DRI 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: April 10, 2024

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Marissa Jackson, Planning and Zoning Administrator, City of Douglasville
FROM: Mike Alexander, COO, Atlanta Regional Commission
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: DC Blox West Data Center DRI 4112
Submitting Local Government: City of Douglasville
Date Opened: March 21, 2024 **Date Closed:** April 10, 2024

Description: A DRI review of a proposal to construct two data center buildings with a combined 761,852 SF of space with associated parking, substation, and equipment areas on a 56-acre site at 1701 N. River Road in the city of Douglasville.

Comments:

Key Comments

The project is not aligned with applicable Developing Rural Areas policy recommendations which note: "These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low- intensity development. "

The project is expected to generate 754 new daily vehicular trips; associated minor roadway improvements to accommodate these are proposed.

The project will require the destruction of most of the existing natural forest on the site which is not supportive of regional environmental policies.

There are growing regional concerns about the major impact of data center operations on water and energy consumption. Data center projects should strive to incorporate approaches that limit these impacts. ARC

recommends a careful examination by the DDCWSA of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the local government and the DDWSA require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

The project's land use is poorly aligned with the site's existing topographically varied and forested conditions and will increase the environmental vulnerability of the nearby Sweetwater Creek State Park which is designated as a Regionally Important Resource in ARC's Regional Resource Plan. The utilization of robust green design techniques could somewhat lessen these negative impacts.

Ideally the City could explore options for better limiting the negative impacts of development on the forested natural areas of the City surrounding Sweetwater Creek State Park while balancing property rights and the need for economic development.

<u>General Comments</u>

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 11-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 to all areas in the region- Developing Rural Areas for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

The project site is approximatley half a mile from Sweetwater Creek and the surrounding Sweetwater Creek State Park which is the most visited state park in Georgia and which is designated as a Regionally Important Resource in ARC's Regional Resource Plan. The Plan notes that the Park and similar resources are "Threatened by adjacent development that is incompatible in terms of design, scale or land uses."

Most of the site is covered with intact natural forest and the site includes a tributary stream which flows directly into Sweetwater Creek. The site and surrounding simialry forested areas are zoned for Light Industral use under current City of Douglasville zoning regulations. Light industrial uses such as warehouses and data centers typically have extremely large footprints which are difficult to accomodate without drastically altering and degrading the existing topography and tree cover.

The site was previously zoned as Mixed-Use which offered better opportunities for development options that would have less negative environmental impacts and be more environmentally compatible with existing forested conditions and nearby Sweetwater Creek State Park. Ideally the City could explore options for better limiting the negative impacts of development on the forested areas of the City surrounding Sweetwater Creek State Park while balancing property rights and the need for economic development. The City could also mitigate the negative environmental impact of the project somewhat by dedicating some of the substanitia tax revenue generated by the project for the aquisition of environmentally sensistive land elsewhere in the City.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached. The project is expected to generate 754 new daily vehicular trips and minor associated roadway improvements to accommodate these are proposed.

Opportunities for alternative transportation modes connections are limited by the project's rural location and limited number of employees and patrons.

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 Resource Comments

ARC's Natural Resource Group full comments are attached.

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes will create a large peak demand from the Douglasville-Douglas County Water and Sewer Authority (DDCWSA). The application proposes 0.018 MGD of water supply demand and 0.018 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by the DDCWSA of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the local government and the DDWSA require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

Additional Water Resources Comments

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

Watershed Protection

The 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. Proposed intakes in South Fulton and Coweta County 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 on the Chattahoochee.

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. The proposed project is within seven miles upstream of the City of East Point Intake on Sweetwater Creek. No hazardous waste handling facilities are shown on the proposed site plan. Any such facilities that may be added in the future would be subject to the Part 5 Criteria requirements in addition to other local, state or federal requirements.

Stream Buffers

The USGS coverage for the project area and the submitted site plan both show a blue-line tributary of Sweetwater Creek forming the eastern boundary of the project property. The site plan also shows a stream on the western side of the property. The submitted site plan shows the 25-foot State Sediment and Erosion Control Buffer as well as the City of Douglasville 50-foot undisturbed buffer and additional 25-foot impervious setback on both streams. The City of Douglasville Stream Buffer Ordinance both prohibits impervious surfaces and requires that grading and earthmoving be minimized in that setback. The site plan shows grading within that setback area on the east side of the property with retaining walls at the edge of the 50-foot buffer. A portion of the substation may also intrude into the 25-foot impervious setback. While no impervious area is shown as extending into the 25-foot impervious setback along the western stream, grading for the Pond #1 and for a portion of the main access road do intrude into the setback. These intrusions may require variances from the City of Douglasville.

Any unmapped streams on the property may be subject to the City buffer requirements. Any unmapped State waters on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Water Supply and Wastewater

Given the large water demands associated with data centers, ARC recommends working with the Douglasville-Douglas County Water Authority to ensure that adequate water supply, wastewater capacity, and infrastructure are available.

Environmental Comments

Natural forested areas in the Atlanta region provide critical services and benefits related to stormwater management, heat island mitigation, air pollution mitigation, wildlife preservation, human recreation, and carbon sequestration. As the limited remaining forested and natural areas of the Atlanta region continue to be developed at a rapid pace while climate change creates warmer temperatures and more extreme weather events, there is a need to carefully plan for the future to ensure the retention and proper management of an optimal amount of these invaluable assets.

The 55-acre project site is currently mostly covered with natural forest. All but a small portion of this forested area will be destroyed to make way for the project which is not supportive of regional environmental policies. The project could be somewhat more supportive of these policies by retaining additional natural wooded area and utilizing a range of green infrastructure and low-impact design techniques. These include providing additional trees and using flush rather than raised curb planting islands in parking areas, utilizing a natural habitat focused design for the proposed stormwater ponds, and utilizationg vegetated rather than fortified embankments for the areas sourndng the raised building sites. The project could also be more supportive of regional environmental policies by linking the small undisturbed stream buffer areas with similar areas of adjacent properties.

Unified Growth Policy Considerations: Developing Rural Areas

Developing Rural Areas designation denotes areas in the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low- intensity development. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas.

The project is not aligned with Developing Rural Areas recommendations. It could be somewhat better aligned by reducing its extensive environmental impacts and incorporating robust low-impact design approaches in constructed areas. City of Douglasville leadership and staff, along with the applicant team, should collaborate closely to optimal sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

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

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.

SUMMER LAKE ROAD

SUMMER LAKE ROAD IS A TWO-LANE ROADWAY WITH GRASSED SHOULDERS.

DRIVEWAY #3

PROPOSED CUL-DE-SAC FOR SUMMER LAKE ROAD TRUCK TURN-AROUND , PER DOUGLAS COUNTY.

PROPERTY LINE

EMERGENCY ACCESS DRIVE

EXTENSION FOR SHARED EMERGENCY ACCESS DRIVE WITH WESTERN PROPERTY OWNER

SETBACK LINE

SITE SECURITY FENCING

CAMPUS LOOP ROAD

48 SPACES

8 SPACES

593.7'

ADMIN AREA MAIN ENTRY

40MW DATA CENTER

230.1'

27'

400'

SUBSTATION 385' X 400'

385'

RETAINING WALL

PRIMARY ADMIN LOADING DOCKS

GENERATOR YARD

15 SPACES

15 SPACES

10 SPACES

12 SPACES

12 SPACES

CAMPUS LOOP ROAD

GENERATOR YARD

1140.3'

574.64'

217'

39 SPACES

ADMIN AREA MAIN ENTRY

PRIMARY ADMIN LOADING DOCKS

80MW DATA CENTER

SECONDARY ADMIN LOADING DOCKS

SECONDARY ADMIN AREA MAIN ENTRY

19 SPACES

SITE SECURITY FENCING

RETAINING WALL

CAMPUS LOOP ROAD

SETBACK LINE

PROPERTY LINE

POND #4

POND #1

POND #2

POND #3

75' IMPERVIOUS STREAM BUFFER

50' CITY OF DOUGLASVILLE STREAM BUFFER

25' STATE STREAM BUFFER

STREAM CENTERLINE

MAIN ENTRY DRIVE

DRIVEWAY #1

SETBACK LINE

RETAINING WALL

MAIN ENTRY SECURITY GATES. ONE INCOMING 14FT CLEAR LANE, ONE INCOMING 12FT CLEAR LANE, ONE OUTGOING 14FT CLEAR LANE, ONE OUTGOING 12FT CLEAR LANE.

REJECTION/TURN-AROUND

STREAM CENTERLINE

MAIN ENTRY SECURITY. ONE INCOMING 14FT CLEAR LANE, ONE INCOMING 12FT CLEAR LANE, ONE OUTGOING 14FT CLEAR LANE.

25' STATE STREAM BUFFER

50' CITY OF DOUGLASVILLE STREAM BUFFER

NORTH RIVER ROAD

NORTH RIVER ROAD IS A TWO-LANE ROADWAY WITH CURB & GUTTER.

EXISTING SIDEWALK ALONG N. RIVER RD.

60' ROW

EXISTING DRIVE

NORTH RIVER ROAD TERMINATION CUL-DE-SAC.

DRIVEWAY #2

SECONDARY, UNMANNED, SECURE ACCESS. ONE INCOMING & ONE OUTGOING 14FT CLEAR LANES.

PROPERTY LINE 1792.56'

SETBACK LINE

WETLANDS

SECONDARY ACCESS DRIVE

RETAINING WALL

25' STATE STREAM BUFFER

STREAM CENTERLINE

75' IMPERVIOUS STREAM BUFFER

50' CITY OF DOUGLASVILLE STREAM BUFFER

CUL-DE-SAC/DRIVEWAY FOR EASTERN PROPERTY OWNER. CONSTRUCTION IN-PROGRESS.

PARCEL NO. 10231820001
BARBARA R. LINDLEY & ALBERT H. LINDLEY
RESIDENTIAL USE

PARCEL NO. 09981820047
AHP REAL ESTATE VENTURES LLC
RESIDENTIAL USE

PARCEL NO. 09981820033
BROWN, CARL LEONARD & REBA YVONNE
RESIDENTIAL USE

PARCEL NO. 09981820037
BOWEN, LIZZIE MAE
RESIDENTIAL USE

PARCEL NO. 09971820038
SWANSON, JOHN HENRY, JR., ETAL
RESIDENTIAL USE

PARCEL NO. 09971820043
WILLIS, THELMA & CRYSTAL
RESIDENTIAL USE

PARCEL NO. 01660150009
DEVELOPMENT AUTH OF CITY OF DVILLE
INDUSTRIAL USE

PARCEL NO. 01730150013
FLEXENTIAL CORP.
INDUSTRIAL USE

PARCEL NO. 01730150015
RP RIVERSIDE WEST THREE LLC
RESIDENTIAL USE

PARCEL NO. 01730150014
ROOKER RIVERSIDE, LLC
INDUSTRIAL USE

GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

DC BLOX - ATL WEST DATA CENTER

A DATA CENTER CAMPUS BY DC BLOX

DRI NUMBER: 4112

DEVELOPER:
CHIP SCAGLIONE
DC BLOX
1040 CROWN POINTE PARKWAY, SUITE-560
ATLANTA, GA 30338
p: 770-827-4733
e: chip.scaglione@dcblox.com

TRAFFIC CONSULTANT:
ABDUL AMER, PE, PTOE
A&R ENGINEERING, INC.
2160 KINGSTON COURT, SUITE O
MARIETTA, GA 30067
p: 770-690-9255
e: aamer@areng.com

CIVIL ENGINEER/SITE PLANNER:
BRAD SANDERSON, PE
THOMAS & HUTTON
1501 MAIN STREET, SUITE 400
COLUMBIA, SC 29201
p: 803-451-6782
e: sanderson.b@tandh.com

SITE INFORMATION:

PARCEL NUMBER:	01730150012 LAND LOT 173 1st DISTRICT; 5th SECTION
SITE LOCATION:	1701 N. RIVER RD. LITHIA SPRINGS, GA 30122
SITE ACREAGE:	55.5 ACRES
ZONING:	LIGHT INDUSTRIAL
LAND USE:	INDUSTRIAL (DATA CENTER)
PROPOSED PARKING:	178 SPACES (10 ADA)
CITY OF DOUGLASVILLE REQUIRED PARKING:	760 SPACES

VARIANCE IN PROGRESS WITH CITY OF DOUGLASVILLE FOR REDUCTION IN MINIMUM PARKING TO 125 SPACES.

BUILDING INFORMATION

80MW DATA CENTER

BUILDING AREA:	498,315 SF
NO. OF STORIES:	2-STORY
BUILDING HEIGHT:	75 FT

40MW DATA CENTER

BUILDING AREA:	263,537 SF
NO. OF STORIES:	2-STORY
BUILDING HEIGHT:	75 FT

SITE LAYOUT EXHIBIT

ATL WEST

DOUGLAS COUNTY, GA

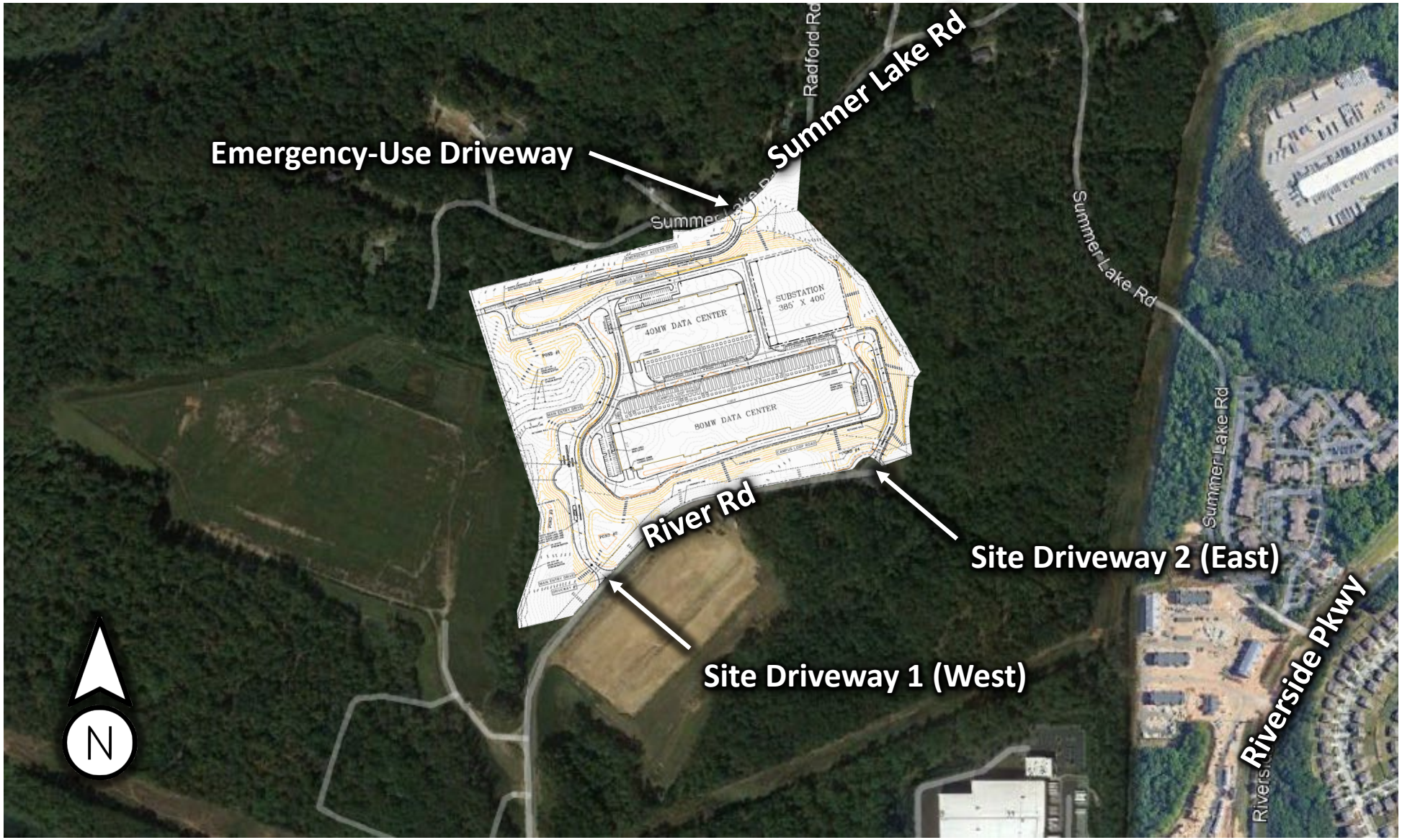
PREPARED FOR:

DC BLOX

PREPARED BY:

THOMAS & HUTTON
501 River Street • Suite 200
Greenville, SC 29601 • 864.412.2222
www.thomasandhutton.com

JOB NO:	J-31070.0001
DRAWN:	DHC
REVIEWED:	MBS
DATE:	4/08/2024
SCALE:	1" = 80'
SHEET:	1 of 1


Emergency-Use Driveway
Summer Lake Rd
Radford Rd
Summer Lake Rd
Summer Lake Rd
River Rd
Site Driveway 2 (East)
Site Driveway 1 (West)
Riverside Pkwy
N
SUBSTATION 385' X 400'
40MW DATA CENTER
80MW DATA CENTER

2024 DC BLOX ATL WEST DATA CENTER DRI
City of Douglasville
Natural Resources Review Comments
April 9, 2024

ARC recognizes that energy demands will be very high for this project and that related water needs for cooling purposes will create a large peak demand from the Douglasville-Douglas County Water and Sewer Authority (DDCWSA). The application proposes 0.018 MGD of water supply demand and 0.018 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need. Given that daily maximum flow requirements for cooling purposes often occur during the hottest days of the year, the demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed.

The water resources of the metro Atlanta region are critically important to the region's economic vitality and quality of life. The region lies in the headwaters of six major river basins, where natural surface water sources are small relative to other major metropolitan areas and in need of a high level of protection. The firm yield of water supply sources available to individual jurisdictions also varies, and some jurisdictions have larger available supplies than others. ARC recommends a careful examination by the DDCWSA of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands. ARC also recommends that the local government and the DDWSA require the installation of advanced "waterless" cooling technologies or "near waterless" technology to reduce the burden on the drinking water supplies and increase the resiliency for both the project and the potable water system.

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

Watershed Protection
The 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. Proposed intakes in South Fulton and Coweta County 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 on the Chattahoochee.

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. The proposed project is within seven miles upstream of the City of East Point Intake on Sweetwater Creek. No hazardous waste handling facilities are shown on the proposed site plan. Any such facilities that may be added in the future would be subject to the Part 5 Criteria requirements in addition to other local, state or federal requirements.

This project is not in the City of East Point's Sparks Reservoir watershed, which is a small water supply watershed formed by the basin of a tributary to Sweetwater Creek and receives no direct flow from Sweetwater Creek or the rest of the Sweetwater watershed.

Stream Buffers

The USGS coverage for the project area and the submitted site plan both show a blue-line tributary of Sweetwater Creek forming the eastern boundary of the project property. The site plan also shows a stream on the western side of the property. The submitted site plan shows the 25-foot State Sediment and Erosion Control Buffer as well as the City of Douglasville 50-foot undisturbed buffer and additional 25-foot impervious setback on both streams. The City of Douglasville Stream Buffer Ordinance both prohibits impervious surfaces and requires that grading and earthmoving be minimized in that setback. The site plan shows grading within that setback area on the east side of the property with retaining walls at the edge of the 50-foot buffer. A portion of the substation may also intrude into the 25-foot impervious setback. While no impervious is shown as extending into the 25-foot impervious setback along the western stream, grading for the Pond #1 and for a portion of the main access road do intrude into the setback. These intrusions may require variances from the City of Douglasville.

Any unmapped streams on the property may also be subject to the City buffer requirements. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Water Supply and Wastewater

Given the large water demands associated with data centers, we recommend working with the Douglasville-Douglas County Water Authority to ensure that adequate water supply, wastewater capacity, and infrastructure are available.

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.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4112

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the **Rules for the DRI Process** and the **DRI Tiers and Thresholds** for more information.

Local Government Information

Submitting Local Government:	Douglasville
Individual completing form:	Marissa Jackson
Telephone:	678-449-3202
E-mail:	jacksonma@douglasvillega.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	DC Blox- ATL West Data Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	1701 North River Rd, Douglasville GA 30122
Brief Description of Project:	Project includes two industrial data center buildings with a combined 761,852 SF of space, equipment, yards, parking and substation.

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.):	761,852 Gross Square Feet
Developer:	DC Blox
Mailing Address:	1040 Crown Point Parkway
Address 2:	Suite 560
	City:Atlanta State: GA Zip:30338
Telephone:	770-827-4733
Email:	chip.scaglione@dcblox.com
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ◉ No
If yes, property owner:	
Is the proposed project entirely located within your	○ (not selected) ◉ Yes ○ No

local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2026 Overall project: 2026

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4112

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Douglasville
Individual completing form:	Marissa Jackson
Telephone:	678-449-3202
Email:	jacksonma@douglasvillega.gov

Project Information

Name of Proposed Project:	DC Blox- ATL West Data Center
DRI ID Number:	4112
Developer/Applicant:	DC Blox
Telephone:	770-827-4733
Email(s):	chip.scaglione@dcblox.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:	~1.2 Billon
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	5 Million/year estimated average over 10 years at full build out
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:	Douglas County Water and Sewer Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	17,640 GPD (.018 MGD)
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?	(not selected) Yes No

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

Wastewater Disposal

Name of wastewater treatment provider for this site:	Douglas County Water and Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	17, 640 GPD (.018 or 12.25 GPM)
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.)	93 AM Peak Hour, 78 PM Peak Hour
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	26 tons (based on 68lb/1000 SF/year
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected) Yes No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	45% (~25 ac impervious on 55 ac site)

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Two storm water ponds with micro-pools and biorientation areas, one detention pond with biorientation area, one detention pond, three enhanced dry swales, one stand-alone biorientation area. Stream buffers are 50 feet per city ordinances.

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:

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

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Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#4112
DRI Title	DC Blox ATL West Data Center
County	Douglas County
City (if applicable)	**Douglasville**
Address / Location	**1701 North River Road**

Proposed Development Type:

A DRI review of a proposal to construct two data center buildings with a combined 761,852 SF of space with associated parking, substation, and equipment areas on a 56-acre site at 1701 N. River Road in the city of Douglasville.

Build Out: 2026

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	N/A
Date	April 5, 2024

TRAFFIC STUDY

Prepared by	A&R Engineering, Inc.
Date	February 26, 2024

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)*

On page 21 of 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)*

No access to the site is provided via a roadway identified as 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)*

No access to the site is provided via a roadway identified as 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

Click here to provide comments.

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

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

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

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

Operator(s) 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

Connect Douglas

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

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

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

☒ YES *(provide additional information below)*

Name of facility: Chattahoochee Hill Country Regional Greenway Trail

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

Walking Access*:
- ☐ Sidewalks and crosswalks provide connectivity
- ☒ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Bicycling Access*:
- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☒ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets

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

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

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

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

☐ OTHER *(Please explain)*

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

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

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

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

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

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

☐ OTHER *(Please explain)*

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

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

- ☒ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*
- ☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*
- ☐ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

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

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

- ☒ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*
- ☐ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*
- ☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*
- ☐ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

RECOMMENDATIONS

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

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

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

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

☐ YES *(see comments below)*

Click here to enter text.

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

None at this time.