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: Jan 3 2007 **ARC REVIEW CODE**: R612202

TO: Chairman Karen Handel
ATTN TO: Abdul Akbar, Dept of Environment and Community Development
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

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

Submitting Local Government: Fulton County
Name of Proposal: **Newell Recycling**

Review Type: Development of Regional Impact	**Date Opened:** Dec 20 2006	**Date Closed:** Jan 3 2007

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 UNION CITY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

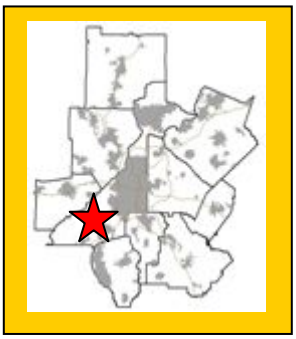
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	December 20, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Newell Recycling #1294
Final Report Due:	January 19, 2007		Comments Due By:	January 3, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Newell Recycling is an 8.08 acre site located in south Fulton County. The proposed project will consist of a gravel graded 4.5 acre pad that will be used for parking and maintenance of trucks. The proposed project will not have any building or associated parking. Access to the proposed project is along Mallory Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date 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 M-2, heavy industrial. The site does not need to be rezoned. The future land use plan for Fulton County designates the area as heavy 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
1997	Majestic Industrial Park I
1996	Eastern International Speedway

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

Based on information submitted for the review, the site is currently undeveloped. .

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is 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 Mallory Road and Stacks Road, adjacent to Seaboard Coastline Railroad line.

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. The proposed project is less than a mile from the City of Union City.

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

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 $340,000 with an expected $5,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be 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 Fulton 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
Heavy Industrial	8.00	11.60	153.92	1024.00	6360.00	13.28	1.68
TOTAL	8.00	11.60	153.92	1024.00	6360.00	13.28	1.68

Total Percentage Impervious: 80%

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 graded gravel truck parking pad in Fulton 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 369 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, Roosevelt Highway is expected to operate at 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
FS-196	SR 14 SPUR (SOUTH FULTON PARKWAY) ACCESS MANAGEMENT PLAN FROM DOUGLAS COUNTY LINE TO I-285 / I-85 INTERCHANGE	Studies	2006

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FS-030	US 29 (ROOSEVELT HIGHWAY) FROM SR 279 (OLD NATIONAL HIGHWAY) TO SR 14 SPUR (SOUTH FULTON PARKWAY)	Roadway Capacity	2030

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

Impacts of the truck parking pad: 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 submitted for review states that the proposed project will not generate any wastewater and sewage.

Which facility will treat wastewater from the project?

Not applicable.

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

Not applicable.

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?

Information submitted for the review states that the proposed project will demand any water supply or treatment.

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.

MEMORANDUM
Newell Recycling Unit DRI # 1294

To: Newell Recycling of Atlanta, Inc.
1359 Central Avenue
East Point, Georgia 30344
Phone: 404-766-1621

SEI
SOUTHEASTERN ENGINEERING
CIVIL & TRANSPORTATION ENGINEERING, LAND SURVEYING AND PLANNING

Project Description

The proposed Newell Recycling Unit will be located in Land Lot 107, 9th District of Fulton County, Georgia. The site is located at the intersection of Mallory Road and Stacks Road, adjacent to Seaboard Coastline Railroad line as shown in the following Figure. Newell Recycling Unit site consists of 8.08 acres of which 4.5 acres will be a gravel graded pad for parking and maintenance of trucks, which is planned to be opened in 2007. The proposed project will not have any building or parking. Site plan for the project is included in the appendix.

The Newell Recycling Unit site is currently zoned M-2, Heavy Industrial District with no conditions. 2025 future land use plan and the current Fulton County zoning is shown in the maps attached in the appendix. The site will have one access, on Mallory Road. This project will be studied as one phase of development with build-out planned in 2007. The development has been categorized as a "Development of Regional Impact" (DRI) and was analyzed according to the guidelines set forth by the Georgia Regional Transportation Authority (GRTA), the Atlanta Regional Commission (ARC) and Fulton County.

Trip Generation

It is anticipated that the proposed development will be ready to operate by 2007. The trip generation for the proposed development was determined by applying the trip generation rates as per the Institute of Transportation Engineers (ITE), Trip Generation Manual (7th Edition). Land Use Code 030 (Truck Terminal) is used in the following table to generate the trips for the development. The list of proposed development and the trip generation is shown in the following table. The trip generation rates are included in the appendix.

TRIP GENERATION

Land Use	Land Use Code	Description	Average Weekday Trips	A.M. Peak Hour		P.M. Peak Hour	
				Entering	Exiting	Entering	Exiting
Truck Terminal	030	4.5 acres	369	13	19	13	17

Existing Roadway Conditions

Mallory Road

Mallory Road is a rural local road that starts at its intersection with Flat Shoals Road and runs north to its intersection with Stacks Road. Mallory Road has single lane on each direction and has a speed limit of 35 mph. There is no GDOT count station on Mallory Road.

Stacks Road

Stacks Road is a rural local road that starts at its intersection with Roosevelt Highway Road and runs east-west to its intersection with Feldwood Road. Stacks Road has single lane on each direction and has a speed limit of 35 mph. GDOT count station located on Stacks Road recorded an ADT of 462 vehicles per day in the year 2003.

Traffic volumes or intersection geometries were not collected as no intersection performance has been evaluated for the study purpose.

Section 3-101 General Criteria

The proposed DRI does not include any building or parking, one site access is provided on Mallory Road which will be paved by a concrete apron as per Fulton County standards. The site access will be controlled by a 40' private gate. The facility is a gravel paved area which will be fenced on all sides. 6' Side walks with 2' of planting space will be provided along the frontage of the site. A 100' right-turn lane with a 50' taper will be provided on Mallory Road into the site access as per Fulton County Standards. No left-turn lane is required at the site access as the anticipated total entering traffic into the site during the peak hours is no more than 13 vehicles per hour.

Section 3-102 B Criteria for Expedited Review

Limited Trip Generation

The proposed DRI is projected to generate 369 daily trips which is less than the threshold one thousand daily trips. Hence, the proposed project meets the DRI expedited review criteria 3-102B and does not require an air quality permit from Georgia Environmental Division.

Your DRI ID NUMBER for this submission is: 1294
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 12/13/2006 1:11:30 PM

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

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

Local Government Information

Submitting Local Government:	Fulton County Government
*Individual completing form and Mailing Address:	Abdul Akbar Dept. of Environment and Community Development Fulton County Government 141 Pryor Street, Suite 2085 Atlanta, Ga. 30303
Telephone:	404-730-7518
Fax:	404-730-7818 or 404-335-5902
E-mail **(only one)**:	Abdul.Abkar@fultoncountyga.gov

*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:	Newell Recycling

Development Type	Description of Project	Thresholds
Truck Stops	8 Acre site located on Mallory Road having on a 4.5 acre gravel graded pad.	View Thresholds

Developer / Applicant and Mailing Address:	Mr. Bobby Triesh Newell Recycling of Atlanta 1359 Central Avenue East Point, Ga. 30344
Telephone:	404-766-1621
Fax:	
Email:	
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	LL 107, Dist. 9F
What are the principal streets or roads providing vehicular access to the site?	Mallory Road
Provide name of nearest street(s) or intersection:	Stacks Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	2186084 / 1311995
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?	+/- Ten miles

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
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?	Fulton County Government
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: February, 2007

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?	N
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: 12/18/2006 4:43:54 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Fulton County Government
Individual completing form:	Abdul Akbar
Telephone:	404-730-7518
Fax:	404-730-7818 or 404-335-5902
Email (**only one**):	Abdul.Akbar@fultoncountyga.gov

Proposed Project Information

Name of Proposed Project:	Newell Recycling
DRI ID Number:	1294
Developer/Applicant:	Mr. Bobby Triesh, Newell Recycling of Atlanta
Telephone:	404-766-1621
Fax:	404-766-1621
Email(s):	jsargent@newellrecycling.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:	$ 340,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$ 5,000 per year
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0, N/A
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County Government

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0, N/A
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?	N
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.)	369 trips per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	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:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	0, N/A
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	52%
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: A water quality pond combined with a detention pond.	

Environmental Quality

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

Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

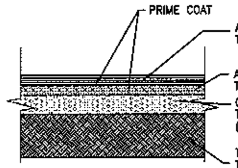
IF YOU DIG GEORGIA...
CALL US FIRST!
1-800-282-7411
770-623-4344
(METRO ATLANTA ONLY)
UTILITIES PROTECTION CENTER
IT'S THE LAW

-UTILITY NOTE-

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. IT IS THE OWNER/DEVELOPER'S RESPONSIBILITY TO VERIFY EXISTING UTILITY CAPACITY PRIOR TO INITIATING DESIGN. THE ENGINEER MAKES NO GUARANTIES, NEITHER EXPRESSED OR IMPLIED, REGARDING EXISTING UTILITY LOCATION, CAPACITY OR CONDITION.

COMPACTION NOTE:

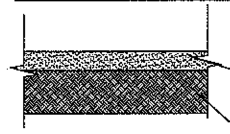
ALL FILL TO BE PLACED IN LIFTS NOT TO EXCEED 8" PRIOR TO COMPACTION AND COMPACTED TO 95% STANDARD PROCTOR DENSITY. ALL FILL PLACEMENT TO BE MONITORED & APPROVED BY A GEOTECHNICAL ENGINEER. MAXIMUM DRY DENSITY PER ASTM D-698 WITH MOISTURE CONTENTS MAINTAINED TO WITHIN ±2% OF THE SOILS OPTIMUM MOISTURE CONTENT. FILL LIFTS TO BE COMPACTED WITH SHEEP FOOT ROLLER OR PAD FOOT COMPACTOR.



HEAVY DUTY ASPHALT PAVING DETAIL

ASPHALT PAVING

TYPE	THICKNESS			REMARKS	SYMBOL
	G.A.B.	BINDER	SURFACE		
HEAVY DUTY ASPHALT PAVING	8"	2"	1 1/2"	LOADING AREAS MAIN DRIVES	
CONCRETE APRON	N/A	N/A	8"	APRON	



CONCRETE PAVING DETAIL

* IF ROAD WIDENING TAKES PLACE THEN ANY AND ALL OVERHEAD UTILITIES SHALL BE RELOCATED UNDERGOUND PER FULTON COUNTY STANDARDS.

* NEW PAVEMENT IS REQUIRED ACROSS ALL PROPERTY FRONTAGES AND INSTALLED AS PER FULTON COUNTY INSPECTOR'S INSTRUCTIONS.

* CONTRACTOR SHALL FIELD VERIFY POSITIVE DRAINAGE (MIN. 1/4" PER 1') FROM ROAD CENTERLINE TO DITCH CENTERLINE IN ALL AREAS OF PROPOSED IMPROVEMENTS. ROAD LEVELING/OVERLAY MAY BE REQUIRED ALONG ENTIRE PROJECT AREA TO MATCH EXISING SUPER ELEVATION AND CROWN SECTIONS AT ¼"/FT.TO PROVIDE DRAINAGE AS DETERMINED BY FULTON COUNTY DOT INSPECTOR. ALL FIELD CHANGES SHOULD BE COORDINATED WITH ENGINEER AND FULTON COUNTY DOT INSPECTOR.

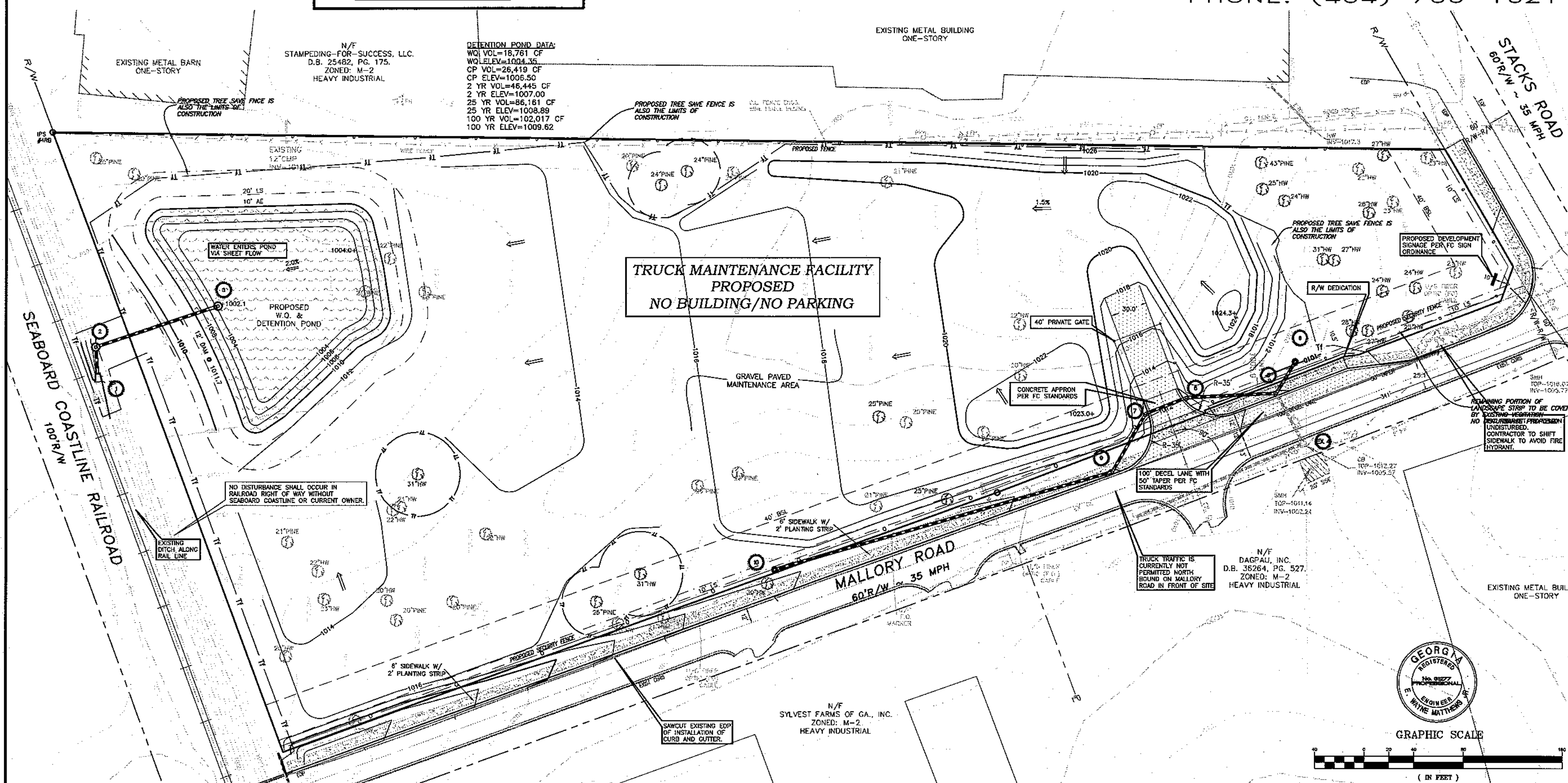
SITE DATA

OWNER/DEVELOPER:	NEWELL RECYCLING OF ATLANTA, INC. 1359 CENTRAL AVENUE EAST POINT, GEORGIA 30344 PHONE: (404) 766-1621
ENGINEER/SURVEYOR:	SOUTHEASTERN ENGINEERING 2470 SANDY PLAINS ROAD, SUITE A MARIETTA, GEORGIA 30066 PHONE: (770) 321-3936
BOUNDARY REFERENCE:	SEI; DATED, SEPTEMBER 27, 2004
TOPOGRAPHY REFERENCE:	SEI; FIELD RUN, DATED, SEPTEMBER 27, 2004
CURRENT ZONING:	M-2, HEAVY INDUSTRIAL DISTRICT NO CONDITIONS
TOTAL SITE AREA:	ACREAGE = 8.08± ACRES
DEVELOPMENT STANDARDS:	MINIMUM FRONT YARD SETBACK = 40' MINIMUM SIDE YARD SETBACK = N/A MINIMUM REAR YARD SETBACK = N/A MINIMUM LOT AREA = N/A MINIMUM LOT FRONTAGE = 35'
FLOOD INFORMATION:	PER F.E.M.A. COMMUNITY FIRM PANEL 13121 C 0460 E, DATED JUNE 22, 1998; THIS SITE IS NOT WITHIN ZONE "X".

GRADING NOTES:

1. TOTAL SITE AREA = 8.08 ACRES, TOTAL DISTURBED AREA = 7.0 ACRES
2. ELEVATIONS ARE BASED ON MEAN SEA LEVEL.
3. EXISTING CONDITIONS FROM FIELDRUN TOPOGRAPHY PREPARED BY SEI
4. CONTOUR INTERVALS ARE 2.0 FEET.
5. ALL TREE SAVE AREAS AND BUFFERS ARE TO BE CLEARLY IDENTIFIED WITH FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
6. CLEARING AND GRUBBING: ON ALL AREAS WHERE GRADING, EXCAVATING AND FILL ARE TO BE DONE, ALL TIMBER BRUSH, STUMPS, ROOTS, RUBBISH AND ORGANIC MATERIALS SHALL BE REMOVED. STUMP HOLES SHALL BE FILLED WITH COMPACTED CLEAN SOIL. A MINIMUM OF SIX INCHES MUST BE CUT BELOW EXISTING GRADE FOR ENTIRE AREA RECEIVING FILL. STORM DETENTION MEASURES MUST BE ACCOMPLISHED CONCURRENT WITH THIS PHASE. REFER TO THE CURRENT EDITION OF THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GA.
7. ALL EARTHWORK OPERATION SHALL COMPLY WITH REQUIREMENTS OF OSHA CONSTRUCTION STANDARDS, PART 1926, SUBPART P, EXCAVATIONS, TRENCHING, AND SHORING, AND SUBPART O, MOTOR VEHICLES, MECHANIZED EQUIPMENT, AND MARINE OPERATIONS, AND SHALL BE CONDUCTED IN A MANNER ACCEPTABLE TO THE ENGINEER.
8. FILL MATERIALS SHALL CONSIST OF CLEAN SOIL, FREE OF ORGANIC OR DELETERIOUS MATERIALS, ROCKS, OR BROKEN PIECES OF CONCRETE LARGER THAN THREE INCHES IN SIZE, OR OF ANY OTHER FOREIGN OBJECTS THAT COULD IMPEDE THE COMPACTION RESULTS.
9. FILL MATERIALS SHALL BE SPREAD EVENLY IN HORIZONTAL LAYERS OF NOT MORE THAN 8 INCHES IN LOOSE LIFTS OVER THE FULL WIDTH OF FILL AND COMPACTED TO AT LEAST 95% MAXIMUM DRY DENSITY BY STANDARD PROCTOR COMPACTION TEST ASTM D698.
10. MAXIMUM CUT OR FILL SLOPES IS 2H:1V.
11. GRADE TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS INTO STORM INLETS.
12. SEE GEOTECHNICAL ENGINEER FOR RECOMMENDATIONS CONCERNING PROPER PLACEMENT AND COMPACTION OF STRUCTURAL FILL.
13. SITE IS NOT LOCATED WITHIN A DESIGNATED FLOOD PLAIN PER F.I.R.M. COMMUNITY PANEL NO. 13121 C 0460 E.
14. GRADE ALL HANDICAP RAMPS 12:1 SLOPE TO TOP OF CURB.
15. ALL SPOT ELEVATIONS ARE FINISHED GRADE ELEVATIONS UNLESS OTHERWISE NOTED.

24 HR CONTACT
BOBBY TRIESCH
PHONE: (404) 766-1621



SOUTHEASTERN ENGINEERING
Civil & Environmental Engineering, Land Surveying and Planning
2470 Sandy Plains Rd. Suite A
Marietta, Georgia 30066
tel: 770-321-3936 fax: 770-321-3935

NEWELL RECYCLING OF ATLANTA
1359 CENTRAL AVENUE
EAST POINT, GEORGIA 30344
CONTACT: BOBBY TRIESCH
404-766-1621

DATE	REVISION	NO

Project No.	20305170
Design By:	EWM
Drawn By:	EWM
Checked By:	CWE
Date:	09-26-06
Scale:	1" = 40'

GRADING AND DRAINAGE PLAN
NEWELL RECYCLING - MALLORY RD. FACILITY
LAND LOT 107 OF DISTRICT 9
FULTON COUNTY, GEORGIA

1