public drinking water supply intake; and

WHEREAS, small water supply watersheds are more vulnerable to contamination by land development, more stringent watershed protection criteria were established for such watersheds; and

WHEREAS, under the adopted minimum protection criteria for small water supply watersheds, the impervious surface area of the entire water supply watershed shall be limited to either 25 percent or the existing impervious surface amount, if the existing is more than 25 percent; or if an alternative mitigation plan has been adopted by all local jurisdictions in the watershed and approved by the Department of Community Affairs and the Department of Natural Resources; and

WHEREAS, if a local jurisdiction fails to adopt a water supply watershed protection ordinance the Georgia Department of Community Affairs is authorized to revoke the Qualified Local Government Status of that local jurisdiction; and

WHEREAS, if development occurs with impervious surface areas in excess of the required maximum allowed in a watershed, without approved alternate requirements and proper mitigation, downstream water quality in the watershed may be degraded; and

WHEREAS, all affected local jurisdictions in small water supply watersheds must demonstrate either that the necessary actions are being taken to ensure that the maximum 25 percent impervious surface area will not be exceeded as development occurs or that alternate criteria have been approved and adopted and that the alternate requirements are being applied to new development; and

WHEREAS, ARC reviews Developments of Regional Impact and ensures they meet all applicable planning criteria in order to be found in the Best Interest of the Region; and

WHEREAS, without approved local plans adopting the minimum water supply watershed criteria or approved alternate criteria, each development within the small water supply watershed area of a local jurisdiction should be limited to 25 percent impervious surface to insure that the minimum criteria are met.

NOW THEREFORE BE IT RESOLVED, that Developments of Regional Impact in small water supply watersheds in local jurisdictions without adopted and approved water supply watershed criteria will be limited to a total impervious surface of 25 percent of the project area in order to be found to be in the Best Interests of the Region, and therefore, of the State.

NOW THEREFORE BE IT FURTHER RESOLVED, that Developments of Regional Impact in small water supply watersheds in jurisdictions that do not have adopted watershed protection plans or are not taking actions to monitor and enforce the impervious requirements when reviewed, ARC staff will work with the relevant local jurisdiction to ensure that the Part 5 water supply watershed criteria are being addressed or the project may be found not in the Best Interests of the Region, and therefore, of the State.

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Your DRI ID NUMBER for this submission is: 798
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 5/9/2005 3:24:10 PM

DEVELOPMENT OF REGIONAL IMPACT
Douglas County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Villa Rica
*Individual completing form and Mailing Address:	Taurus Freeman - Planning Director Villa Rica - City Hall 571 West Bankhead Hwy Villa Rica, GA 30180
Telephone:	678-785-1004
Fax:	770-459-7003
E-mail **(only one)**:	tfreeman@villarica.org

*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:	Panattoni Industrial Park at Villa Rica

Development Type	Description of Project	Thresholds
Industrial	1621400sf proposed consisting of 3 cross-dock buildings including trailer & car parking on 88 acres	View Thresholds

Developer / Applicant and Mailing Address:	Panattoni Development Company, LLC 3500 Lenox Road NE Suite 501 Atlanta, Georgia 30326 attn: Rose Leypoldt
Telephone:	404-921-2003
Fax:	404-921-2010
Email:	rleypoldt@panattoni.com
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	Land Lot 147; 2nd District - Douglas County
What are the principal streets or roads providing vehicular access to the site?	Bankhead Highway east of Liberty Road, west of Tyson Road and north of I-20.
Provide name of nearest street(s) or intersection:	Bankhead Highway and Tyson Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	West boundary of site is Douglas County boundary
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Villa Rica (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Other Pre-development Feasibility
What is the name of the water supplier for this site?	Villa Rica and Douglas County
What is the name of the wastewater treatment supplier for this site?	project shall be onseptic
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: June 2008 Overall project: June 2008

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 6/20/2005 10:36:02 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Villa Rica
Individual completing form:	Taurus L. Freeman
Telephone:	678-785-1004
Fax:	770-459-7003
Email (**only one**):	tfreeman@villarica.org

Proposed Project Information

Name of Proposed Project:	Panattoni Industrial Park at Villa Rica attn: Rose Leypoldt
DRI ID Number:	798
Developer/Applicant:	Panattoni Development Company, LLC 3500 Lenox Road NE Suite 501 Atlanta, GA 03026
Telephone:	404-921-2003
Fax:	404-921-2010
Email(s):	rleypoldt@panattoni.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$54,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	756,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Villa Rica
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0162
Is sufficient water supply capacity available to serve the proposed project?	N
If no, are there any current plans to expand existing water supply capacity?	Y
If there are plans to expand the existing water supply capacity, briefly describe below: In order to meet fire flow requirements, a purchase of existing lines are required from Douglas County.	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	Less than one (1) mile

Wastewater Disposal

Name of wastewater treatment provider for this site:	NA; project to be on on-site sewerage management system

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	
Is sufficient wastewater treatment capacity available to serve this proposed project?	
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	330 - a.m.; 342 - p.m.
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See traffic study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2300 +/-
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	64.7%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Dog River Basin Watershed	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 75-foot stream buffer; 150-foot stream buffer for on-site sewer management system (septic); on-site detention (shared pond for building one (1) and three (3), and separate pond for building two (2).	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

THIS PLAN IS A CONCEPTUAL REPRESENTATION OF THE PROPOSED SITE DEVELOPMENT. FINAL LAYOUT CONTINGENT UPON BOUNDARY / TOPO SURVEY and JURISDICTIONAL PERMITTING.

ZONING - PUD (Planned Unit Dev.)

SITE CALCULATIONS	
TOTAL SITE ACREAGE (SITE SF)	88+/- AC. 3,833,280+/- SF
TOTAL SQUARE FOOTAGE	1,621,400 SF
FOOTPRINT COVERAGE	42.3%
IMPERVIOUS ([illegible] SF)	22.4%
LANDSCAPE/OPEN ([illegible] SF)	35.3%

PARKING TOTALS - BUILDING #1 (BTS)	
CAR PARKING SPACES	130
TRAILER PARKING SPACES	25
DOCK DOORS (NOT INCL. EXP.)	50
DRIVE-IN DOORS	2

PARKING TOTALS - BUILDING #2 (ASSUMED)	
CAR PARKING SPACES	215
TRAILER PARKING SPACES	38
DOCK DOORS	114
DRIVE-IN DOORS	4

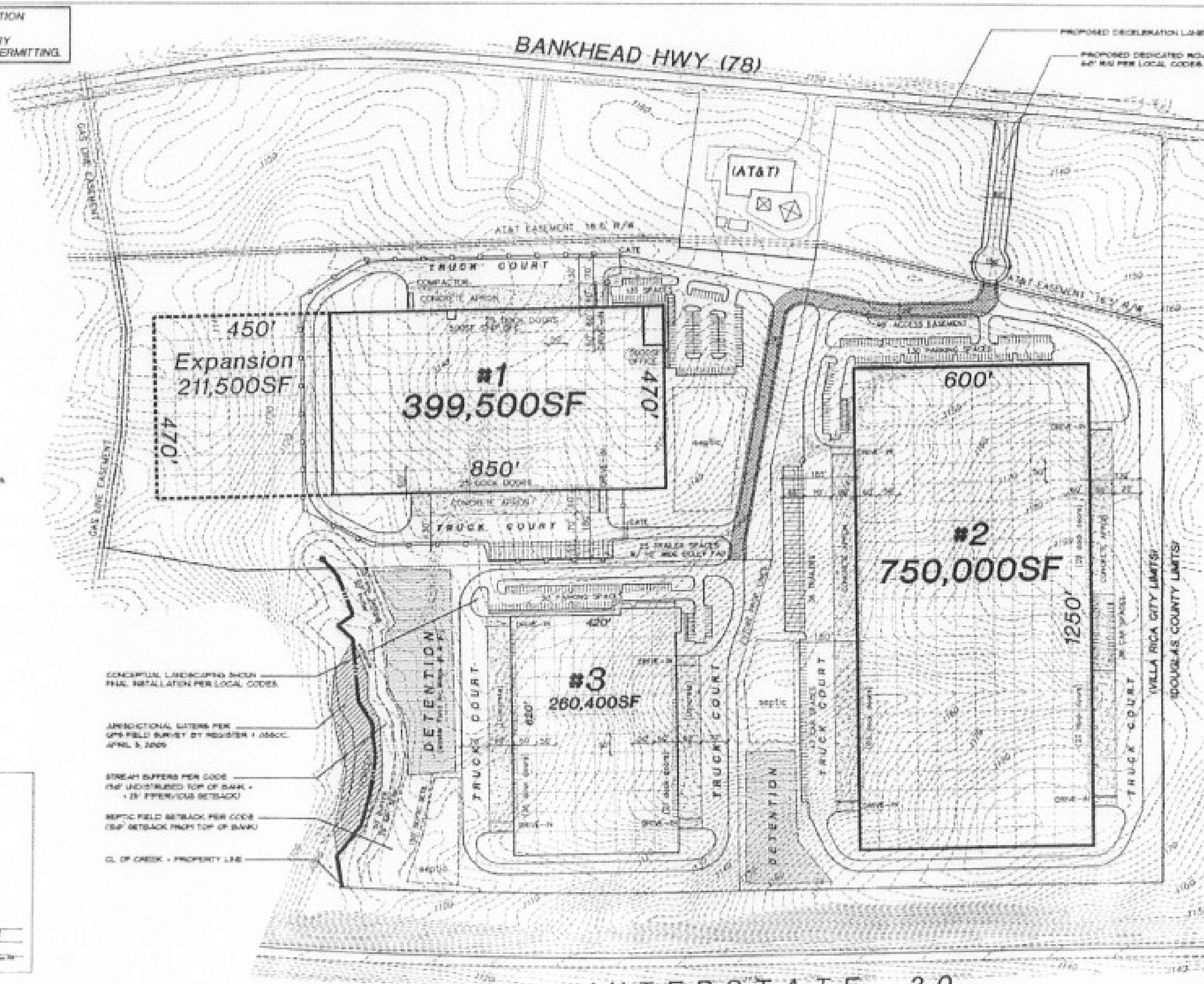
PARKING TOTALS - BUILDING #3 (ASSUMED)	
CAR PARKING SPACES	83
TRAILER PARKING SPACES	[illegible]
DOCK DOORS	56
DRIVE-IN DOORS	4

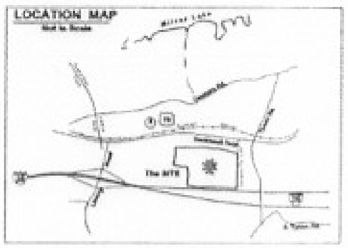
NOTE: VILLA RICA REQUIRES PARKING TO BE BASED UPON NUMBER OF EMPLOYEES.

PROPOSED BUILDING #1 IS BEING CONSTRUCTED FOR A SPECIFIC TENANT (UNDISCLOSED AT PRESENT) AND BASES PARKING TOTALS ON INDUSTRY STANDARDS.

PARKING FOR BUILDINGS #2 & #3 ARE ASSUMED + BASED ON INDUSTRY STANDARDS AND/OR RECENT INQUIRIES.

CLIENT CONTACT INFORMATION
PANATTONI DEVELOPMENT COMPANY, LLC CONTACT: ROSE LEYPOLDT PHONE: 404-[illegible]
CONSULTANT CONTACT INFORMATION
STREET SMARTS, INC. CONTACT: NAVEED JAFARR PHONE: [illegible]





MAY 16, 2005

PANATTONI

PANATTONI DEVELOPMENT COMPANY, LLC

3500 Lenox Road, Suite 501 Atlanta, Georgia 30326

ARC-DRI Submittal for:

PANATTONI INDUSTRIAL PARK at Villa Rica

LL 142 - 2nd DISTRICT
VILLA RICA
DOUGLAS COUNTY, GEORGIA

0 100 200 300 400

SCALE 1" = 100'

NORTH