

Atlanta Regional Commission  
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50 YEARS 1947-1997  
*of Regional Cooperation, Leadership & Planning*



Harry West  
Director

February 20, 1998

Honorable Mitch Skandalakis, Chairman  
Fulton County Commission  
141 Pryor Street  
Atlanta, GA. 30303

RE: Development of Regional Impact Review—Southgate Industrial Park

Dear Mitch:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review of Southgate Industrial Park. Our finding is that this proposed DRI is in the best interest of the State.

Enclosed is a copy of our review report on this project. Should you need any further information, please feel free to call me or Beverly Rhea (404-364-2562) concerning the review.

Sincerely,

A handwritten signature in black ink, appearing to read 'Harry West', is written over a horizontal line.

Harry West  
Director

Enclosure

C Ms. Nancy Leathers, Fulton County  
Ms. Brenda Shaw, Fulton County  
Mr. Bill Ward, D. L. Smith Realty

Facility: Southgate Center  
Preliminary Report: January 29, 1998  
Final Report: February 18, 1998

## DEVELOPMENTS OF REGIONAL IMPACT

### REVIEW REPORT

#### 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.**

Yes, according to information submitted by the County.

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

No inconsistencies were identified.

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

No on Fulton County.

**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?**

The applicant estimates 1,000 long-term jobs will be generated by the development.

**What other major development projects are planned in the vicinity of the proposed project?**

ARC previously reviewed this site in 1990 as a part of a proposed Westgate Center.

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

No.

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

No.

### **LOCATION**

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

The site proposed for development is located on the east side of Fulton Industrial Boulevard slightly north of Campbellton Road. 84°/37' and 33°/42'

**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.**

No. The site is slightly over a mile from the Chattahoochee River which is the boundary between Fulton and Douglas Counties.

**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.**

No.

### **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?**

Information submitted with the review indicates \$1,150,000 annually.

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

300

**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?**

The site is located at the southern end of a large industrial district.

## NATURAL RESOURCES

### Watershed Protection

The proposed project is not located in a water supply watershed, therefore no minimum protection criteria apply.

### Floodplains

Areas within the proposed site are located within the 500-year floodplain. Steps should be taken by the County of Fulton to mitigate potential impacts on these floodplains.

### Georgia Erosion and Sedimentation Act / Stream Buffer Requirements

This act requires that a 25 ft. wide natural vegetated buffer be maintained on both sides of streams designated as "State Waters." Portions of two perennial streams tributary to the Chattahoochee River are located on the site. Perennial streams are indicated by a solid blue line on U.S.G.S. quad sheets. ARC recommends that the developer work with the State to determine if these streams located within the proposed site are considered "State Waters," and provide protection measures if appropriate.

### Storm Water / Water Quality

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the County's erosion and sediment control requirements. After construction, water quality can be impacted without storm water pollution controls. The amount of pollutants that will be produced after construction of the proposed Southgate Center Development was estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/year). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The following table summarizes the results of the analysis.

**Estimated Pounds of Pollutants Per Year**

<b>Land Coverage</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Heavy Industrial (102.43 ac)	148.52	1970.75	13111.04	81431.85	170.03	21.51

If the development is approved, Fulton County should take steps to mitigate potential impacts. The Interim Regional Storm Water Quality Management Guidelines, adopted by the Atlanta Region, provide suggestions for addressing storm water quality. These guidelines offer general guidance for the control of post-development pollution in storm water (find attached).

The proposed site contains both wetlands and a perennial stream. Site design features such as incorporating wetlands into landscaping and maintaining natural buffers adjacent to streams should be considered. Both of these approaches are suggested in the Interim Regional Storm Water Quality Management Guidelines.

## HISTORIC RESOURCES

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

No.

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

N/A

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

N/A

## AIR QUALITY

The proposed development is approximately 2.1 million square feet of warehouse located on 102.43 acres in south Fulton County, Georgia. The facility distributed locally via heavy duty diesel vehicles.

Employee work trips are calculated based on a mix of light duty gas vehicles. Emissions associated with light duty gas vehicles (passenger automobiles) are calculated using a mix of peak highway and off peak off off-highway conditions assuming 20% cold starts for each. Different emission rate factors were used to estimate the air quality impacts of heavy-duty diesel truck activity. The estimate of truck trips (342) are assumed for purposes of this analysis, and are believed to be conservative<sup>1</sup>. Total emissions were based in part on the anticipated distribution of generated truck traffic within the region. Additional assumptions are listed in the appendix.

Estimates for hydrocarbons and NO<sub>x</sub> resulting from this development are presented in the following table.

	<u>TONS PER YEAR</u>	<u>TONS PER DAY</u>
Nitrogen Oxides	48.384	0.186
Hydrocarbons	9.43	0.038

<sup>1</sup> Truck trip generation rates assume "high-cube" warehouse classification (5 trips/80,000 sq.ft), established for a similar project (ARC, Newpoint, 5/6/97) with help from JIG, Roadway Express.

The proposed development generates an acceptable level of harmful emissions (NOx), with the majority originating from high levels of heavy duty diesel truck activity. However, improvements to the facility should be considered that would diminish the project's contribution to poor air quality.

### **Suggestions to Improve the Proposed Development**

The following recommendations would likely reduce the project's level of emissions, and increase the likelihood of compliance. Similar facilities in the Atlanta region have incorporated the following elements :

- i. Establishment of a Employee Commute Options program. This development has a significant base of employment generating trips which could be reduced by the implementation of trip reduction efforts sponsored through the employer.
- ii Altering fleet mix to include cleaner burning vehicles. A mix of fleet vehicles including cleaner burning heavy-duty diesel vehicles and lighter duty trucks should be considered. Previous DRIs have stipulated that the developer schedule a percentage of truck fleet activity as liquefied natural gas trucks (LNG's).
- iii. Intermodalism. Developments intended for freight movement should be located near rail lines so they can be developed as intermodal facilities. Rail connections would reduce the overall volume of truck activity.

## **INFRASTRUCTURE**

### **Transportation**

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

Land Use	Sq. Feet or units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Warehousing	2,139,789	<b>8,217</b>	646	251	393	729
<i>estimated truck trips<sup>2</sup></i>	<b>342</b>					

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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<sup>2</sup> Truck generation rates assume "high-cube" warehouse classification (5 trips/80,000 sq. ft.) established for a similar project (ARC, Newpoint, 5/6/97) with help from JJG and Roadway Express.

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

The following volumes are based on 1996 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from the ARC transportation model.

Facility	1996			2010		
	Lanes	Volume	V/C Ratio	Lanes	Volume	V/C Ratio
Campbellton Rd from Fulton Industrial Blvd to Stonewall Tell Rd	4	7,200	.1	4	10,800	.2
Campbellton Rd from Fulton Industrial Blvd to Chat River	2	10,800	.4	2	22,100	.8
Fulton Industrial Blvd from Campbellton Rd to Boat Rock Rd	4	8,600	.1	4	15,700	.2
Fulton Industrial Blvd from Campbellton Rd to W. Stubbs Rd	2	4,000	.2	2	13,800	.6
I-20 from Fulton Industrial Blvd to Chat River	6	113,300	1.0	6	131,100	1.1
I-20 from Fulton Industrial Blvd to I-285	6	137,300	1.2	6	142,300	1.2

This table indicates that the area road network has sufficient capacity to efficiently meet travel demand. I-20, the closest interstate, operates at congested peak hour conditions.

**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 those improvements (long or short range or other)?**

The ARC's adopted Interim Atlanta Regional Transportation Improvement Program FY 1998 - FY 2000 (ITIP) as adopted January 28, 1998 includes the following proposed projects in the vicinity of this site:

FS 027A SR 166/Campbellton Rd from Fulton Ind Blvd to Wallace Rd. 2 to 4 lanes. PE authorized. ROW and CST long range, sometime after FY 2000.

The long range element of ARC's Regional Transportation Plan: 2010 (1995 update) includes the following projects in the vicinity of this site:

FS 028 Fulton Ind Blvd from Interchange Dr to SR 154. 4 to 6 lanes. PE, ROW, CST long range, sometime after FY 2002.

The Atlanta Region Bicycle and Pedestrian Walkways Plan, 1995 Update includes the following long term projects. These projects have not been scheduled for construction.

Campbellton Rd. from Douglas Co. line to New Hope Rd. Construct class 2 bicycle facility.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

No.

**Is the site served by transit? If so, describe type and level of service.**

MARTA does not serve this site. The nearest bus stop is approximately 2.7 miles north of Fulton Industrial Blvd and Boat Rock Blvd, served by bus route number 73.

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

No.

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

None.

**What is the cumulative generation of this and other DRIs or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?**

The traffic analysis given above indicates that the area road network has sufficient capacity to efficiently meet travel demand now and in 2010. I-20, the closest interstate, operates at congested peak hour conditions.

To accommodate possible future MARTA bus service, the site should be designed to provide on-site turn around area(s) for a bus stop inside the site, or bus pullover areas for a bus stop adjacent to the site. Sidewalks/ pedestrian paths should connect the buildings, the employee parking lot, and the future bus stop areas to facilitate future transit ridership and internal pedestrian circulation.



To make bicycle commuting a more feasible option for employees, the site should include designated bike route facilities linking it and each of its buildings to the planned class 2 bike facility to be constructed by Fulton County on Cambellton Road. Bike racks should be provided, and on-site shower/ locker facilities for bicycle commuters should be considered.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

**How much wastewater and sewage will be generated by the proposed project?**

Regional averages suggest 0.086 MGD. Information submitted with the review indicates 0.03 MGD.

**Which facility will treat wastewater from the project?**

Camp Creek.

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

Capacity = 13 MGD

Average 1995 Flow = 11.74 MGD

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

ARC has reviewed other developments in the past that could add approximately 4 MGD wastewater flow to this plant. However, it is likely that plans for many of these reviewed developments are no longer viable.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

**How much water will the proposed project demand?**

Regional averages suggest 0.098 MGD. Information with the application suggests 0.04 MGD.

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

Little impact.

## **INFRASTRUCTURE**

### **Solid Waste**

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

Information submitted estimates 13 tons per year.

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

No.

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

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

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

- Levels of governmental service?
- 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.)?

No.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

Slight demand.

**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?**

Yes.

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

Likely.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region. 1996 median family income of \$52,100 for Atlanta MSA.