

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

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



Harry West
Director

May 12, 1998

Honorable Mitch Skandalakis, Chairman
Fulton County Commission
141 Pryor Street, SW--10th Floor
Atlanta, GA. 30303

RE: Development of Regional Impact--Weeks' Fulton Industrial Boulevard Development

Dear Mitch:

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

Along with our finding I am enclosing copies of our review report and comments received from MARTA, Douglas County, and the City of Douglasville concerning the development. You will note that MARTA is willing to review their bus route to the Fulton Industrial area to see if they can serve the site proposed for development.

Please feel free to call me or Beverly Rhea (404-364-2562) if you have any questions concerning the DRI review.

Sincerely,

Harry West
Director

Enclosures

c Ms. Nancy Leathers, Fulton County
Ms. Brenda Shaw, Fulton County
Mr. Tom Trochek, Weeks Development Corporation
Mr. Rick Simonetta, MARTA
Hon. Rita Rainwater, Douglas County
Hon. Charles Camp, City of Douglasville
Mr. Wayne Shackelford, GDOT
Mr. Harold Reheis, GEPA
Mr. Paul Radford, GDCA

Facility: Weeks' Fulton Industrial Boulevard Development
Preliminary Report: April 16, 1998
Final Report: May 12, 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. In addition, the site is already zoned for heavy industrial while the proposed development is warehousing.

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

Both the City of Douglasville and Douglas County were concerned about the zoning but do not object to warehousing use. The site proposed for development is across from the planned New Manchester neotraditional development.

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 development is projected to generated approximately 1,100 long-term jobs and 300 short-term jobs. It is located in an industrial district and has adequate community facilities.

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

ARC recently reviewed another proposed industrial development on the east side of Fulton Industrial Boulevard.

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 is on the west side of Fulton Industrial Boulevard slightly north of Campbellton Road and goes to the Chattahoochee River. 33°42'/84°37'

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 development is directly across the Chattahoochee River from Douglas County and the area annexed into the City of Douglasville for the proposed New Manchester neotraditional development.

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.

See above.

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?

Based on an estimated value of \$30 million at build-out, the development could generate \$400,000 annual tax revenue.

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

Approximately 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 development would compete with other nearby industrial/office developments in Fulton and Douglas counties.

NATURAL RESOURCES

Watershed Protection

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

Floodplains

Large areas within the proposed project site are located within the 100 year floodplain. Steps should be taken by Fulton County to mitigate potential impacts on these floodplains. The Atlanta Regional Commission's Regional Development Plan notes that "all structures that can be damaged or land uses that can impede flood waters or reduce storage volume must be built outside the intermediate region (one percent) flood limits (i.e., outside the 100-year flood limit), with the exception that a stream crossing may vary from this policy, if constructed so as to permit passage of a 100-year flood with minimum feasible flow impedance, storage volume reduction, and upstream or downstream erosion or deposition."

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." ARC recommends that the developer work with the state to determine if the portion of the unnamed Creek within the proposed site is considered "State Waters," and provide protection measures if appropriate. It is noted, however, that the Fulton County buffer to which the development adheres is much wider than the State buffer.

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 Weeks 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

<u>Land Coverage</u>	<u>Total Phosphorus</u>	<u>Total Nitrogen</u>	<u>BOD</u>	<u>TSS</u>	<u>Zinc</u>	<u>Lead</u>
Open Space (93.18.)	9.32	36.34	838.62	21897.30	0.0	0.0
Office/Light Industrial (87.02 ac.)	112.26	1490.65	9920.28	61610.16	128.79	16.53
Total (181.20 ac.)	121.57	1526.99	10758.90	83507.46	128.79	16.53

The proposed site includes both wetlands and a perennial streams including land adjacent to the Chattahoochee River. The ARC recommends a minimum 50-foot undisturbed vegetated buffer along the banks of the Chattahoochee River and a minimum 150-foot building setback from the Chattahoochee River. Given the proximity of residential development across the river from this development and the large floodplain along the Chattahoochee River, we would encourage an expansion of this buffer up to 500-feet, if possible.

Structural Storm Water Pollution Controls

Fulton County should require that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details and all engineering calculations for all storm water quality control measures. Atlanta Regional Commission staff recommends that the County consider that structural controls be maintained at an 80% - 90% total suspended solids removal efficiency.

The Plan should also include a monitoring program to ensure storm water pollution control facilities function properly. Atlanta Regional Commission recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following elements:

- ◆ monitoring of four storms per year (1 per quarter);
- ◆ collection of a flow weighted composite of the inflow to the structure during the entire storm event;
- ◆ collection of a flow weighted composite of the outflow from the structure - the sampling period should include the peak outflow resulting from the storm event;
- ◆ analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorus (TP) and total nitrogen (TKN & NO₃); and,
- ◆ collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (D.O.) and fecal coliform bacteria.

The County's Engineering Department should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the developer's and owner's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

The storm water plan should require the developer to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the responsible party.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and Fulton County should allow for periodic inspections of the storm water facilities to be conducted by appropriate County personnel. If inadequate maintenance is observed, the responsible party should be notified and given a period of time to correct any deficiencies. If the party fails to respond, the County should be given the right to make necessary repairs and bill the responsible party.

The County should not release the site plans for development or issue any grading or construction permits until a storm water management plan has been approved, and a fully executed maintenance/monitoring agreement is in place.

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

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	1,000,000	4,613	59	268	251	135
<i>estimated truck trips¹</i>		171				
Office	200,000	2,287	291	246	53	257
Total	1,200,000	7,071	350	514	304	392

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

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.

¹ 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 as this is most likely to approximate rail-served warehousing.

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 at Fulton Industrial Blvd and Boat Rock Blvd, served by bus route number 73, but MARTA has indicated willingness to study this area to determine if service can be extended.

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

See above.

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.

Consideration could also be given to inclusion of "cleaner" fuel vehicles serving the development in order to reduce emissions since the Atlanta region is not meeting air quality standards.

AIR QUALITY ANALYSIS

The proposed development is approximately 1 million square feet of warehouse and 200,000 square feet of office space located on 180 acres in south Fulton County, Georgia. Emissions estimates are based on projected emissions from both passenger cars and heavy duty vehicles serving the proposed facility.

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-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 (171) are assumed for purposes of this analysis, and are believed to be conservative². 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 Nox resulting from this development are presented in the following table.

	<u>TONS PER YEAR</u>	<u>TONS PER DAY</u>
Nitrogen Oxides	47.933	0.184
Hydrocarbons	24.152	0.093

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

INFRASTRUCTURE

Wastewater and Sewage

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

Information submitted with the review indicates 0.060 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 Flow = 11.74 MGD

² Truck trip generation rates assume "high-cube" warehouse classification (5 trips/80,000 sq. ft.), established for a similar project with help from JJG, Roadway Express.

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

ARC has reviewed other developments which could add approximately 4 MGD wastewater flow to this plant but it is likely that plans for much of these previously reviewed developments are no longer viable.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Again, information submitted with the review indicates 0.060 MGD.

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

The county should have sufficient water for the development.

INFRASTRUCTURE

Solid Waste

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

Will vary by user.

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?

Very 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.

DRI AIR QUALITY ANALYSIS FOR PROPOSED WEEK'S DEVELOPMENT
Trip Generation Rates (by sq. feet of retail, office, and hotel space)

		Total Trips	Peak Trips	Off-peak Trips	Peak VMT	Off-peak VMT	NOx G/D	HC G/D	NOx T/D	HC T/D	NOx T/Y	HC T/Y
OFFICE												
Hi-Mid Rise		2,287	1,856	431	24,130	3,015	34,925.72	25,002.91	0.038	0.028	10.010	7.166
Medical		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
RETAIL/SERVICE												
		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
HOTEL												
		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
APT/HOUSE												
		0	0	0	0	0	0.04	0.04	0.000	0.000	0.000	0.000
INDUSTRIAL												
Autos		4,613	2,161	2,452	28,087	31,880	89,121.42	55,487.97	0.098	0.061	25.542	15.903
Trucks		171	0	171	0	3,895	43,199.76	3,778.52	0.048	0.004	12.381	1.083
Impact of Total Development									0.184	0.093	47.933	24.152

* Reductions for passby trips, if any, based on ITE Trip Generation passby descriptions.

Tons per acre
NOx **VOC**
0.026 **0.012**

Assumptions:

1. Auto Emissions factors based on 20% CS for LDGV for a mix of peak and off peak highway speeds for
2. Average commute trip length in region = 13 miles
3. Average Non-work trip length in region = 7 miles
4. Reasonableness threshold = 50 tons per year
5. Average Heavy Duty Truck Trip = 22.78 miles (Atlanta Area Commercial Vehicle Survey 1/97)
6. Average Light Duty Truck Trip = 14.97 miles (Atlanta Area Commercial Vehicle Survey 1/97)
7. Average Medium Duty Truck Trip = 19.86 miles (Atlanta Area Commercial Vehicle Survey 1/97)
8. Estimations of average vehicle speeds for freeways developed using GDOT speed monitoring program
9. Estimations of average vehicle speeds for arterials developed using ARC travel time modeling

Calculations:

Perform each of the following steps for each different type of development included in the proposed develop

1. Total trips derived from Trip Generation Manual based upon development type and number of units and square footages.
2. Trip generation estimates are divided into AM and PM peak based on entries and exits.
The total of peak (AM+PM)*2.5 entries and exits = peak period auto trips
3. Reduce PM Peak trips to account for passby and internal trips as per percentages noted in ITE Trip Generation Manual
4. Peak VMT derived by multiplying peak trips by average commute distance in region
5. Off peak VMT derived by multiplying off-peak trips by average non-work trip in region
6. Derive Emissions totals for NOx in grams per day
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 55 mph)
Sum total of peak + off peak to get total NOx emissions in grams per day
7. Derive emissions totals for VOC in grams per day
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 55 mph)
Sum total of peak + off peak to get total NOx emissions in grams per day
8. Derive Emissions totals for NOx in grams per day for retail portion.
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8 mph)
Multiply Off-Peak VMT by MOBILE5A off peak emissions factor (speed = 55 mph)
9. Derive Emissions totals for VOC in grams per day for retail portion.
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8 mph)
Multiply Off-Peak VMT by MOBILE5A off peak emissions factor (speed = 55 mph)
10. Convert to tons per day.
Divide total emissions derived from step 7 by 907180 for both VOC and NOx
11. Convert to tons per year
Multiply total emissions derived from step 8 by 260 (number of weekdays in a year)
12. To obtain the impact of the total development sum the emissions generated by each different piece (e.g. office, retail, residential)



April 29, 1998

Ms. Beverly Rhea
Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite 300
Atlanta, Georgia 30327-2809

Subject: Development of Regional Impact
Weeks' Fulton Industrial Boulevard Development

Dear Ms. Rhea:

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has reviewed the documentation for a Development of Regional Impact for the Weeks' Fulton Industrial Boulevard Development on Fulton Industrial Boulevard north of Campbellton Road. MARTA provides bus service to the Fulton Industrial District but does not currently provide bus service to this site. MARTA will review the existing bus route to this industrial district to determine if service can be provided to this project.

Thank you for the opportunity to review this proposal.

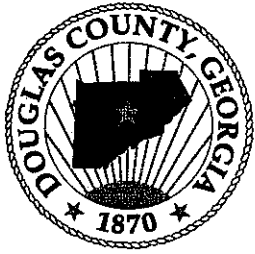
Sincerely,

A handwritten signature in dark ink, appearing to read "J B Jr.", written over the printed name "James Brown Jr.".

James Brown Jr.
Director of Transportation Planning
and Scheduling

cc

Ms. Gloria Gaines, Vice President of Planning and Analysis



DOUGLAS COUNTY BOARD OF COMMISSIONERS

8700 Hospital Drive • Douglasville, GA 30134 • Telephone (770) 920-7241 • Fax (770) 920-7356

PLANNING & ZONING DEPARTMENT

Daniel J. Reuter, AICP
Director

Cynde Welch
Senior Planner

Merry Meredith
Zoning Administrator

Rita Morris
Code Enforcement Officer

Ruth S. Taylor
Zoning Clerk

April 28, 1998

Ms. Beverly Rhea, Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, GA 30327-2809

Dear Beverly:

I am providing this letter in response to your request for comments on a Development of Regional Impact (DRI) in Fulton County known as Week's Fulton Industrial Boulevard Development. It was not apparent from the information provided whether the development would be heavy industrial or warehouse/distribution/office facilities. Douglas County would prefer a light industrial development on the Fulton County border that does not require any air quality emissions permits through Georgia EPD.

An additional concern is whether the development is grandfathered under the recently extended Metropolitan River Protection Act (MRPA). Douglas County would request that the project meet the standards of MRPA to the maximum extent possible.

I appreciate the opportunity to comment on this project. Please let me know if you have any comments.

Sincerely,

Dan Reuter, AICP
Planning Director

cc: Rita Rainwater, Chairman
Mike Cason, County Manager

City of Douglasville

CHARLES L. CAMP
Mayor

Council Members:

CHARLES J. BANKS - Ward 1
EARL C. COSGROVE - Post 1
RICK DENSON - Post 2
HARVEY JONES - Ward 3
BONNIE KEMP - Ward 4
WINTON H. MORELAND - Ward 2
MICKEY THOMPSON - Ward 5



WILLIAM D. OSBORNE
City Manager

BARBARA McCRAVY
City Clerk

JOEL DODSON
City Attorney

April 29, 1998

Ms. Beverly Rhea
Review Coordinator
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

Dear Beverly:

The following Development of Regional Impact comments pertaining to the proposed office and industrial project in Fulton County directly across the Chattahoochee River from the corporate limits of the City of Douglasville are being made by me on behalf of the City.

This project is identified as the Weeks' Fulton Industrial Boulevard Development, and consists of some 180 acres of which approximately one-half is in the floodplain.

Let me note the City of Douglasville has been assured by the Fulton County Environment and Community Development Department that this planned development will continue the type of industrial use already in the immediate area in Fulton County, which basically is warehousing. Further, we have been assured by this department that the "description of development" in the DRI Request for Review is inaccurate when it states "1.2 million square feet heavy industrial."

The City of Douglasville does not object to this proposed development. However, the absence of an objection from the City is based on the following:

-- This development of 1.2 million square feet basically will be a continuation of the industrial use in the area, and will not include any heavy industrial uses.

-- This development will be particularly concerned about and will meet all requirements pertaining to development near the Chattahoochee River and pertaining to the special environmental aspects of construction near the river and its floodplain and wetlands.

Thank you for the opportunity to provide this information. Please let City Community Development Director Gary Tilt or City Planning Director Michelle Wright know if there are questions.

In closing, let me point out that the City of Douglasville is especially interested in industrial developments on land on the Fulton County side of the Chattahoochee River since they would be directly across the river from the proposed neo-traditional community of New Manchester.

Land on which the proposed New Manchester development is to be located was annexed into the City of Douglasville several months ago. We have been told by the New Manchester group that its Development of Regional Impact application is being prepared for submittal to the Atlanta Regional Commission.

We are looking forward to receiving this application, so we can review it and so we can transmit it to your office.

Best wishes.

Sincerely,



Charles L. Camp
Mayor

CLC:bb

cc: Members of City Council
City Manager Bill Osborne
City Community Development Director Gary Tilt
City Planning Director Michelle Wright
City Development Coordinator George Crew
Douglas County Planning Director Dan Reuter

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Along with our finding I am enclosing copies of our review report and comments received from MARTA, Douglas County, and the City of Douglasville concerning the development. You will note that MARTA is willing to review their bus route to the Fulton Industrial area to see if they can serve the site proposed for development.

Please feel free to call me or Beverly Rhea (404-364-2562) if you have any questions concerning the DRI review.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Harry West', is written over the word 'Sincerely,'. The signature is fluid and cursive.

Harry West
Director

Enclosures

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