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: Mar 28 2007 **ARC REVIEW CODE**: R703071

TO: Mayor Betty Hannah
ATTN TO: Jim Williams, City Administrator
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: City of Fairburn
Name of Proposal: **Walker Brothers Transfer Station**

Review Type: Development of Regional Impact	**Date Opened:** Mar 7 2007	**Date Closed:** Mar 28 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 City and 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 TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY	CITY OF UNION CITY	CITY OF PALMETTO
FAYETTE COUNTY	TOWN OF TYRONE	COWETA COUNTY

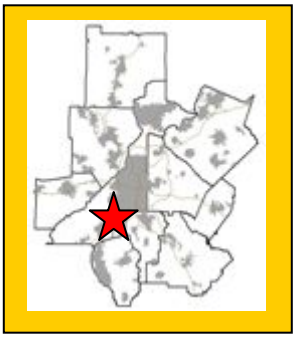
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	March 7, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Walker Brothers Transfer Station #1329
Final Report Due:	April 7,2007		Comments Due By:	March 21, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Walkers Brothers Transfer Station is a 17,000 square foot transfer station building with associated parking and scales to be constructed on 10 acres of a 27 acre site in the City of Fairburn. The proposed development is located between Bohannon Road and Creekwood Road with access proposed along Bohannon 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 heavy industrial. The site does not need to be rezoned. Information submitted for the review states that the proposed development is consistent with City of Fairburn's Future Land Use Map which 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?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a 1 mile radius of the proposed project.

YEAR	NAME
2006	Bohannon Road Industrial Development
2006	Fairburn Renaissance Mixed Use
2003	South Park Mixed Use
2001	Safeguard C&D Landfill Expansion
2000	Bear Claw Golf and Country Club
1998	Meadow Glyn
1996	CSX Intermodal Facility

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. Information submitted for the review states that an existing compost facility is being relocated.

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 City and 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 project property is located within the Line Creek Water Supply Watershed, a small (less than 100-square mile) water supply watershed serving both Fayette County and the City of Newnan in Coweta County, and is located more than seven miles upstream of either intake. The property is subject to the small water supply watershed requirements of the Part 5 Minimum Planning Criteria of the Georgia Planning Act of 1989, which includes requirements for buffers along perennial streams and limits impervious surface in the watershed to 25 percent of the watershed area. The USGS regional coverage shows no perennial streams on or near the property, therefore, no Part 5 buffers or setbacks are required on this site. In addition, the impervious surface shown on the site plan is only about 15 percent of the site. The site plan shows a stream on the eastern side of the property alongside Bohannon Road. The plans also show a buffer on both banks that is only about 20-feet deep. The State Sediment and erosion Control Buffer applies to all state waters and the buffer around the stream should be shown as 25 feet deep at a minimum. If the stream meets the definition of a stream under the Fairburn Stream Buffer Ordinance, it will have to meet the requirements of that ordinance as well.

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 Bohannon Road and Creekwood Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City's jurisdiction. The proposed project is within three miles of the Cities of Palmetto and Union City and within two miles of Fayette County and the Town of Tyrone.

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 $1.2 million with an expected $25,000 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 and Stream Buffers

The project property is located within the Line Creek Water Supply Watershed, a small (less than 100-square mile) water supply watershed serving both Fayette County and the City of Newnan in Coweta County, and is located more than seven miles upstream of either intake. The property is subject to the small water supply watershed requirements of the Part 5 Minimum Planning Criteria of the Georgia Planning Act of 1989, which includes requirements for buffers along perennial streams and limits impervious surface in the watershed to 25 percent of the watershed area. The USGS regional coverage shows no perennial streams on or near the property, therefore, no Part 5 buffers or setbacks are required on this site. In addition, the impervious surface shown on the site plan is only about 15 percent of the site. The site plan shows a stream on the eastern side of the property alongside Bohannon Road. The plans also show a buffer on both banks that is only about 20-feet deep. The State Sediment and erosion Control Buffer applies to all state waters and the buffer around the stream should be shown as 25 feet deep at a minimum. If the stream meets the definition of a stream under the Fairburn Stream Buffer Ordinance, it will have to meet the requirements of that ordinance as well.

The State 25-foot erosion and sedimentation buffer will also be required for any other state waters on the property. Any work in these 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 that will be produced after construction of the proposed development, using impervious areas based on estimated

averages for land uses in the Atlanta Region. Actual loadings will vary with the actual land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Forest/Open	22.13	1.77	13.28	199.17	5200.55	0.00	0.00
Heavy Industry	5.00	7.25	96.20	640.00	3975.00	8.30	1.05
TOTAL	27.13	9.02	109.48	839.17	9175.55	8.30	1.05

Total Estimated Impervious: 15% in this analysis

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 transfer station within the City of Fairburn.

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 450 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

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FS-AR-182	I-85 SOUTH AT SR 74 (SENOIA ROAD)	Interchange Upgrade	2025

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 450 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

Based on regional averages, wastewater is estimated at 0.00125 MGD.

Which facility will treat wastewater from the project?

The Camp Creek facility will provide wastewater treatment for the proposed development.

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

The capacity of the Camp Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.00125 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review states that no solid waste would be generated.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

Given the minimal number of employees, no housing impact analysis is necessary.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

N/A

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

EAGLE ENGINEERING

February 12, 2007

M. Haley Fleming, AICP
ATLANTA REGIONAL COMMISSION
40 Courland Street, NE
Atlanta Georgia 30303

Robin Caillioux
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
245 Peachtree Center Ave., NE
Suite 900
Atlanta, GA 30303-1223

Re: Request for Expedited Review
Fairburn Transfer Station
Fairburn, Georgia

To Whom It May Concern:

Please accept this letter as a request for an Expedited Review of the Fairburn Transfer Station to be located on Bohannon Rd in the City Limits of Fairburn Georgia. Attached to this letter is a site location plan and a preliminary development plan for the proposed property. Via electronic mail a similar copy has been submitted to ARC for their use. Under separate cover, DRI Form 1 will be transmitted to your offices by Mr. Troy Besseche, PE Public Works Director & City Engineer of Fairburn or someone from his staff.

We are requesting an Expedited Review in conformance with Section 3-102. B Limited Daily Trip Generation since the overall site will have less that 1000 daily trips and does not require an air quality permit from Georgia Environmental Division.

SITE DESCRIPTION

The total project site is approximately 27 acres located on Bohannon Road, Fairburn, Georgia. Of the 27 acres owned by First Victoria Properties a 16,000 to 17,000 square foot transfer station building with associated parking and scales that are typical to the waste industry is to be constructed on approximately 8 to 10 acres as shown on the attached site development drawing.

Transfer stations allow smaller waste collection vehicles to enter a building, off load onto a tipping floor and exit the structure. The off loaded waste is then loaded using rubber tired loaders into larger transfer trailers, compacted to a minimum of 20 tons per load and hauled to a properly permitted solid waste landfill. Typically the smaller collection vehicles carry 10 tons per load.

The transfer station will have a maximum throughput on a daily basis of 1500 tons per day equating to 75 tractor trailer loads outgoing on a daily basis at 20 tons per day. Inbound tonnage is measured at 10 tons per load equating to approximately 150 trucks per day. Therefore the ingress egress would double the outbound trips or a daily maximum of 450 trips per day which is less than the 1000 trips per day limit for expedited review. Loaded transfer trailers are to be removed daily and typically will make 3 to 4 trips per day, which limits the parking requirements on site.

Transfer stations are a permit by rule with the Georgia Environmental Protection Division not requiring an air permit.

Local zoning is classified as M-2 Heavy Industrial where a transfer station is a permitted use within that location. A copy of the zoning conformance letter is attached.

The total number of employees will be approximately 10 at maximum capacity. There is currently sufficient parking capacity for the anticipate work force.

We trust this information including the attached documents properly substantiates the requirement for an expedited review. As we understand, we will have the opportunity to formally present our site plan and answer any further questions you might have. If however, you have any questions or require additional information prior to that meeting, please feel free to call at your convenience.

Sincerely,
EAGLE ENGINEERING, INC.

Frank L Gray III, P.E.
Principal

Lucas Johnson
Enviro Recyclers
610 Bohannan Rd
Fairburn, Georgia 30213

Troy Besseche, PE
City of Fairburn
26 W. Campbellton St, Ste 110
Fairburn, GA 30213

Fayette County GEORGIA

Where Quality Is A Lifestyle

March 21, 2007

Ms. Haley Fleming
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: Regional Review #R703071 – Walker Brothers Transfer Station

Dear Ms. Fleming:

We are in receipt of the above-referenced Regional Review Report for Walker Brothers Transfer Station. Having examined the Review Report, Fayette County has the following comments:

- The proposed project is located in the Line Creek watershed, which is a small water supply watershed for Fayette County. Storm water drainage would be received by an un-named tributary of Line Creek. Site development should be consistent with all state and local requirements for water supply watersheds as may apply for this site.

- The project site plans should clearly indicate how storm water runoff will be handled. Storm water management is an integral part of the development and should be adequately discussed at this stage of design. Failure to properly design, construct and maintain storm water control measures will have perpetual downstream impacts on erosion, flood control and water quality.

Thank you for the opportunity to comment on this proposed development.

Sincerely,

Pete Frisina, Director
Planning and Zoning

PF/tw

Cc: Chris Venice, County Administrator

Your DRI ID NUMBER for this submission is: 1329
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/6/2007 8:14:05 AM

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:	Fairburn
*Individual completing form and Mailing Address:	Jim Williams Fairburn City Administrator 56 Malone St Fairburn, GA 30213
Telephone:	(770) 964-2244
Fax:	(770) 969-3484
E-mail **(only one)**:	mgr@fairburn.com

*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:	Walker Brothers Transfer Station

Development Type	Description of Project	Thresholds
Waste Handling	Project includes the relocation of the existing composting facility offsite and the construction of a new 17500SF transfer station (C&D only)	View Thresholds

Developer / Applicant and Mailing Address:	Walker Roll-Off 610 Bohannon Rd Fairburn, GA 30213
Telephone:	
Fax:	
Email:	lukasj@yahoo.com
Name of property owner (s) if different from developer/ applicant:	First Victoria Properties
Provide Land-Lot-District Number:	LL 176, District 7 & LL30 of District 9F
What are the principal streets or roads providing vehicular access to the site?	Bohannon Rd

Provide name of nearest street(s) or intersection:	Creekwood Rd
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://www.mapquest.com/maps/map.adp?formtype=address&country=US&popflag=0&latitude=&longitude=&name=&phone=&level=&addtohistory=&cat=&address=609+bohannon+rd&city=fairburn&state=ga&zipcode=30213
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?	Adjacent to Fulton County
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	Name:

(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 Fairburn
What is the name of the wastewater treatment supplier for this site?	Fulton County
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: June 30, 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: 3/2/2007 5:23:12 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	CITY OF FAIRBURN
Individual completing form:	JIM WILLIAMS
Telephone:	770-964-2244
Fax:	770-969-3484
Email (**only one**):	mgr@fairburn.com

Proposed Project Information

Name of Proposed Project:	WALKER BROTHERS TRANSFER STATION
DRI ID Number:	1329
Developer/Applicant:	WALKER ROLL-OFF
Telephone:	770-774-7014
Fax:	770-774-2848
Email(s):	lukasj@jahoo.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:	$1.2M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$25,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): This transfer station will replace an existing yard waste processing facility.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	CITY OF FAIRBURN
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.00125
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:	CITY OF FAIRBURN

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.00125
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.)	450vpd
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

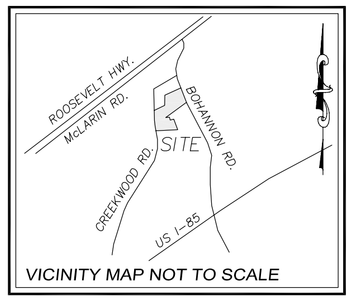
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	3.5%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Line Creek Watershed.	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 50' Undisturbed Stream Buffer; 75' Non-Impervious Stream Buffer; Detention Pond with Water Quality Treatment.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
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: Project is IN the Line Creek Watershed as stated in Stormwater Mgt section. Volume of surface water discharge may increase due to impervious surfaces, while flow rate remains unchanged. Any detrimental effects on stream channel may be considered negligible with channel protections and velocity dissipation at discharge point.	

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:	



VICINITY MAP NOT TO SCALE

Legend of Symbols & Abbreviations

EIP – EXISTING IRON PIPE
EIR – EXISTING IRON REBAR
NIR – NEW IRON REBAR
S.T. – SIGHT TRIANGLE
M.B.S. – MINIMUM BUILDING SETBACK
P.S.D.E. – PUBLIC STORM DRAINAGE EASEMENT
S.S.E. – SANITARY SEWER EASEMENT
SSMH – SANITARY SEWER MANHOLE
R/W – RIGHT OF WAY
P.S.S.E. – PRIVATE SANITARY SEWER EASEMENT
GPUE – GENERAL PUBLIC UTILITY EASEMENT
C.P. – COMPUTED POINT
ECM – EXISTING CONCRETE MONUMENT

- TRANSMISSION TOWER
- UTILITY POLE
- OVERHEAD POWER
- OVERHEAD TELEPHONE LINE
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- CATCH BASIN
- RAILROAD TRACK
- MONITORING WELL
- ELECTRIC BOX/TRANSFORMER
- POWER POLE
- CURB INLET
- YARD INLET
- STORM DRAIN
- WATER LINE
- FENCE LINE

Miscellaneous Notes

SURVEY SUBJECT TO FULL TITLE SEARCH.

THIS PROPERTY MAY BE SUBJECT TO RIGHT OF WAYS, EASEMENTS OR RESTRICTIONS EITHER RECORDED OR IMPLIED.

A PORTION OF THIS PROPERTY IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON FLOOD INSURANCE RATE MAP 13121C 0461 E DATED JUNE 22, 1998.

PIN ID #'s 09F-0800-0030-062-1 & 07-2800-0176-019-1 & 09F-0800-0030-063-9

DEED REFERENCES: DB 37894 PG. 57 & DB 39724 PG. 298 & DB 42832 PG. 458

ALL ADJOINER PROPERTY OWNER INFORMATION IS TAKEN FROM CURRENT DEEDS AND TAX RECORDS AND ARE CONSIDERED "NOW OR FORMERLY".

OTHER UNDERGROUND UTILITIES MAY EXIST BUT THEIR LOCATIONS ARE NOT KNOWN.

THIS SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND.

ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES.

AREAS COMPUTED USING COORDINATE GEOMETRY.

CONTOUR INTERVAL = 2 FOOT

A NIKON DTM 522 WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT.

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 10,000 FEET AND AN ANGULAR ERROR OF 7.5" PER ANGLE POINT AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

NO USGS MONUMENTATION FOUND WITHIN 500 FEET OF SITE.

LINE TABLE		
LINE	BEARING	LENGTH
L1	S10°20'12"E	60.41'
L2	S18°50'19"E	26.49'
L3	S18°50'19"E	59.32'
L4	S22°36'40"E	75.33'
L5	S26°33'36"E	90.69'
L6	S54°46'05"E	55.65'
L7	S56°17'19"E	72.07'
L8	S32°38'09"E	42.04'
L9	S13°30'05"E	36.04'
L10	S11°03'31"E	42.26'
L11	N26°51'46"W	53.54'
L12	N27°27'57"W	166.95'
L13	N27°21'56"W	67.49'
L14	N26°12'19"W	80.89'
L15	N25°10'07"W	119.92'
L16	N23°45'41"W	126.78'
L17	N22°14'58"W	187.57'
L18	N14°23'18"E	121.19'
L19	S29°08'51"E	45.24'

GRAPHIC SCALE
-60 0 30 60
(IN FEET)
1 inch = 60 ft.

EAGLE ENGINEERING
2013 Van Buren Avenue
Indian Trail, NC 28079
(704) 882-4222
www.eagleonline.net

NO.	DATE	BY	ISSUE

First Victoria Properties, Inc.
Fulton County, Georgia

For the Benefit of:
First Victoria Properties, Inc.
610 Bohannon Road
Fairburn, GA 30213

Conceptual Site Plan
27.13 Ac. Total

Drawn By: DCG | Approved By: RLW | Date: October 5, 2006
Location: W:\Drawings | Scale: 1" = 60' | EEI Project: 3227-S

NOT FOR CONSTRUCTION
PRELIMINARY
NOT FOR CONSTRUCTION

SHEET
C 1.0

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