



REGIONAL REVIEW FINDING

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

DATE: Sep 15 2007

ARC REVIEW CODE: R7081507

TO: Mayor Mickey Thompson
ATTN TO: Jeff Noles, Land Use Planner
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Douglasville
Name of Proposal: West Georgia Industries South Flat Rock

Review Type: Development of Regional Impact

Date Opened: Aug 16 2007

Date Closed: Sep 15 2007

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development is located in an area that is primarily dominated by other industrial uses and vacant land within the City and County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. Mass grading and extensive removal of vegetation on the site should be avoided.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DOUGLAS COUNTY
CITY OF VILLA RICA

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PAULDING COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
COOSA VALLEY RDC

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

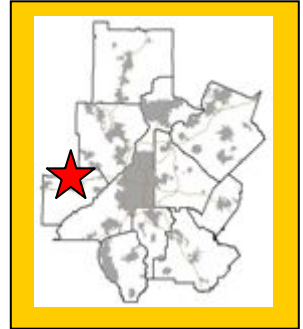
The proposed West Georgia Industries South Flat Rock development is a concrete batch plant on 4 acres in the City of Douglasville. The proposed development is located on South Flat Rock Road, north of Bankhead Highway

PROJECT PHASING:

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

GENERAL

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



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

The project site is currently zoned heavy industrial. The site does not need to be rezoned. Information was not provided as to whether the proposed development is consistent with the City of Douglasville's Future Land Use Plan; however, information did state the developer believed the proposed development will be consistent with future land use plans for the area.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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

No, the proposed development would not increase the need for services in the area.

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

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 1 mile radius of the proposed project.

YEAR NAME

WESTSIDE TRANSFER STATION
2006 MODIFICATION
TOUCHET QUARRY ASPHALT CEMENT PLANTS
1999 WAR
1987 HOMART DOUGLAS MALL

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located in an area that is primarily dominated by other industrial uses and vacant land within the City and County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. Mass grading and extensive removal of vegetation on the site should be avoided.

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located along South Flat Rock Road north of Bankhead Highway.

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

The proposed development is entirely within the City’s jurisdiction. The proposed project is within five miles of the City of Villa Rica and Paulding County.

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

None were determine during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

Estimated value of the development is \$2 million with an expected \$350,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

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

Watershed Protection and Stream Buffers

The project property is located in the Sweetwater Creek water supply watershed, which is a large water supply watershed (more than 100 square miles) as defined in the Part 5 Environmental Minimum Criteria. The only criteria that apply in a large water supply watershed without a water supply reservoir are requirements for hazardous waste handling, storage and disposal..

The USGS coverage for the project area shows a pond at the headwater of a perennial stream located near the project site. If the pond and stream are close enough, to the property, it may be subject to the City of Douglasville's stream buffer requirements.

Any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design.

The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Heavy Industrial	4.85	7.03	93.31	620.80	3855.75	8.05	1.02
TOTAL	4.85	7.03	93.31	620.80	3855.75	8.05	1.02

Total % impervious 80%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is being proposed for a concrete batch plant in the City of Douglasville.

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



Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the specific operational parameters being proposed by the developer. Based on information submitted for the review and the proposed use on the site, the vehicle trips generated by the proposed development will be under 1,000 trips per day. Information submitted for the review states that the facility will operate seven concrete trucks and employ eleven personnel.

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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. Any facilities that have a V/C ratio of 1.00 or above are considered congested. By the year 2030, Bankhead Highway is expected to operate at LOS B.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-201	I-20 WEST MANAGED LANES FROM SR 6 (THORNTON ROAD) TO BRIGHT STAR ROAD IN DOUGLAS COUNTY	Managed Lanes (Auto/Bus)	2020

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

Impacts of the truck parking pad: What are the recommended transportation improvements based on the traffic study done by the applicant?

No significant impacts have been estimated because of the development of this project.

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

With fewer than 1,000 trips per day, this development is permissible under the Expedited Review criteria.

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

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

Given the type of development, none are necessary and the Air Quality Benchmark test will not be used.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.0015 MGD.

Which facility will treat wastewater from the project?

The project will be served by septic on site..

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

N/A

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

N/A

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.01 MGD based on regional averages.

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

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review estimates 100 tons of solid waste per year.

Will the project create any unusual waste handling or disposal problems?

Preliminary Report:	August 16, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	West GA Industries South Flat Rock #1511
Final Report Due:	September 15, 2007		Comments Due By:	August 30, 2007

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

Given the minimal number of employees, no housing impact analysis is necessary.

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

N/A

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

June 28, 2007

Mr. Brian Borden
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE, Suite 900
Atlanta, Georgia 30303-1223

Dear Mr. Borden,

Thank you for reviewing West Georgia Industries' (WGI's) submittal for the development of a ready mix concrete facility to be located at South Flatrock Road, Douglasville, Georgia 30134. WGI respectfully requests that our development be considered as an applicant for the expedited review process. We understand that in order to be eligible for this form of review, the subject site should not add more than 1,000 vehicle trips from the subject site to the local traffic area and should not be required to operate under an Individual Air Permit issued through the Georgia Environmental Protection Division.

The proposed facility will operate seven concrete trucks and will employ eleven personnel. We estimate that this number of trucks and employees should fall below the traffic threshold. We will not be subject to the requirements for an individual air permit. However, we shall employ emission control equipment and the site shall be engineered and managed to control dust emissions.

The subject site consists of approximately 4.0 acres and is located within the City of Douglasville city limits approximately 2.0 miles west of the central downtown district. The site is approximately 0.5-miles north of Highway 78. The site is situated in an area of industrial development and is zoned for heavy-industrial use. The site slopes gently from front to back and generally clear of vegetation.

Thank you for considering our project for the expedited review process. Please feel free to call me at (706) 884-7489.

Sincerely,

Andrew Wilson
Assoc. VP Risk Management
West Georgia Industries

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1511

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: Jeff Noles

Telephone: 678-715-6022

E-mail: nolesj@ci.douglasville.ga.us

*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: West Georgia Industries South Flat Rock

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): South Flat Rock Road at Strickland Street N33.744506 W84.779825

Brief Description of Project: Concrete Batch Plant

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.):	4 acres		
Developer:	West Georgia Industries (Randy Hoppe)		
Mailing Address:	Po Box 1642		
Address 2:			
	City:Lagrange State: GA Zip:30241		
Telephone:	706-523-1846		
Email:	RFHoppe@aol.com		
Is property owner different from developer/ applicant?	(not selected)	Yes	No
If yes, property owner:			
Is the proposed project entirely located within your local government's jurisdiction?	(not selected)	Yes	No
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?	(not selected)	Yes	No
If yes, provide the following information:	Project Name:		
	Project ID:		
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other Development Plan Approval		
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: 1-1-2008
Overall project: 1-1-2008

[Back to Top](#)

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1511

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: Jeff Noles

Telephone: 678-715-6022

Email: nolesj@ci.douglasville.ga.us

Project Information

Name of Proposed Project: West Georgia Industries South Flat Rock

DRI ID Number: 1511

Developer/Applicant: West Georgia Industries (Randy Hoppe)

Telephone: 706-523-1846

Email(s): RFHoppe@aol.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: 2000000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 350000

Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected)	Yes	No
Will this development displace any existing uses?	(not selected)	Yes	No
If yes, please describe (including number of units, square feet, etc):			
Water Supply			
Name of water supply provider for this site:	Douglasville Douglas County Water and Sewer Authority		
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.01mgd		
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:	Septic on site		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.0015gmd		
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.)	149		
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)?	100 tons		

Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
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If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected)	Yes	No
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If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	less than 20%
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Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The proposed site will be designed and managed to control stormwater runoff. Controls shall include sloping to a stormwater detention pond and the application of a vegetative barrier to control stormwater. In addition, the site shall be managed to prevent contaminating stormwater with process water, which shall be collected in a concrete settling system and reused on site.

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:

[Back to Top](#)

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REVISION

DATE	DESCRIPTION

OWNER/DEVELOPER
WEST GEORGIA INDUSTRIAL
PO BOX 1642
LAGRANGE
GA. 30241

24 HOUR CONTACT
RANDALL F. HOPF
706-523-1846

TITLE
DEVELOPMENT PL

WEST GEORGIA INDUSTRY
CONCRETE BATCH P
SOUTH FLATROCK
DOUGLASVILLE
GEORGIA, 30134

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PROJECT NO.: OT

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GRAPHIC SCALE

A.C.E.S. Engineering, Inc. - P.O. Box 439 - Palmetto, Georgia 30268 - (770) 463-3734