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: Dec 20 2006 **ARC REVIEW CODE**: R612061

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: **Airport Disposal**

Review Type: Development of Regional Impact	**Date Opened:** Dec 6 2006	**Date Closed:** Dec 20 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 located in an area that is primarily dominated by other industrial and warehouse uses within the County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. 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
CITY OF JONESBORO
GEORGIA CONSERVANCY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
PLANNING HARTSFIELD ATL. INT. AIRPORT
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

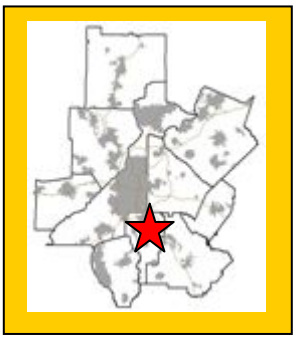
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	December 6, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Airport Disposal #1270
Final Report Due:	January 5, 2006		Comments Due By:	December 20, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Airport Disposal is the relocation of an existing airport debris gasification plant to a 2.178 acre site in Clayton County at the intersection of Clark Howell Parkway and Weems Street. Access to the proposed development is located on Weems Street.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date end 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 light industrial and general business. The proposed zoning for the site is heavy industrial. The future land use plan for Clayton County designates the area as light industrial.

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

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

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

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

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

No, the proposed development would not 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 a 2 mile radius of the proposed project.

YEAR	NAME
2000	NewCo C&D Landfill
1999	Hartsfield Master Plan

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. There is one vacant house on the site that will remain on site.

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 located in an area that is primarily dominated by other industrial and warehouse uses within the County. It is important to consider compatible uses as the area continues to develop. The Regional Development Policies adopted by the ARC strive to advance sustainable development, protect environmentally sensitive areas, and create a regional network of greenspace. Mass grading and extensive removal of vegetation on the site should be avoided.

FINAL 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.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located at the intersection of Clark Howell Parkway and Weems Street in north 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, it is less than a mile from Hartsfield Jackson Atlanta International Airport.

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 $750,000 with an expected $10,500 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

None were determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Water Supply Watersheds/Stream Buffers

The project is located within the Flint River Water Supply Watershed, a water source for Fayette and Clayton Counties. The watershed is classified as a large (greater than 100 square miles above intake) water supply watershed under the Georgia Planning Act Part 5 Environmental Planning Criteria, as adopted by Georgia EPD and DCA. The intake on the Flint is run-of-the-river and the project is more than seven miles upstream of the intake, so no minimum criteria are required under Part 5.

No streams are shown on USGS coverage for the project property. Any unmapped streams that may be on the property will be subject to Clayton County's stream buffer ordinance. Any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use:	Land Area (Acres)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
	1.09	0.09	0.65	9.81	256.15	0.00	0.00
	1.09	1.58	20.97	139.52	866.55	1.81	0.23

TOTAL	2.18	1.67	21.63	149.33	1122.70	1.81	0.23

Total Percentage Impervious: 40%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

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 a gasification plant for airport debris 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 approximately 5 per day.

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, Clark Howell Highway is expected to operate at LOSA. GA Highway 85 is expected to operate at a LOS A.

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

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-H-050	I-75 SOUTH HOV LANES FROM AVIATION BOULEVARD TO SR 54 (JONESBORO ROAD) IN CLAYTON COUNTY	HOV Lanes	2016
CL-AR-011	I-75 SOUTH FROM US 19/41 (TARA BOULEVARD) TO I-285 SOUTH / AVIATION BOULEVARD- ADDITION OF TWO LANES ON SOUTHBOUND SIDE ONLY	Roadway Capacity	2020
CL-014	SR 85 FROM ADAMS DRIVE TO I-75 SOUTH - INCLUDING INTERCHANGE AT FOREST PARKWAY	Roadway Capacity	2020

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

Impacts of the gasification plant: 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 only an estimated five truck trips accessing the site daily, this development is permissible under the Expedited Review criteria.

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

Information was not submitted for the review.

Which facility will treat wastewater from the project?

The W.B. Casey facility will provide wastewater treatment for the proposed development.

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

The capacity of the W.B. Casey Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
15	15	14.7	17.6	-2.6	Planned expansion to 24mgd by 2005.	

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?

Not applicable.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 10,000 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 states that no solid waste would be generated.

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?

Given the minimal number of employees, 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.

DRIEBE, DRIEBE & MARTIN, P.C.

ATTORNEYS AT LAW

6 COURTHOUSE WAY
P. O. BOX 975
JONESBORO, GEORGIA 30237

CHARLES J. DRIEBE
CHARLES DRIEBE, JR.
KEITH C. MARTIN

(770) 478-8894
FAX (770) 478-9606
driebe@mindspring.com

November 20, 2006

Ms. Robin Cailloux
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE, Suite 900
Atlanta, Georgia 30303-1223

RE: DRI ID No.1270
Airport Disposal, Inc.

Dear Robin:

This letter will provide the information pursuant to our meeting today:

(1) Number of trips per day: 5 maximum.
(2) Number of employees: Five.
(3) Permit required: An air emission permit issued by the Clean Air Department, State of Georgia. As we pointed out, the equipment manufacturer is responsible for obtaining this permit.

Clayton County has been contacted to provide Form 2.

We would respectfully request that the review be completed in order for the rezoning to appear on the Thursday, December 21, Clayton County Commission calendar. Let me know if anything else is necessary.

Thanks to you, Haley and Kris for putting up with this beginner. It was an entirely pleasant procedure.

Sincerely,

Charles J. Driebe

CJD/lw

cc: Ms. Haley Fleming, Senior Planner, ARC
Mr. Harry Maugens, Airport Disposal, Inc.

DRIEBE, DRIEBE & MARTIN, P.C.

ATTORNEYS AT LAW

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November 27, 2006

Ms. Robin Cailloux
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE, Suite 900
Atlanta, Georgia 30303-1223

RE: DRI ID No. 1270
Airport Disposal, Inc.

Dear Robin:

Per your phone call today, we have inquired of our client concerning the questions raised. The answers are as follows:

(1) Number of employees within six miles of the proposed location: 3 out of 5.

(2) Disposition of any residue from proposed waste-to-energy plant: The present operating location requires **12 or 13** trips per week to a landfill that is **8** miles away from that location. The proposed plant leaves only a small amount of ash because of the 98 to 1 reduction in the material fed to it. There will be then only **one** trip necessary per week. Once the new plant is operational, the ash will be disposed of once a week at a new C & D landfill, which is only about **2** miles away.

We hope this is sufficient information to afford our client an expedited review of this environmentally sensitive plant and location. This cutting edge plant is the wave of the future. Let me know if anything further is necessary or desirable.

Sincerely,

Chuck Driebe

Charles J. Driebe

CJD/lw

cc: Ms. Haley Fleming, Senior Planner, ARC
Mr. Harry Maugens, Airport Disposal, Inc.

December 19, 2006

Ms. M. Haley Fleming, Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: City of Atlanta, Department of Aviation
Land Use Compatibility Review
DRI – Airport Disposal

Dear Ms. Fleming:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) for a proposed Airport Disposal facility at the intersection of Clark Howell Highway and Weems Street as it affects Hartsfield-Jackson Atlanta International Airport (H-JAIA). 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, the site lies within the Runway Object Free Area associated with Runway 10/28 (the new 5th Runway) at Hartsfield-Jackson. The Federal Aviation Administration states that objects not essential for air navigation or aircraft ground maneuvering purposes are prohibited in this area. Thus, any development in this location could adversely affect the safety of persons on the ground as well as the safety of aircraft using that runway. Additionally, structures in this area could affect the efficiency of our newest runway.

Findings:

Land use restrictions -

The proposed site is located approximately 2,200 feet (0.4 miles) east of the eastern end of Runway 10-28 at Hartsfield-Jackson. With respect to airport height and hazards, the proposed site is located under the protected surface for the airport. Safety of aircraft operations and safety of persons on the ground are of paramount importance at every airport. FAA guidelines define protective surfaces around runways within which certain objects, structures, and uses of land are prohibited.

The proposed development, if it were to be built, would require persons to work in and around structures that would be within the Runway Object Free Area. Objects not essential for air navigation or aircraft ground maneuvering purposes are prohibited from this area.

In addition, the gasification plant that would be built on this site to dispose of garbage collected from international flights would produce steam, smoke, and/or other emissions that could obstruct pilots' ability to see Runway 10-28 and its approach lights during instrument approaches in low visibility meteorological conditions.

Height Restrictions –

The maximum height of a structure that could be built in this location is 1,026 feet above Mean Sea Level (MSL) or 83 feet above an estimated ground level of 943 feet. **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 you 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.

Noise Compatibility –

It is estimated that the proposed site will lie between the 70 and 75 DNL noise contours associated with overall air traffic at the airport (see attached site plan). According to the Code of Federal Regulations Title 14, Part 150, general manufacturing uses are deemed compatible between the 70 and 75 DNL noise contours. However, measures to achieve an outdoor-to-indoor noise level reduction of 25 decibels in office areas or where the normal noise level is low would be required for any structure that would be built in that area. For further information pertaining to the site location and permitted uses within the noise contours, please refer to the attached FAA table, entitled Pt 150 Appendix A.

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 me at (404) 530-5676.

Sincerely,

Shelley A. Lamar
Land Use and Community Development Planning Manager

Cc: Dan Molloy, City of Atlanta, Department of Aviation
Tom Nissalke, City of Atlanta, Department of Aviation
Jorge Cortes, City of Atlanta, Department of Aviation

Project File

SL/bb

Your DRI ID NUMBER for this submission is: 1270
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 11/15/2006 4:43:06 PM

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:	Claton County Planning and Zoning
*Individual completing form and Mailing Address:	Beverly Ramsey 121 South McDonough Street Jonesboro, Georgia 30236
Telephone:	770-473-3835
Fax:	770-473-5707
E-mail **(only one)**:	Beverly.Ramsey@co.clayton.ga.us

*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:	Airport Disposal, Inc.

Development Type	Description of Project	Thresholds
Waste Handling		View Thresholds

Developer / Applicant and Mailing Address:	Airport Disposal Inc c/o Chuck Driebe, Esq. 6 Courthouse Way Jonesboro, Georgia 30236
Telephone:	770-478-8894
Fax:	770-478-9606
Email:	cjdriebe@mindspring.com
Name of property owner(s) if different from developer/ applicant:	M. Jeannette Sherwood
Provide Land-Lot-District Number:	Land Lot 54 District 13
What are the principal streets or roads providing vehicular access to the site?	Clark Howell Hwy
Provide name of nearest street(s) or intersection:	Intersection of Clark Howell Hwy & Weems Street
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	To Be Provided /
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: 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:
	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?	To be provided
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:

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?	
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?	
Other (Please Describe):	

Submitted on: 12/5/2006 6:04:21 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Clayton County Planning and Zoning
Individual completing form:	Beverly Ramsey
Telephone:	770-473-3835
Fax:	770-473-5707
Email (**only one**):	Beverly.Ramsey@co.clayton.ga.us

Proposed Project Information

Name of Proposed Project:	Airport Disposal Inc.
DRI ID Number:	1270
Developer/Applicant:	Airport Disposal Inc. c/o Chuck Driebe, Esq.
Telephone:	770-478-8894
Fax:	770-478-9606
Email(s):	cjdriebe@mindspring.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	

If no, the official review process can not start until this additional information is provided.

Economic Impacts

Estimated Value at Build-Out:	750,000.00 plus increase in land value
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	10,500.00
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): Transforming the original residential structure into administrative office space.

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)?	10,000 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:
Not at this time.

If water line extension is required to serve this project, how much additional line (in miles) will be required?	None

Wastewater Disposal

Name of wastewater treatment provider for this site:	Clayton County Water Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	
Is sufficient wastewater treatment capacity available to serve this proposed project?	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: Not at this time.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	None

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1 to 2 trips a week
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: Not needed for this project.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	None
Is sufficient landfill capacity available to serve this proposed project?	
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

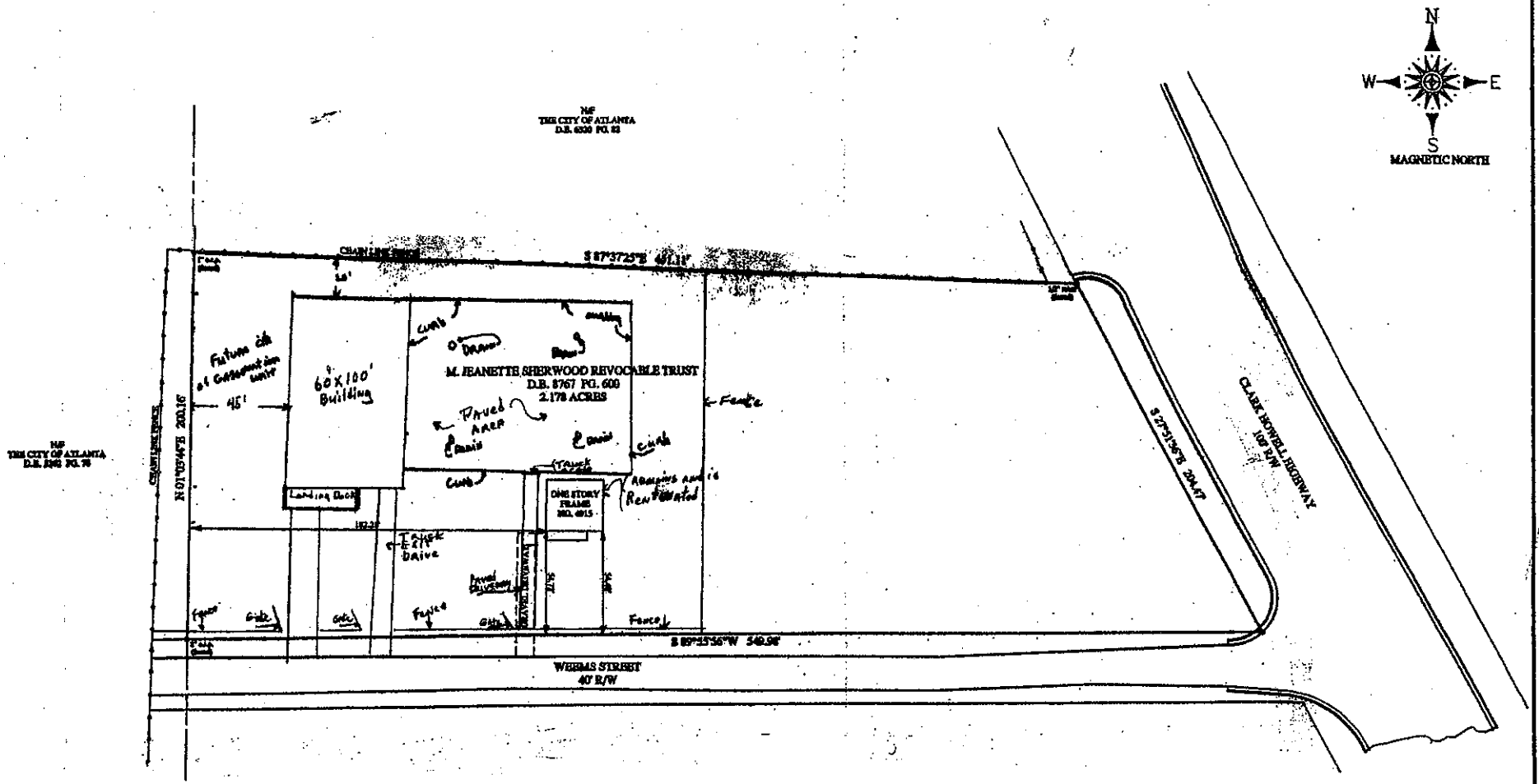
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	15%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N

5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	
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:	



GENERAL NOTES:
1. TOTAL SITE AREA - 2.178 ACRES
2. UNLESS OTHERWISE SHOWN, NO UTILITIES LOCATED.
3. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE ABSTRACT, THEREFORE ALL MATTERS OF TITLE ARE EXCEPTED.
4. FIELD SURVEY PERFORMED ON AUGUST 24 AND 29, 2006.
5. EQUIPMENT USED: TOPCON GPT 1003 TOTAL STATION AND CARLSON EXPLORER DATA COLLECTOR.

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 60,210 FEET, AND AN ANGULAR ERROR OF 03" PER ANGLE POINT, AND WAS ADJUSTED USING LEAST SQUARES RULE;

THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 314,360 FEET;

GEORGIA REGISTERED No. 2477 PROFESSIONAL LAND SURVEYOR W.R. FRANKS

08-30-06

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

Franks & Associates
121 North Main Street Jonesboro, Georgia 30236 (770)471-4420

SURVEY FOR:

AIRPORT DISPOSAL
2.178 ACRE TRACT

LOCATED IN
LAND LOT 54 13TH DISTRICT CLAYTON COUNTY, GA

DATE 08/30/06	DWN BY JPJ	DWG NO. 06-13423
SCALE 1"= 40'	CHK'D BY PLF	