



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Apr 3 2007

ARC REVIEW CODE: R704031

TO: Chairman Eldrin Bell  
ATTN TO: Beverly Ramsey, Planner  
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 related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** Aviation Park

**Review Type:** Development of Regional Impact

**Description:** The proposed Aviation Park is an 86 acre industrial development in Clayton County. The proposed development will consist of 693,300 square feet of industrial warehouse space in 8 buildings of which 15 % may be office use. The site is proposed to have two full movement driveways along Gilbert Road.

**Submitting Local Government:** Clayton County

**Date Opened:** Apr 3 2007

**Deadline for Comments:** Apr 17 2007

**Earliest the Regional Review can be Completed:** May 4 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 ATLANTA  
CITY OF FOREST PARK  
CITY OF COLLEGE PARK

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
FULTON COUNTY  
DEKALB COUNTY  
PLANNING HARTSFIELD ATL. INT. AIRPORT

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF HAPEVILLE  
CITY OF EAST POINT

## 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 2007-04-17 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: **Aviation Park** *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)

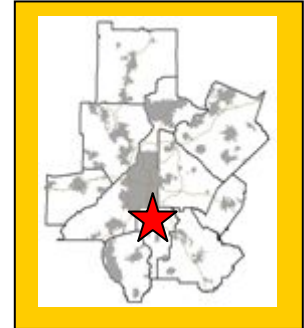
**Return Date: *Apr 17 2007***

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

## **PRELIMINARY REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Aviation Park is an 86 acre industrial development in Clayton County. The proposed development will consist of 693,300 square feet of industrial warehouse space in 8 buildings of which 15 % may be office use. The site is proposed to have two full movement driveways along Gilbert Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date 2010.

### **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 CPUD (comprehensive planned unit development). The zoning will remain the same. Information submitted for the review states that the proposed development is consistent with the future land use plan for Clayton County, which 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 2 mile radius of the proposed project.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

#### **YEAR NAME**

2006 Southside Industrial Park  
2006 Olde Town Hapeville  
2006 Airport Disposal  
1999 Hartsfield Master Plan  
1994 Live Oak Landfill Expansion

**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?**

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. Conditionally recommended uses within mega corridors include industrial developments.

The proposed development is located in an area that is primarily dominated by other industrial and warehouse uses as well as undeveloped land 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.

According to information submitted for the review, there are approximately 29.37 acres of 100-yr floodplain on site. The proposed development impacts 0.44 acres with mitigation required. The site includes over 52 acres of open space.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

## **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.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

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.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

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 west of Interstate 285 along Gilbert Road to the northeast of the intersection of Gilbert Road and Conley Road in Clayton County.

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

The proposed development is entirely within the Clayton County’s jurisdiction. The proposed development is adjacent to Fulton County, the City of Atlanta, and the City of Forest Park. The proposed development is within two miles of DeKalb County, the City of Hapeville, and Hartsfield-Jackson Atlanta International Airport.

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

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 is \$38 million with an expected \$1,250,732.00 in annual local tax revenues.



Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

**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?**

The proposed development is expected to generate 474 jobs at build out.

**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.**

**Stream Buffers**

The project is located in the South River Watershed, which is not a water supply watershed.

The project plans show Poole Creek and one of its tributaries running through the property. The plans also show a 50-foot undisturbed buffer and additional 25-foot limited disturbance buffer along both banks of both streams, which is consistent with Clayton County's stream 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	30.00	2.40	18.00	270.00	7050.00	0.00	0.00
Heavy Industrial	56.14	81.40	1080.13	7185.92	44631.30	93.19	11.79



Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

TOTAL	86.14	83.80	1098.13	7455.92	51681.30	93.19	11.79
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Total Percentage Impervious: 52%

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**

**How many site access points will be associated with the proposed development? What are their locations?**

The site is proposed to have two full-access driveways along Gilbert Road.

**How much traffic (both average daily and peak am/pm) will be generated by the proposed project?**

A & R Engineering performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>					Project:	Aviation Park #1330
Final Report Due:	May 4, 2007						Comments	April 17, 2007
		<b>A.M. Peak Hour</b>			<b>P.M. Peak Hour</b>			<b>24 Hour</b>
<b>Land Use</b>		<b>Enter</b>	<b>Exit</b>	<b>2-Way</b>	<b>Enter</b>	<b>Exit</b>	<b>2-Way</b>	<b>2-Way</b>
693,300 sq ft Industrial Space		376	82	458	121	455	576	4187
<b>TOTAL NEW TRIPS</b>		<b>376</b>	<b>82</b>	<b>458</b>	<b>121</b>	<b>455</b>	<b>576</b>	<b>4187</b>

\*Gross trip generation numbers are provided above. Due to the use included in this development, no reductions were taken.

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

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

## V/C Ratios



**2005 AM Peak**



**2005 PM Peak**



**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3   LOS B: 0.31 - 0.5   LOS C: 0.51 - 0.75   LOS D: 0.76 - 0.90   LOS E: 0.91 - 1.00   LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

**List the transportation improvements that would affect or be affected by the proposed project.**

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

### 2006-2011 TIP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-510	AVIATION BOULEVARD GRADE SEPARATION	Interchange Capacity	2010

### 2030 RTP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-911	US 19/41 (TARA BOULEVARD) ARTERIAL BUS RAPID TRANSIT (BRT)	Transit Facility	2026
AT-158	SOUTHSIDE INDUSTRIAL PARKWAY	Roadway Capacity	2020
CL-074	CONLEY ROAD / AVIATION BOULEVARD EXTENSION	Roadway Capacity	2015

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30<sup>th</sup>, 2006.*

### Summarize the transportation improvements as recommended by consultant in the traffic study for Aviation Park.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made a recommendation for an improvement to be carried out in order to upgrade the existing level of service.

#### Conley Road at Gilbert Road

- Add a dedicated southbound right-turn lane on Gilbert Road.

### Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

No transit service is available within the vicinity of the site.

### What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>Industrial</i>		

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

Clean-fueled vehicles 2% per ea.10% of fleet	10%	10%
Bike/ped networks connecting uses w/in the site	2%	2%
<b>Total</b>		<b>12%</b>

**What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?**

According to the impact analysis in the traffic study, all studied intersections will operate at the acceptable level of service in the future year background traffic condition with no recommendations for transportation improvements provided. For the future year total traffic condition, one intersection will operate below the acceptable level of service prior to implementing the recommended improvement specific to this traffic condition. It is suggested that the recommended improvement be implemented prior to construction completion to allow the identified intersection to return to operation at the acceptable level of service.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.034 MGD.

**Which facility will treat wastewater from the project?**

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

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

The capacity of the W.B. casey site is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
15	15	14.7	17.6	-2.6	Planned expansion to 24 mgs by 2005.	

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

*<sub>1</sub> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

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

Not applicable.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand also is estimated at 0.039 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 1,265 tons of solid waste per year and the waste will be disposed of in Henry County.

#### **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.)?

To be determined during the review.

Preliminary Report:	April 3, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Aviation Park #1330
Final Report Due:	May 4, 2007		Comments Due By:	April 17, 2007

## **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.

Your DRI ID NUMBER for this submission is: **1330**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 2/6/2007 5:34:55 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Clayton County Initial DRI Information (Form1b)

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

### Local Government Information

Submitting Local Government:	Clayton County
*Individual completing form and Mailing Address:	Beverly Ramsey, Clayton County Planning & Zoning 121 South McDonough Street Jonesboro, Georgia 30236
Telephone:	770-473-3835
Fax:	770-473-5707
E-mail ( <b>only one</b> ):	<a href="mailto:Beverly.Ramsey@co.clayton.ga.us">Beverly.Ramsey@co.clayton.ga.us</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:	Aviation Park	
Development Type	Description of Project	Thresholds
Industrial	693300 sq.ft. Industrial Park	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Aviation Park, LLC 950 Lowery Boulevard Suite 18 Atlanta, GA 30318	
Telephone:	404-233-1411	
Fax:		
Email:	<a href="mailto:jay@wwcompany.com">jay@wwcompany.com</a>	
Name of property owner(s) if different from developer/ applicant:		
Provide Land-Lot-District Number:	Land Lot 14 District 13th	
What are the principal streets or roads providing vehicular access to the site?	Conley Road & Gilbert Road	
Provide name of nearest street(s) or intersection:	Conley Road & Gilbert Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	4688.1342N / 6177.1778E	
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?	Site is completely within Clayton County. A portion of the site is within Forest Park. Site is adjacent to Fulton County.	



If no, provide the following information:	
In what additional jurisdictions is the project located?	Forest Park (no buildings in Forest Park)
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Clayton County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: N/A
	Project ID: N/A
	App #: N/A
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?	Clayton County
What is the name of the wastewater treatment supplier for this site?	Clayton County
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	36%
Estimated Completion Dates:	This project/phase: 2007 Overall project: 2010

### 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?	
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?	Y
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): At one time Gilbert Road was slated for funding under SPLOST, but has since been removed. Identification of alternate funding sources are being explored.	Y

Submitted on: 3/29/2007 8:24:55 AM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Clayton County
Individual completing form:	Beverly Ramsey
Telephone:	770-473-3835
Fax:	770-473-5707
Email ( <b>only one</b> ):	<a href="mailto:Beverly.Ramsey@co.clayton.ga.us">Beverly.Ramsey@co.clayton.ga.us</a>

### Proposed Project Information

Name of Proposed Project:	Aviation Park
DRI ID Number:	1330
Developer/Applicant:	Aviation Park, LLC Mr. Jay Weaver
Telephone:	404-233-1411
Fax:	
Email(s):	<a href="mailto:jay@wwcompany.com">jay@wwcompany.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:	\$38,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,250,732.00
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): The site is undeveloped. No uses will be displaced. See supplemental information for details.	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Clayton County -W.J. Harper WPP
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.039 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	N/A Waterline is available at the site

## Wastewater Disposal

Name of wastewater treatment provider for this site:	Clayton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.034 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A Sewerline is available on site

## 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.)	576 p.m. peak trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: All transportation improvements needed to serve the project are identified in the traffic study (by A&R Engineering as a supplement to this form.	

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1.265 tons/year
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?	39.56%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Poole Creek is a tributary to South River, within the South River Basin.	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site plan includes over 52 acres of open space, including buffers, and several water quality channel protection ponds. See supplemental Information and site plan for details.	

## Environmental Quality

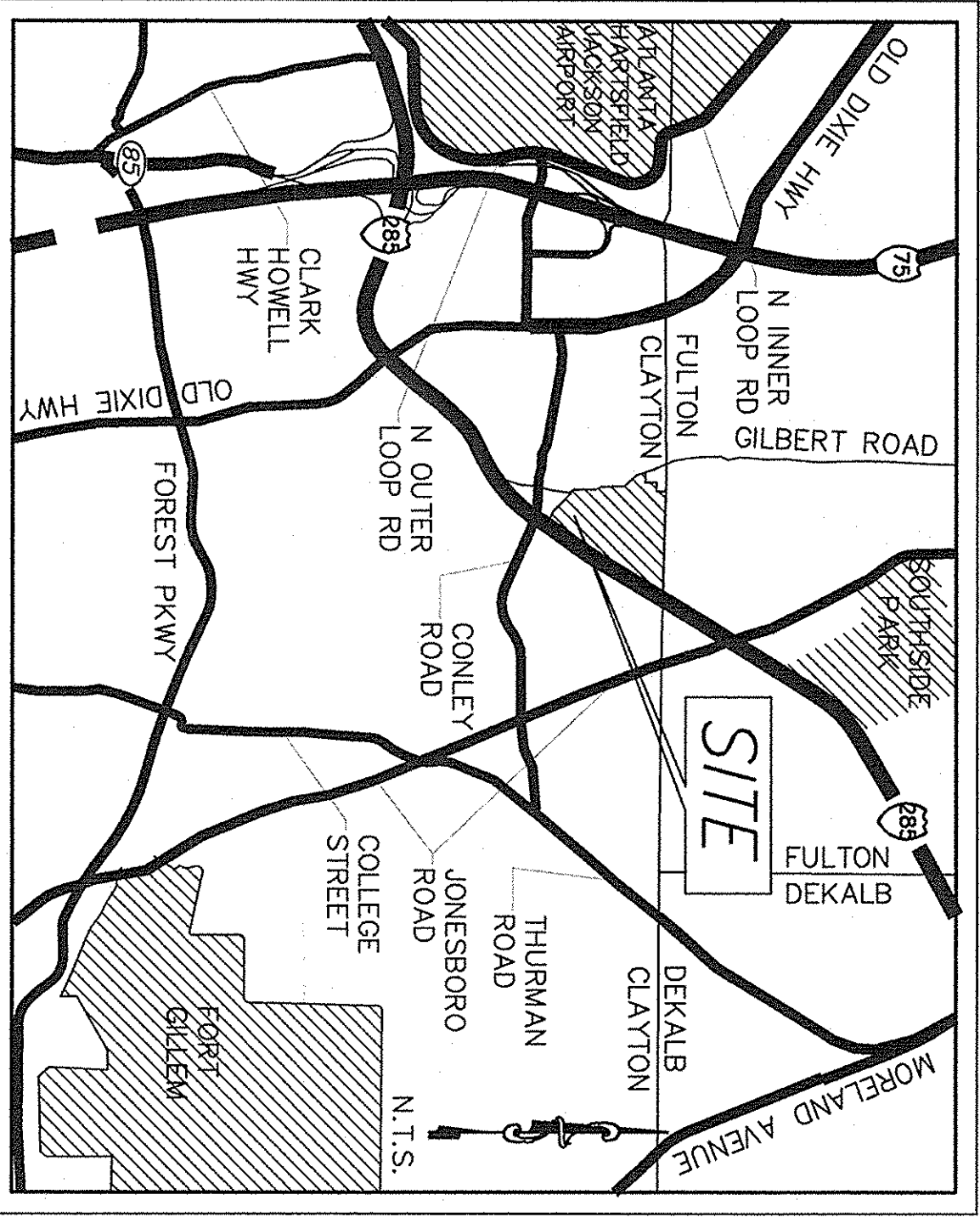
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N

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: There are wetlands on site, however they are within the undisturbed floodplain boundary and will therefore not be impacted.	
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?	Y
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: The site includes 29.37 acres of floodplain: 0.44 acres will be impacted and mitigated as required. see supplemental information and site plans for details.	



SITE DATA  
DENSITY IN FLOOR AREA RATIO  
SITE AREA = 86.14 ACRES  
TOTAL FLOOR AREA = 16.30 ACRES  
FLOOR AREA TO SITE AREA = 18.97%

BUILDING USES  
INDUSTRIAL  
BUILDING PHASES  
PHASE I: BUILDINGS 100 & 300  
PHASE II: BUILDINGS 200 & 400  
PHASE III: BUILDINGS 500, 600, 700, & 800



LOCATION MAP  
TOTAL AREA = 86.14 ACRES

THE PROPERTY LIES WITHIN FLOOD HAZARD ZONE A, DEFINED TO BE AREAS WITHIN THE 100 HUNDRED YEAR FLOOD LIMIT WITH NO BASE FLOOD ELEVATION DETERMINED, AS SHOWN ON PANEL NUMBER 130041 0060 C OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP, DATED NOVEMBER 6, 1991. BASE FLOOD ELEVATION WAS NOT DETERMINED ON MAP, REFER TO EBERLY AND ASSOCIATES, INC. FLOOD STUDY DATED: DECEMBER 5, 2006.

PARKING DATA  
TOTAL REQUIRED PARKING PER CLAYTON COUNTY 4 SPACES FOR THE FIRST 5,000 SQUARE FEET OF GROSS FLOOR AREA, PLUS 1 ADDITIONAL SPACE FOR EACH 5,000 SQUARE FEET OR FRACTION THEREOF, PLUS 1 [SPACE] FOR EACH FULL-TIME EMPLOYEE

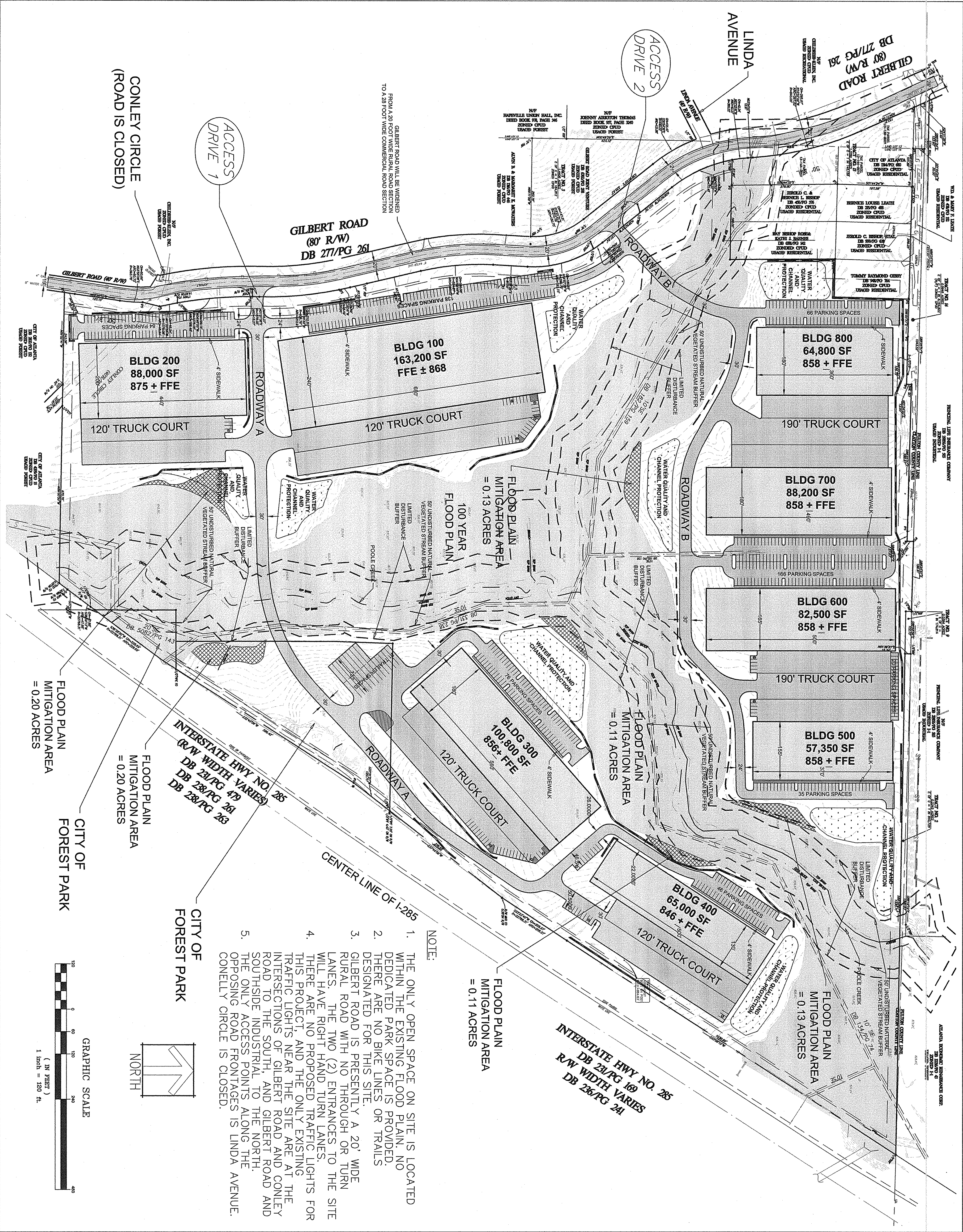
BUILDING	SQ. FOOTAGE (SF)	REQUIRED PARKING	PROPOSED PARKING
100	163,200	4+32+127	163
200	88,000	4+17+67	88
300	100,800	4+19+78	101
400	65,000	4+12+49	65
500	57,530	4+11+43	58
600	82,500	4+13+57	74
700	88,200	4+17+67	88
800	64,800	4+12+49	65
TOTAL	710,030 SF	702	702

NICKOL COMMERCIAL  
203 SOUTH MAIN STREET  
PROVIDENCE, RI 02903  
PHONE 404-817-8125  
CONTACT: MR. JEFF NICKOL

CLIENT INFORMATION

WEAVER & WOODBERRY REAL ESTATE  
950 LOWERY BLVD.  
SUITE 18  
ATLANTA, GA 30318  
PHONE 404-233-1411  
CONTACT: MR. JAY WEAVER

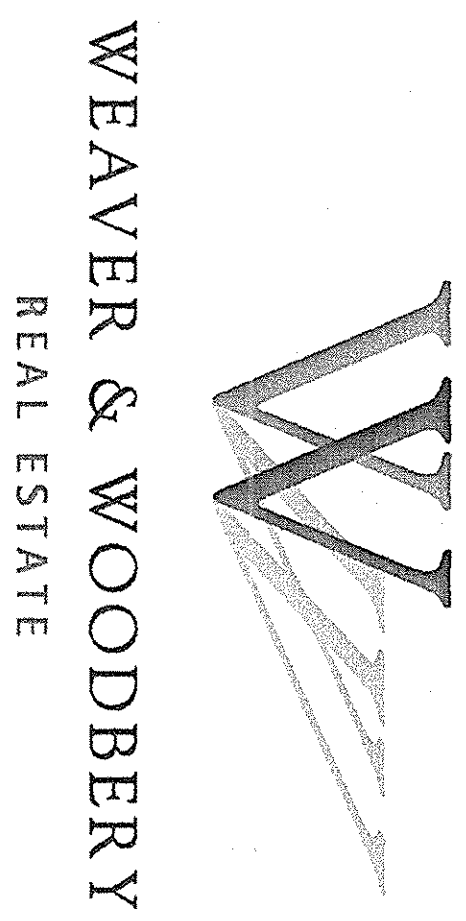
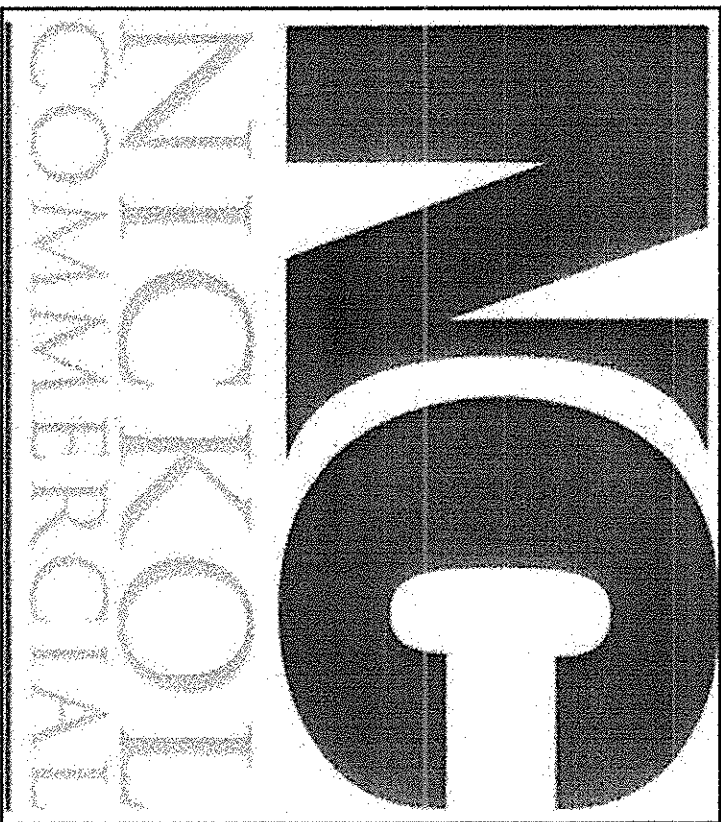
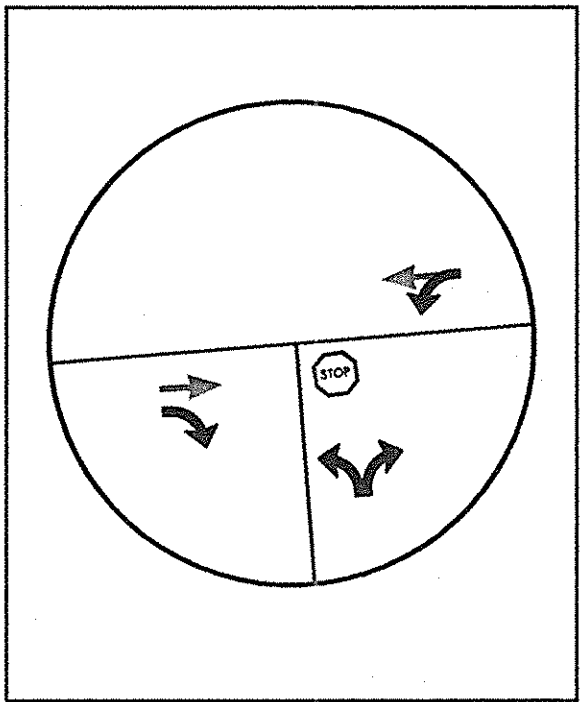
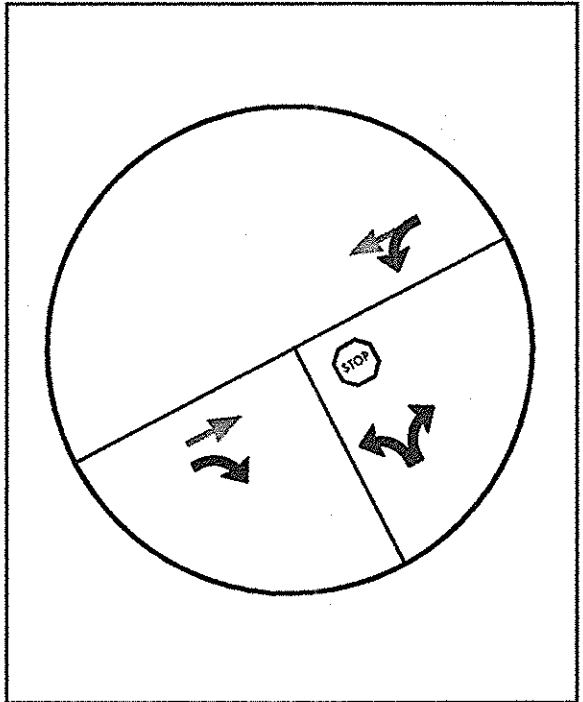
AVIATION PARK DRI NO. 1330



NOTE:

1. THE ONLY OPEN SPACE ON SITE IS LOCATED WITHIN THE EXISTING FLOOD PLAIN. NO DEDICATED PARK SPACE IS PROVIDED. THERE ARE NO BIKE LINES OR TRAILS DESIGNATED FOR THIS SITE.
2. GILBERT ROAD IS PRESENTLY A 20' WIDE RURAL ROAD WITH NO THROUGH OR TURN LANES. THE TWO (2) ENTRANCES TO THE SITE WILL HAVE RIGHT HAND TURN LANES.
3. THERE ARE NO PROPOSED TRAFFIC LIGHTS FOR THIS PROJECT AND THE ONLY EXISTING TRAFFIC LIGHTS NEAR THE SITE ARE AT THE INTERSECTIONS OF GILBERT ROAD AND CONLEY ROAD TO THE SOUTH, AND GILBERT ROAD AND SOUTHSIDE INDUSTRIAL TO THE NORTH.
4. THE ONLY ACCESS POINTS ALONG THE CONNELLY CIRCLE IS CLOSED.

DRIVEWAY LANE CONFIGURATIONS

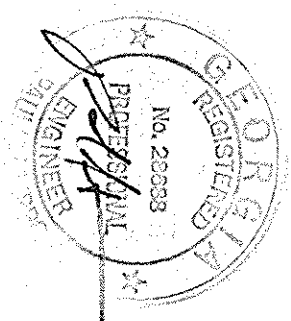


E&A  
EBERLY & ASSOCIATES

TEL: 770.452.7849 FAX: 770.452.0066  
1852 CENTURY PLACE, SUITE 202  
ATLANTA, GEORGIA 30345  
WWW.EBERLYAET

LAND PLANNING  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE

SEAL:



AVIATION PARK  
LAND LOT: 14  
13th DISTRICT  
CLAYTON COUNTY, GEORGIA

OWNER:  
NICKOL COMMERCIAL

REVISIONS:  
03/21/07 DRI RESUBMITTAL  
03/30/07 DRI RESUBMITTAL

SCALE: 1" = 120'-0"  
DATE: 01/22/07  
DRAWN BY: CC  
PROJ. MGR: PF  
CHECKED BY: PF  
ISSUE DATE: 01/22/07

PROJECT NO.  
06-135

D.R.I. SITE PLAN  
SHEET NUMBER  
DRI-1  
NOT FOR CONSTRUCTION