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: MAY 31, 2007 **ARC REVIEW CODE**: R705091

TO: CEO Vernon Jones
ATTN TO: Karmen Swan White, Planner
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: DeKalb County
Name of Proposal: **4039 Bosnal Road**

Review Type: Development of Regional Impact	**Date Opened:** May 9 2007	**Date Closed:** **May 31, 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 expansion is located in an area surrounded by other similar facilities and the railroad. The closest residential uses are over a half mile from the site on the other side of Interstate 675. The proposed expansion is located within a freight corridor, according to ARC's Atlanta Region Unified Growth Policy Map. Freight corridors are defined as areas that serve freight and industrial uses.
Information submitted for the review states that the proposed facility is not required to secure an air quality permit from the Georgia Environmental Protection Division (EPD).

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

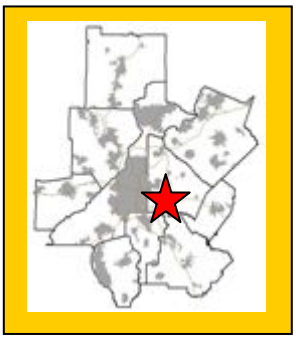
ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CLAYTON COUNTY
CITY OF FOREST PARK
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA

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:	May 9, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	4039 Bosnal Road #1290
Final Report Due:	June 8, 2007		Comments Due By:	May 23, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed project at 4039 Bosnal Road is a new 20,000 square foot construction and debris transfer facility on 5 acres in DeKalb County. The proposed development will access two access points along Bosnal Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2008.

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 proposed zoning for the site is M-2 (heavy industrial) with a special use permit. The future land use plan for DeKalb County designates the area as industrial

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

No, the proposed development would not increase the need for services in the area.

What other major development projects are planned near the proposed project?

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
1985	Atlanta Financial
1985	Atlanta International Village

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, there is an existing truck maintenance facility that will remain in operation on site.

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 expansion is located in an area surrounded by other similar facilities and the railroad. The closest residential uses are over a half mile from the site on the other side of Interstate 675. The proposed expansion is located within a freight corridor, according to ARC's Atlanta Region Unified Growth Policy Map. Freight corridors are defined as areas that serve freight and industrial uses.

Information submitted for the review states that the proposed facility is not required to secure an air quality permit from the Georgia Environmental Protection Division (EPD).

The developer intends to maintain and use the existing one story office building currently on the site. The transfer operation s would be contained in a new, 1 story 20,000 square foot building. The facility will store only construction and debris and no processing of any kind would take place at the facility. The C&D debris would be transferred to a private facility in Walton County. The facility would be private, storing only the owner's C&D debris and would not be open to the general public.

According to information submitted for the review, the developer intends to construction 8-foot screening fence and a 325 foot landscaped berm along Bosnal Road so that the facility would not be visible from the road. There will also be landscape strips along the side property lines and approximately 72% of the property would remain impervious.

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 along Bosnal Road, west of Interstate 675 and south of Interstate 285.

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

The proposed development is entirely within the County's jurisdiction. The proposed project is less than two miles from Clayton County, the City of Forest Park, and the City of Atlanta.

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 $1,800,000. Expected annual local tax revenues were submitted with the review.

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?

None were determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers

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

The project plans and the USGS coverage for the area show no streams on the property. Any unmapped streams will be subject to the DeKalb County Stream Buffer Ordinance. All waters of the state that may be on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use:	Land Area (Acres)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Heavy Industrial	4.96	7.19	95.43	634.88	3943.20	8.23	1.04
TOTAL	4.96	7.19	95.43	634.88	3943.20	8.23	1.04

Total Percentage Impervious: 80%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is being proposed for a new construction and debris transfer facility in DeKalb 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 40 to 50 trips 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, Interstate 285 is expected to operate at LOS D and Interstate 675 is expected to operate at LOS D.

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
AR-433	I-675 ATMS COMMUNICATIONS / SURVEILLANCE FROM I-75 SOUTH TO I-285 SOUTH	ITS-Smart Corridor	2020

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 40 to 50 truck and vehicle 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

Wastewater is estimated at 0.00001 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Pole Bridge will provide wastewater treatment for the proposed development.

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

The capacity of Pole Bridge 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
20	20	13	30	-10	Combine Pole Bridge and Snapfinger in one 86 mgd plant at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton	Approximately 80 mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting.

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 0.0 MGD based on information submitted for the review.

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 1.44 short tons of solid waste per year and the waste will be disposed of in DeKalb 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.)?**

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.

POWELL GOLDSTEIN LLP

Atlanta ▪ Washington ▪ Dallas

RESIDENT IN ATLANTA OFFICE
DIRECT DIAL: (404) 572-6758
TSIROIS@POGOLAW.COM

March 12, 2007

Via U.S. Mail

Ms. Robin Cailloux
Georgia Regional Transportation Authority
Marquis One Tower
245 Peachtree Center Avenue, NE, Suite 900
Atlanta, Georgia 30303-1223

Re: Request for Expedited DRI Review for Solid Waste Transfer Station, 4039 Bonsal Road, Conley, DeKalb County (unincorporated), 15th District, Land Lot 19, Block 4, Parcel 28.

Dear Ms. Cailloux:

My firm represents Thomson Real Estate Investments, LLC ("Thomson"), which owns a 4.96-acre parcel located at 4039 Bonsal Road in DeKalb County. Thomson recently applied to the County to rezone the property from I-1 (light industrial) to I-2 (heavy industrial) and for a special use permit to develop a construction and demolition ("C&D") debris transfer station. Copies of both applications are enclosed for your review. As you know, this proposed new "waste handling facility" triggers the DRI process. However, given its small scale and minimal impacts, we believe the project qualifies for expedited review under the Limited Daily Trip Generation criterion (Section 3-102).

Thomson intends to maintain and use the existing 1-story office building for facility management. Only two (2) on-site employees would be required to manage the new facility. The transfer operations would be contained in a new, 1-story, 20,000 square foot building with an overhead misting system to minimize dust from the trucks entering the facility and loading and unloading C&D debris. The facility would not have any vents or stacks as natural ventilation and the misting system would keep airborne dust to a minimum. The facility would store *only* C&D debris (e.g., wood, concrete, metals, other building materials) and would not store any chemical, biological or other hazardous materials. No processing of any kind would take place at the facility; rather, it would function entirely as a storage unit for C&D debris until it is transferred to a private landfill in Walton County. The facility would be entirely private; it would be used only to store the owner's C&D debris and would not be open to the general public.

As you can see from the enclosed plans, the only ingress and egress point would be via Bonsal Road. Approximately 20 to 25 trucks (varied sizes) per day would circulate through the site to drop off C&D debris (40 to 50 daily trips). As shown on the enclosed site plan, the truck circulation route (shown by arrows on the plan) through the site would be entirely paved. The trucks would access the property either via I-285 or I-675 (exiting onto Henrico Road and turning immediately onto Bonsal Road – see enclosed area map). The trucks would not cross through any residential areas en route to or from the property.

To provide screening, Arrow proposes to construct an 8-foot screening fence and a 325-foot long landscaped berm along Bonsal Road so that the facility would not be visible from Bonsal Road except when vehicles enter the property. There would also be landscape strips along the side property lines starting at the Bonsal Road frontage, as depicted on the attached site plan. Approximately 72 percent of the property would remain impervious including an undeveloped area to the rear of the facility. Thomson plans to maintain 70 existing trees and add 9 additional shade trees (almost 150 percent of the County's required tree density).

To provide some context – the property lies within a large enclave of industrial uses including two landfills (one of which is active), a concrete manufacturing plant, a chemical plant, a hazardous waste transfer station, heavy equipment storage sites, and other similar uses. The property is bordered by a 150-foot railroad line to the west and a 20-foot line to the south.

Please let me know if you have any questions or require any additional information to determine whether this project qualifies for expedited review. Thank you.

Sincerely,

Theresa B. Sirois

For Powell Goldstein LLP

cc: Mr. Charles R. Thomson, Jr. (via email)
Ms. Gena Wilder (via email)

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Georgia Department of Natural Resources
Environmental Protection Division • Air Protection Branch
4244 International Parkway • Suite 120 • Atlanta • Georgia 30354
404/363-7000 • Fax: 404/363-7100
Noel Holcomb, Commissioner
Carol A. Couch, Ph.D., Director

MAR 2 8 2007

Ms. Robin Cailloux
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, Suite 900
Atlanta, GA 30303

Re: Proposed C & D waste transfer stations at:
4039 Bonsal Road, Dekalb County; and
2855 Humphries Way, Gwinnett County
Letter dated March 13, 2007

Dear Ms. Cailloux:

The Air Protection Branch received your notification of two proposed C & D waste transfer stations to be located the addresses listed above. According to the information provided in your correspondence, the proposed transfer stations appear to be exempt from permitting as discussed below:

In accordance with the Georgia Rules for Air Quality Control ("Georgia Rules"), Chapter 391-3-1-.03, section (6) thereof, relating to "Exemptions", the proposed waste transfer stations do not require an Air Quality Permit in accordance with the following exemption(s):

(6) Exemptions. Unless otherwise required by the Director, SIP permits shall not be required for the following source activities. These exemptions may not be used to avoid any emission limitations or standards of the Rules for Air Quality Control Chapter 391-3-1-.02, lower the potential to emit below "major source" thresholds or to avoid any "applicable requirement" (i.e., NSPS, NESHAP, etc.) as defined in 40 CFR Part 70.2.

(i) Other

1. Facilities where the combined emissions from all non-exempt source activities [i.e., not listed in 391-3-1-.03(6)(a)-(h)] are below the following for all pollutants:

(i) 50 tons per year of carbon monoxide;

(ii) 300 pounds per year of lead total; with a 3.0 pound per day maximum emission;

(iii) 20 tons per year of particulate matter, PM_{10}, or sulfur dioxide;

(iv) 20 tons per year of nitrogen oxides or VOCs except in the counties of Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, or Rockdale, where less than 5 tons per year of nitrogen oxides or VOCs is exempted; and

(v) 2 tons per year total with a 15 pound per day maximum emission of any single hazardous air pollutant and less than 5 tons per year of any combination of hazardous air pollutants.

Please note that the proposed facilities will be required to obtain an air quality permit if the emissions exceed the thresholds listed above. If you have any questions or comments, please contact me at (404) 363-7096 or via email at karen_hays@dnr.state.ga.us.

Sincerely,

Karen Hays

Karen Hays
Air Toxics Unit Manager
Stationary Source Compliance Program

c: Jeff Cown, Land Protection Branch

Developments of Regional Impact

DRI #1390

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
E-mail:	kswhite@co.dekalb.ga.us

*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:	Arrow/Thomson Real Estate Investments
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	4039 Bonsal Road
Brief Description of Project:	new construction and demolition debris transfer facility

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	○ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	20,000 square foot facility
Developer:	Arrow, Inc./Thomson Real Estate Investments
Mailing Address:	1201 W. Peachtree Street, NW - 14th Floor
Address 2:	
	City:Atlanta State: GA Zip:30309
Telephone:	404-572-6758
Email:	tsirois@pogolaw.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	

Estimated Project Completion Dates:	This project/phase: Oct. 2008 Overall project: Oct. 2008

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Developments of Regional Impact

DRI #1390

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswhite@co.dekalb.ga.us

Project Information

Name of Proposed Project:	Arrow/Thomson Real Estate Investments
DRI ID Number:	1390
Developer/Applicant:	Arrow, Inc./Thomson Real Estate Investments
Telephone:	843-884-7884
Email(s):	ripthomson@bellsouth.net

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	○ (not selected) ○ Yes ○ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	○ (not selected) ○ Yes ○ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	1.8 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	0
Is the regional work force sufficient to fill the demand created by the proposed project?	○ (not selected) ○ Yes ○ No

Will this development displace any existing uses?	○ (not selected) ○ Yes ○ No
If yes, please describe (including number of units, square feet, etc):	

Water Supply

Name of water supply provider for this site:	DeKalb County Watershed Management
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0
Is sufficient water supply capacity available to serve the proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	DeKalb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.00001 to 0.00005 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, 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.)	Average of 25-35 trips (total) per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	○ (not selected) ○ Yes ○ No
Are transportation improvements needed to serve this project?	○ (not selected) ○ Yes ○ No
If yes, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1.44 short tons annually
Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	73%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:There will be a large undisturbed area in the rear of the property for retention

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	○ (not selected) ○ Yes ○ No
2. Significant groundwater recharge areas?	○ (not selected) ○ Yes ○ No
3. Wetlands?	○ (not selected) ○ Yes ○ No
4. Protected mountains?	○ (not selected) ○ Yes ○ No
5. Protected river corridors?	○ (not selected) ○ Yes ○ No
6. Floodplains?	○ (not selected) ○ Yes ○ No
7. Historic resources?	○ (not selected) ○ Yes ○ No
8. Other environmentally sensitive resources?	○ (not selected) ○ Yes ○ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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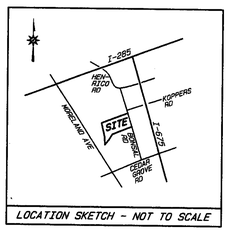
LEGEND:

BL	=BUILDING LINE	CE	=CONSTRUCTION EASEMENT (TEMPORARY)
BM	=BENCH MARK	CMF	=CONCRETE MONUMENT FOUND
CB	=CATCH BASIN	CMP	=CORRUGATED METAL PIPE
CD	=CROSS DRAIN	CTF	=CRIMP TOP TUBE FOUND
CL	=CENTER LINE	DE	=DRAINAGE EASEMENT
DA	=DRAINAGE AREA	FES	=FLARED END SECTION
DI	=DROP INLET	FIRM	=FLOOD INSURANCE RATE MAP
EL	=ELEVATION	HLP	=HOUSE LOCATION PLAN REQUIRED
FF	=FINISHED FLOOR	HTF	=HOLLOW TUBE FOUND
FH	=FIRE HYDRANT	HWL	=100 YEAR HIGH WATER LEVEL
HBC	=HI-BACK CURB	IE	=INVERT ELEVATION
HW	=HEAD WALL	IPS	=ONE-HALF INCH P-BAR SET
JB	=JUNCTION BOX	PC	=POINT OF CURVATURE
LLL	=LAND LOT LINE	PCC	=POINT OF COMPOUND CURVATURE
MT	=MARKED TREE	PI	=POINT OF INTERSECTION
MH	=MANHOLE	PRC	=POINT OF REVERSE CURVATURE
NBC	=NAIL IN CAP	PT	=POINT OF TANGENCY
OL	=ON LINE	RCP	=REINFORCED CONCRETE PIPE
OH	=OVERHEAD	SE	=SEWER EASEMENT
PL	=PROPERTY LINE	UE	=UTILITY EASEMENT
R	=RADIUS	----C-TV----	=CABLE TV LINE & POLE
RBF	=R-BAR FOUND	----G----	=GAS LINE
R/W	=RIGHT-OF-WAY	----P-TV----	=POWER LINE & POLE
TH	=TEST HOLE	----S----	=SEWER LINE & MANHOLE
TL	=TRAVERSE LINE	----T-TV----	=TELEPHONE LINE & POLE
UG	=UNDERGROUND	----W-FH----	=WATER LINE & FIRE HYDRANT
WV	=WATER VALVE	----x----	=FENCE LINE

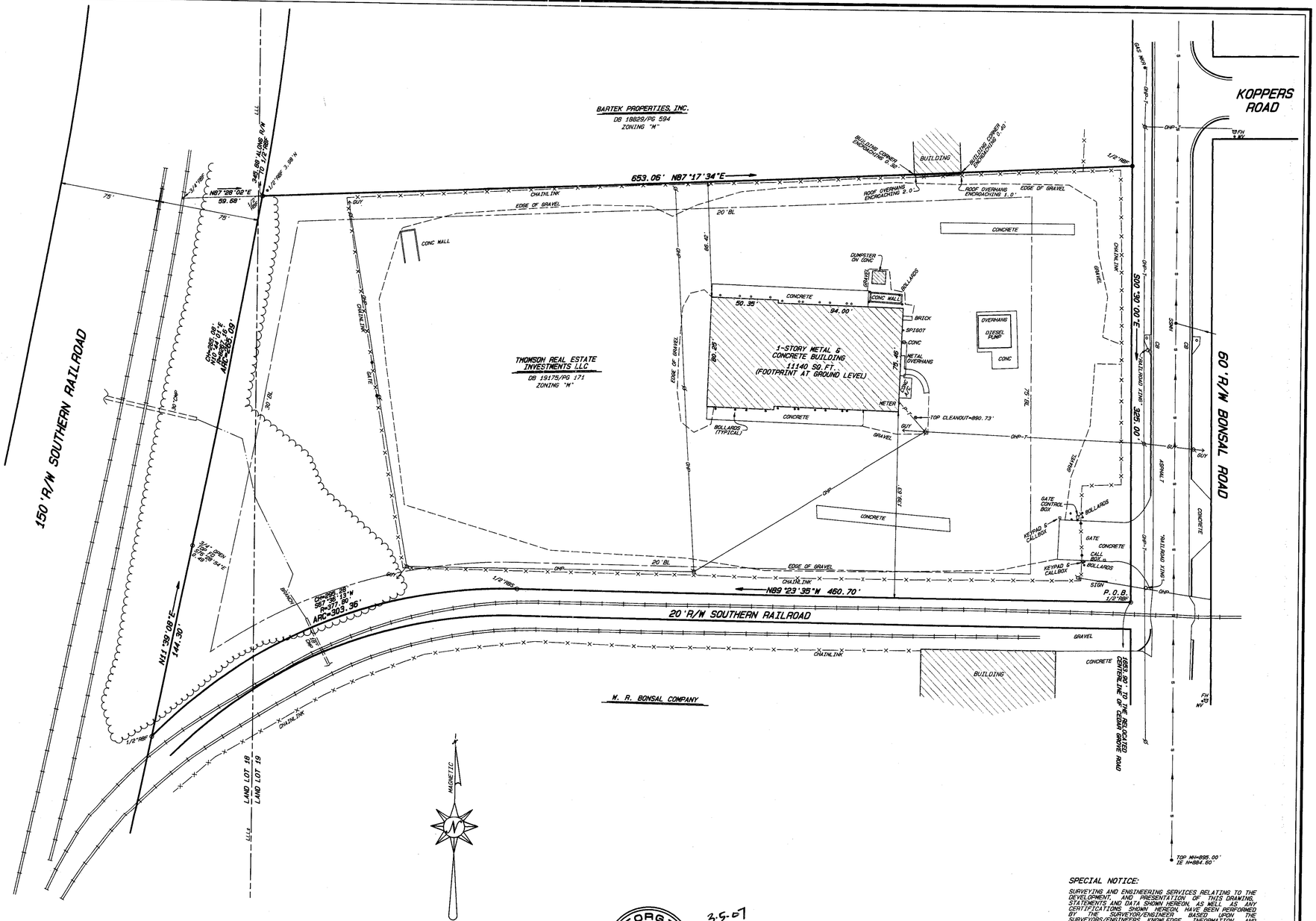
IRF =INTERMEDIATE REGIONAL FLOOD
P.O.B. =POINT OF BEGINNING
RDS =RESIDENTIAL DRAINAGE STUDY REQUIRED

NOTES:

1. SURVEY PROCEDURES: THIS SURVEY BASED ON MEASUREMENTS OBTAINED USING AN INSTRUMENT CAPABLE OF READING ANGULAR MEASUREMENTS DIRECTLY TO A MINIMUM OF 5 SECONDS OF ARC AND LINEAR DIMENSIONS DIRECTLY TO 0.01 FEET.
2. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A MINIMUM PRECISION RATIO OF ONE FOOT IN 98,554 FEET, AND AN AVERAGE ANGULAR ERROR OF 2.1 SECONDS PER ANGLE POINT, AND WAS ADJUSTED BY COMPASS RULE.
3. DATA SHOWN ON THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND HAS A MINIMUM PRECISION RATIO OF ONE FOOT IN 1,799,729 FEET.
4. THIS PROPERTY IS LOCATED ON PANEL 13089G-0160, OF THE F.I.A. OFFICIAL FLOOD INSURANCE RATE MAP DATED JULY 15, 1983 AND NO PORTION OF THIS PROPERTY LIES WITHIN AN AREA HAVING SPECIAL FLOOD HAZARDS.
5. FIELD UP-DATED ON MARCH 3, 2007.



LOCATION SKETCH - NOT TO SCALE



SPECIAL NOTICE:

SURVEYING AND ENGINEERING SERVICES RELATING TO THE DEVELOPMENT AND PRESENTATION OF THIS DRAWING, STATEMENTS AND DATA SHOWN HEREON, AS WELL AS ANY CERTIFICATIONS SHOWN HEREON, HAVE BEEN PERFORMED BY THE SURVEYOR/ENGINEER BASED UPON THE SURVEYOR/ENGINEER'S KNOWLEDGE, INFORMATION AND BELIEF, AND IN ACCORDANCE WITH COMMONLY ACCEPTABLE PROCEDURES CONSISTENT WITH APPLICABLE STANDARDS OF PRACTICE, AND DOES NOT CONSTITUTE A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

BOUNDARY SURVEY FOR:

THOMSON REAL ESTATE INVESTMENTS LLC

LAND LOTS 18 & 19 OF THE 15TH DISTRICT

DEKALB COUNTY, GEORGIA 4.9625 ACRES

DATE: MAR. 5, 2007

SCALE: 1"=40'

NO.	DATE	REVISION DESCRIPTION	NO.	DATE	REVISION DESCRIPTION

GEORGIA REGISTERED No. 2788 LAND SURVEYOR LYON B. ADAMS

3.5.07

FOR THE FIRM
HANNON, MEEKS & BAGWELL, INC.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

MEMBER - SURVEYING AND MAPPING SOCIETY OF GEORGIA

0 20' 40' 80' 120' 200'

HANNON, MEEKS & BAGWELL, SURVEYORS & ENGINEERS, INC.
4317 PARK DRIVE
SUITE 200
NORCROSS, GEORGIA 30093
TELEPHONE: (770) 963-7181

JOB NO. 1-07-0168 1672680P.PRO CREW CHIEF: DRAWN BY: CHECKED BY:

FILE NO. 149-0-194