

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: Feb 27 2007 **ARC Review Code**: R702271

TO: Chairman John H. Eaves

ATTN TO: Abdul Abkar, Fulton County Planning and Zoning

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.

<u>Submitting Local Government</u>: Fulton County <u>Name of Proposal:</u> WBC Trailer Storage

Review Type: Development of Regional Impact Date Opened: Feb 27 2007 Date Closed: Feb 27 2007

<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.

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 EAST POINT
GEORGIA CONSERVANCY

ARC Transportation Planning
ARC Aging Division
Georgia Department of Transportation
City of College Park
Planning Hartsfield Atl. Int. Airport

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF UNION CITY
U.S. ARMY CORPS OF ENGINEERS

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: | February 27, 2007 | DEVELOPMENT OF REGIONAL IMPACT | Project: | WBC Trailer Storage #1335 |
|------------------------|----------------------|--------------------------------|---------------------|------------------------------|
| Final Report Due: | March 29, 2007 | <u>REVIEW REPORT</u> | Comments Due By: | March 13, 2007 |

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed WBC Trailer Storage is a 4.59 acre gravel parking pad for trailer parking. The proposed project will not have any building or parking. The proposed project is located on Naturally Fresh Blvd and is adjacent to Buffington Road. Access to the proposed development is along Naturally Fresh Blvd.



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-1, light industrial. The site does not need to be rezoned. The future land use plan for Fulton County designates the area as 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?



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The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 1 mile radius of the proposed project.

YEAR NAME

2002 Buffington Road Industrial Center1996 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.



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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.



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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.



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

Practice 11: Use and require the use of $Xeriscape^{TM}$ landscaping. $Xeriscaping^{TM}$ 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 Buffington Road and Naturally Fresh Boulevard.

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 within two miles of the City of East Point, City of College Park, and 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 and expected annual local tax revenues were not submitted for the review.

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



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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.

The project plans show a stream running along the eastern edge of the property. The plans also show a 75-foot undisturbed buffer and additional 25-foot impervious surface setback along the stream, which is consistent with Fulton County's buffer requirements. Waters of the state on the property are also 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 |
|-------------|----------------------|---------------------|-------------------|-------|--------|------|------|
| Forest/Open | 4.15 | 0.33 | 2.49 | 37.35 | 975.25 | 0.00 | 0.00 |



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| Heavy Industrial | 5.74 | 8.32 | 110.44 | 734.72 | 4563.30 | 9.53 | 1.21 |
|------------------|------|------|--------|--------|---------|------|------|
| TOTAL | 9.89 | 8.66 | 112.93 | 772.07 | 5538.55 | 9.53 | 1.21 |

Total Percentage Impervious: 47%

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 trailer 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 238 per day.

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



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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, Buffington Road is expected to operate at LOS C. Georgia 14 is expected to operate at LOS B by the year 2030.

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 |
| FS-AR-BP087B | BUFFINGTON ROAD: SEGMENT 2 FROM OLD BILL COOK ROAD TO US 29 (ROOSEVELT HIGHWAY) | Bicycle/Pedestrian Facility | 2007 |

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 238 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.)?



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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.



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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 WBC Trailer Storage DRI

To: Oakland Industrial Group 3520 Piedmont Road, Suite 100 Atlanta, GA 30303 Ph: 404-869-9990



Project Description

The proposed WBC trailer storage will be located in Land Lot 65, 13th District of Fulton County, Georgia. The site has an access located on Naturally Fresh Boulevard and is located adjacent to Buffington Road in South Fulton County. WBC trailer storage site consists of 4.59 acres of gravel pad for trailer parking, 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 WBC trailer parking site is currently zoned M-1, Light 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, which is on a gravel access road off of Naturally Fresh Boulevard. The site is located in the back of existing light industrial buildings. 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 110 (General Light Industrial) 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 | Description | Average Weekday | A.M. Pea | ık Hour | P.M. Pea | k Hour |
| Land Use | Code | | Trips | Entering | Exiting | Entering | Exiting |
| General Light | | | | | | | |
| Industrial | 110 | 4.59 acres | 238 | 29 | 6 | 7 | 26 |

Existing Roadway Conditions

Naturally Fresh Boulevard

Naturally Fresh Boulevard is a rural local road that starts at its intersection with Buffington Road and runs west to its intersection with Feldwood Road. Naturally Fresh Boulevard has single lane on each direction with a two-way left-turn lane and has a speed limit of 35 mph. There is no GDOT count station on Naturally Fresh.

Buffington Road

Buffington Road is a rural local road that starts at its intersection with Roosevelt Highway Road and runs south to its intersection with Flat Shoals Road. Buffington Road has single lane on each direction and has a speed limit of 45 mph. GDOT count station located on Buffington Road recorded an ADT of 9,920 vehicles per day in the year 2005.

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 onto naturally Fresh Boulevard via a gravel access road. The facility is a gravel paved area which will be fenced on all sides. The two-way left-turn lane on Naturally Fresh Boulevard will be sufficient to accommodate the peak hour traffic into the site with out any further improvements.

Section 3-102 B Criteria for Expedited Review

Limited Trip Generation

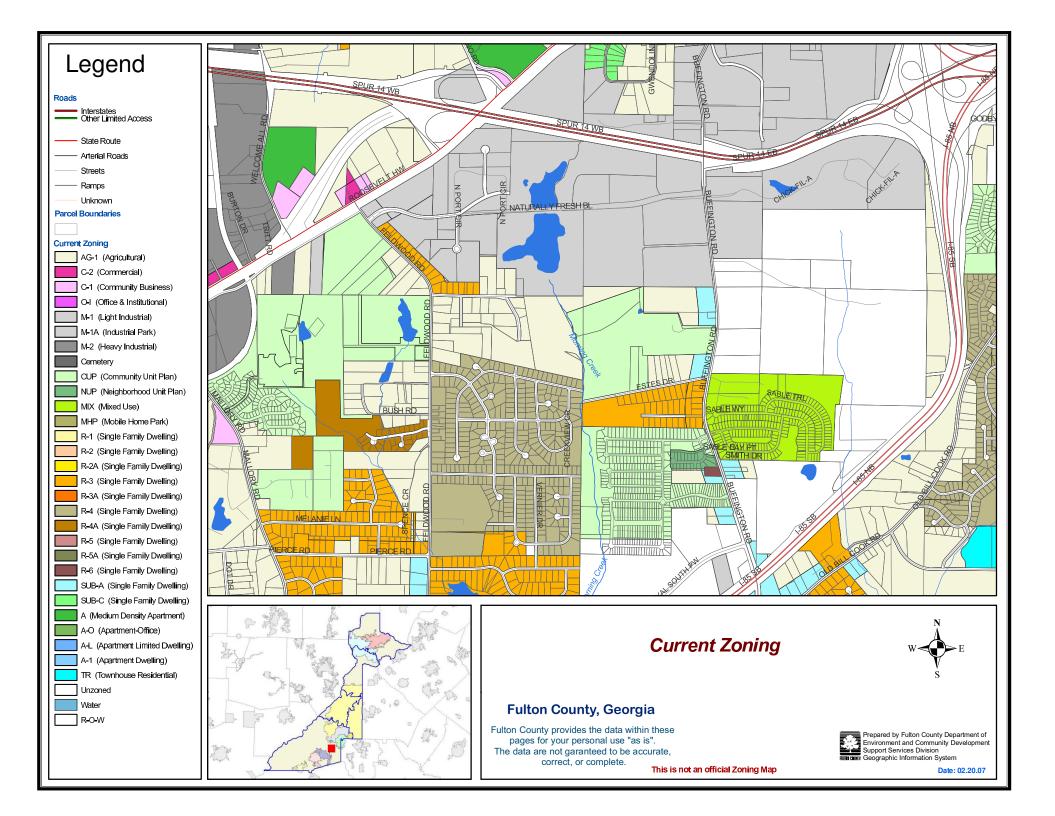
The proposed DRI is projected to generate 238 daily trips which is less than the threshold one thousand daily trips. Hence, the proposed project meets the DRI expedited review criteria 3-102B and does not require an air quality permit from Georgia Environmental Division.

Summary of Trip Generation Calculation For 4.59 Acres of General Light Industrial February 20, 2007

| | _ | Standard Deviation | _ | _ |
|---------------------------|-------|-----------------------|------|-----|
| Avg. Weekday 2-Way Volume | 51.80 | 32.69 | 1.00 | 238 |
| 7-9 AM Peak Hour Enter | 6.23 | | 1.00 | 29 |
| 7-9 AM Peak Hour Exit | 1.28 | | 1.00 | 6 |
| 7-9 AM Peak Hour Total | 7.51 | | 1.00 | 34 |
| 4-6 PM Peak Hour Enter | 1.60 | 0.00 | 1.00 | 7 |
| 4-6 PM Peak Hour Exit | 5.66 | 0.00 | 1.00 | 26 |
| 4-6 PM Peak Hour Total | 7.26 | 5.99 | 1.00 | 33 |
| Saturday 2-Way Volume | 8.73 | 7.91 | 1.00 | 40 |
| Saturday Peak Hour Enter | 0.45 | | 1.00 | 2 |
| Saturday Peak Hour Exit | 0.51 | | 1.00 | 2 |
| Saturday Peak Hour Total | 0.96 | | 1.00 | 4 |

Note: A zero indicates no data available. Source: Institute of Transportation Engineers Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS





March 7, 2007

Shirley Franklin Mayor

Benjamin R. DeCosta **Aviation General Manager**

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 - WBC Trailer Storage**

Dear Ms. Fleming:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) for a proposed WBC Trailer Storage site at the intersection of Buffington Road and Naturally Fresh Boulevard 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.

Height Restrictions -

The maximum height of a structure that could be built in this location is 1,192 feet above Mean Sea Level (MSL) or 192 feet above an estimated ground level of 1,000 feet. However, the DRI Review Report indicates that no building will be constructed on the site.

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Noise Compatibility -

It is estimated that the proposed site will lie outside the 65 DNL noise contour associated with overall air traffic at the airport (see attached site plan). This finding is based on a Year 2010 FAA Noise Exposure Map. The mapping used provides an estimate of future conditions. According to the Code of Federal Regulations Title 14, Part 150, there are no incompatible uses of land outside the 65 DNL noise contour. 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.

Shellev 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



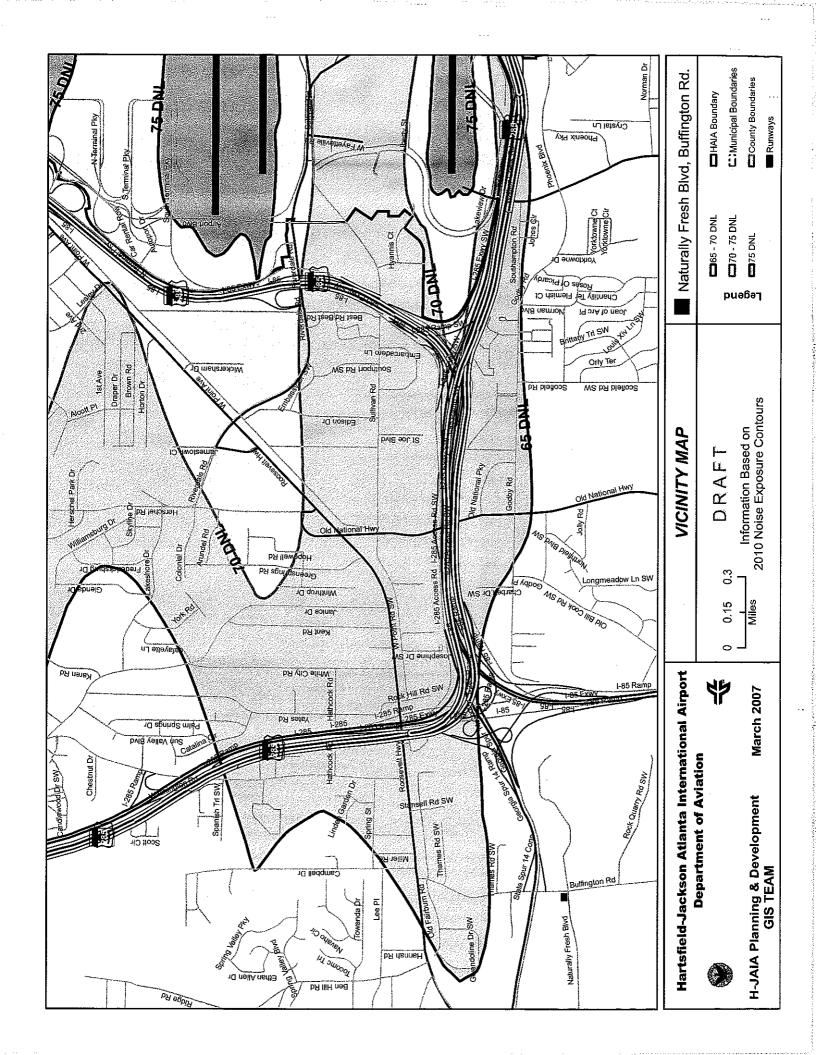


TABLE 1-LAND USE COMPATIBILITY* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

| Land use | Yearly day-night average sound level (L.,,) in decibels | | | | | |
|--|---|--------------|--------------------------|------------|----------------|-----------|
| Edilo 030 | Below 65 | 65-70 | 70-75 | 75–80 | 80-85 | Over 85 |
| RESIDENTIAL | | | | T . | | |
| Residential, other than mobile homes and transient lodgings. | Y | Ņ(1) | N(1) | N | Ň | N . |
| Mobile home parks | lγ | N | l _N | N | l _N | N |
| Transient lodgings | Υ | N(1) | N(1) | N(1) | N | N N |
| Public Use | | | "" | '''' | " | " |
| Schools | ļ _γ . | N(1) | N(1) | N. | N | |
| Hospitals and nursing homes | Ý | 25 | 30 | l'n. | l'N | N |
| Churches, auditoriums, and concert halls | | 25 | 30 | N N | N N | N . |
| Governmental services | ΙÝ | ĺΥ | 25 | 30 | N. | N . |
| Transportation | l y | ΊÝ | Y(2) | Y(3) | Y(4) | 1 ' ' |
| Parking | Ý | lγ | Y(2) | Y(3) | Y(4) | Y(4) N |
| COMMERCIAL USE | | | | 1(0) | (14). | " |
| Offices, business and professional | Υ | Y | 25 | 100 | 1 | |
| Wholesale and retail—building materials, hardware and farm equipment. | Ý | Y | Y(2) | 30 Y(3) | N Y(4) | N N |
| Retail trade-general | Υ | lγ | 25 | 30 | l _N | ١., |
| Utilities | Ϋ́ | lv | Y(2) | Y(3) | Y(4) | N |
| Communication | Υ | ΙÝ | 25 | 30 | N . | N |
| MANUFACTURING AND PRODUCTION | · | | -" | ** | 1" | |
| Manufacturing, general | Υ | _Y | Y(2) | Y(3) | 1,,,,, | l |
| Photographic and optical | Ý | Y | 25 | 30 | Y(4) | N. |
| Agriculture (except livestock) and forestry | Υ | Y(6) | Y(7) | Y(8) | N N | N. |
| Livestock farming and breeding | Ÿ | Y(6) | Y(7) | N N | Y(8) | Y(8) |
| Mining and fishing, resource production and extraction. | | Y | \\ \forall \(\forall \) | " | N Y | N Y |
| RECREATIONAL | | | | | | |
| | | | | - | | ŀ |
| Outdoor sports arenas and spectator sports | | Y(5) | Y(5) | N | N | N |
| | Y | N | N | N | N | N |
| Nature exhibits and zoos | | Y | N | N | N | N |
| | Υ | Y | Y | N | N | N |
| Solf courses, riding stables and water recre- ation. | Y | Y | 25 | 30 | N | N |

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 program is acceptable or unacceptable under Federal, State, or local faw. The responsibility for determining the acceptable and permissible 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 appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

KEY TO TABLE 1

Key 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 incorporated 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.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 30.

(8) Residential buildings require an NLR of 30.



DEPARTMENT OF HEALTH AND WELLNESS

Environmental Health Services Sentic and Well Program

Septic and Well Program
141 Pryor Street, 2nd Floor, Suite 2085
Atlanta, Georgia 30303
Telephone (404) 730-7800, Fax (404) 730-0016

MEMORANDUM

Fulton County Board of Health

Phoebe Bailey, PhD, Chair Elizabeth Clark, MD Lynne P. Meadows, RN, MS Harrison Rogers, MD Monica Ryan, BS Khaatim S. El

Samantha P. Williams, PhD

Steven R. Katkowsky, MD, Director

MEMORALIDE

TO:

Haley Fleming, Review Coordinator

Atlanta Regional Commission

CC:

Dr. Steven R. Katkowsky, Director

Janet Adams, Chief of Staff

John Gormley, EHS Deputy Director

FROM:

Monica Robinson, Acting EHS Supervisor

Environmental Health Services

DATE:

March 19, 2007

SUBJECT: ARC Regional Review Notification Comments

| ARC Review | COMMENTS |
|--|--|
| R702261 (Midtown | The Fulton County Health Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site. |
| Heights) | Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy. |
| The state of the s | Since this proposed development is a public and/or place of employment, compliance is required by the Fulton County Health Department with the Clean Indoor Air Ordinance. The Ordinance requires the posting of adequate signage for a smoke free area. A designated smoke area may be established at the discretion of the owner in accordance with this ordinance. |
| | Since this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior opening. |
| | If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening. |
| | This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted to this department for review and approval. |
| R702271 (WBC Trailer Storage) | The Fulton County Health Department does not anticipate any health problems with this proposed development. |

[&]quot;To Promote, Protect and Assure the Health and Wellness of the People of Fulton County"

Your DRI ID NUMBER for this submission is: 1335
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/14/2007 1:25:13 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 Government Center 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.

| | Duon o cod Duois o | () (| | |
|---|--------------------------|--|-----------------|--|
| Proposed Project Information | | | | |
| Name of Proposed Project: | | WBC Trailer Storage | | |
| Development Type | Description | n of Project | Thresholds | |
| Truck Stops | Gravel Parking Lot About | 4.59 Acres | View Thresholds | |
| Developer / Applicant and Mailing Address: | | Oakmont Industrial Group (Tom Cobb) 3520 Piedmont Road, Suite 100 Atlanta, Ga. 30305 | | |
| Telephone: | | 404-869-9990 | | |
| Fax: | | | | |
| Email: | | | | |
| Name of property owner(s) if different from | developer/applicant: | | | |
| Provide Land-Lot-District Number: | | LL 65, District 13 | | |
| What are the principal streets or roads providing vehicular access to the site? | | Naturally Fresh Blvd. | | |
| Provide name of nearest street(s) or intersection: | | Naturally Fresh Blvd. and | Buffington Road | |
| Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional): | | / | | |
| If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.): | | | | |
| Is the proposed project entirely located within your local government's jurisdiction? | | Y | | |
| If yes, how close is the boundary of the nearest other local government? | | | | |
| If no, provide the following information: | | | | |

| nttp://www.georgiapianning.com/pianners/dri/view_form1.asp/id=1555 | | | |
|---|--|----|--|
| 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.) | ne | |
| | Percent of Project: | | |
| Is the current proposal a continuation or expansion of a previous DRI? | | | |
| | Name: | | |
| If yes, provide the following information (where applicable): | 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: April, 2008 Overall project: | | |
| | | | |
| Local Government Co | mprehensive Plan | | |
| Is the development consistent with the local government's comprehen | sive plan, including the Future Land Use Map? | Υ | |
| If no, does the local government intend to amend the plan/map to acc | ount 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: 2/21/2007 3:50:24 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

| Local Government Information | | | |
|--|--------------------------------|--|--|
| Submitting Local Government: | Fulton County Government | | |
| Individual completing form: Abdul Akbar, Government Center, 141 Pryor Street, Suite 2085, Atlanta, Ga. 30303 | | | |
| 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: | WBC Trailer Storage | | | |
| DRI ID Number: | 1335 | | | |
| Developer/Applicant: | Oakmont Industrial Group, (Tom Cobb), 3520 Piedmont Road, Suite 100, Atlanta, Ga. 30305 | | | |
| Telephone: | 404-869-9990 | | | |
| Fax: | | | | |
| Email(s): | brisleyj@seengineering.com | | | |

DRI Review Process

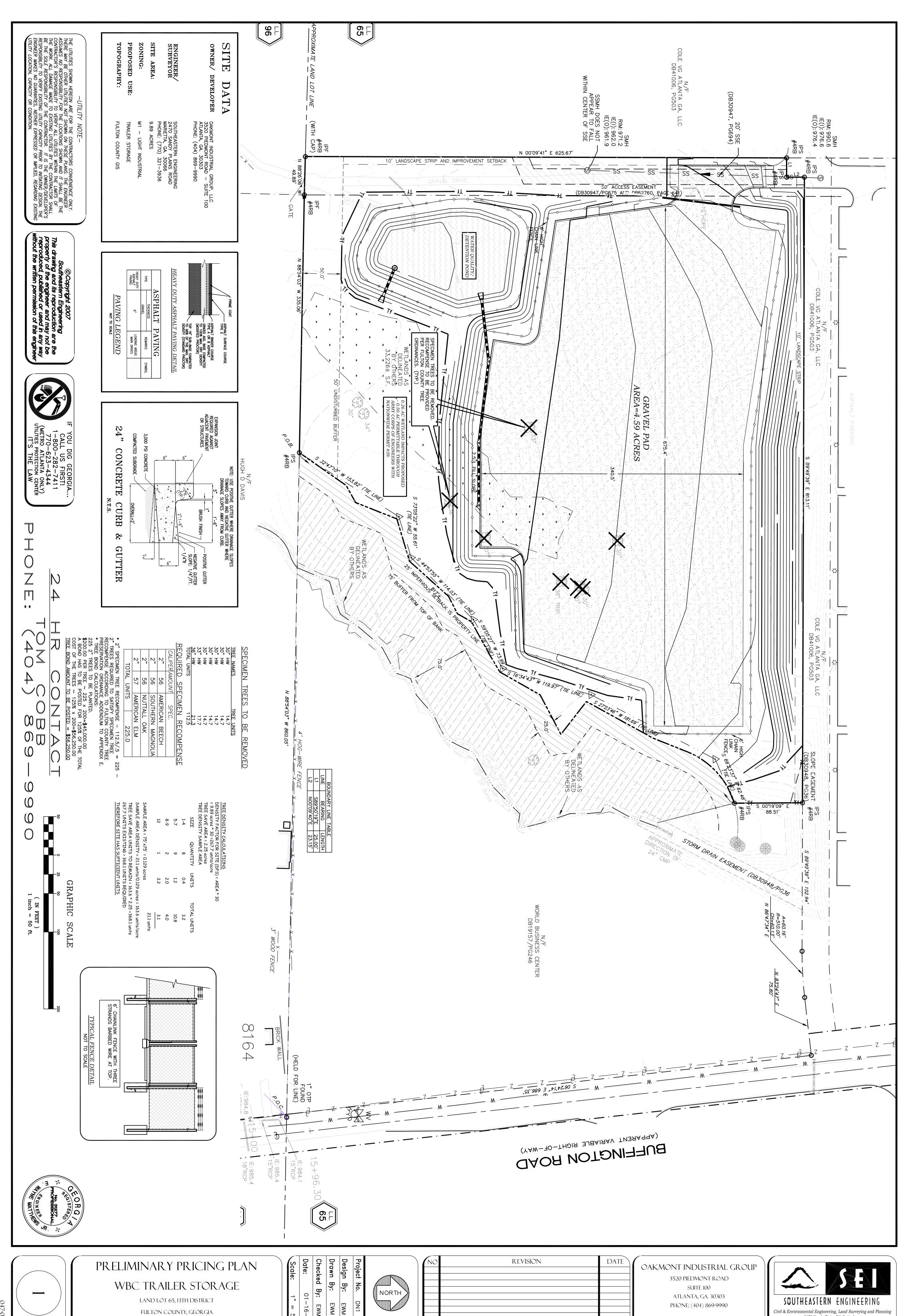
| Divince it is a second of the | | | | |
|---|---------------------|--|--|--|
| Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) | | | | |
| If yes, has that additional information been provided 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: | | | | |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | Unsure at this time | | | |
| 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 | | | | |

| 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)? | | | | |
| Is sufficient water supply capacity available to serve the proposed project? | Υ | | | |
| 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 | | | | |

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

| 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? | Υ | | |
| 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.) | | | day |
| Has a traffic study been performed to determine whether or not transportation or access improvements with needed to serve this project? | vill be | 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: | | | |
| Solid Waste Disposal | | | |
| How much solid waste is the project expected to generate annually (in tons)? | | | 0 |
| Is sufficient landfill capacity available to serve this proposed project? | | | Υ |
| 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? | | | |
| 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 impacts on stormwater management: |) to mitig | ate the project's | S |
| 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 The wetlands areas that will be affected will be 0.3 acres. | below: | | |
| Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Ru 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: | |



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

047-06-391

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FULTON COUNTY, GEORGIA

047-06-391