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: Nov 1 2006

ARC REVIEW CODE: R610021

TO:Mayor Shirley FranklinATTN TO:Michael Fleming, PlannerFROM: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 Atlanta Name of Proposal: Southside Industrial Park Business Center

Review Type: Development of Regional Impact

Date Opened: Oct 2 2006 Date Closed: Nov 1 2006

<u>FINDING</u>: 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.

<u>Additional Comments</u>: The proposed industrial development is located one mile from Interstate 75 to the west and Interstate 285 to the southeast. The location of the proposed development will minimize truck traffic on local roads. The proposed development is located just outside of the Jonesboro Road economic development corridor, identified by the Atlanta Development Authority. It is important that this development meets the needs and recommendations set forth to promote economic development and redevelopment in the area.

Comments received from the Hartsfield–Jackson Atlanta International Airport and attached at the end of this report state that it is strongly recommended that interior noise reduction measures be considered for a portion of the proposed development. The proposed site is approximately 1.5 miles east of the airport. A portion of the development lies between the 70 and 75 DNL contours where interior noise reduction is recommended. With respect to airport height and hazards, the proposed site is located under the protected surface for the airport where the maximum height of a structure is 1,162 feet above Mean Sea Level or 242 feet above an estimated ground level of 920 feet. Additional restrictions include smoke emissions and architectural finishes to the building (no reflective surfaces may be used).

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

ARC Land Use Planning ARC Data Research Georgia Department of Natural Resources Clayton County City of Forest Park ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION PLANNING HARTSFIELD ATL. INT. AIRPORT DEKALB COUNTY ARC ENVIRONMENTAL PLANNING GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA REGIONAL TRANSPORTATION AUTHORITY CITY OF HAPEVILLE

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: <u>http://www.atlantaregional.com/landuse/</u>.

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Southside Industrial Park is a proposed light industrial development that will include 1,000,120 square feet of warehouse space within three buildings. There are five access drives onto Southside Industrial Parkway proposed with the devleopment.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.



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 LI, RG-2, R-4, RG-1, and C-1. The proposed zoning for the site is I-1 (light industrial). Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan designation of light industrial; however, it is not consistent with the designation of low density residential for part of the site..

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 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.

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 two miles radius of the proposed project.

2006	Olde Town Hapeville
1999	Hartsfield Jackson Master Plan
1994	Live Oak Landfill Expansion

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 mostly undeveloped; however, there is a house on the site that is currently occupied. The developer is trying to acquire the property. There is also an apartment complex on the north end of the property currently being torn down.

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 industrial development is located one mile from Interstate 75 to the west and Interstate 285 to the southeast. The location of the proposed development will minimize truck traffic on local roads.

The proposed development is located just outside of the Jonesboro Road economic development corridor, identified by the Atlanta Development Authority. It is important that this development meets the needs and recommendations set forth to promote economic development and redevelopment in the area.

Comments received from the Hartsfield-Jackson Atlanta International Airport and attached at the end of this report state that it is strongly recommended that interior noise reduction measures be considered for a portion of the proposed development. The proposed site is approximately 1.5 miles east of the airport. A portion of the development lies between the 70 and 75 DNL contours where interior noise reduction is recommended. With respect to airport height and hazards, the proposed site is located under the protected surface for the airport where the maximum height of a structure is 1,162 feet above Mean Sea Level or 242 feet above an estimated ground level of 920 feet. Additional restrictions include smoke emissions and architectural finishes to the building (no reflective surfaces may be used).

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. Grading of the site should be kept to a minimum where possible. 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.



Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report Due:	November 1, 2006	<u>Review Report</u>	Comments Due By:	October 16, 2006

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. Promote sustainable economic growth in all areas of the region.
- 2. Encourage development within 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.
- 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-senstive areas including wetlands, floodplains, small water supply watersheds, rivers, and corridors.
- 12. Increase the amount, quality, connectivity, and accessibility of greenspace.
- 13. Provide strategies to preserve and enhance historic resouces.
- 14. Through regional infrastructure planning, discourage growth in undeveloped areas.
- 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.

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 bicvclists 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.



Preliminary	October 2
Report:	2006
Final Report	November
Due:	1, 2006

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 XeriscapeTM landscaping. XeriscapingTM 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 project is located in the City of Atlanta. The project site is located on 55 acres along the north side of Southside Industrial Parkway and is straddled by Ruby H Harper Blvd to the west, and by Southside Parkway to the south and east.

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 City of Atlanta.

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

None were determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$40,000,000 million with an expected \$670,000 in annual local tax revenues.



Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report Due:	November 1, 2006	<u>Review Report</u>	Comments Due By:	October 16, 2006

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.

Watershed Protection and Stream Buffers

The property is within the South River watershed, which is not a water supply watershed in the Atlanta Region. The USGS coverage for the project area shows a blue-line perennial stream in the southern half of the property. The project plans show a portion f the stream covered by Building B and an adjacent truck court. The portion of the stream that is not shown as covered on the plans is next to a proposed detention pond. This stream, as well as any unmapped streams on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires, unless an activity is exempt or a variance has been granted, a 75-foot buffer along perennial and intermittent streams. Any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD. The 25-foot State buffer is shown on both sides of the uncovered portion of the stream, and the City of Atlanta's 75-foot buffer is shown on one side only of that portion of the stream.

Stormwater / Water Quality

The project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The project is being built over a site that has been partially developed. Given the coverage and use of the proposed project, heavy industrial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year



Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report	November	<u>REVIEW REPORT</u>	Comments	October 16, 2006

Land Use	Land Area	Total	Total	BOD	TSS	Zinc	Lead
	(ac)	Phosphorus	Nitrogen				
Heavy Industrial	58.58	84.94	1127.08	7498.24	46571.10	97.24	12.30
TOTAL	58.58	84.94	1127.08	7498.24	46571.10	97.24	12.30

Total Impervious = 80%

The project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (<u>www.georgiastormwater.com</u>) 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 site will have five access driveways onto Southside Industrial Parkway.

- Access 1, the western most driveway, will primarily serve Building B. Access 1 will be a fullmovement driveway.
- Access 2, located just east of Access 1, will primarily serve Building B. Access 2 will be a full-movement driveway.
- Access 3, located just east of Access 2, will primarily serve Buildings A and B. Access 3 will be a full-movement driveway.
- Access 4, located just east and north of Access 3, will primarily serve Buildings A and C. Access 4 will be a full-movement driveway.
- Access 5, located just north of Access 4, will primarily serve Building C. Access 5 will be a full-movement driveway.

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



Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report Due:	November 1, 2006	<u>Review Report</u>	Comments Due By:	October 16, 2006

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:

I and Usa	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
1,000,120 sq ft							
Industrial Space	192	42	234	56	166	222	2218
TOTAL NEW TRIPS	192	42	234	56	166	222	2218

*This project consists entirely of industrial uses. For this reason, no reductions were taken.

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.

Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report Due:	November 1, 2006	<u>Review Report</u>	Comments Due By:	October 16, 2006



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.



Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report Due:	November 1, 2006	<u>Review Report</u>	Comments Due By:	October 16, 2006

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
AR-268B, C, F	COMMUTER RAIL SERVICE - ATLANTA / GRIFFIN / MACON (STATIONS AND PARK AND RIDE LOTS FOR LOVEJOY SECTION)	Transit Facility	2007
AR-443	I-75 SOUTH RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-911	US 19/41 (TARA BOULEVARD) ARTERIAL BUS RAPID TRANSIT (BRT)	Transit Facility	2026
AT-158	SOUTHSIDE INDUSTRIAL PARKWAY	Roadway Capacity	2020
AT-AR-204A	I-285 SOUTH	Interchange Capacity	2020

*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 Southside Industrial Park Business Center.

According to the findings, there will no capacity deficiencies as a result of future year **background** traffic.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic.

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?

MARTA bus route #78 provides service within ¹/₄ mile of the proposed site with a connection to the MARTA Lakewood/Ft McPherson Rail Station.

• Service is provided Monday through Friday from 4:55 a.m. till 11:28 p.m. with headways of 40 minutes. Saturday service is provided from 4:48 a.m. till 11:36 p.m. with headways between 25 and 30 minutes. Sunday service is provided from 5:28 a.m. till 11:28 p.m. with headways of 40 minutes.

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

None proposed.

The development PASSES the ARC's Air Quality Benchmark test.



Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Industrial		
Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Percentage of Fleet (Rounded to 10)		
w/in 1/4 mile of Bus Stop (CCT, MARTA,	3%	3%
Other)		
Bike/ped networks connecting uses w/in the	2%	2%
site		
Total		15%

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

According to the traffic study, all identified adjacent intersections will function at adequate levels of service in the future background and future total traffic conditions with no recommended improvements. Although no recommended improvements are provided by the traffic consultant, the addition of an access point or points from the site onto Ruby M. Harper Boulevard would enhance roadway connectivity in the vicinity of the site as well as provide additional route options for trips coming into and out of this area. It is recommended the developer provide a minimum of one connection from the site onto Ruby M. Harper Boulevard prior to completion of construction.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.06 MGD

Which facility will treat wastewater from the project?

Information submitted with the review states that the Utoy Creek 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 Utoy Creek is listed below

Permitted	DESIGN	2001	2008	2008	Planned	REMARKS
CAPACITY	CAPACITY	MMF,	MMF,	CAPACITY	EXPANSION	
MMF, MGD ₁	MMF,	MGD	MGD	AVAILABLE		
	MGD			+/-, MGD		

Preliminary Report: Final Report Due:	October 2 2006 November 1, 2006	DEVELC	opment Of <u>Review</u>	Project: Comments Due By:	Southside Industrial Park #1147 October 16, 2006		
40	44	32	34	6	None. P EPD to at desig consiste Chattah River M	lan before permit plant n capacity nt with draft oochee lodel.	Existing Consent Decret with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014 respectively

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 .06 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 1,825 tons of solid waste per year and the waste will be disposed of by private collection companies.

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



Preliminary Report:	October 2 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Southside Industrial Park #1147
Final Report Due:	November 1, 2006	<u>Review Report</u>	Comments Due By:	October 16, 2006

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 72. This tract had a 15.6 percent decrease in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 53 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety 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.





Shirley Franklin Mayor

Benjamin R. DeCosta Aviation General Manager

October 13, 2006

Mr. Charles Krautler, Director Atlanta Regional Commission 40 Courtland Street, NE Atlanta, Georgia 30303

RE: City of Atlanta, Department of Aviation Land Use Compatibility Review DRI – Southside Industrial Park Business Center

Dear Mr. Krautler:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) identified as Southside Industrial Park Business Center, a proposed light industrial development of warehouse space. We have reviewed this project for land use compatibility and airport height and hazards as cited in the Code of Federal Regulations. Our technical findings and evaluation are described below.

To summarize the more detailed information provided below and in the attached Development of Regional Impact Review Report, the property falls between two distinctive noise curves. The proposed development is compatible with one noise exposure area while interior noise reduction measures are highly recommended in the other area. These findings are based on a Year 2010 FAA Noise Exposure Map. The mapping used provides an estimate of future conditions. The actual future conditions may vary from these estimates given the proximity of the site to the airport.

Findings:

The proposed site is located approximately 1.5 miles east of the Hartsfield-Jackson Atlanta International Airport. As such, it is estimated that the majority of the development will lie between the 65 and 70 DNL noise contours associated with overall air traffic at the airport (see attached site plan). The remaining portion of the site lies between the 70 and 75 DNL noise contours. According to the Code of Federal Regulations Title 14, Part 150, *business and professional offices are deemed compatible between the 65 and 70 DNL noise contours.* However, for the portion of the development that lies between the 70 and 75 DNL contours, interior noise level reduction is recommended. While such structures as proposed are generally compatible within these noise contours, the Federal Aviation Administration (FAA) indicates that measures to achieve interior noise level reduction of 25 decibels (dB) must be incorporated into the design and construction of the structure. The Airport, as a matter of policy, also strongly encourages such noise level reductions. For further information pertaining to the site location and permitted uses within the noise contour, please refer to the attached FAA table, entitled "Pt 150 Appendix A".



City of Atlanta • Department of Aviation P.O. Box 20509 • Atlanta, GA USA 30320-2509 • Tel: (404) 530-6600 • Fax: (404) 530-6803 Web Site: www.atlanta-airport.com Charles Krautler Atlanta Regional Commission October 13, 2006 Page 2

With respect to airport height and hazards, the proposed site is located under the protected surface for the airport. As such, the maximum height of a structure that could be built in this location is 1,162 feet above Mean Sea Level (MSL) or 242 feet above an estimated ground level of 920 feet. Additional restrictions include such items as smoke emissions and architectural finishes to the building (no reflective surfaces may be used). Construction of a building in this location would require the completion of Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the form and instructions on how to complete the form are attached. Once completed, we ask that the property owner/applicant mail the original to the FAA and provide a copy to Mr. Matt Davis, City of Atlanta, Department of Aviation, Bureau of Planning & Development, PO Box 20509, Atrium Suite 430, Atlanta, GA 30320.

Again, we thank you for the opportunity to review the site development plan, and should you have any questions regarding our review, please do not hesitate to contact Ms. Shelley Lamar, Community and Land Use Planning Manager at (404) 530-5676.

Sincerely,

Michael D. Floyd

Director of Planning

Cc: Mike Alexander, Atlanta Regional Commission Dan Molloy, City of Atlanta, Department of Aviation Tom Nissalke, City of Atlanta, Department of Aviation Shelley Lamar, City of Atlanta, Department of Aviation Project File

MF/bb

Encl



Pt. 150, App. A

14 CFR Ch. | (1-1-04 Edition)

Land use	rearry day-night average sound level (Ldn) in decibels						
	Below 65	65–70	70–75	7580	80-85	Over 85	
RESIDENTIAL							
Residential, other than mobile homes and transient lodgings. Mobile home parks	Y Y	N(1)	N(1) N	N	N	N	
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N N	
PUBLIC USE							
Schools Hospitals and nursing homes Churches, auditoriums, and concert halls Governmental services Transportation Parking	Y Y Y Y Y	N(1) 25 25 Y Y Y	N(1) 30 30 25 Y(2) Y(2) Y(2)	N N 30 Y(3) Y(3)	N N N Y(4) Y(4)	N N N Y(4) N	
COMMERCIAL USE			1				
Offices, business and professional Wholesale and retail—building materials, hardware and farm equipment.	Y Y	Y Y	25 Y(2)	30 Y(3)	N Y(4)	N N	
Retail trade—general Utilities Communication	Y Y Y	Y Y Y	25 Y(2) 25	30 Y(3) 30	N Y(4) N	N N N	
MANUFACTURING AND PRODUCTION						· ·	
Manufacturing, general Photographic and optical Agriculture (except livestock) and forestry Livestock farming and breeding Mining and fishing, resource production and extraction.	Y Y Y Y Y	Y Y(6) Y(6) Y	Y(2) 25 Y(7) Y(7) Y	Y(3) 30 Y(8) N Y	Y(4) N Y(8) N Y	N N Y(8) N Y	
RECREATIONAL							
Outdoor sports arenas and spectator sports Outdoor music shells, amphitheaters	Y Y Y Y	Y(5) N Y Y Y	Y(5) N N Y 25	N N N 30	N N N N	N N N N	

TABLE 1-LAND USE COMPATIBILITY* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

Numbers in parentheses refer to notes.

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the pro-gram is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and per-missible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be ap-propriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses. KEY TO TABLE 1

REY TO TABLE 1 SLUCM=Standard Land Use Coding Manual. Y (Yes)=Land Use and related structures compatible without restrictions. N (No)=Land Use and related structures are not compatible and should be prohibited. NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure. 25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be in-corporated into design and construction of structure.

NOTES FOR TABLE 1

NOTES FOR TABLE 1
(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(5) Land use compatible provided special sound reinforcement systems are installed.
(6) Residential buildings require an NLR of 25.
(7) Residential buildings not permitted.

Please Type or Print on This For			Form App	roved OMB No. 2120-0001
0	Failure To Provide All Requested Info	ormation May Delay Proce	essing of Your Notice	FOR FAA USE ONLY
U.S. Department of Transportation Federal Aviation Administration	Notice of Proposed (Construction o	or Alteration	Aeronautical Study Number
1. Sponsor (person, company, e	etc. proposing this action) :			
Attn. of:		9. Latitude:		r
Name:		4		
Address:	······	10. Longitude:	·	
		11. Datum: 🗍 NAD 83	NAD 27	er
City:	State:Zip:			
Telephone:	Fax:	12. Nearest: City:	_ State:	
2. Sponsor's Representative (if	f other than #1) :	13. Nearest Public-use	(not private-use) or Milita	ry Airport or Heliport:
Attn. of:		-	·····	
Name:		14. Distance from #13.	to Structure:	
Address:				·
		15. Direction from #13.	to Structure:	
City:	State:Zip:	16. Site Elevation (AMS	SL):	ft.
Telephone:	Fax:	47 Total Structure Link		
3. Notice of: 🗌 New Construction	on Alteration	18. Overall height (#16.	gnt (AGL): . + #17.) (AMSL):	π. ft.
4. Duration: 🗍 Permanent 🗌 Te	emporary (months, days)	19. Previous FAA Aero	nautical Study Number	(if applicable):
5. Work Schedule: Beginning	End			
6. Type: Antenna Tower	Crane 🔲 Building. 🔲 Power Line	20. Description of Loca Quadrangle Map with the	ation: (Attach a USGS 7.5 e precise site marked and	minute any certified survey.)
Red Lights and Paint [White - Medium Intensity [White - High Intensity [White - High Intensity [Dual - Red and Medium Intensity White Dual - Red and High Intensity White Other	-		
8. FCC Antenna Structure Regi	stration Number (if applicable):			
21. Complete Description of Pro	oposal:			Frequency/Power (kW)
			. .	
Notice is required by 14 Code of F equirements of part 77 are subject	ederal Regulations, part 77 pursuant to 49 L t to a civil penalty of \$1,000 per day until the	J.S.C., Section 44718. Per	sons who knowingly and v nt to 49 U.S.C., section 46	willingly violate the notice
hereby certify that all of the at mark and/or light the structure i	bove statements made by me are true, con	omplete, and correct to the	ne best of my knowledg	e. In addition, I agree to
Date	Typed or Printed name and Title of Person	Filing Notice	Signature	. <u></u>
			_	

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alternation shall be included in ITEM #21 "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in ITEM #21 "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. DO NOT LEAVE BLANK.

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other' and indicate <u>"no preference</u>". <u>DO NOT LEAVE BLANK</u>. *NOTE:* High intensity lighting shall be used only for structures over 500'AGL. In the absence of high intensity lighting for structures over 500'AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a hand-held GPS instrument is NOT acceptable. A hand-held GPS is only accurate to within 100 meters (328 feet) 95 per cent of the time. This data, when plotted, should match the site depiction submitted under ITEM #20.

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. **DO NOT LEAVE BLANK.**

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM#13. Enter the full name of the nearest public-use (not private-use) airport (or heliport) or military airport (or heliport) to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17' 3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under ITEM #20.

ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17'3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of ITEM #16 + ITEM #17.

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" nonreduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGC at 1-800-435-7627 or via Internet at "http://mapping.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation (Attach the antenna pattern, if available).
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (Attach depiction).
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials,
- For alterations, explain the alteration thoroughly,
- For existing structures, thoroughly explain the reason for notifying the FAA (e.g. corrections, no record of previous study, etc.).

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other Federal, state, or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR, part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless R displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

Ø

ξ^Δ

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to I for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to I for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(I) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, is clearly indicated that that airport will be available for public use.

(III) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if -

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

Alaska Region

AK

Alaskan Regional Office Air Traffic Division, AAL-530 222 West 7th Avenue Anchorage, AK 99513 Tel: 907-271-5893

Central Region IA, KS, MO, NE

Central Regional Office Air Traffic Division, ACE-520 601 East 12th Street Kansas City, MO 64106 Tel: 816-426-3408 or 3409

ADDRESSES OF THE REGIONAL OFFICES **Eastern Region** DC, DE, MD, NJ, NY, PA, VA, WV Eastern Regional Office

Air Traffic Division, AEA-520 JFK International Airport Fitzgerald Federal Building Jamaica, NY 11430 Tel: 718-553-2616

Great Lakes Region IL, IN, MI, MN, ND, OH, SD, WI Great Lakes Regional Office

Air Traffic Division, AGL-520 2300 East Devon Avenue Des Plaines, IL 60018 Tel: 847-294-7568

New England Region CT, MA, ME, NH, RI, VT New England Regional Office Air Traffic Division, ANE-520 12 New England Executive Park Burlington, MA 01803-5299 Tel: 781-238-7520

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by Its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates -

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(e) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2. Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

Northwest Mountain Region CO, ID, MT, OR, UT, WA, WY

Northwest Mountain Regional Office Air Traffic Division, ANM-520 1601 Lind Avenue, SW Renton, WA 98055-4056 Tel: 425-227-2520

Southern Region

AL, FL, GA, KY, MS, NC, PR, SC. TN. VI Southern Regional Office Air Traffic Division, ASO-520 1701 Columbia Avenue College Park, GA 30337 Tel: 404-305-5585

Southwest Region AR, LA, NM, OK, TX

Southwest Regional Office Air Traffic Division, ASW-520 2601 Meacham Boulevard Fort Worth, TX 76137-0520

Western Pacific Region HI, CA, NY, AZ, GU Westem-Pacific Regional Office Air Traffic Division, AWP-520 15000 Aviation Boulevard Hawthorne, CA 90260 Tel: 310-725-6557

Your DRI ID NUMBER for this submission is: 1147 Use this number when filling out a DRI REVIEW REQUEST. Submitted on: 6/21/2006 5:58:31 PM

DEVELOPMENT OF REGIONAL IMPACT Fulton County Initial DRI Information (Form1b)

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

Local Government Information

Harry Boxler City of Atlanta Bureau of Planning 55 Trinity Ave, Suite 3350 Atlanta, GA 30303-0310
404-330-6911
404-658-7491
hboxler@atlantaga.gov
⊢ 4 4

*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:		Southside Industrial Park Business Center			
Developm	Development Type		Description of Project	Thresholds	
Wholesale & Distribution	า	9500	00 SF	View Thresholds	
Developer / Applicant and Mailing Address: Gary J. Minor IDI, Atlanta R		nta Re	egion 1100 Satellite Blvd. Suwanee, GA 30024		
Telephone:	770.866.1117				
Fax:	770.232.1100				
Email:	GMinor@idi.com	3Minor@idi.com			
Name of property owner(s) if different from developer/ applicant:	City of Atlanta				
Provide Land-Lot- District Number:	Land Lot 33, 14th Dist	rict			
What are the principal streets or roads providing vehicular access to the site?	Southside Industrial Pa	arkwa	y		
Provide name of nearest street(s) or intersection:	Gilbert Road @ South	side Ir	ndustrial Pkwy		

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.):	http://us.rd.yahoo.com/maps/extmap;_ylt=AjWVFpNi3ms.6TdZpVwVSWRkDLMF/*-http://maps.yahoo.com/ maps_result?addr=Southside+Industrial+Pkwy+Se+At+Gilbert+Rd+Se&csz=Atlanta%2C+GA +30301&state=GA&uzip=30301&ds=n&name=&desc=⪫=33.6522&lon=-84.3806&mlt=33.6522&mln=- 84.3806&zoomin=yes&BFKey=&mag=2
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	
If no, provide the followi	ng information:
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give parcent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the	Name:
following information	Project ID:
(where applicable):	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?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	Y

If yes, what percent of the overall project does this project/ phase represent?	Unknown (Southside Industrial Park)
Estimated Completion	This project/phase: 2008
Dates:	Overall project: N/A

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

Service Delivery Strategy

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

Land Transportation Improvements	
Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
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?	Y
Other (Please Describe): To be refined in future traffic impact study	Y

Submitted on: 8/24/2006 11:34:34 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information		
Submitting Local Government:	City of Atlanta	
Individual completing form:	Michael Fleming	
Telephone:	404.330.6965	
Fax:	404.658.7491	
Email (only one):	mfleming@atlantaga.gov	

Proposed Project Information		
Name of Proposed Project:	Southside Industrial Park Business Center	
DRI ID Number:	1147	
Developer/Applicant:	IDI	
Telephone:	770.232.1500 or 770.866.1117	
Fax:	770.232.1100	
Email(s):	GMinor@idi.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.)

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:	\$40 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$670,000
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): 8 existing single family residences

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta	
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.06 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?		
Wastewater Disposal		

http://www.georgiaplanning.com/planners/dri/view_form2.asp?id=1147 (1 of 3)10/2/2006 5:19:20 AM

DRI Record

IName of wastewater freatment provider for this site.	City of	
		Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.06 MC	3D
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?		
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.)	? 234	4 (AM)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed serve this project?	to 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 the Traffic Impact Study report dated August 2006.		
Solid Waste Disposal		
How much solid waste is the project expected to generate annually (in tons)?	1,	825
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 bazardous waste be generated by the development? If yes, please explain below:	N	
	ļ	
Stormwater Management		
What percentage of the site is projected to be impervious surface once the proposed development has been constructed	ed?	72%
Is the site located in a water supply watershed?		
If yes, list the watershed(s) name(s) below:		N
		N
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate th impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed.	e proje	N ct's
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate th impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality	ie projec	N ct's
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate th impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following:	e proje	Dt's
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate th impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following: 1. Water supply watersheds?	e proje	Dt's
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate th impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following: 1. Water supply watersheds? 2. Significant groundwater recharge areas?	e proje	x's
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following: 1. Water supply watersheds? 2. Significant groundwater recharge areas? 3. Wetlands?	ie proje	N ct's N N Y
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following: 1. Water supply watersheds? 2. Significant groundwater recharge areas? 3. Wetlands? 4. Protected mountains?	e proje	Tt's
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following: 1. Water supply watersheds? 2. Significant groundwater recharge areas? 3. Wetlands? 4. Protected mountains? 5. Protected river corridors?	e proje	N Ct's N N Y N N
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the impacts on stormwater management: Extended stormwater detention ponds with volume for water quality treatment will be constructed. Environmental Quality Is the development located within, or likely to affect any of the following: 1. Water supply watersheds? 2. Significant groundwater recharge areas? 3. Wetlands? 4. Protected mountains? 5. Protected river corridors? If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Bed and bank wetlands will be filled. Mitigation measures will be implemented as directed by the U.S. Army Corps of F		N Ct's N N Y N N S.

DRI Record

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:	

