



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** WBC Trailer Storage

**Review Type:** Development of Regional Impact

**Description:** 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.

**Submitting Local Government:** Fulton County

**Date Opened:** Feb 27 2007

**Deadline for Comments:** Mar 13 2007

**Earliest the Regional Review can be Completed:** Feb 27 2007

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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

**Attached is information concerning this review.**

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-03-13 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **WBC Trailer Storage** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

Haley Fleming, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3311 Fax (404) 463-3254  
[hffleming@atlantaregional.com](mailto:hffleming@atlantaregional.com)

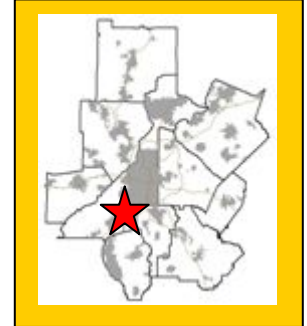
**Return Date: Mar 13 2007**

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

## **PRELIMINARY 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.**

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

**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 to 1991) or as a DRI (1991 to present), within a 1 mile radius of the proposed project.

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**YEAR NAME**

2002 Buffington Road Industrial Center

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.

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## **PRELIMINARY REPORT**

### **Regional Development Plan Policies**

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

### **BEST LAND USE PRACTICES**

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

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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

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

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

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

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

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

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

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

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

## BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

## BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

## BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

## LOCATION

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

The proposed development is located 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 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.**

This will be determined based on comments received from potentially impacted local governments.

## 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?**

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.

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
<b>TOTAL</b>	<b>9.89</b>	<b>8.66</b>	<b>112.93</b>	<b>772.07</b>	<b>5538.55</b>	<b>9.53</b>	<b>1.21</b>

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

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

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is being proposed for 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.)?**

To be 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



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Project Description

The proposed WBC trailer storage will be located in Land Lot 65, 13<sup>th</sup> 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 (7<sup>th</sup> 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	Land Use Code	Description	Average Weekday Trips	A.M. Peak Hour		P.M. Peak Hour	
				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

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	51.80	32.69	1.00	238
7-9 AM Peak Hour Enter	6.23	0.00	1.00	29
7-9 AM Peak Hour Exit	1.28	0.00	1.00	6
7-9 AM Peak Hour Total	7.51	6.51	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	0.00	1.00	2
Saturday Peak Hour Exit	0.51	0.00	1.00	2
Saturday Peak Hour Total	0.96	1.55	1.00	4

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

TRIP GENERATION BY MICROTRANS

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 ( <b>only one</b> ):	<a href="mailto:Abdul.Abkar@fultoncountyga.gov">Abdul.Abkar@fultoncountyga.gov</a>

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project:		WBC Trailer Storage
Development Type	Description of Project	Thresholds
Truck Stops	Gravel Parking Lot About 4.59 Acres	<a href="#">View Thresholds</a>
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		
If no, provide the following information:		



In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (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?	
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: April, 2008 Overall project:

### Local Government Comprehensive Plan

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

### Service Delivery Strategy

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

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	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 ( <b>only one</b> ):	<a href="mailto:Abdul.Akbar@fultoncountyga.gov">Abdul.Akbar@fultoncountyga.gov</a>

### 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):	<a href="mailto:brisleyj@seengineering.com">brisleyj@seengineering.com</a>

### DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	Unsure at this time
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

#### 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
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	238 per entire day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	N
If yes, has a copy of the study been provided to the local government?	
If transportation improvements are needed to serve this project, please describe below:	

### 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?	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?	5 percent
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

### Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
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: The wetlands areas that will be affected will be 0.3 acres.	
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:



