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: Jan 17 2008 **ARC REVIEW CODE**: R712181

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 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: Clayton County
Name of Proposal: **Anvil Block Road Project**

Review Type: Development of Regional Impact	**Date Opened:** Dec 18 2007	**Date Closed:** Jan 17 2008

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: According to the Unified Growth Policy Map, the proposed development is located in an area designated as freight/industrial corridor. The location of the development adjacent to Interstate 675 will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region. The site is adjacent to the Southern Railroad. ARC encourages the movement of goods along rail and recommends that a future incorporation of a rail spur/tie-in is not precluded with the development of the project under the submitted site plan.

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
DEKALB COUNTY	HENRY COUNTY	CITY OF FOREST PARK

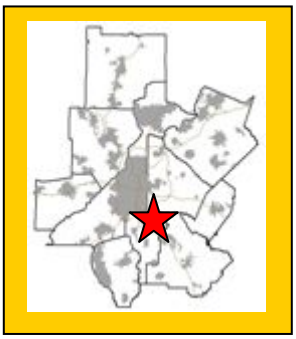
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	December 18, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Anvil Block Rd Project #1618
Final Report Due:	January 17, 2008		Comments Due By:	January 1, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Anvil Block Road Project is a 50.75 mixed use development is Clayton County. The proposed development will consist of 750,000 square feet of industrial/warehousing space, 6,000 square foot convenience store (20 fueling stations), and 12,500 square feet of restaurant space. The proposed development is located west of Interstate 675 along Anvil Block 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 A (agricultural district), RS-110 (single family residential district, and H-I (heavy industrial district). The proposed zoning for the entire site is H-I (heavy industrial district). 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 heavy 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 2 mile radius of the proposed project.

YEAR	NAME
2003	Ellenwood Township
2002	South Park Expansion
2001	South Park Business Park Expansion
1996	Hudgins Fairview-Bouldercrest Subdiv.

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 freight/industrial corridor. The location of the development adjacent to Interstate 675 will minimize heavy truck traffic on local roads and provide maximum access to the interstate system of the region. The site is adjacent to the Southern Railroad. ARC encourages the movement of goods along rail and recommends that a future incorporation of a rail spur/tie-in is not precluded with the development of the project under the submitted site plan.

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.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

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 west of Interstate 675 along Anvil Block 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 Clayton County's jurisdiction. The proposed development is within two miles of the City of Forest Park, DeKalb County and Henry County.

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 $30,000,000 with an expected $307,400 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?

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 and Watershed Protection

According to the USGS coverage for the project area, the proposed project is located in the Big Cotton Indian Creek Water Supply Watershed, a large (over 100-square-mile) water supply watershed for Clayton County and is more than seven miles above the intake. As such, no Part 5 minimum water supply watershed criteria apply to the property.

The project plans show two streams at the eastern end of the project property. Both show 50-foot buffers and additional 25-foot impervious surface setbacks consistent with the Clayton County Stream Buffer Ordinance. Any other waters of the state on the property will be subject to the State 25-foot Erosion and Sedimentation Act buffers.

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. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on 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 (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	5.24	8.96	91.18	565.92	5150.92	6.45	1.15
Office/Light Industrial	45.51	58.71	779.59	5188.14	32221.08	67.35	8.65
TOTAL	50.75	67.67	870.76	5754.06	37372.00	73.80	9.80

Total % impervious	72%						

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

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

Vehicular access to the development is proposed at three locations along Anvil Block Road. Two of the three site driveways will be located at existing intersections.

- Proposed Driveway #1, located along Anvil Block Road, is proposed to be a full-movement signalized driveway located approximately 1,650 feet east of the existing signalized intersection of SR 42/US 23 and Anvil Block Road.
- Proposed Driveway #2, located along Anvil Block Road, is proposed to be a restricted movement (right-in/ right-out) unsignalized driveway located approximately 700 feet east of the existing un-signalized intersection of Anvil Block Road and Tanners Church Road.
- The third access to the site will be available via Old Dunn Court. Old Dunn Court intersects Anvil Block Road approximately 925' from the intersection of Anvil Block Road at Tanners Church Road and is currently a full movement intersection.

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

Kimley-Horn and Associates, Inc. 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 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Warehousing 750,000 SF	157	34	191	44	132	176	1,711
Convenience Market w/ Gasoline Pumps 20 FP	172	171	343	192	192	384	10,852
High-Turnover (Sit-Down) Restaurant 9,000 SF	54	50	104	60	38	98	1,144
Fast-Food Restaurant with Drive-Through Window 3,500 SF	95	91	186	63	58	121	1,736
Mixed-Use Reductions	*-0*	*-0*	*-0*	*-16*	*-16*	*-32*	*-472*
Pass-By Reductions	*-0*	*-0*	*-0*	*-167*	*-167*	*-334*	*-3,628*
TOTAL NEW TRIPS	**478**	**346**	**824**	**176**	**237**	**413**	**11,342**

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.

V/C Ratios

2010 AM Peak

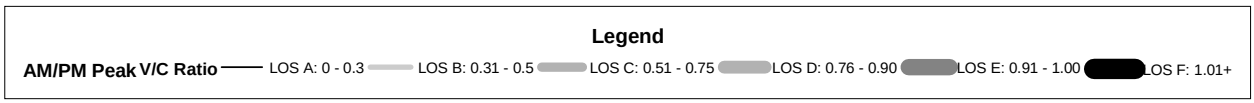
2010 PM Peak

2020 AM Peak

2020 PM Peak

2030 AM Peak

2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
CL-230A	Anvil Block Road from Lunsford Drive to Bouldercrest Road	General Purpose Roadway Capacity	2012
CL-230B	Anvil Block Road from Bouldercrest Road to Allen Drive	Roadway Operational Upgrades	2012
DK-162	Bouldercrest Road from Anvil Block Road to I-285 South	General Purpose Roadway Capacity	2020

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
CL-012A	US 23 (Moreland Avenue) from Lake Harbin Road to Anvil Block Road	General Purpose Roadway Capacity	2030
CL-012B	US 23 (Moreland Avenue) at Upton Creek	Bridge Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on October 24, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Anvil Block.

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

Anvil Block Road @ Tanners Church Road

- To satisfy GRTA's level-of-service 'D' or 'E' standard, a traffic signal would need to be installed. The intersection meets the peak hour warrant during the PM peak hour based on the projected 2008 No-Build conditions. However, a traffic signal warrant analysis report should be performed prior to a traffic signal being installed at this location.

Anvil Block Road @ Interstate 675 Southbound Ramps

- Construct an additional southbound left-turn lane (creating dual left-turn lanes) along Interstate 675 Southbound Ramp.

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

Anvil Block Road @ Tanners Church Road/Proposed Driveway #1

- Construct an eastbound right-turn lane along Anvil Block Road.
- Reconstruct the Tanners Church Road northbound approach to improve the skewed alignment. This northbound approach should be constructed with two lanes (one shared left-turn/ through lane and an exclusive right-turn lane).

Anvil Block Road @ Old Dunn Court

- Construct an eastbound right-turn lane along Anvil Block Road

Anvil Block Road @ Proposed Right-in/Right-out Driveway #2

- Construct an eastbound right-turn lane along Anvil Block 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?

There is currently no fixed-transit service in the vicinity of this project.

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

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- The site plan shows no sidewalks proposed along the adjacent public right of way or internal roads. *ARC strongly recommends the developer provide sidewalks that comply with ADA standards along Anvil Block Road and all internal driveways. Special attention should be paid to pedestrian safety at the proposed full-access driveway #1 where most of the vehicular access to the site will occur.*

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.03 MGD.

Which facility will treat wastewater from the project?

The Clayton Northeast 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 Clayton Northeast 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
6	6	6.7	7.5	-1.5	Planned expansion to 10mgd by 2005.	

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?

Not applicable.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.03 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 1575 tons of solid waste per year and the waste will be disposed of in Clayton 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.

Developments of Regional Impact

DRI #1618

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:	Clayton
Individual completing form:	Beverly Ramsey
Telephone:	770-473-3835
E-mail:	Beverly.Ramsey@co.clayton.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:	Anvil Block Road Project
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Anvil Block & I-675 Southern right-of-way of Anvil Block Road and the western right-of-way of I-675
Brief Description of Project:	825,000 sq. ft. warehouse distribution /office 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.):	1 building 825,000 square feet
Developer:	Duke Realty Corporation / Sandra Reeves
Mailing Address:	3950 Shackleford Road
Address 2:	
	City:Duluth State: GA Zip:30096
Telephone:	770-638-2511
Email:	Sandra.reeves @dukerealty.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	Various Property owners
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: 100% Overall project: 12/31/08

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Developments of Regional Impact

DRI #1618

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:	Clayton
Individual completing form:	Beverly Ramsey
Telephone:	770-473-3835
Email:	Beverly.Ramsey@co.clayton.ga.us

Project Information

Name of Proposed Project:	Anvil Block Road Project
DRI ID Number:	1618
Developer/Applicant:	Duke Realty Corporation / Sandra Reeves
Telephone:	770-638-2511
Email(s):	Sandra.reeves @dukerealty.com

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:	$30,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$307,400.00

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): Seven (7) Single Family Residences.	

Water Supply

Name of water supply provider for this site:	Clayton County Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03
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: 6" lines will be replaced with 10" lines	
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? Existing lines will be replaced with larger lines	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Clayton County Water Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.03
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?0.5 MI	

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.)	AM peak hour 478 vehicles enter and 346 vehicles exit, PM peak hours 176 vehicles enter and 237 vehicles exit.
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:See DRI traffic study prepared by Kimley -Horn and Associates, Inc.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1575 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:N/A	
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No
If yes, please explain:N/A	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	65.5%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Two detention ponds will be constructed for water quality and storm water detention. See site plan prepared by Brock Design Group.	

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: Wetlands associated with the Big Cotton Indian Creek have been delineated. See site plan prepared by Brock Design Group. An Army Corp. permit will be filed in the event of site impacts.	

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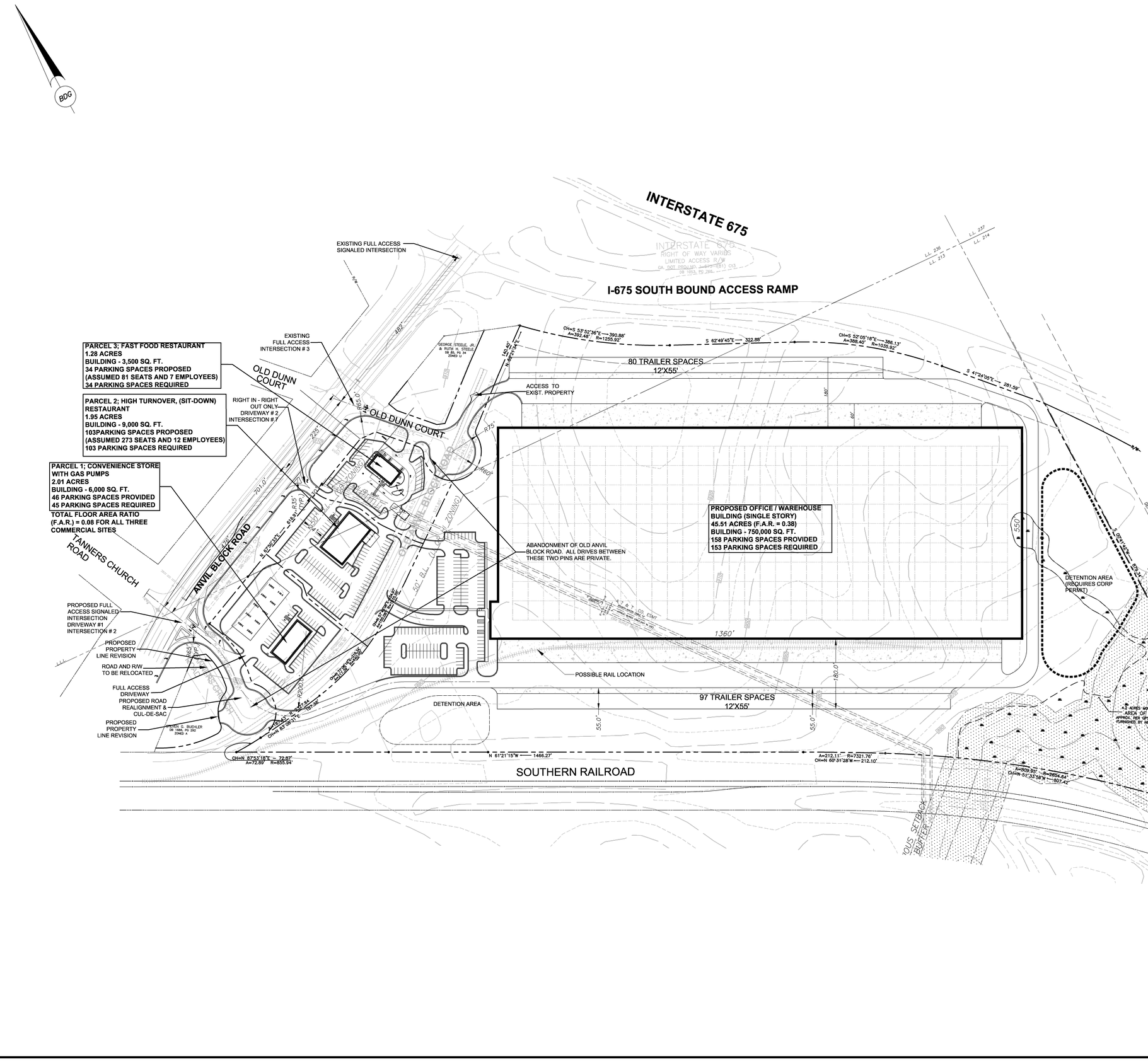

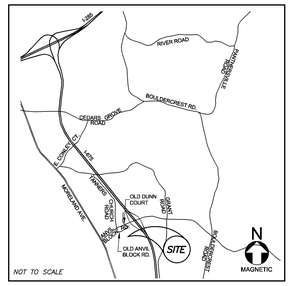

LOCATION MAP

PROJECT NOTES:

OWNER/DEVELOPER:
Duke Realty
3950 Shackleford Road
Duluth, Georgia 30096
CONTACT: Sandra Reeves
PHONE: (770) 717-3200

TRAFFIC ENGINEER:
Kimley-Horn & Associates, Inc.
3169 Holcomb Bridge Road
Suite 600
Norcross, Georgia 30071
CONTACT: JOHN WALKER
PHONE: (678) 533-3960

ENGINEER:
Brock Design Group, Inc.
702 Old Peachtree Road
Suwanee, Georgia 30024
PHONE: (770) 962-4125
CONTACT: Jim Burtt
E-MAIL ADDRESS: jburtt@bdginc.net

1. *Total site acreage = 50.75 acres (Including 1.08 acre net increase from Old Anvil Block abandonment and property loss due to other right-of-way changes)*
   Commercial tract = 5.24 acres.
   Office/warehouse tract = 45.51 acres.
2. *Property located in L.L. 213 & 236, 12th Dist., Clayton Co.*
3. *Boundary information is from a survey by Brock Design Group dated 07/02/07.*
4. *Topographic information is from USGS Quadrangle Maps interpolated to 5 foot contour interval.*
5. *Existing zoning: A, RS-110 and H-I.*
6. *Building Setbacks H-I:*
   Front- 50'
   Side- 0
   Rear- 0
7. *Proposed use is retail/restaurant & office/warehouse*
8. *Max building height= 75' (HI)*
9. *Portions of this site are in a "Zone X" flood hazard zone. Location to be determined at a later date.*
10. *No residential uses are proposed for this development.*
11. *18,500 sq. ft. retail/restaurant and 750,000 sq. ft. distribution warehouse is proposed*

bdg
BROCK DESIGN GROUP
702 OLD PEACHTREE RD
SUITE 100
SUWANEE . GA
30024
T:770.962.4125
F:770.962.4126

GEORGIA REGISTERED PROFESSIONAL No. 21045 LANDSCAPE ARCHITECT JAMES J. BURTT
12/10/07

ANVIL BLOCK ROAD 50.11± ACRE TRACT
for
DUKE REALTY CORPORATION
Land Lot 213 & 236, 12th District, Clayton County, Ga.

#	DATE	REVISION DESCRIPTION
A	11/13/07	CLIENT SUBMITTAL
B	11/21/07	CHANGES PER CLIENT REVIEW
C	12/04/07	CHANGES PER CLIENT REVIEW

PROJECT NAME:
ANVIL BLOCK ROAD 50.11± ACRE TRACT
L.L. 213 & 236, 12th Dist.
Clayton County, GA

SHEET TITLE:
DRI SITE PLAN

Duke REALTY CORPORATION
3950 Shackleford Road
Suite 300
Duluth, GA 30096-8268
Phone: (770) 717-3200
Fax: (770) 717-2428

PROJECT NO. DRC282
DATE: 11/12/07
ISSUE No. 2
SHEET NO. C-1 of 1