



# 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: August 4, 2006

ARC REVIEW CODE: R607241

TO: Chairman Eldrin Bell  
ATTN TO: Beverly Ramsey, Commercial Planner  
FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

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

**Submitting Local Government:** Clayton County  
**Name of Proposal:** Project Lucky

**Review Type:** Development of Regional Impact

**Date Opened:** July 24 2006

**Date Closed:** August 4,  
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 75. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

The Regional Development Policies adopted by the ARC strive to advance sustainable development, and protect environmentally sensitive areas. Mass grading and extensive removal of vegetation on the site should be avoided.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
HENRY COUNTY  
CITY OF MORROW

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF STOCKBRIDGE  
CITY OF LAKE CITY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF JONESBORO  
DEKALB COUNTY

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.

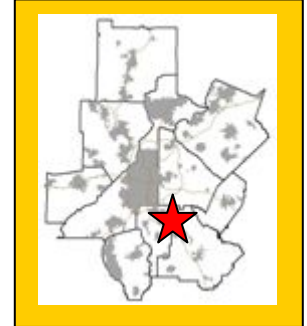
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	June 24, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Project Lucky # 1163
Final Report Due:	August 25, 2006		Comments Due By:	August 4 2006

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Project Lucky is 43 acre distribution warehouse development located in Clayton County. The proposed development will include 625,000 square feet of distribution space in one building. The proposed development is located along Mount Zion Road at the interchange of State Route 138 and Interstate 75.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date of 2007.

### **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 general business. The proposed zoning is HI (heavy industrial). The future land use map for Clayton County designates the area as commercial office. Information submitted for the review states that the proposed development is not consistent with the County's future land use map; however, the County intends to update the map to account for this development.

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

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

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

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

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

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

**YEAR NAME**

2002 Northbridge Crossing  
1996 Aberdeen Village  
1992 Stockbridge Manor

**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 75. The location of the development will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region.

The Regional Development Policies adopted by the ARC strive to advance sustainable development, and protect environmentally sensitive areas. Mass grading and extensive removal of vegetation on the site should be avoided.

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## **PRELIMINARY REPORT**

### **Regional Development Plan Policies**

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

### **BEST LAND USE PRACTICES**

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

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.

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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.

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

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

## **BEST HOUSING PRACTICES**

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

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

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

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

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

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

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

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

## **LOCATION**

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

The proposed development is located along Mount Zion Road at the interchange of State Route 138 and Interstate 75 in Clayton 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.**

The proposed development is entirely within the County’s jurisdiction; however, the site is adjacent to Henry County and the City of Stockbridge.

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

No inconsistencies or potential negative impact were determined during the review. The proposed development is surrounded by multi-family residential and commercial uses

## **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 \$270 million with estimated annual local tax revenues of \$4 million.

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**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?**

The proposed development will provide needed jobs to this area.

**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.**

**Stream and Watershed Protection**

According to the USGS coverage for the project area, the proposed project is located in the Big Cotton Indian Creek Water Supply Watershed, a large (over 100-square-mile) water supply watershed for Clayton County and is more than seven miles above the intake. As such, no Part 5 minimum water supply watershed criteria apply to the property. However, based on the USGS coverage, the property is located at or near the ridgeline dividing the Big Cotton Indian Watershed from the Little Cotton Indian Water Supply Watershed, a sub-basin of Big Cotton Indian. Little Cotton Indian is a small (less than 100 square-mile) water supply watershed. Any portion of the property that actually is in the Little Cotton Indian Watershed will need to meet the Part 5 Criteria for small water supply watersheds, or any alternative requirements developed by Clayton County.

The USGS coverage for the project area shows no streams on the project property. Any waters of the state on the property will be subject to the State 25-foot Erosion and Sedimentation Act buffers.

**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. 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:

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### **Estimated Pounds of Pollutants Per Year:**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	47.39	61.13	811.79	5402.46	33552.12	70.14	9.00
TOTAL	47.39	61.13	811.79	5402.46	33552.12	70.14	9.00
Total % impervious	70%						

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.

### **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

### **INFRASTRUCTURE**

#### **Transportation**

#### **Georgia Regional Transportation Authority Review Findings**

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is being proposed for 625,000 square feet of distribution warehouse space in Clayton County.

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

GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the specific operational parameters being proposed by the developer. Based on information submitted for the review and the proposed use on the site, the vehicle trips generated by the proposed development will be 790 trips/day based on 225 employee trips and 175 truck trips entering and exiting the site per day.





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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. Any facilities that have a V/C ratio of 1.00 or above are considered congested. By the year 2030, Mount Zion is expected to operate at LOS B and State Route 138 at the interchange with Interstate 75 is expected to operate at LOS D.

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

**2005-2010 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-443	I-75 SOUTH RAMP METERS / HIGHWAY ADVISORY RADIO FROM CLEVELAND AVENUE IN THE CITY OF ATLANTA TO HUDSON BRIDGE ROAD IN HENRY COUNTY	ITS-Smart Corridor	2008
AR-443	I-675 ATMS COMMUNICATIONS / SURVEILLANCE FROM I-75 SOUTH TO I-285 SOUTH	ITS- Smart Corridor	2008
CL-063	MOUNT ZION ROAD FROM RICHARDSON PARKWAY TO SR 138	Roadway Capacity	2010

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-051	I-75 SOUTH HOV LANES FROM SR 54 (JONESBORO ROAD) IN CLAYTON COUNTY TO EAGLES LANDING PARKWAY IN HENRY COUNTY	HOV Lanes	2016

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

**Impacts of Project Lucky: What are the recommended transportation improvements based on the traffic study done by the applicant?**

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

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

With an estimated less than 100 truck trips accessing the site daily, this development is permissible under the Expedited Review criteria.

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

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

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.45 MGD.

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

Information submitted with the review states that the Clayton North East plant will provide wastewater treatment for the proposed development.

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

The capacity of Clayton North East Plant is listed below

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
6	6	6.7	7.5	-1.5	Planned expansion to 10mgd by 2005.	

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

*<sup>1</sup> 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?**

The estimated water demand for the development is 1,250,000 MGPD.

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

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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?**

The estimated solid waste generated by the development is 350 tons per year.

**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?**

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No housing impact analysis is necessary.

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

N/A

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

Submitted on: 7/21/2006 12:26:18 PM

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

### Local Government Information

Submitting Local Government:	Clayton County
Individual completing form:	Beverly Ramsey
Telephone:	770-473-3835
Fax:	770-473-5707
Email ( <b>only one</b> ):	<a href="mailto:Beverly.Ramsey@co.clayton.ga.us">Beverly.Ramsey@co.clayton.ga.us</a>

### Proposed Project Information

Name of Proposed Project:	Project Lucky (Jonathan)
DRI ID Number:	1163
Developer/Applicant:	First Industrial Realty Trust, Inc.
Telephone:	602-381-6820
Fax:	602-381-6830
Email(s):	MDishaw@Firstindustrial.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	270,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	4,000,000.00
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): N/A	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Clayton County Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1,250,000 MGPD
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: N/A	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	None needed at this time

## Wastewater Disposal

Name of wastewater treatment provider for this site:	North East Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.45 MGD plus or minus
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: Note: Currently under construction to expand the capacity to 10 million gallons per day.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	None needed at this time

## 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.)	790 Trips per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	N
If yes, has a copy of the study been provided to the local government?	
If transportation improvements are needed to serve this project, please describe below: At this time Splost is working on widening the Mt. Zion Road areas. As plans are reviewed we will be able to determined futher improvements.	

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	350 Tons per year
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: N/A	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
N/A	

## Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	44%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: The Big Cotton Water Shed and the Little Cotton Water Shed	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site does not at this time appear to have any buffers but this will be determined in the commercial plan review.	

## 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?	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: #1 would be corrected with buffers. This will be determined during plan review.	
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?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: N/A	

Your DRI ID NUMBER for this submission is: **1163**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 7/13/2006 10:05:10 AM

## DEVELOPMENT OF REGIONAL IMPACT

### Clayton 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:	Clayton County
*Individual completing form and Mailing Address:	Beverly Ramsey (Clayton County Planning & zoning) 121 South McDonouth Street Jonesboro, Georgia 30236
Telephone:	770-473-3835
Fax:	770-473-5707
E-mail ( <b>only one</b> ):	<a href="mailto:Beverly.Ramsey@co.clayton.ga.us">Beverly.Ramsey@co.clayton.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:		Project Lucky
Development Type	Description of Project	Thresholds
Wholesale & Distribution		<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	First Industrial Realty Trust Company Inc. 5 Concourse Parkway Suite 2020 Atlanta, Georgia 30328	
Telephone:	678-443-9670	
Fax:	678-443-9973	
Email:	<a href="mailto:mdishaw@firstindustrial.com">mdishaw@firstindustrial.com</a>	
Name of property owner(s) if different from developer/applicant:	Mt. Zion Joint Venture	
Provide Land-Lot-District Number:	73 & 74 of 12th District	
What are the principal streets or roads providing vehicular access to the site?	Mount Zion Road	
Provide name of nearest street(s) or intersection:	Mount Zion Road and Ga Hwy 138	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	Lat 33 33 12 / Lon -84 17 01	
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.):	N/A	
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?	about a mile from the City of Stockbridge
If no, provide the following information:	
In what additional jurisdictions is the project located?	N/A
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Clayton County (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: N/A
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Clayton County Water Authority
What is the name of the wastewater treatment supplier for this site?	North East 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: 12/31/07

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
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?	August 2006

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	<input type="checkbox"/>
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	<input type="checkbox"/>

### 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.)?	Y
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N
Other (Please Describe): Traffic Information has not provided by the developer as of yet.	



Ms. Robin Bechtel  
Senior Land Use Planner  
Georgia Regional Transportation Authority

Subject: DRI #1163, Clayton County, Project Lucky  
Traffic Generation and Air Permit Requirement

Dear Ms. Bechtel:


This letter is in response to the requested information from Monday's, 7/17/06, DRI Pre-Application Meeting for the Project Lucky facility to be located on Mount Zion Road.

The facility will have a maximum of seven hundred and ninety (790) trips per day based on two hundred and twenty-five (225) employees enter and exiting the site along with one hundred and seventy (170) trucks entering and exiting the site per day.

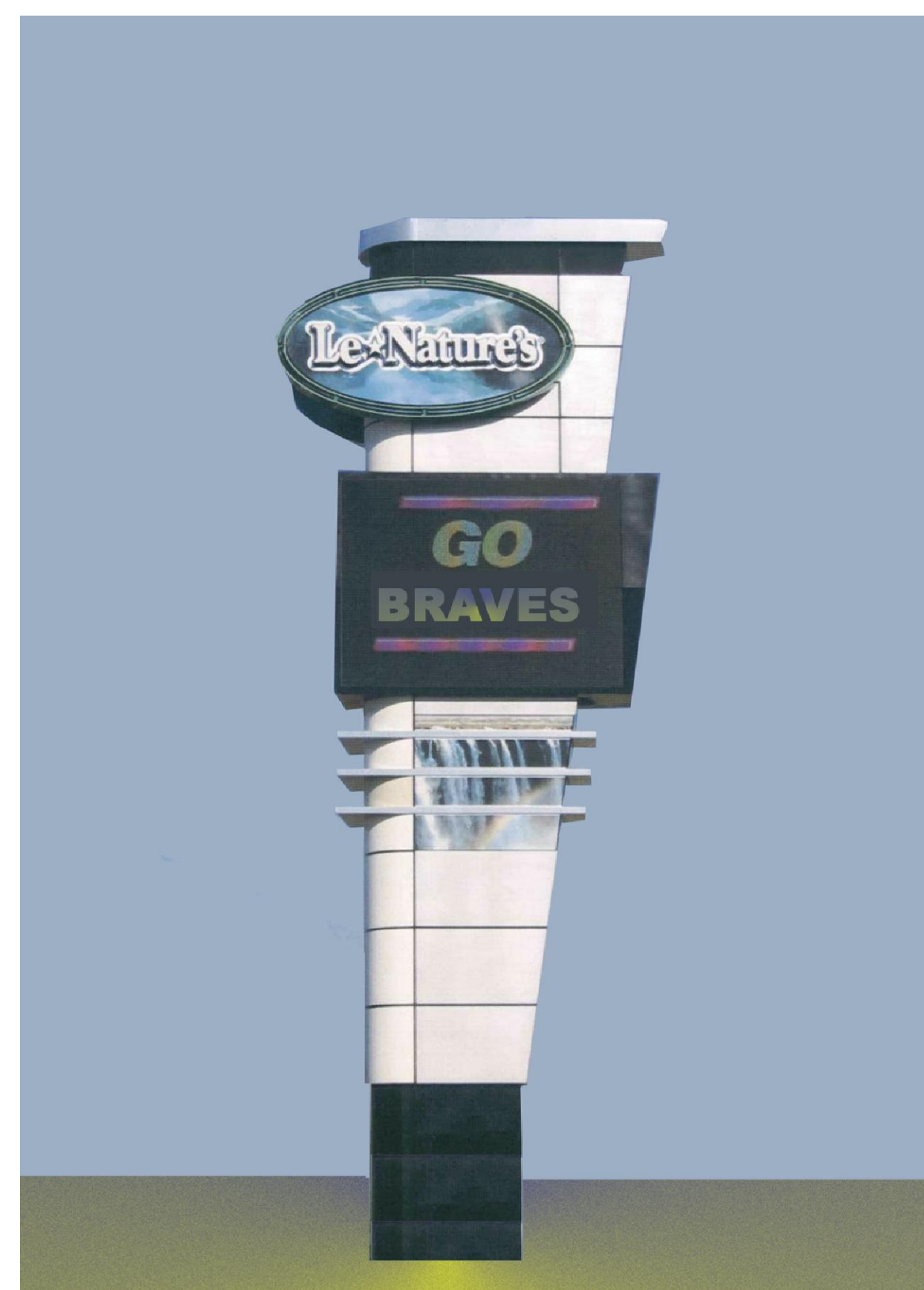
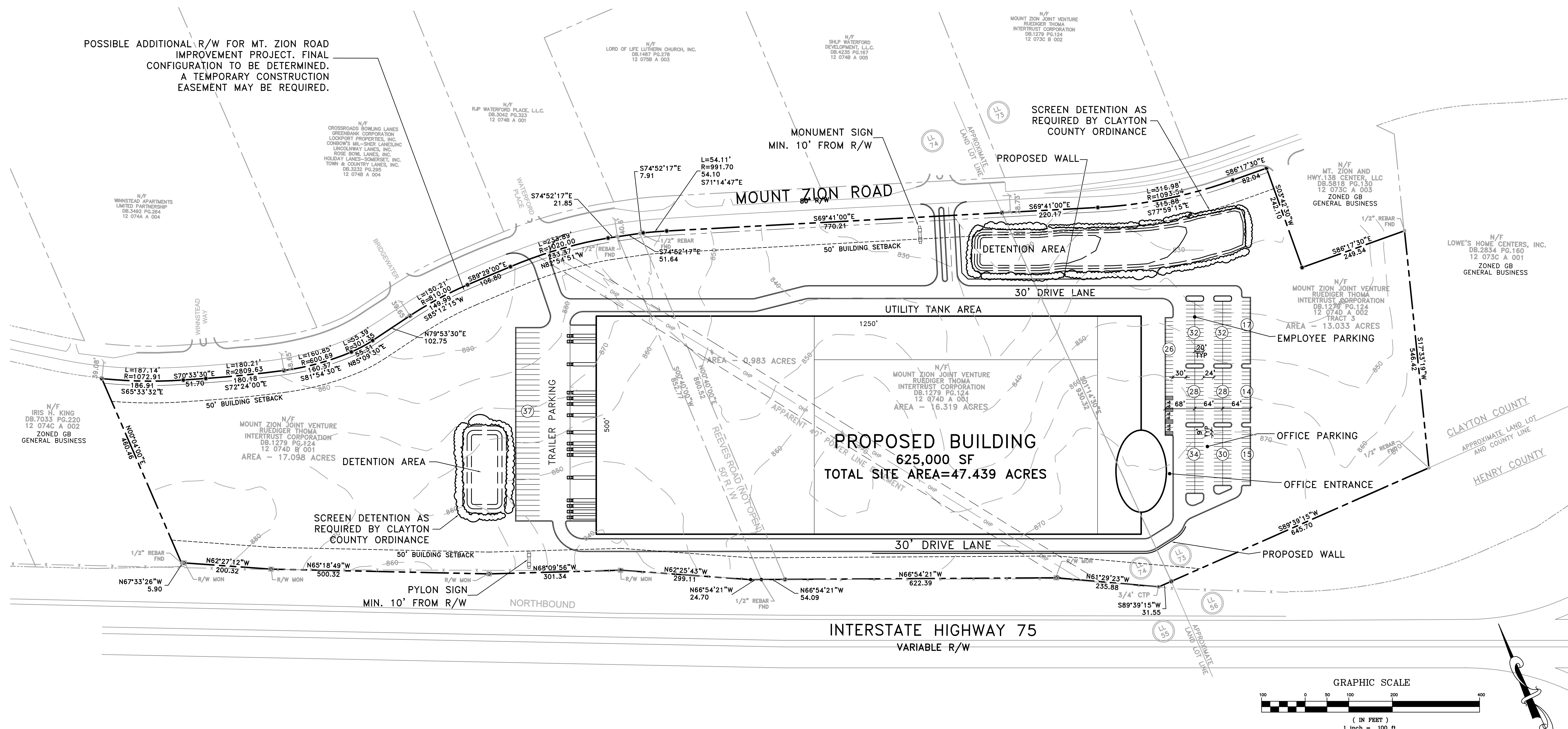
There will be no activities at the facility that will require an EPD Air Quality Permit.

We trust this letter meets your requirements for the Letter of Understanding (LOU) that this DRI qualifies for Expedited Review. Please do not hesitate to call me if you need additional information.

Sincerely,

  
Jonathan E. Podlucky  
EVP of Operations/COO

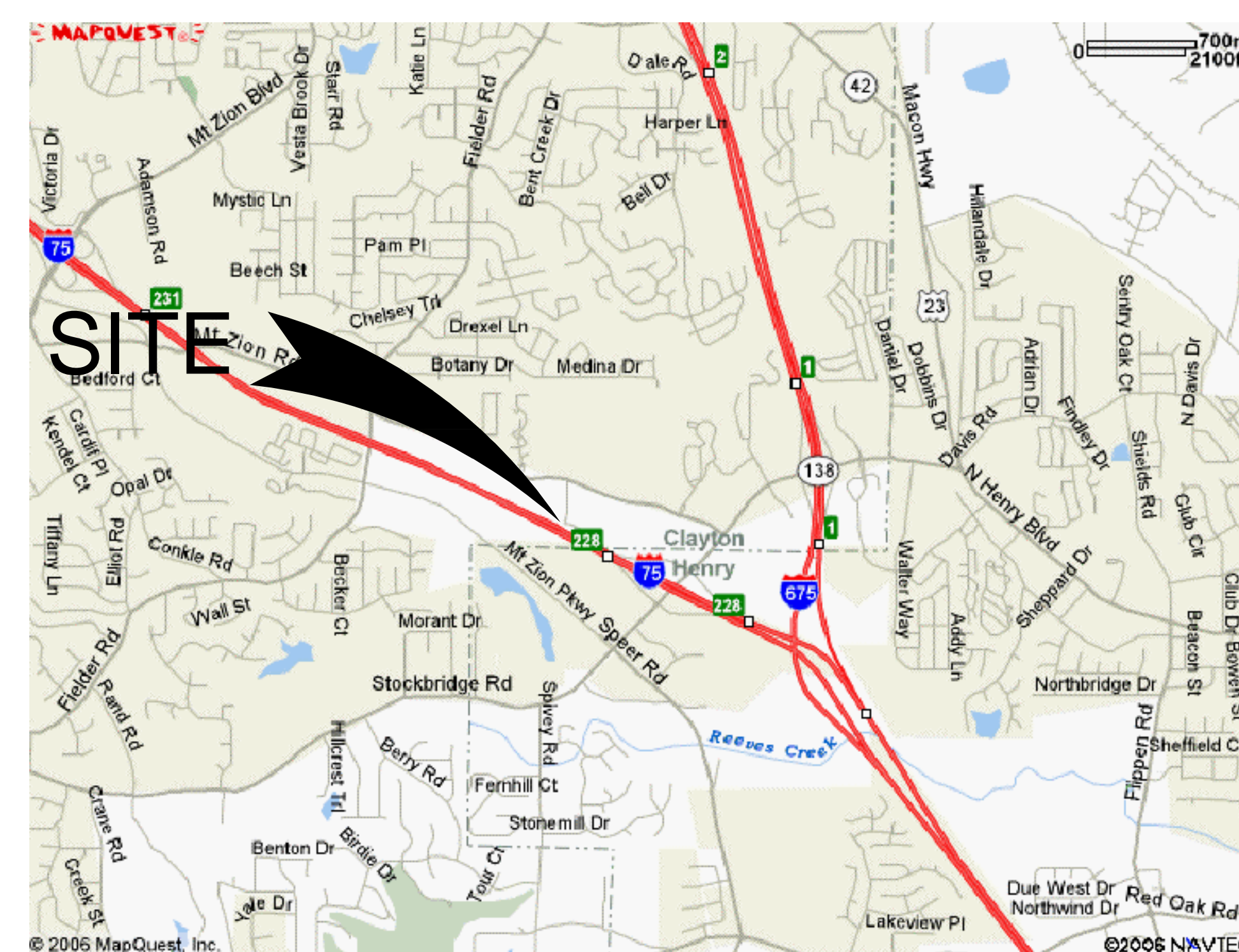




PROPOSED PYLON SIGN

SITE NOTES:

1. THE SOURCE OF TOPOGRAPHIC INFORMATION IS A SURVEY BY WATTS & BROWNING ENGINEERING, INC DATED 3/12/06. THE SOURCE OF BOUNDARY INFORMATION IS A SURVEY BY COLUMBIA ENGINEERING, DATED 7/20/06.
2. THIS PROPERTY IS NOT SHOWN TO BE LOCATED WITHIN THE LIMITS OF A DESIGNATED 100 YEAR FLOOD HAZARD AREA ACCORDING TO CLAYTON COUNTY FEMA FLOOD INSURANCE RATE MAP NO. 1300410065B DATED NOVEMBER 20, 2000. THIS STATEMENT IS BASED ON GRAPHICALLY LOCATING THIS PROPERTY ON SAID MAP.
3. OWNER OF THE SUBJECT PROPERTY:  
MICHAEL C. BERNDT  
GERMANIA OF AMERICA, INC.  
3490 PIEDMONT RD. NE SUITE 200  
ATLANTA, GA 30305  
OFFICE: 404-842-2597
4. OWNER'S REPRESENTATIVE:  
GEORGE E. RUBELSKY  
2425 E. CAMELBACK RD. SUITE 785  
PHOENIX, AZ 85016  
OFFICE: 602-568-8037
5. EXISTING ZONING OF SUBJECT PROPERTY: GB, GENERAL BUSINESS.
6. REQUESTING ZONING FOR SUBJECT PROPERTY: HI, HEAVY INDUSTRIAL
7. THE FRONT SETBACK FOR HI IS 50 FEET. THERE ARE NO SIDE OR REAR SETBACK REQUIREMENTS.
8. PROPOSED PARKING:  
LOADING SPACES SHOWN:  
37 PARKING SPACES AND 32 LOADING BAYS  
FOR A TOTAL OF 69.  
LOADING SPACES REQUIRED BY CLAYTON COUNTY:  
65 (2 FOR FIRST 5,000 SF PLUS ONE FOR EACH ADDITIONAL 10,000 SF).  
AUTOMOBILE PARKING SHOWN: 256 (9' x 20' WITH 24' DRIVE AISLE TYPICAL, INCLUDING 6 HANDICAP SPACES)  
AUTOMOBILE PARKING SPACES REQUIRED BY CLAYTON COUNTY: 163  
(4 SPACES PER 10,000 SF PLUS 1 FOR EACH EMPLOYEE ON THE LARGEST SHIFT). APPROXIMATELY 100 EMPLOYEES ARE ANTICIPATED ON THE LARGEST SHIFT.
9. TOTAL PROJECT SITE AREA: 47.439 ACRES  
TOTAL IMPERVIOUS AREA: 21.1 ACRES (44%)  
TOTAL PERVIOUS AREA: 26.4 ACRES (56%)
10. APPARENT POWER EASEMENT WHICH CROSSES PROPERTY WILL BE RELOCATED AND ABANDONED.



VICINITY MAP  
NO SCALE

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☐ APPROVED FOR CONSTRUCTION

☒ NOT APPROVED FOR CONSTRUCTION

[illegible]

<h1 style="margin: 0;">DRAWING TITLE</h1>		
<h2 style="margin: 0;">SITE PLAN</h2>		
DRAWING FILE: P-3174DWGLP3174-SK4		
DRAWN BY	CHC	DRAWING NO.
DATE	07/21/06	SP-1
PROJECT NO.	3180.00	