



# 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: 9/17/2004

ARC REVIEW CODE: R408171

TO: Chairperson Karen Handel  
ATTN TO: Morgan Ellington, Fulton County  
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:** Fulton County  
**Name of Proposal:** Atlanta Auto Auction

**Review Type:** Development of Regional Impact

**Date Opened:** 8/18/2004

**Date Closed:** 9/17/2004

**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 State.

**Additional Comments:** No Comments were received from any potentially impacted government or agency. It is recommended that consideration be given to the type of materials used for construction of the parking lots to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for pave areas. It is recommended that resources and information from the U.S Green Building Council, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FULTON COUNTY SCHOOLS  
CITY OF UNION CITY  
DOUGLAS COUNTY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA  
CITY OF EAST POINT

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF FAIRBURN  
CITY OF COLLEGE PARK

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

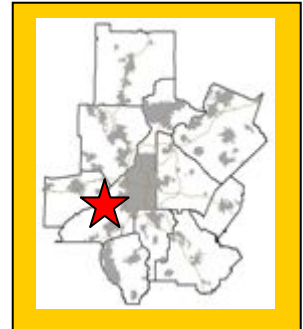
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	August 18, 2004	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Atlanta Auto Auction #593
Final Report Due:	September 17, 2004		Comments Due By:	September 1, 2004

## **PRELIMINARY REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The Atlanta Auto Auction Vehicle Storage is a 36.3 acre overflow/receiving lot for an existing auto auction facility in South Fulton County. The proposed development is expected to consist of approximately 3,000 parking spaces, as well as a 10,000 square foot structure for vehicle check-in. The front 5 acres will be used as the receiving area where vehicles are to be checked in. The proposed development is located at the intersection of Campbellton Road and South Fulton Industrial Blvd.



### **PROJECT PHASING:**

The developer proposes to complete the development in one phase by 2006.

### **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 AG-1, agricultural district. This DRI review was initiated because the applicant is requesting a rezoning of the property to M-1, light industrial. The proposed development also exceeds the 1,000 parking spaces threshold for DRI's. The future land use map calls for this area to be zoning industrial. The site is surrounded by industrial uses.

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

No inconsistencies were identified during the review.

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

No impacts were identified during the review.

**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 proposed development will not create any new job or housing opportunities.

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

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

Year	Name
1987	CHATTAHOOCHEE POLO
1987	WESTLAKE INDUSTRIAL PARK
1989	LOR INDUSTRIAL PARK
1989	WESTGATE CENTER PHASE IV
1989	RESOURCE TECHNOLOGY CENTER
1998	WEEKS INDUSTRIAL DEVELOPMENT
1998	SOUTHGATE CENTER
2000	HODGES CAMPBELLTON/CASCADE PALMETTO DEV.

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently undeveloped and forested.

**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 compatible with surrounding industrial uses. This area has been designated as an industrial area in South Fulton County.

It is recommended that consideration be given to the type of materials used for construction of the parking lots to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for +pavements. It is recommended that resources and information from the U.S Green Building Council, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

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## **PRELIMINARY REPORT**

### **Regional Development Plan Policies**

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

### **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.

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.

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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.

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.

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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 site is located in South Fulton County.

**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.**

It is contiguous to Fulton County. Douglas County is approximately one mile west of the site.

**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 determined 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?**

Estimated value of the development is \$3 million. Expected annual local tax revenues were not submitted with the review.

**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.

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## **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/Stream Buffers**

The proposed project property is not within the Chattahoochee River Corridor, but is in the Corridor watershed and is subject to the requirements of South Fulton Tributary Buffer Ordinance, which is required under the Metropolitan River Protection Act. Although the 1:24,000 Ben Hill USGS quad sheet, which includes this area, shows no tributary streams in the project area, the submitted plans show two streams with their headwaters in or adjacent to the project property. The site plans show the buffers required under the South Fulton Ordinance. No other streams or state waters are indicated on the plans. If there are any other state waters on the property not covered by the Fulton Ordinance, they are still subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

### **Storm Water / 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 that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. The open space areas have been incorporated into the other uses, as they were not separated out in the review. Therefore the single-family residential densities appear lower than the lot sizes would indicate. Actual loading factors will depend on 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
Commercial	36.30	62.07	631.62	3920.40	35682.90	44.65	7.99
TOTAL	36.30	62.07	631.62	3920.40	35682.90	44.65	7.99

Total % impervious                      85%

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](http://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.

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## **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 Non-expedited Review. Access will be provided via one location with a full movement driveway along Campbellton Road.

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

Kimley-Horn and Associates, Inc. performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
3,000 space overflow lot	131	43	174	38	49	87	1,736
<b>TOTAL NEW TRIPS</b>	<b>131</b>	<b>43</b>	<b>174</b>	<b>38</b>	<b>49</b>	<b>87</b>	<b>1,736</b>

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

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

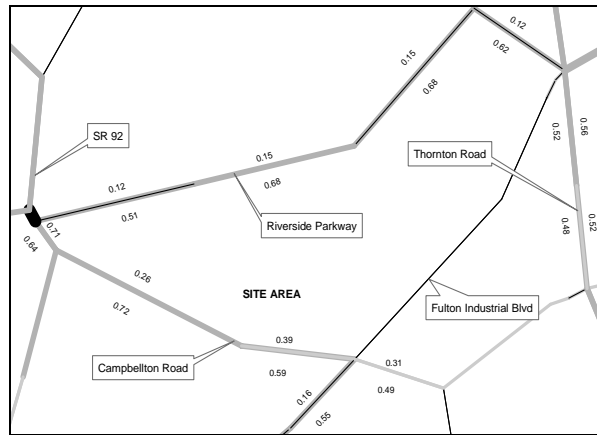


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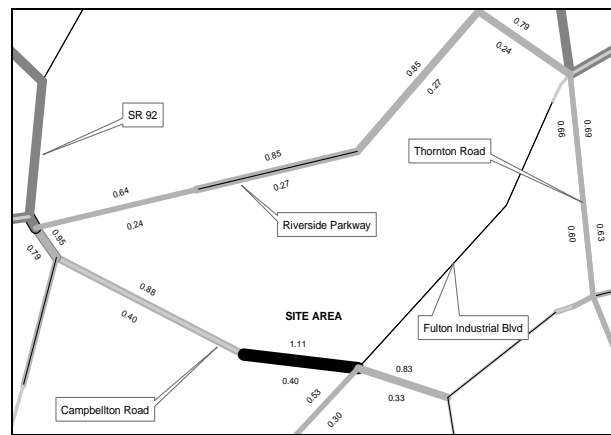
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 1.0, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 0.8 or above are considered congested.

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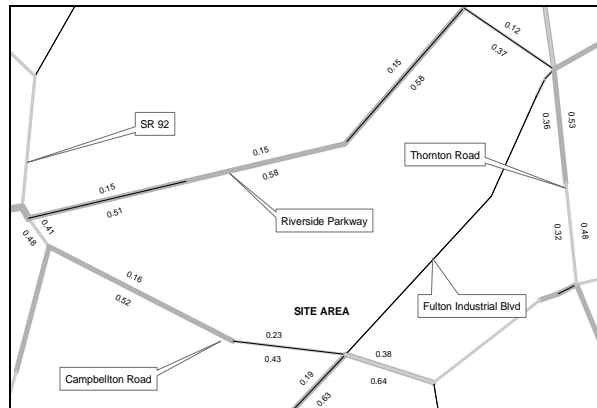
## V/C Ratios



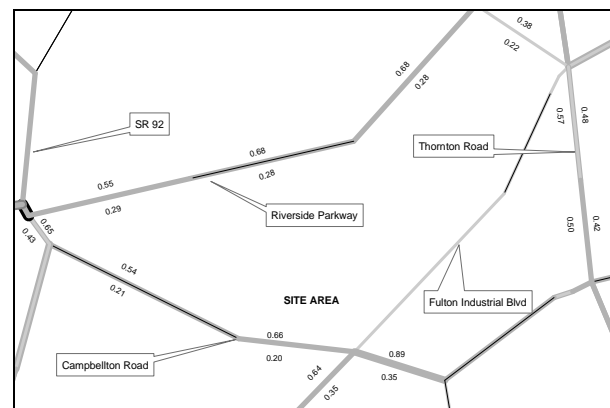
## 2005 AM Peak



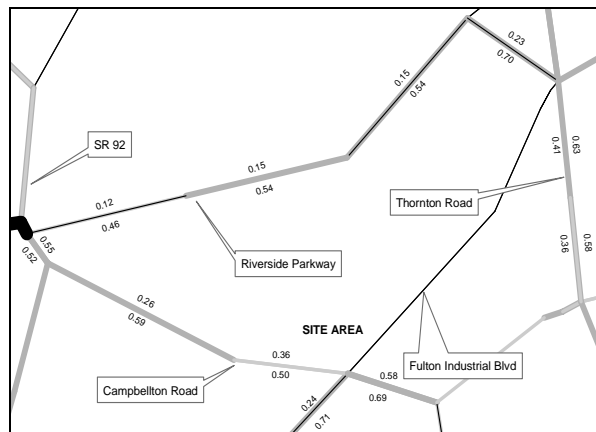
### 2005 PM Peak



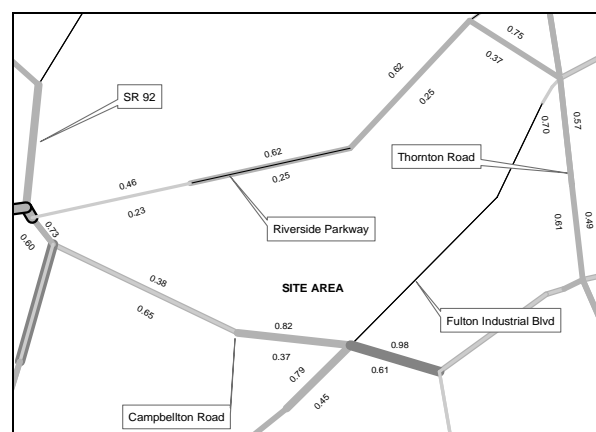
## 2010 AM Peak



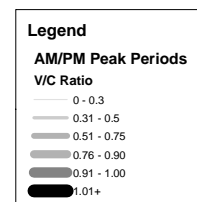
## 2010 PM Peak



## 2025 AM Peak



## 2025 PM Peak



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For the V/C ratio graphics, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

**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)?**

#### 2003-2005 TIP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DO-019	Campbellton Highway – SR 166 from Riverside Drive/JCT SR 92 to SR 70 (Fulton County)	Roadway Capacity	2007

#### 2025 RTP Limited Update\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

*\*The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

**Impacts of Atlanta Auto Auction: What are the recommended transportation improvements based on the traffic study done by the applicant?**

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

#### *Campbellton Road at Proposed Site Driveway*

- Provide separate southbound left-turn and right-turn lanes exiting the development
- Provide an eastbound left-turn lane along Campbellton Road
- Provide a westbound right-turn lane along Campbellton Road

**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?**

The proposed project will not be located in a rapid transit station area.

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

The site area is serviced by MARTA bus route 73 operating along Fulton Industrial Boulevard. According to the traffic study, service for route 73 extends southward to Westgate Parkway which is 1.5 miles to the north of the Atlanta Auto Auction.

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

There are plans to operate GRTA Xpress bus service with a park and ride lot at Thornton Road and Fulton Industrial Boulevard. However, there are no plans for local service expansion to the area.

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

None proposed.

This development does NOT pass ARC's Air Quality Benchmark Test

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
<b>Traditional Single-Use</b>			
Clean-fueled vehicles 2% per ea.10% of fleet Percentage of Fleet (Rounded to 10)	Yes	10%	10%
<b>Transportation Service Enhancements (choose one)</b>			
TMA or Parking Management Program	Yes	3%	3%
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>			<b>13%</b>

The proposed development should work in conjunction with the existing site, located ½ mile to the west, to create employee vanpools from residential locations in the region where a need emerges. Other parking management programs should be considered that includes reserved spaces for carpool vehicles and monthly discount vouchers. Electric and natural gas vehicles should be used where applicable.

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

Based on the V/C Ratios presented in this review, capacity deficiencies exist along Campbellton Road at the site driveway which may be the development's major issue. Unless recommendations provided by the consultant to improve traffic flow are implemented, the intersection of Campbellton Road and Fulton Industrial Boulevard will continue to see high levels of congestion during peak periods. Apart from being situated in a primarily low-density environment, the Atlanta Auto Auction's proposed site may pose some difficulties with roadway operations and access to surrounding existing and future land uses.

**INFRASTRUCTURE**



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## Wastewater and Sewage

Estimated wastewater flow was not submitted for the review.

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

The project will be served by septic

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

Not applicable.

PERMITTED CAPACITY MMF, MGD <sub>1</sub>	DESIGN CAPACITY MMF, MGD	2001MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

<sub>1</sub> Source: Metropolitan North Georgia Water Planning District *SHORT-TERM WASTEWATER CAPACITY PLAN Final Report*

### What other major developments the plant serving this project will serve?

Not applicable.

## INFRASTRUCTURE

### Water Supply and Treatment

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

Water demand also is estimated at less than 500 gallons/day based on information submitted for the review.

#### 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 less than 25 tons of solid waste per year.

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

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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.)?**

No impacts were determined during the review. There are three schools within three miles of the site: Westlake High School, Randolph Elementary, and Stonewall Tell Elementary School.

## **AGING**

**Does the development address population needs by age?**

Not applicable.

**What is the age demographic in the immediate area of the development?**

Not applicable.

## **HOUSING**

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

This will be determined during the review.



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

No, residential is not proposed with this project.

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

The site proposed for the development is located in Census Tract 103.03 This tract had a 16.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 92 percent of the housing units are single-family; compared to 69 percent for the region. This indicates that the immediate area has a less diverse housing stock by type than the region as a whole.

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

Likely, assuming future residential developments in the area are approved with multiple price ranges of housing.

\* 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.

Submitted on: 8/16/2004 9:16:27 AM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington (please also include Nicole Hall (traffic) on your list Nicole.Hall@co.fulton.ga.us Thnks
Telephone:	404-730-8049
Fax:	404-730-7818
Email ( <b>only one</b> ):	<a href="mailto:Morgan.Ellington@co.fulton.ga.us">Morgan.Ellington@co.fulton.ga.us</a>

### Proposed Project Information

Name of Proposed Project:	Atlanta Auto Auction, Inc dba Georgia Dealers Auto Auction
DRI ID Number:	593
Developer/Applicant:	Atl. Auto Auction c/o Manheim Auctions, 6025 Peachtree Dunwoody Rd
Telephone:	678-645-2015
Fax:	678-645-3389
Email(s):	

### DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	3 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Bureau of Drinking Water
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	less than 500 gallons/day
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

### Wastewater Disposal



Name of wastewater treatment provider for this site:	project to be served by septic
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	
Is sufficient wastewater treatment capacity available to serve this proposed project?	
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	1,735 vehicles per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: East bound turn lane along Campbellton @ intersection with site driveway. Westbound right turn lane intersection with site driveway	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	less than 25 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	65
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Creeks protecty by Fulton County's 90-foot buffer plus 10-foot setback, on-site detention and water quality features planned	

### Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:

1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	Y

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

Two small on-site creeks, see Stormwater Mgmt. part D.

Your DRI ID NUMBER for this submission is: **593**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 5/26/2004 2:57:50 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

### Local Government Information

Submitting Local Government:	Fulton County
*Individual completing form and Mailing Address:	Morgan Ellington, Planner, Fulton County, 141 Pryor Street, Suite 2085 Atlanta, GA 30303 (please also include Nicole Hall, FC Traffic) on your future e-mail list. Thanks) Nicole.Hall@co.fulton.ga.us
Telephone:	404-730-8049
Fax:	404-730-7818
E-mail ( <b>only one</b> ):	<a href="mailto:Morgan.Ellington@co.fulton.ga.us">Morgan.Ellington@co.fulton.ga.us</a>

\*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:	Atlanta Auto Auction, Inc. dba Georgia Dealers Auto Auction	
Development Type	Description of Project	Thresholds
Other	Auto Auction Vehicle Storage for approx. 3500 vehicles + 10000 sf structure for vehicle check-in	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	The Collaborative Firm, LLC (Michael Hightower) representing Jeffrey Lenar, Atlanta Auto Auction, Inc. 1514 East Cleveland Ave, Suite 82 East Point, GA 30344	
Telephone:	404-684-7031	
Fax:	404-684-7033	
Email:	<a href="mailto:aaskew@thecollaborativefirm.com">aaskew@thecollaborativefirm.com</a> and <a href="mailto:mhightower@thecollaborativefirm.com">mhightower@thecollaborativefirm.com</a>	
Name of property owner(s) if different from developer/applicant:	James Cole et al	
Provide Land-Lot-District Number:	60, 9C	
What are the principal streets or roads providing vehicular access to the site?	Campbellton Rd	
Provide name of nearest street(s) or intersection:	nw corner of Campbellton Rd and Fulton Industrial Blvd	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	

If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: Project ID: App #:
The initial action being requested of the local government by the applicant is:	Rezoning, Variance
What is the name of the water supplier for this site?	United Water
What is the name of the wastewater treatment supplier for this site?	United Water
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: Winter 2005/Spring 2006

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	

Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): deceleration lane is needed	





LOCAL MAP (1\"/>

# SITE DATA

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CURRENTLY ZONED AG-1

PROPOSED M-1 CONDITIONAL

DRIVER

ATLANTA AUTO AUCTION, INC.

ATLANTA, GEORGIA 30308

2000 PRAIRIE INDUSTRIAL ROAD

ATLANTA, GA 30308

24 HOUR CONTACT

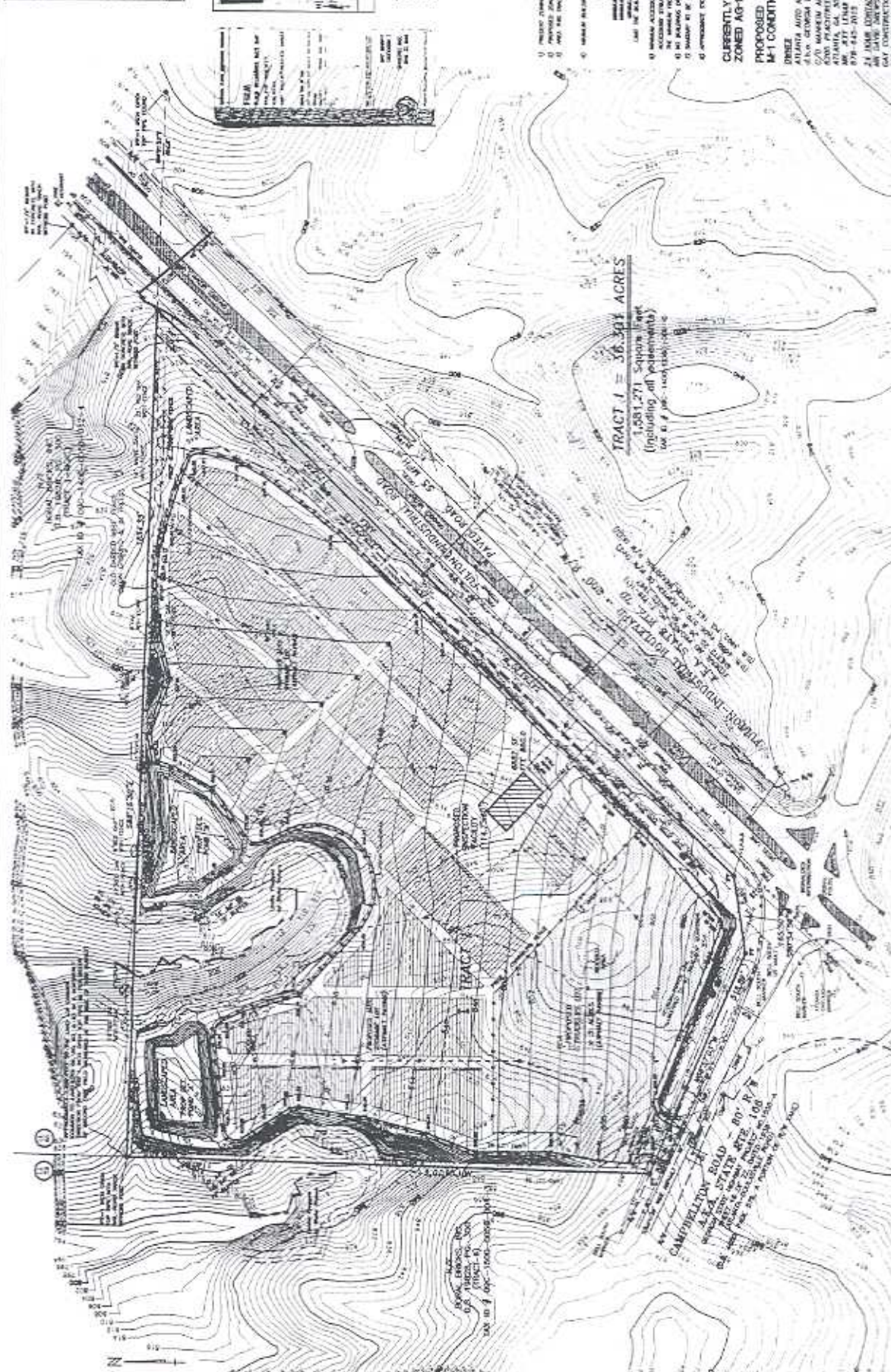
ATLANTA AUTO AUCTION, INC.

ATLANTA, GEORGIA 30308

2000 PRAIRIE INDUSTRIAL ROAD

ATLANTA, GA 30308

24 HOUR CONTACT



ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STANDARDS OF FULTON COUNTY. CONTRACTOR SHALL NOTIFY AND MEET WITH THE FULTON CO. INSPECTOR 24 HOURS PRIOR TO THE START OF EACH PHASE OF CONSTRUCTION.

ATLANTA AUTO AUCTION, INC. d.b.a. GEORGIA DEALERS AUTO AUCTION

CAMPBELL ROAD & FULTON INDUSTRIAL BOULEVARD

ATLANTA, GEORGIA 30308

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