REGIONAL REVIEW FINDING

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DATE: Jul 6 2006

ARC REVIEW CODE: R606061

TO: Mayor Betty W. Hannah
ATTN TO: James B. Williams, City Administrator
FROM: Charles Krautler, Director

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 Fairburn
Name of Proposal: **Bohannon Road Industrial Development**

Review Type: Development of Regional Impact	**Date Opened:** Jun 6 2006	**Date Closed:** Jul 6 2006

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 a warehouse and light industrial distribution project located adjacent to Interstate 85. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.
Comments received from Coweta County attached at the end of this report state that the enforcement of stream buffer setbacks is important to the preservation of water quality in Line Creek, especially as the Interstate 85 corridor develops.
The proposed development is located adjacent to residential homes. Adequate buffers and mitigation measures for lighting and noise should be implemented to ensure minimal impacts on the adjacent residential units.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY	FAYETTE COUNTY	CITY OF UNION CITY
TOWN OF TYRONE	CITY OF PALMETTO	SOUTH FULTON COMMUNITY IMPROVEMENT DISTRICT

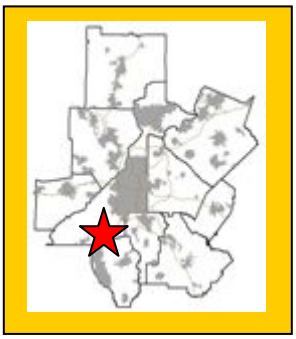
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	June 6, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Bohannon Road Industrial Dev #1088
Final Report Due:	July 6, 2006		Comments Due By:	June 20, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The Bohannon Road Industrial Development is a proposed development located on 149 acres in the City of Fairburn. The proposed development will consist of 1,820,000 square feet of distribution space within three different buildings. Access to the site is proposed at two locations onto Bohannon Road and two access locations onto Creekwood Drive.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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 M-1 (light industrial). The proposed zoning will remain the same. The DRI trigger for the development is a request for conceptual site plan approval. Information submitted for the review states that the proposed zoning is consistent with The City of Fairburn's Future Land Use Map which designates the area as light industrial.

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?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2006	Fairburn Renaissance Mixed Use
2003	South Park Mixed Use
2001	Solful C&D Landfill
2001	Safeguard C&D Landfill Expansion
2000	Bearclaw Golf and Country Club
1998	Meadow Glyn
1997	Cliftwood Roosevelt Hwy
1996	CSX Intermodal Facility
1985	South Park

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 a warehouse and light industrial distribution project located adjacent to Interstate 85. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

Comments received from Coweta County attached at the end of this report state that the enforcement of stream buffer setbacks is important to the preservation of water quality in Line Creek, especially as the Interstate 85 corridor develops.

The proposed development is located adjacent to residential homes. Adequate buffers and mitigation measures for lighting and noise should be implemented to ensure minimal impacts on the adjacent residential units.

Refinement of the site plan is recommended to maintain and improve the environmental integrity of the surrounding area. Clear cutting of the vegetation should be minimized where possible. It is recommended that appropriate measures are taken to ensure the protection of the streams located on the site.

Grading of the site should be kept to a minimum where possible. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings 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 roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, 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.

FINAL 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.
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.
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 project is located in the City of Fairburn in Fulton County, just north of Interstate 85, east of Creekwood Drive, and west of Bohannon Road.

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 entirely within the City of Fairburn's boundaries; however, the site is adjacent to Fulton County. However the site is within a few miles of Fayette County, the town of Tyrone, the City of Palmetto, and the City of Union City.

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.

The proposed development is located adjacent to residential homes. Adequate buffers and mitigation measures for lighting and noise should be implemented to ensure minimal impacts on the adjacent residential units.

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 $36,000,000 with an expected $364,000 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.

Water Supply Watersheds and Stream Buffers

The project property is located within the Line Creek Water Supply Watershed, a small (less than 100-square mile) water supply watershed serving both Fayette County and the City of Newnan in Coweta County, and is located more than seven miles upstream of either intake. Although the USGS regional coverage shows a no perennial (solid blue line) streams on the property, the submitted site plan shows Line Creek bisecting the property north to south , with a second stream cutting across the southwestern corner of the site. The streams and their floodplains are also clearly visible in aerial photos, and other maps show streams. According to the December 2005 update of the City of Fairburn Comprehensive Plan, the City has adopted water supply watershed regulations as required under the minimum planning criteria of Part 5 of the Georgia Planning Act. Under the Part 5 minimum water supply watershed planning criteria, a 50-foot undisturbed vegetative buffer and a 75-foot impervious surface setback (an additional 25 feet beyond the vegetative buffer) are required on perennial (solid blue line) streams more than seven miles upstream of a public water-supply intake and these buffers are required under any alternate criteria. A total 75-foot buffer is shown along both streams indicated on the property. The project needs to conform to all other City water supply watershed requirements, including impervious surface requirements.

The buffer appears to meet the buffer requirements of the Model Stream Buffer Ordinance required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. According to the December 2005 update of the City of Fairburn Comprehensive Plan, the City has adopted a stream buffer ordinance to meet District requirements. The project will need to meet any additional requirements in the City ordinance. Work in these buffers must meet ordinance requirements or a variance must be approved by the City.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in these buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

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, using impervious areas based on estimated averages for land uses in the Atlanta Region. Actual loadings will vary with the actual land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	149.00	192.21	2552.37	16986.00	105492.00	220.52	28.31
TOTAL	149.00	192.21	2552.37	16986.00	105492.00	220.52	28.31

Total Estimated Impervious: 70% in this analysis

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

How many site access points will be associated with the proposed development? What are their locations?

The proposed project will have two access driveways onto Bohannon Road and two driveways on Creekwood Drive.

- Access Driveway 1, the southern most driveway on Bohannon Road will serve all buildings and act as the spine road for the site. Access Driveway 1 will be a

full-movement driveway.

- Access Driveway 2, the northern most driveway on Bohannon Road will serve building 200, with indirect access for buildings 100 and 300. Access Driveway 2 will be a full-movement driveway.
- Access Driveway 3, the northern most driveway on Creekwood Drive will serve as an outlet for traffic going to and from the planned inter-modal truck facility west of Creekwood Drive. Other destinations are possible from the intersection of Bohannon Road at Creekwood Drive, but such a route is significantly more circuitous than use of Access Driveways 1 and 2.
- Access Driveway 4, the southern most driveway on Creekwood Drive will serve as another outlet for traffic going to and from the planned inter-modal truck facility west of Creekwood Drive. Other destinations are possible from the intersection of Bohannon Road at Creekwood Drive but such a route is significantly more circuitous than use of Access Driveways 1 and 2.

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

Street Smarts 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 7th 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
1,820,000 sq ft of Industrial Space	294	64	358	89	267	356	3876
TOTAL NEW TRIPS	**294**	**64**	**358**	**89**	**267**	**356**	**3876**

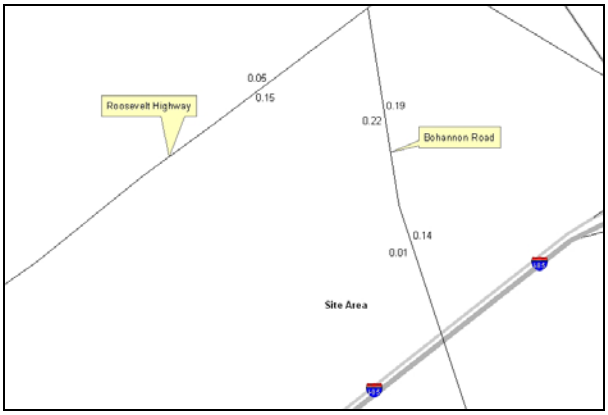
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

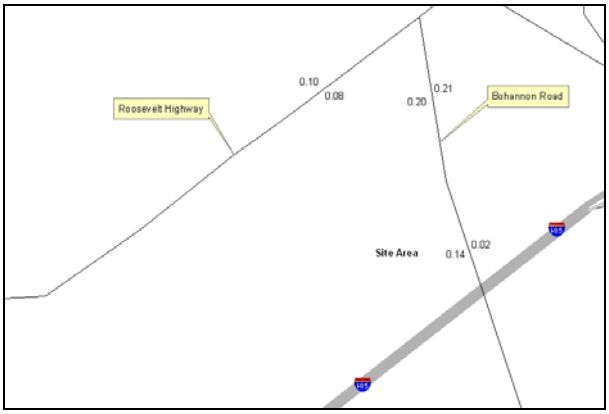
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8,

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 1.0 or above are considered congested.

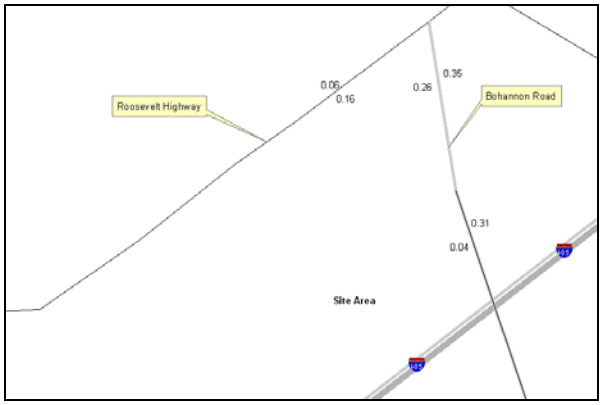
V/C Ratios



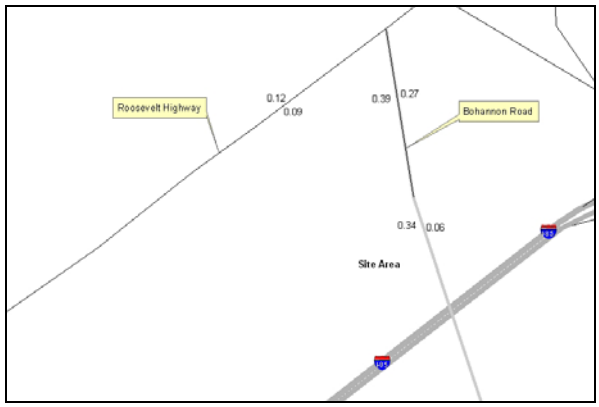
2005 AM Peak



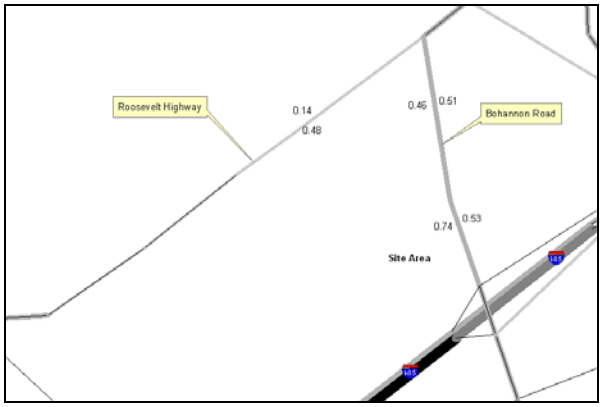
2005 PM Peak



2010 AM Peak



2010 PM Peak



2030 AM Peak

2030 PM Peak

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel 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.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

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

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025
FA-263	SR 74 CORRIDOR STUDY	Study	2015
FS-202B, C, D	OAKLEY INDUSTRIAL BOULEVARD	Roadway Capacity	2020
FS-086	I-85 SOUTH FRONTAGE ROAD ALONG WEST SIDE	Roadway Capacity	2030
FS-AR-182	I-85 SOUTH	Interchange Upgrade	2025

The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006.* ***USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Bohannon Light Industrial.

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

Ramps to and from southbound I-85 at SR 74

- Add a southbound left-turn lane.
- Add an eastbound through lane and an eastbound right-turn lane.
- Add a westbound left-turn lane to operate with protected only phasing, along with a receiving lane.

Ramps to and from northbound I-85 at SR 74

- Add an eastbound through lane and a receiving lane.

SR 74 at Oakley Industrial Boulevard

- Add an eastbound through lane along with a receiving lane.
- Add a northbound left-turn lane to operate with protected plus permissive phasing.
- Add a southbound left-turn lane to operate with protected plus permissive phasing.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no existing or planned transit facilities within ½ mile of the site. Due to the nature of the development, transit access would not be warranted.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet Percentage of Fleet (Rounded to 10)	10%	10%
Bike/ped networks connecting uses w/in the site	2%	2%
Total		**12%**

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

According to the traffic study, three intersections near the proposed project will operate at a LOS of F in the future with the addition of the site traffic conditions. It is suggested that all recommended improvements be implemented prior to completion of this project.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.018 MGD.

Which facility will treat wastewater from the project?

The Camp Creek facility will provide wastewater treatment for the proposed development.

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

The capacity of the Camp Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.02 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 500 tons of solid waste per year and the waste will be disposed of by City of Fairburn/Fulton County.

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 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?

The site proposed for the development is located in Census Tract 105.14. This tract had an 80.4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 85 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

Likely, assuming the development is 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.

Haley Fleming

From: Jim Williams [mgr@fairburn.com]
Sent: Monday, June 19, 2006 4:42 PM
To: Haley Fleming
Subject: Bohannon DRI

Ms. Fleming: The City of Fairburn supplies water within the City Limits. We purchase this water wholesale from Atlanta. We have been doing this for years, and we have been assured by Atlanta that we will have access to enough capacity to meet our long range industrial, commercial and residential needs.

Regards, Jim Williams

REGIONAL REVIEW NOTIFICATION

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

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Bohannon Road Industrial Development *See the Preliminary Report* .

Comments from affected party (attach additional sheets as needed):

Individual Completing Form: Sandra R. Parker, Comprehensive Planner
Coweta County Planning Department
(770) 254-2635
June 19, 2006

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Jun 20 2006*

Coweta County Planning Department

Sandra R. Parker, AICP
Comprehensive Planner
22 East Broad Street
Newnan, GA 30263
Telephone (770) 254-2635
Fax (770) 254-2606

June 19, 2006

Mike Alexander, Review Coordinator
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: Bohannon Road Industrial Development
DRI # 1088

Dear Mr. Alexander,

The Coweta County Planning Department has requested comments from the Water and Sewer Department and the Development and Engineering Department.

Enforcement of the stream buffer set backs is important to preservation of water quality in Line Creek; especially as the I-85 corridor develops. Additional comments are attached. Please respond to the concern expressed in the comments from the Water and Sewer Department.

Sincerely,

Sandra R. Parker

Sandra R. Parker, AICP
Comprehensive Planner

c: Roxie Clark, Assistant Administrator
Robert L. Tolleson, Director of Planning

COWETA COUNTY
WATER AND SEWER DEPARTMENT

ENGINEERING & CONSTRUCTION
230 East Newnan Road
Newnan, Georgia 30263

Phone: (770) 254-3710 Fax: (770) 304-0707

16 June 2006

Ms. Sandra Parker
Comprehensive Planner
Coweta County Planning Department
22 East Broad Street
Newnan, Georgia 30263

Re: DRI # 1088— Bohannon Road Industrial Development

Dear Ms. Parker:

The Coweta County Water and Sewer Department has reviewed the information submitted on DRI # 1008. This development should not produce any direct impact upon our department; however, we would be interested in knowing who ultimately supplies the water to this development. If indeed it is from the City of Atlanta, we would have further comments on this matter.

If you have any questions or comments, please contact me at your convenience.

Sincerely,

John F. Caldwell

John F. Caldwell, P.E.
Water Department Engineer

Sandra Parker

From: Tavores Edwards [tedwards@coweta.ga.us]
Sent: Tuesday, June 13, 2006 3:25 PM
To: 'Sandra Parker'
Cc: Robert Tolleson; 'Wayne Kennedy'
Subject: Comments on Bohannon Road Industrial Development in Fairburn (DRI#1088)

Sandra,
In reviewing the information submitted by ARC on the above referenced DRI, it appears that the proposed distribution center will not adversely impact traffic on roadways in Coweta County. The proposed DRI is located near the I-85/State Route 74 interchange in the City of Fairburn and is anticipated to generate 3,876 trips per day. This location will minimize the truck traffic on local roads and provide maximum access to I-85. Most of the trips are projected to utilize the SR 74 interchange to access the interstate.

If you have any questions, please contact me.

Tavores Edwards
Transportation Planner
Coweta County Planning Department
22 East Broad Street
Newnan, Georgia 30263
Phone: (770) 254-2635
Fax: (770) 254-2606
tedwards@coweta.ga.us

E. Paul & Sandra B. Hardy
7870 Creekwood Road
Fairburn, GA 30213

June 13, 2006

Ms. Hailey Fleming
40 Courtland Street N.E.
Atlanta, GA 30303

Re: DRI Review # 1088

Dear Ms. Fleming:

As a resident of Creekwood Road, (outside of Fairburn, GA) I would like to file a comment on a proposed Wholesale & Distribution warehousing development that would be adjacent to our home.

We have been prepared for years that our area would be developed for Industrial use. With the onslaught of CSX developing their Intermodal facility in our neighborhood, we have been ever conscious of developers coming in.

Our major concerns are:

- Potential impact on wetlands. Linecreek runs through the property and has been impacted by CSX. Linecreek has many dead spots. This water needs to be protected.
- Air Quality is another major concern. We had an Air Quality report on the effect of Tractor Trailers in our community (this development will have numerous tractor trailers coming from 1.820,000 square feet of warehousing) 343 micrograms will be released from 1000 trucks a day. We already have trucks exiting Johnson & Johnson, Owens Corning, Unilever and CSX. This is twice as bad as living in Down Town Los Angeles. The NOX precursor will mix with other emissions in the ozone and destroy plants and vegetation. The negative health effects from living near developments like this can produce breathing problems; reduced lung function, asthma, reduced resistance to colds, and other infections may speed up aging of lung tissue. Based on all these facts is why Fulton County declared this area an "**ENVIRONMENTAL STRESSOR".**
- Traffic generated from this development will impact this area also. The trucks will have to enter a two-lane road, (Bohannon) which is in dire need of repair. After entering Bohannon Road the trucks then will destroy the overpass on I-85 in just a few years. This will mean that the management

of this facility may have to direct trucks through Fairburn. I also oppose entrance to and from the facility from Creekwood Road. There are still a few residents that live on this road and we are very concerned for our safety.

Taylor and Mathis is a diversified real estate developer specializing in many projects. Can I depend on them to maintain and secure our quality of life? We are most concerned that during the construction phase the impact on our lives will be most disturbing. Then after occupancy we will be even more concerned about the noise and lights from this facility. The company representative has yet to approach the residents that live on Creekwood Road, and I hope that they will in the near future.

Very truly yours,

Sandra B. Hardy

Sandra B Hardy

CC:
Ms. Robin Becthel GRTA
Mr. Hamilton Reynolds, Taylor and Mathis
Mr. Jim Williams Fairburn City Manager

Your DRI ID NUMBER for this submission is: 1088
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 4/5/2006 11:26:29 AM

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:	City of Fairburn
*Individual completing form and Mailing Address:	James B. Williams, City Administrator, City Hall, 56 Malone Street, Fairburn, GA. 30213
Telephone:	770/964-2244
Fax:	770/969-3484
E-mail **(only one)**:	mgr@fairburn.com

*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:	Bohannon Road Light Industrial Site

Development Type	Description of Project	Thresholds
Wholesale & Distribution	1820000 SF of light industrial/distribution/ warehousing	View Thresholds

Developer / Applicant and Mailing Address:	Hamilton Reynolds, President, Industrial Division, Taylor and Mathis, 3500 Lenox Road, Suite 500, Atlanta, GA 30326
Telephone:	770/795-1330
Fax:	770/420-1371
Email:	hreynolds@taylormathis.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	165,177,178,of 7th and ; 28, 29 of 9th
What are the principal streets or roads providing vehicular access to the site?	Bohannon Road, Oakley Industrial Blvd.,via US29, GA74, I-85; also Creekwood Road
Provide name of nearest street(s) or intersection:	Bohannon and Oakley
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). (http://www.mapquest.com or http://www.mapblast.com 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?	Adjacent to Unincorporated Fulton County
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:	Other Conceptual Site Plan Approval
What is the name of the water supplier for this site?	City of Fairburn
What is the name of the wastewater treatment supplier for this site?	City of Fairburn/Fulton County Camp Creek Plant
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: Not yet determined

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?	In process

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?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	

Other (Please Describe): Traffic Impact Study, Being Prepared by Street Smarts, May 2006	Y

Submitted on: 5/29/2006 5:36:23 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Fairburn, Georgia
Individual completing form:	James B. Williams, City Administrator
Telephone:	770/964-2244
Fax:	770/969-3484
Email (**only one**):	mgr@fairburn.com

Proposed Project Information

Name of Proposed Project:	Bohannon Road Light Industrial Tract
DRI ID Number:	1088
Developer/Applicant:	Taylor and Mathis, Hanilton Reynolds
Telephone:	770/795-1330
Fax:	770/420-1371
Email(s):	hreynolds@taylormathis.com

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:	$36,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$364,000
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:	City of Fairburn/City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.02 MGD
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?	N/A

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Fairburn/Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.018 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
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?	N/A

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.)	See Report
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?	Y
If transportation improvements are needed to serve this project, please describe below: See Report	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	500 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?	59 percent
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Line Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Will be designed and constructed in accordance with all applicable federal, state and local watershed protection requirements	

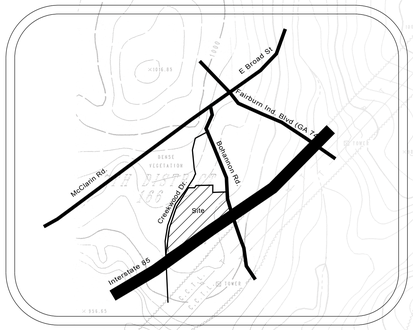
Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	Y
3. Wetlands?	Y
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: Road and utility crossings, Installation of impervious surfaces	

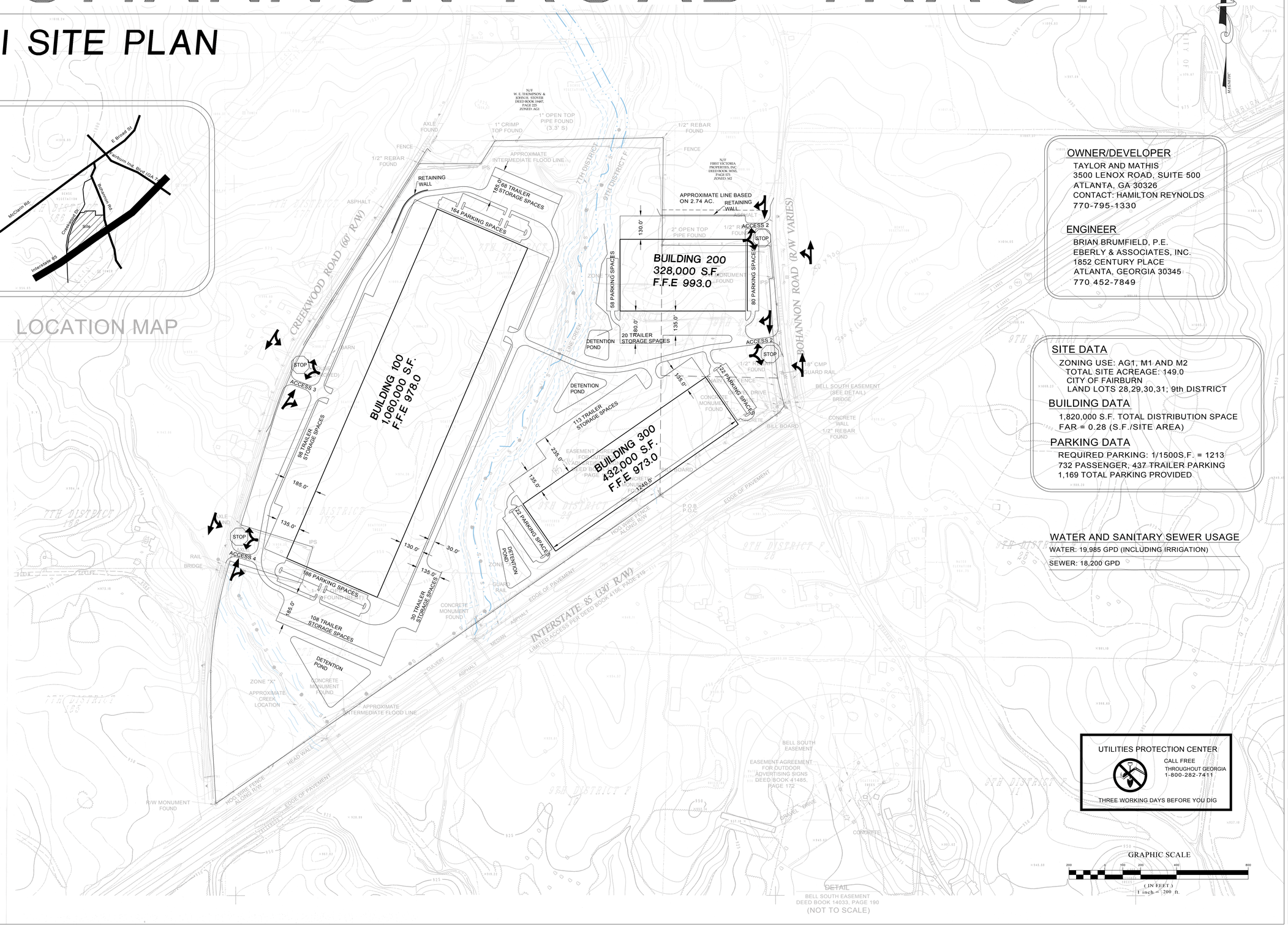
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Road and utility crossings, Installation of impervious surfaces	

BOHANNON ROAD TRACT

DRI SITE PLAN



LOCATION MAP



GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

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OWNER/DEVELOPER

TAYLOR AND MATHIS
3500 LENOX ROAD, SUITE 500
ATLANTA, GA 30326
CONTACT: HAMILTON REYNOLDS
770-795-1330

ENGINEER

BRIAN BRUMFIELD, P.E.
EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE
ATLANTA, GEORGIA 30345
770.452-7849

SITE DATA

ZONING USE: AG1, M1 AND M2
TOTAL SITE ACREAGE: 149.0
CITY OF FAIRBURN
LAND LOTS 28,29,30,31; 9th DISTRICT

BUILDING DATA

1,820,000 S.F. TOTAL DISTRIBUTION SPACE
FAR = 0.28 (S.F./SITE AREA)

PARKING DATA

REQUIRED PARKING: 1/1500S.F. = 1213
732 PASSENGER, 437 TRAILER PARKING
1,169 TOTAL PARKING PROVIDED

WATER AND SANITARY SEWER USAGE

WATER: 19,985 GPD (INCLUDING IRRIGATION)

SEWER: 18,200 GPD

E&A
EBERLY & ASSOCIATES
TEL770.452.7849 FAX770.452.0086
1852 CENTURY PLACE, SUITE 202
ATLANTA, GEORGIA 30345
WWW.EBERLY.NET
LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

PROJECT:
BOHANNON ROAD TRACT
LAND LOTS 28,29,30,31
9th DISTRICT
CITY OF FAIRBURN
FULTON COUNTY, GEORGIA

REVISIONS:

DRI SITE PLAN

SCALE:	1"=200'
DATE:	05/16/06
DRAWN BY:	BKB
PROJECT MANAGER:	BKB
QA/QC CHECK:	

PROJECT NO.
06-072

C1.0

G:\Proposed Projects\2006\PE6-036 Bohannan Rd\BOH\dwg\dri plan.dwg May 24, 2006

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