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: May 31, 2024

TO: Chairman Oz Nesbitt Sr., Rockdale County Commission
ATTN TO: Denise Tugman, Planning Manager, Rockdale County
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: 2024 DC Blox - ATL East Data Center DRI 4120
Submitting Local Government: Rockdale County
Date Opened: May 15, 2024 **Date Closed:** May 31, 2024

Description: A regional DRI review of a proposal to construct three data center buildings with a combined 1,016,828 SF of space with associated equipment yards, parking, and electrical substation on a 68-acre site at 1726 Farmer Road NW in Rockdale County.

Comments:

Key Comments

The project is not aligned with applicable Established Suburbs policies which emphasize preserving single-family neighborhoods with appropriate infill development. The project could be more aligned with these policies by preserving additional wooded land and utilizing green infrastructure in paved/developed areas.

There are serious growing concerns about the high levels of energy and water consumption generated by the tremendous increase in the number of data centers being developed in the Atlanta region. ARC that the project utilize a water efficient operating approach and recommends that Rockdale Water Resources carefully examine its capacity to meet peak-day project demands, in addition to other current and projected peak-day demands.

The project is expected to generate approximately 1,007 daily new vehicular trips.

The site plan depicts a hatched 25-foot "State Pond Buffer that appears to be the 25-foot State Sediment and Erosion buffer. The hatching extends between the two ponds, with additional dashed lines beyond the hatching, none of which is identified. If these lines are stream buffers or other required buffers, they should be clearly identified.

The submitted site plan shows the 40MW Data Center structure and surrounding paving located on top of the southern pond and surrounding indicated wetlands, with associated grading extending toward the northern pond. These may require variances for the buffers from the State and the County as applicable.

A requested variance to reduce required parking spaces is supportive of regional environmental and transportation policies.

General Comments

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

There are growing concerns about the impacts of high levels of energy and water consumption generated by the tremendous increase in the number of data center projects in the Atlanta region Given that daily maximum water flow requirements for water cooled systems often coincide with the hottest days of the year, the peak demand for water has a higher likelihood of occurring during times of water stress in the water supply watershed. ARC therefore recommends that the applicable water provider carefully examine its capacity to meet peak-day project demands, in addition to other current and projected peak-day demands. ARC also recommends the use of advanced "waterless" cooling technologies or "near waterless" technology for data center projects to reduce the burden on the drinking water supplies and increase the resiliency of both the project and the potable water system.

Transportation and Mobility Comments

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

The project is expected to generate 1,007 daily new vehicular trips; minor roadway improvements to provide project access and mitigate traffic impacts are proposed.
A requested variance to reduce required parking spaces is supportive of regional environmental and transportation policies.

ARC Natural Resources Group Comments

ARC's Natural Resources Group comments are attached.

ARC recognizes that energy demands will be very high for the DC Blox East project and that this project proposes to use water efficient cooling processes that will reduce the anticipated large peak demands from Rockdale Water Resources (RWR) that are typical with traditional water-cooled systems. The application proposes 0.008 MGD of water supply demand and 0.008 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need and therefore will need to be clearly communicated with RWR.

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 Rockdale Water Resources of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands.

Stream Buffers

The USGS coverage for the project area shows no blue-line streams on the property, and both the USGS coverage and the site plan show two ponds on the property. The site plan shows wetland areas around both ponds. No streams are clearly identified on the site plan, but possible channels are shown between the two ponds. The site plan shows and identifies a 25-foot "State Pond Buffer that appears to be the 25-foot State Sediment and Erosion buffer, which is hatched. The hatching extends between the two ponds, with additional dashed lines beyond the hatching, none of which is identified. If these lines are stream buffers or other required buffers, they should be identified. The submitted site plan shows the 40MW Data Center structure and surrounding paving located on top of the southern pond and surrounding indicated wetlands, with associated grading extending toward the northern pond. These may require variances for the buffers from the State and the County as applicable.

<u>Environmental Comments</u>

The DCA form 2 for the project notes that the project will impact wetlands which will be handled with a USACE permit.

Pond 2 is currently a wooded area that would be removed to accommodate the pond. Consideration should be given to reducing the area impact of stormwater ponds by making them deeper as possible in order to preserve additional wooded areas. Pond edges should be planted with natural plantings to restore some natural habitat. The use of large scale stormwater retention tanks can also reduce stormwater impacts and the need for retention ponds.

Additional retention of wooded and water-adjacent areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

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

The project can support The Atlanta Region's Plan in general by incorporating regional environmental policy recommendations including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Other Comments

Comments received from GDOT's Aviation Programs are attached.

Atlanta Region's Plan Growth Policy Considerations: Established Suburbs

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors. The project is not aligned with Established Suburbs recommendations but could be more aligned by preserving additional wooded land, utilizing a construction approach that retains existing trees in the development footprint where possible and by generally employing a low-impact design approach. Rockdale County leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of 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	CITY OF STONECREST
CITY OF CONYERS	DEKALB COUNTY	CITY OF LITHONIA

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4120

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:	Rockdale
Individual completing form:	Denise Tugman
Telephone:	7702787124
E-mail:	denise.tugman@rockalecountyga.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 East Data Center
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	1726 Farmer Road NW, Conyers GA 30012
Brief Description of Project:	The project includes three industrial data center buildings with a combined 1,016,828 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.):	1,016,828 SF gross square footage (SF)
Developer:	DC Blox
Mailing Address:	1040 Crown Point Parkway, Suite 560
Address 2:	
	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: 2025 Overall project: 2026

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Developments of Regional Impact

DRI #4120

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:	Rockdale
Individual completing form:	Denise Tugman
Telephone:	7702787124
Email:	denise.tugman@rockalecountyga.gov

Project Information

Name of Proposed Project:	DC Blox - ATL East Data Center
DRI ID Number:	4120
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 Billion
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5M per year, averaged over 10 years at full buildout.
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:	Rockdale Water Resources

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	785 GPD (0.008 MGD, 0.55 GPM)
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:	Rockdale County Water and Sewer
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	785 GPD (0.008 MGD, 0.55 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?Pump station and approximately 5000 LF force main extension is proposed.

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.)	24 hrs. two way traffic: 1,007 trips AM Peak Hour: 70 entering, 57 exiting, 127 total PM Peak Hour: 32 entering, 74 exiting, 106 total
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:Deceleration Lane on Lester Road at Proposed Driveway 1

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	34 tons (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	44% (~30 ac impervious on 68 ac site)

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Two Stormwater detention ponds, 25' state pond buffer on existing ponds to remain, 75' (50' undisturbed) stream buffer on streams to remain

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:
Wetland areas will be preserved through all phases of development until Army Corps permits are issued.

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DC BLOX – ATL EAST DATA CENTER DRI
Rockdale County
Natural Resources Review Comments
May 29, 2024

ARC recognizes that energy demands will be very high for the DC Blox East project and that this project proposes to use water efficient cooling processes that will reduce the anticipated large peak demands from Rockdale Water Resources (RWR) that are typical with traditional water-cooled systems. The application proposes 0.008 MGD of water supply demand and 0.008 MGD of estimated sewage flow generated by the project. It is unclear if these figures represent an annual average or daily maximum flow need and therefore will need to be clearly communicated with RWR.

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 Rockdale Water Resources of its capacity to meet peak-day demands for this project, in addition to other current and projected future peak-day demands.

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

Watershed Protection

The project property is located in the Yellow River watershed which in turn is part of the South River watershed. While neither is a water supply watershed for the Atlanta Region or the Metropolitan North Georgia Water Planning District, the South River is classified as a large water supply watershed (over 100 square miles) downstream of the District and the Region 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 public water supply intake and no water supply watershed criteria apply.

Stream Buffers

The USGS coverage for the project area shows no blue-line streams on the property, and both the USGS coverage and the site plan show two ponds on the property. The site plan shows wetland areas around both ponds. No streams are clearly identified on the site plan, but possible channels are shown between the two ponds. The site plan shows and identifies a 25-foot "State Pond Buffer that appears to be the 25-foot State Sediment and Erosion buffer, which is hatched. The hatching extends between the two ponds, with additional dashed lines beyond the hatching, none of which is identified. If these lines are stream buffers or other required buffers, they should be identified. The submitted site plan shows the 40MW Data Center structure and surrounding paving located on top of the southern pond and surrounding indicated wetlands, with associated grading extending toward the northern pond. These may require variances for the buffers from the State and the County as applicable.

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 Rockdale Water Resources 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.

From: Hood, Alan C.
To: Donald Shockey
Subject: RE: DC Blox - ATL East Data Center DRI 4120 - Preliminary Report/Comments Request
Date: Wednesday, May 29, 2024 3:28:42 PM
Attachments: image001.png

Donald,

The proposed construction of three data center buildings with a combined 1,016,828 SF of space with associated equipment yards, parking, and electrical substation at on a 68-acre site at 1726 Farmer Road NW in Rockdale County is at least 12 miles any open to the public airport. It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm). Those submissions for any associated cranes may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood
Airport Safety Data Program Manager
GDOT Georgia Department of Transportation
Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office
Website: https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx

From: Donald Shockey <DShockey@atlantaregional.org>
Sent: Wednesday, May 15, 2024 5:51 PM
To: chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; Sierra Scott <Sierra.Scott@gadca.onmicrosoft.com>; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA (zane.grennell@dca.ga.gov) <zane.grennell@dca.ga.gov>; Andrew Smith <ASmith@atlantaregional.org>; Arin Yost <AYost@atlantaregional.org>; Danny Johnson <DJohnson@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Eleanor Swensson <ESwensson@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Jonathan Philipsborn <JPhilipsborn@atlantaregional.org>; Katherine Zitsch <KZitsch@atlantaregional.org>; Kristin Allin <KAllin@atlantaregional.org>; Lauren Blaszyk <LBlaszyk@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Patrick Bradshaw <PBradshaw@atlantaregional.org>; Ranata Mattison <RMattison@atlantaregional.org>; Reginald

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#4120
DRI Title	DC Blox - ATL East Data Center
County	Rockdale County
City (if applicable)	N/A
Address / Location	1726 Farmer Road NW

Proposed Development Type:

A regional DRI review of a proposal to construct three data center buildings with a combined 1,016,828 SF of space with associated equipment yards, parking, and electrical substation on a 68-acre site.

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	May 29, 2024

TRAFFIC STUDY

Prepared by	A&R Engineering Inc.
Date	April 19, 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)*

Click here to provide comments.

☒ NO *(provide comments below)*

No programmed projects were identified in the study network.

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): GRTA Xpress

Bus Route(s): 423, 426, 428

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

GRTA Xpress

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)*

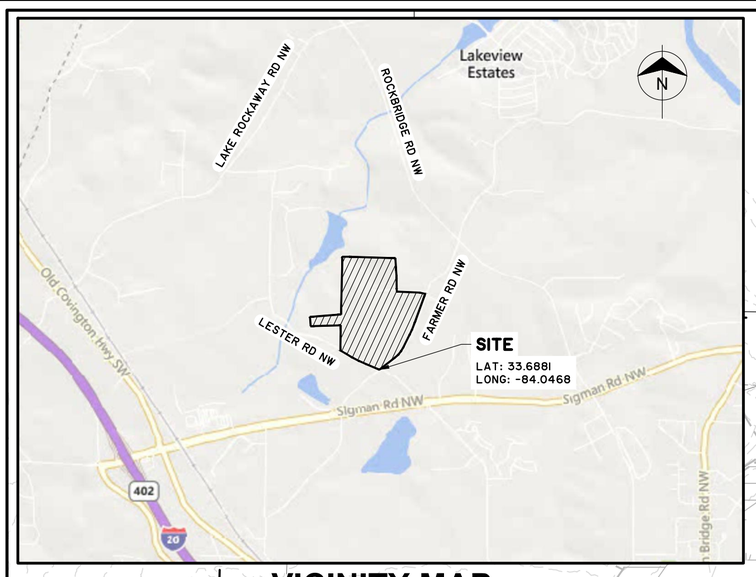
☐ YES *(see comments below)*

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):

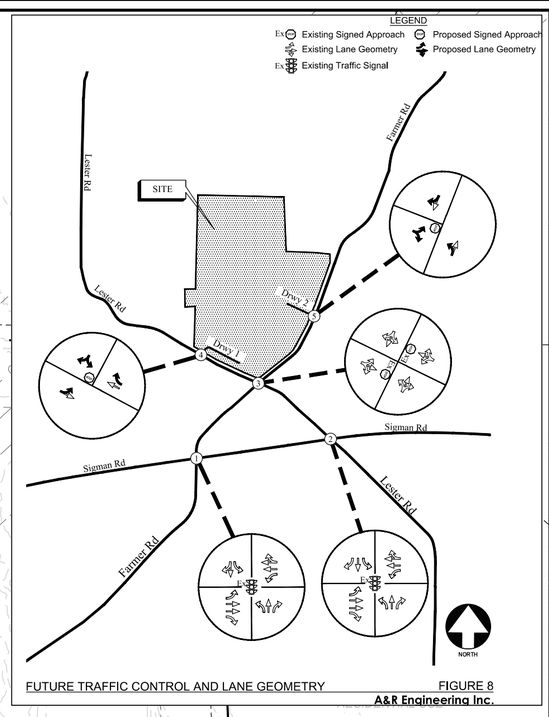
None at this time.

Z:\3281\0001\ENGINEERING\DRAWINGS\EXHIBITS\2024-01-03 GRTA SITE PLAN\3281.0001 - GRTA SITE LAYOUT EXHIBIT.DWG - Apr 19, 2024 - 3:17 PM



VICINITY MAP

1" = 2000'



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY — FIGURE 8

A&R Engineering Inc.

ATL EAST

A DATA CENTER CAMPUS BY DC BLOX

DRI NUMBER: **4120**

CLIENT:
DC BLOX
1040 CROWN POINTE PARKWAY
SUITE 560
ATLANTA, GA 30338

CIVIL ENGINEER:
THOMAS & HUTTON
1501 MAIN STREET
SUITE 400
COLUMBIA, SC 29201

TRAFFIC CONSULTANT:
A&R ENGINEERING, INC.
2160 KINGSTON COURT
SUITE O
MARIETTA, GA 30067

SITE INFORMATION:

PARCEL NUMBER:	021001004, 021001004A
	LAND LOT 235 & 246
	16TH DISTRICT
SITE LOCATION:	1726 & 1830 FARMER RD NW
	ROCKDALE COUNTY, GA
SITE ACREAGE:	68.41 ACRES
DEVELOPABLE ACREAGE:	59.66 ACRES
OPEN SPACE:	24.58 AC (41%)
ZONING:	O-I OFFICE INSTITUTIONAL
PROPOSED USE:	DATA CENTER
FLOOR AREA RATIO:	0.34
PROPOSED PARKING:	206 SPACES (7 ADA)
REQUIRED PARKING:	501 SPACES (1 PER 2000 SF)

VARIANCE REQUESTED FROM ROCKDALE COUNTY FOR REDUCTION IN MINIMUM PARKING TO 167 SPACES (1 PER 6000 SF).

BUILDING INFORMATION

30MW DATA CENTER

BUILDING AREA:	254,977 SF
NO. OF STORIES:	2-STORY
BUILDING HEIGHT:	75 FT

80MW DATA CENTER

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

40MW DATA CENTER

BUILDING AREA:	263,536 SF
NO. OF STORIES:	2-STORY
BUILDING HEIGHT:	75 FT

APPRX. 16.0 AC OPEN SPACE
50' LANDSCAPE BUFFER
PROPERTY LINE
PARCEL NO. 0210010008
WALTER DAVIS ET AL
RESIDENTIAL USE
EXISTING POND
25' STATE POND BUFFER
PARCEL NO. 0210010106
ROYAL LAKE ESTATES
RESIDENTIAL USE
EXISTING GA. POWER TRANSMISSION LINES
POND #1
PARCEL NO. 021001006E
LINDA AIKENS YOUNG
RESIDENTIAL USE
PARCEL NO. 021001006D
LANIER HARPER
RESIDENTIAL USE
PARCEL NO. 0210010005
MARIA E PEREZ PATINO
RESIDENTIAL USE
PRIMARY ADMIN LOADING DOCKS
CAMPUS LOOP ROAD
2 LANES
RESIDENTIAL ACCESS POINT
SECONDARY ADMIN LOADING DOCKS
40MW DATA CENTER
140 SPACES
APPRX. 1.6 AC OPEN SPACE
PROPERTY LINE
SUBSTATION
350' X 550'
CAMPUS LOOP ROAD
TWO LANES
GRAVEL SUBSTATION ACCESS ROAD
TWO LANES
POND #2
PARCEL NO. 0210010027
ROBERT BAKER JR
RESIDENTIAL USE
30MW DATA CENTER
140 SPACES
80MW DATA CENTER
83 SPACES
50' LANDSCAPE BUFFER
SECONDARY, UNMANNED, SECURE ACCESS. ONE INCOMING & ONE OUTGOING 14FT CLEAR LANES.
SECONDARY ACCESS DRIVE
DRIVEWAY #2
25' SETBACK LINE
FARMER ROAD NW (40' R/W)
ACCESS POINT
APPRX. 7.0 AC OPEN SPACE
FARMER ROAD NW IS A TWO-LANE ROADWAY WITH GRASSED SHOULDERS. NO TURN LANES
MAIN ENTRY DRIVE
18 SPACES
PRIMARY ADMIN LOADING DOCKS
18 SPACES
PRIMARY ADMIN LOADING DOCKS
DRIVEWAY #1
LESTER ROAD NW IS A TWO-LANE ROADWAY WITH GRASSED SHOULDERS NO TURN LANES
DECELERATION LANE
MAIN ENTRY SECURITY. ONE INCOMING 14FT CLEAR LANE, ONE INCOMING 12FT CLEAR LANE, ONE OUTGOING 14FT CLEAR LANE.
LESTER ROAD NW (50' R/W)
MAIN ENTRY SECURITY GATES. ONE INCOMING 14FT CLEAR LANE, ONE INCOMING 12FT CLEAR LANE, ONE OUTGOING 14FT CLEAR LANE, ONE OUTGOING 12FT CLEAR LANE.
MAIN ENTRY DRIVE
PROPERTY LINE
ACCESS POINT
NOTE: ROADWAY IMPROVEMENTS WILL BE DETERMINED AFTER THE DRI ANALYSIS STUDY IS COMPLETE.
ACCESS POINT
ACCESS POINT
N
W
E
S

SITE LAYOUT EXHIBIT

ATL EAST

ROCKDALE COUNTY, GA

PREPARED FOR:
DC BLOX

PREPARED BY:

THOMAS & HUTTON
1020 Euclid Avenue
Charlotte, NC 28203 980.201.5505
www.thomasandhutton.com

JOB NO:	J-31281.0001
DRAWN:	JKS
REVIEWED:	MBS
DATE:	03/05/24
SCALE:	1" = 80'
SHEET:	1 OF 1

ATL EAST

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SITE CONTEXT EXHIBIT

ATL EAST

ROCKDALE COUNTY, GA

PREPARED FOR:
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Charlotte, NC 28203 980.201.5505
www.thomasandhutton.com

JOB NO:	J-31281.0001	DATE:	02/21/2024
DRAWN:	JKS	SCALE:	1" = 200'
REVIEWED:	MBS	SHEET:	1OF1