



REGIONAL REVIEW FINDING

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DATE: Feb 17 2010

ARC REVIEW CODE: R1001271

TO: CEO Burrell Ellis
ATTN TO: Karmen Swan Whit, DeKalb County
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
Regional Impact

Review Type: Development of

Name of Proposal: Coffee Road MRF

Date Opened: Jan 27 2010

DRI Checklist Summary:

Regional Policies and Adopted Plans: 91%
Development Project Score: 52%
Open Space Preservation/Environmental Quality Score: 78%

Overall Score: 66%
Overall Weighted Score: 77%

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.

Comments: According to the Unified Growth Policy Map (UGPM), the proposed development is located in an area designated as urban neighborhoods which are distinct areas that are located in an urban area. They may have a small commercial component that serves the local area. However, the proposed development is adjacent to a freight area on the UGPM.

The proposed development is located in an area that is primarily dominated by industrial uses but is in close proximity to residential and commercial uses as well. It is important to consider compatible uses and potential conflicts as the area continues to develop.

There is a TIP pedestrian project along Stone Mountain-Lithonia Road, and an existing MARTA bus route 116 operates along the road. As a result, due care should be exercised in building the sidewalk as part of this development, to Dekalb County standards (preferably, with a buffer between the roadway and the sidewalk). The residential development to the northwest of the proposed DRI site provides further impetus for carefully providing pedestrian accommodations. MARTA should be consulted for interest in potential bus stop location in proximity to the proposed development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LITHONIA

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

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

General Project Information			
Project name:		Coffee Road Recycling Center	
DRI number:		2086	
Local jurisdiction:		DeKalb County	
Local government action requested:		Rezone, FLUM Amendment, SLUP	
Project description (include acreage):		Georgie Enviornmental Solutions & Recycling, LLC is proposing a 75,000square foot materials recovery facility on a 9-acre tract near the corner of Stn. Mtn. Lithonia road and Coffee Road. The recycling center will receive, sort, bale and store recyclables for delivery to processing facilities and end users. All activies will occur indoors. There will not be any outdoor loading, unloading or storage of materials.	
Project phasing/buildout:		Single phase, 2010-2011	
Project location:		2183 Coffee Road	
Current description of the site:		The subject proeprty is a 9-acre tract of undeveloped, partially wooded land. The interior was recently cleared. Forested buffers were kept on the the south and west boundaries.	
Is any portion of the project built or under construction?		No	
If you answered the previous question with "Yes", please describe.		N/A	
Affected local governments (3 miles of project site):		Lithonia is within 1.5 miles of the subject site.	
Adjacent/surrounding land uses and development:		The subject property is in an industrial areas and is surrounded by industrial uses, inlcuding, but not limited to a construction storage yard, a truss manufacturing plant, U-Haul/auto repair yard and two cell towers.	
Estimated Value at Build-Out		\$2,500,000	
Expected annual local tax revenues:		\$40,000	
Site access roads:		Stone Mountain Lithonia Road	
Number of site driveways proposed:		1	
Total traffic volume to be generated by the proposed development:		Less than 200 daily trips	
Estimated water supply demand to be generated by project:		Less than 2,000 gallons per day	
Sufficient water capacity available:		Yes	
Estimated sewage flow to be generated by project:		Less than 2,000 gallons per day	
Sufficient wastewater capacity available:		Yes	
Estimated solid waste generated by the project annually:		Minimal	
Sufficient landfill capacity available:		Yes	
Number of students expected to be generated by the project:		Zero	
Schools expected students to attend and capacity:			
School 1:	N/A	Capacity:	N/A
School 2:	N/A	Capacity:	N/A
School 3:	N/A	Capacity:	N/A

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
1. Unified Growth Policy Map			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) Urban Neighborhood and a Freight Area
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	Industrial uses within existing industrial and freight corridors.
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	The planned recycling center will use less than 2000 gallons per day. There are adequate water provisions available to
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	The planned recycling center will use less than 2000 gallons per day. There are adequate sewer capacity and accessibility
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	3	The planned recycling center will incorporate stormwater best management practices.
3. Regional Transportation Plan (RTP) Goals & Objectives			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		3	Stone Mountain Lithonia Road
4. RTP and Transportation Improvement Program (TIP)			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	On-street bicycle lanes (DK-AR-BP020); Lithonia Industrial Boulevard Extension, Phases I-III (DK-270A, C; DK-328); Pedestrian Improvements (DK-326).
5. Livable Centers Initiative (LCI)			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		N/A	(Including any LCI transportation projects) Not within an LCI

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
6. Regionally Adopted Plans			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located) Transportation Study other than RTP?
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		3	
7. Locally Adopted Plans			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		0	The applicant is seeking an amendment to DeKalb County's Future Land Use Map.
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		3	Yes.
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	No sub-area plans have been identified.
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	The closest local government is the city of Lithonia, approximately 1.4 miles along St. Mountain Lithonia Road from the site. The entire 1.4 miles to the city limits
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria) No, except as proposed, there are no local regulations that impact the ability of the proposed project to meet GRTA's DRI Review Criteria.
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
Possible Score (Standard is 42)	N/A	33	
Components Score	N/A	30	
Percentage	N/A	91%	

	GRTA Criteria	ARC Score	Comments
B. Project			
1. Mixture of Uses			
<p>A. Does the development incorporate a mixture of complementary land uses?</p> <ul style="list-style-type: none"> • 3 points: There are 3 or more complementary uses within the development. • 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses. • 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses. 	N/A	N/A	The planned recycling center is a single-use, industrial development located in an industrial area. It is just over one-half mile from other complementary uses.
<p>B. Does the development have vertically mixed uses?</p> <ul style="list-style-type: none"> • 3 points: The development contains three or more vertically mixed uses. • 2 point: The development contains two or more vertically mixed uses. 	N/A	N/A	The planned recycling center, as a single-use, industrial project, does not have any vertically mixed-uses.
<p>C. The development contains or is in close proximity to active or passive greenspace?</p> <ul style="list-style-type: none"> • 3 points: The development contains both an active and passive greenspace. • 2 points: The development is adjacent to active or passive greenspace with connections. • 1 point: The development is within 1/2 mile of an active or passive greenspace. 	N/A	1	The planned recycling center will incorporate some passive greenspace.
2. Jobs to Housing Balance			
<p>Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development is located within 1/2 mile of a defined metro job center. • 2 points: Yes, the development is located within 1 mile of a defined metro job center. 	N/A	0	The planned recycling center is located in close proximity to a metro job center, but not within one mile of the metro job center.
3. Housing Diversity and Affordability			
<p>A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	N/A
<p>B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	N/A
<p>C. For developments with a multifamily rental component, does the development achieve certain affordability levels?</p> <ul style="list-style-type: none"> • 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income. 	N/A	N/A	N/A

	GRTA Criteria	ARC Score	Comments
B. Project			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? • 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income.	N/A	N/A	N/A
E. For developments with a homeownership component, does the development achieve certain affordability levels? • 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income. • 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income. • 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income.	N/A	N/A	N/A
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? • 3 points: Yes.	N/A	0	The area consists mostly of industrial uses
4. Aging in Place			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? • 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. • 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives. • 1 point: Yes, the development includes accessibility measures.	N/A	N/A	N/A
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). • 3 points: Yes	N/A	N/A	N/A

	GRTA Criteria	ARC Score	Comments
B. Project			
5. Accessibility - Non-motorized			
A. Are there sidewalks within the development? • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets.		1	Sidewalks and/or a multi-use trail is proposed for the development. Sidewalks will be constructed in accordance with DeKalb County standards.
B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network? • 3 points: Yes		3	External sidewalks and/or a multi-use trail are proposed for the development. Sidewalks will be constructed in accordance with DeKalb County standards.
C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations? • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes.		2	The planned recycling center will include bicycle parking facilities.
D. Does the development include construction of multi-use trails? • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only.		1	A multi-use trail is proposed along the Stone Mountain Lithonia Road right-of-way. The applicant will work with DeKalb County staff to determine the appropriate means of facilitating the planned multi-use trail.
E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices? • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed.		1	Driveways are being planned with pedestrian safety in mind.
F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided? • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network.		2	Yes, pedestrian connections to the internal and external sidewalks will be constructed. The applicant will coordinate with the County's planning staff to incorporate appropriate measures.
G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site? • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only.		0	No, as a single use facility, the planned recycling center does not shorten the distances to off-site land uses.

	GRTA Criteria	ARC Score	Comments
B. Project			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		3	Yes, the proposed development will contribute to the public streetscape by preserving the existing forested buffer, providing sidewalks and other pedestrian friendly amenities, and constructing the landscaped buffer required by DeKalb County.
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		1	Parking will be screened from the view of adjacent roadways by an existing forested buffer and the landscaped buffer required by DeKalb County.
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		2	Yes, the proposed buildings will be oriented to existing public roads.
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	2	Sidewalk widths will meet Dekalb County specifications.
6. Accessibility - Transit			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		3	There is bus service adjacent to the property. MARTA's route 116 travels Stone Mountain Lithonia Road between Stonecrest Mall and the Indian Creek train station.
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	With available transit service, the applicant is not proposing supplemental transit service.
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		N/A	The applicant is not proposing to provide amenities on the premises.

	GRTA Criteria	ARC Score	Comments
B. Project			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		N/A	N/A
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	Not applicable. The applicant is not eligible to receive these 3 points.
G. Is transit available beyond peak-hours of travel?		N/A	Transit is available beyond peak travel hours. Bus service is available from 5 am to past midnight on weekdays.
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
7. Access Management			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		N/A	The planned recycling center is a single use development. No shared driveway access is proposed.
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		N/A	The planned recycling center is adjacent to more than one roadway. Due to limited frontage on Coffee Road, the planned recycling center is not proposing access from the lowest functionally classified roadway.
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		3	The applicant is proposing access from Stone Mountain Lithonia Road for this single use development. That driveway will oppose the an esiting driveway on the south side of the road.
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		N/A	No. While there are traffic signals located on Stone Mountain Lithonia Road, none is in close proximity to the subject property. There are no traffic signals on Coffee Road.
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.) The applicant is proposing an adequate throat length at its access point on Stone Mountain Lithonia Road.
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	Yes. The access point for the planned recycling center is outside the functional area of adjacent intersections. The driveway from Stone Mountain Lithonia Road is at least 500 from its intersection with Coffee Road and over 1,400 feet from its intersection with Lithonia Industrial

	GRTA Criteria	ARC Score	Comments
B. Project			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. • 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	The access point for the planned recycling center is more than 500 feet from the intersection of Stone Mountain Lithonia Road with Coffee Road and over 1,400 feet from its intersection with Lithonia Industrial Boulevard.
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
8. Connectivity			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? • 3 points: There are separate ingress/egress points in 3 or more cardinal directions. • 2 points: There are separate ingress/egress points in 2 cardinal directions. • 1 point: There are separate ingress/egress points.		0	There is only one access point proposed for the planned recycling center. The access point will be from Stone Mountain Lithonia Road.
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? • 3 points: There are connections to all adjacent stub outs or dead ends. • 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided. • 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).		N/A	There are no internal streets planned for the planned recycling center. The project is not eligible for these 3 points.
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? • 3 points: All proposed land uses within the development are connected via the internal street network. • 2 points: Most of the proposed land uses within the development are connected via the internal street network.		N/A	There are no internal streets planned for the planned recycling center. The project is not eligible for these 3 points.
D. Can the internal street network be reasonably anticipated to add to the public roadway? • 3 points: No restricted access • 2 points: Internal restricted access with multiple access points		N/A	There are no internal streets planned for the planned recycling center. The project is not eligible for these 3 points.
E. Is the development consistent with other connectivity related issues not fully addressed above? • 3 points: Yes		N/A	(List of other connectivity related issues and describe developments consistency) The planned recycling center is consistent with other connectivity related issues not fully addressed above.

	GRTA Criteria	ARC Score	Comments
B. Project			
9. Project Character and Design			
<p>A. Is the development a redevelopment site?</p> <ul style="list-style-type: none"> • 3 points: The development is a redevelopment site that requires environmental remediation. • 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones. • 1 point: The development is a redevelopment site. 	N/A	2	The planned recycling center is located in an Enterprise Zone (Census track 233.06).
<p>B. Does the development re-use or rehabilitates existing and/or historic structures?</p> <ul style="list-style-type: none"> • 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development. • 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development. 	N/A	N/A	There are no known historic structures on-site.
<p>C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?</p> <ul style="list-style-type: none"> • 3 points: Yes and on-site community spaces are open to the general public. • 2 points: Yes. 	N/A	0	No. The forested buffers at the recycling center are adjacent to proposed sidewalks.
<p>D. Does the development provide no more parking than the minimum required by the local jurisdiction?</p> <ul style="list-style-type: none"> • 3 points: A parking variance is being requested to provide less than the minimum required. • 2 points: Yes. 	N/A	2	Yes. The planned recycling center proposes the minimum number of parking spaces.
<p>E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles. • 2 points: Yes, the development includes 3 of the above listed. • 1 point: Yes, the development includes 2 of the above listed. 	N/A	1	The planned development is a single-use facility designed to sort recyclables for further processing. The facility will incorporate at least two of the alternative design principles.

	GRTA Criteria	ARC Score	Comments
B. Project			
10. Community Facilities			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	3	The planned recycling facility does not require new and/or additional services or facilities.
11. Infrastructure Adequacy			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	3	(Please explain) The planned recycling facility is in an area where adequate infrastructure is in place.
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	0	The closest freight transfer station is in either Decatur or Stone Mountain. The closest major intermodal yard is CSX's Hulsy yard in east Atlanta.
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	1	The planned recycling center is 2.67 miles from Interstate 20.
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	1	There is a very limited opportunity for the use of clean-fueled vehicles on site.
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
Possible Score	N/A	84	
Component Score	N/A	44	
Percentage	N/A	52%	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
1. Protection of Critical Environmental Areas			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	The planned recycling facility avoids critical habitat and environmental areas.
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	No, the planned recycling facility does not encroach upon habitat currently under or flagged for conservation.
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	3	The planned recycling center is located on land physically suitable for development.
2. Conservation			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	0	Information not submitted for the review
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	3	The planned recycling center will incorporate native plant and drought tolerant landscaping.
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	3	The planned recycling center will not incorporate any ornamental water features or fountains.
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	N/A	No, the parking facilities will not be constructed of permeable pavement.

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
3. Stormwater Management			
<p>A. Does the development have a stormwater management plan?</p> <ul style="list-style-type: none"> • 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities. • 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume) 	N/A	2	Yes, the planned recycling facility does have a stormwater management plan that maintains stormwater volume rates such that post-development rates do not exceed pre-development rates.
4. Buffers			
<p>A. Will the proposed development require a stream buffer variance under any applicable ordinances?</p> <ul style="list-style-type: none"> • 3 points: The development does not require a stream buffer variance. 	N/A	3	No, the planned recycling center will not require a stream buffer variance.
5. Environmental Protection			
<p>C. Is the development seeking a LEED certification?</p> <ul style="list-style-type: none"> • 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments. • 2 points: At least half of the non-residential buildings are seeking LEED certification. • 1 point: One non residential buildings is seeking LEED certification. 	N/A	1	The development will seek LEED certification.
<p>D. Is the development seeking an EarthCraft certification?</p> <ul style="list-style-type: none"> • 3 points: The development is seeking Earthcraft Communities certification. • 2 points: At least half the residential homes will be certified an Earthcraft Home. 	N/A	N/A	No, the planned recycling center is an industrial facility.
Possible Score	N/A	27	
Component Score	N/A	21	
Percentage	N/A	78%	

ARC Score Sheet

Enter the values for the appropriate numbered section.

A. Regional Development Plans and Policies (50% of the Total Score)

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	9
3. Regional Transportation Plan (RTP) Transportation	Section Score:	3
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	0
6. Regionally Adopted Plans	Section Score:	3
7. Locally Adopted Plans	Section Score:	6
	A. Component Points:	30
	B. Points Possible Points:	33
	C. Component Percentage	91%

B. Project (30% of the Total Score)

1. Mixture of Uses	Section Score:	1
2. Jobs to Housing Balance	Section Score:	0
4. Housing Diversity and Affordability	Section Score:	0
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	18
7. Accessibility- transit	Section Score:	3
8. Access Management	Section Score:	9
9. Connectivity	Section Score:	0
10. Project Character and Design	Section Score:	5
11. Community Facilities	Section Score:	3
12. Infrastructure Adequacy	Section Score:	5
	A. Component Points:	44
	B. Points Possible Points:	84
	C. Component Percentage	52%

C. Open Space and Preservation/Environmental Quality (20% of the Total Score)

1. Protection of Critical Environmental Areas	Section Score:	9
2. Conservation	Section Score:	6
3. Stormwater Management	Section Score:	2
4. Buffers	Section Score:	3
5. Environmental Protection	Section Score:	1
	A. Component Points:	21
	B. Points Possible Points:	27
	C. Component Percentage	78%

A. Total Points:	95
B. Total Possible Points:	144
C. Unweighted Score	66.0%

**Overall Project
Score**

77%



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Michael Kray, Transportation Planning Division

DATE: January 14, 2010

SUBJECT: **TPD Review of DRI # 2086**

Project: Coffee Rd Materials Recovery Facility

County: DeKalb

Location: on Stone Mountain –Lithonia Rd, close to intersection with Coffee Road

Analysis:

Expedited

☒

Non-Expedited

☐

cc: David Haynes

The Transportation Planning Division has reviewed the site plan provided by Georgia Environmental Solutions and Recycling, LLC towards proposed Coffee Road recycling facility.

INFRASTRUCTURE

Transportation

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

Site access will be provided off Stone Mountain Lithonia Road.

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

No more than 100 trips per day are estimated.

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

2008-2013 TIP

DK-AR-BP20: pedestrian facility along Stone Mountain Lithonia Road, from Main Street in Lithonia to Rockbridge Road, scheduled for completion in 2012. Currently, the project is going through PE and ROW phases.

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?

The immediate vicinity of the site area is served by MARTA bus route 116.

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

NA

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

ARC TPD concludes that this business should not generate undue traffic concerns due to the low number of trips. In addition, the development would fall within a designated Freight Area, which makes the location particularly appropriate for an industrial use like a materials recovery (recycling) center.

However, there is a TIP pedestrian project along Stone Mountain-Lithonia Road, and an existing MARTA bus route 116 operates along the road. As a result, due care should be exercised in building the sidewalk as part of this development, to Dekalb County standards (preferably, with a buffer between the roadway and the sidewalk). The residential development to the northwest of the proposed DRI site provides further impetus for carefully providing pedestrian accommodations.

MARTA should be consulted for interest in potential bus stop location in proximity to future recycling center, and MARTA considers a bus stop necessary within the project ROW, a concrete pad for a bus stop should be provided as part of this development and sidewalk installation.

The bicycle rack is identified on the site plan, and should be installed in accordance with best practices. APBP Bicycle Parking guidelines are suggested, as illustrated in the figure below:

1. THE RACK ELEMENT

Definition: the rack element is the part of the bike rack that supports one bicycle.

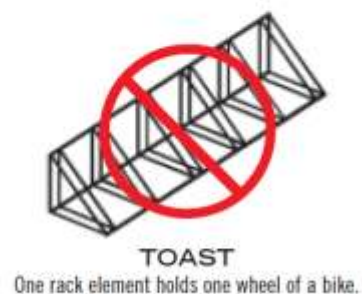
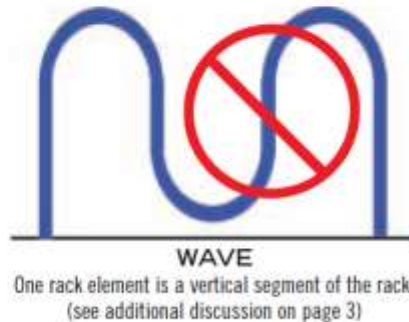
The rack element should:

- Support the bicycle upright by its frame in two places
- Prevent the wheel of the bicycle from tipping over
- Enable the frame and one or both wheels to be secured
- Support bicycles without a diamond-shaped frame with a horizontal top tube (e.g. a mixte frame)
- Allow front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle
- Allow back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle



Comb, toast, school-yard, and other wheel-bending racks that provide no support for the bicycle frame are NOT recommended.

The rack element should resist being cut or detached using common hand tools, especially those that can be concealed in a backpack. Such tools include bolt cutters, pipe cutters, wrenches, and pry bars.



COFFEE ROAD RECYCLING DRI
DeKalb County
Environmental Planning Division Comments
January 14, 2010

Watershed Protection and Stream Buffers

The proposed project is in the South River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

The USGS coverage for the project area also shows no perennial streams located on or near the project site. However, the site plan shows a stream running along the northern boundary of the property, and the DeKalb County 75-foot stream buffer is shown. Any other waters of the state on the property will subject to the State 25-foot erosion and sedimentation buffer.

Stormwater / 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 all 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 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 with impervious areas based on estimated averages for land uses in the Atlanta Region. Given the proposed use, heavy industrial was chosen as the use for the entire property. However, the actual extent of the proposed use, the actual amount of impervious surface and the amount of stormwater runoff are likely to differ from the typical coverage for that use given the specific design of the proposed facility. 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
Heavy Industry	9.36	13.57	180.09	1198.08	7441.20	15.54	1.97
TOTAL	9.36	13.57	180.09	1198.08	7441.20	15.54	1.97

Total % 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.

GEORGIA ENVIRONMENTAL SOLUTIONS & RECYCLING, LLC
155 Bankers Boulevard
Building B, Suite 100
Monroe, GA 30655

January 5, 2010

Ms. Laura F. Beall, AICP
Division Director, Land Use
Georgia Regional Transportation
Authority 245 Peachtree Center Avenue,
Suite 800
Atlanta, GA 30303-1223

Re: Georgia Environmental Solutions & Recycling, LLC
Rezoning, FLUM Amendment and SLUP Applications for 2183 Coffee
Road
Description of Proposed Use and Development

Dear Ms. Beall:

It was a pleasure meeting you yesterday in connection with Georgia Environmental Solutions & Recycling, LLC's (the "Company") efforts to obtain authorization to construct a Material Recovery Facility (recycling center) on an approximately 9.36-acre tract located near the intersection of Stone Mountain Lithonia Road and Coffee Road. Georgia Environmental Solutions & Recycling seeks:

- a rezoning of the property from M-Industrial to M2-Heavy Industrial,
- a future land use map amendment from "light industrial" to "heavy industrial," and
- a special land use permit.

Georgia Environmental Solutions & Recycling contracted with Clarion Construction, Inc. to purchase a 9.36-acre tract of unimproved land in DeKalb County, Georgia, more commonly known as 2183 Coffee Road, Lithonia, Georgia. The site has about 875 feet of frontage on Stone Mountain Lithonia Road beginning about 500 feet northwest of the intersection with Coffee Road.

The recycling center will collect, separate, and bale various non-hazardous materials for recycling, including but not limited to paper, glass, plastic, cans, textiles, wood and metals. The facility will not recycle automobiles, automobile parts, or any type of hazardous material. *The recycling process, including the delivery, sorting, baling and storage of recyclable material, will be conducted entirely INDOORS.* Sorted recyclables will be delivered to processing facilities or end-users. Any non-recyclable material received will be delivered to an appropriate disposal facility.

The intended improvements on the property include the construction of an approximately 80,000 sq. ft. recycling center, a scale house and scales, parking spaces, drives and a landscaped entrance on Stone Mountain Lithonia Road. The preliminary location of the improvements is depicted on the conceptual site plan attached to this letter.

As you could see from the aerial photograph passed out at our meeting (a copy is enclosed) the site is located in an industrial area. The property is bounded to the:

- North by a cell tower and a storage yard for a construction company followed by the CSX Railroad and undeveloped land,
- East by Coffee Road followed by an industrial center,
- Southeast by a U-Haul/auto repair shop and a cell tower,
- South by Stone Mountain Lithonia Road and industrial property occupied by Woodbridge Corporation and Grace Construction, and to the
- West by an idle 84-Lumber truss manufacturing facility.

The future land use map (copy enclosed) shows heavy industrial land uses to the South across Stone Mountain Lithonia Road, industrial uses to the West, heavy industrial use to the North and the Northeast, and existing industrial use to the Southeast. There is a small pocket of land across the railroad from the subject property that is designated for residential use, but, according to the owner, no one has lived there for years, the house has fallen in and the land is being held for future industrial use.

As for traffic, the property is located in an industrial area and is zoned for industrial use. The area is accustomed to industrial truck traffic. The access point for the planned recycling center is more than 500 feet from the intersection of Stone Mountain Lithonia Road with Coffee Road and over 1,400 feet from its intersection with Lithonia Industrial Boulevard. The planned recycling center will add 15 to 25 employees plus approximately 150 truck trips per day at full capacity. This facility will not add a significant amount of traffic to Lithonia Industrial Boulevard, Stone Mountain Lithonia Road, or Coffee Road.

Laura F. Beall
January 5, 2010
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If you have any questions or would like additional information, please do not hesitate to contact me at (404) 502-0082 or Dave Avant at (404) 456-8631.

With best regards, I am

Sincerely,

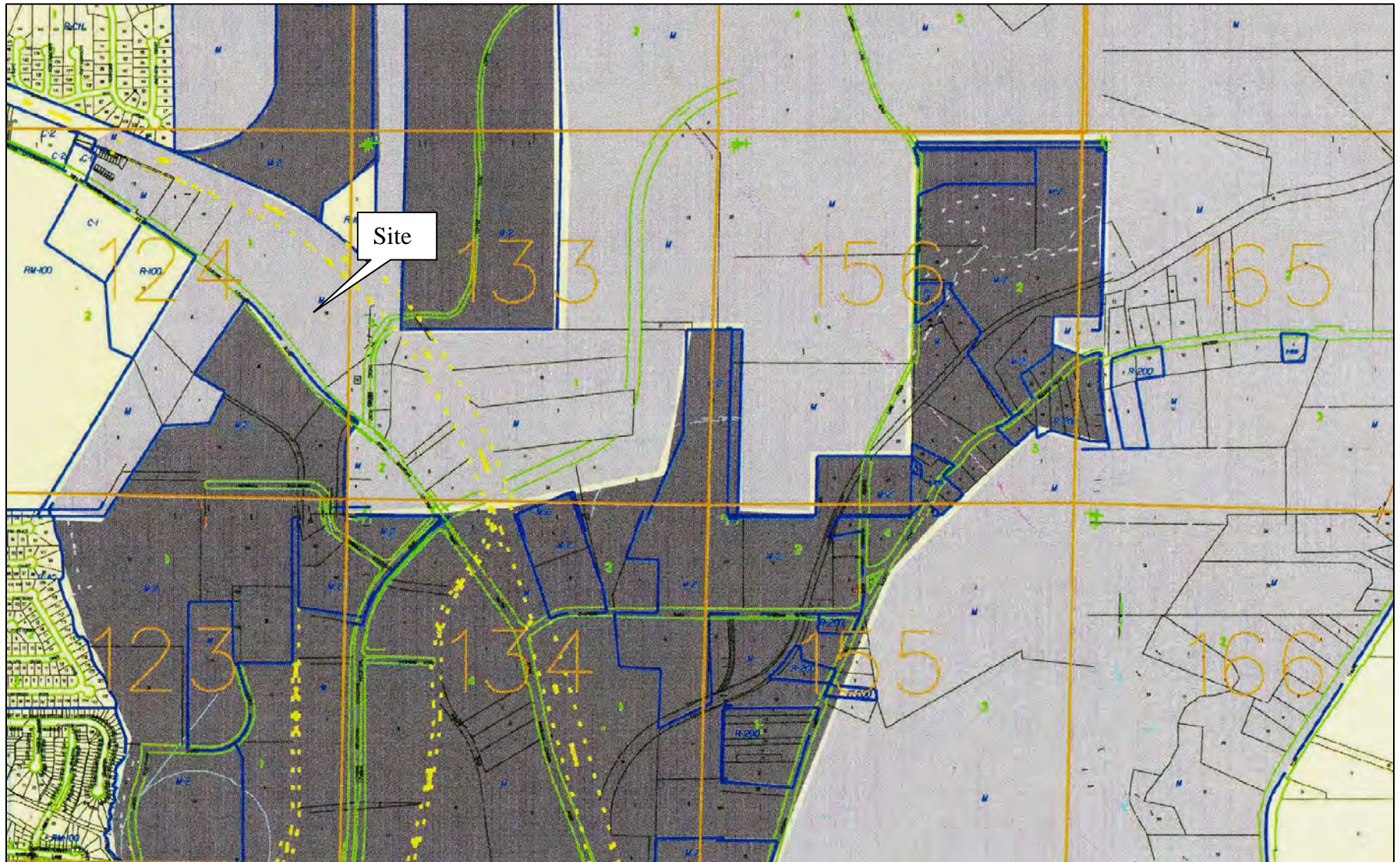
GEORGIA ENVIRONMENTAL
SOLUTIONS & RECYCLING, LLC

Dargan Scott Cole, Sr.

DSC/snw

cc: Jonathan Tuley (ARC)
Patrece G. Keeter, PE (DeKalb Co.)
Ben Doster (GESR)
Dave Avant (GESR)





Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2086**

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:

Coffee Road MRF

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

2183 Coffee Road, Lithonia LL124, 16th District

Brief Description of Project:

The planned recycling center will sort, bale and store recyclable material for delivery to processing facilities and end user. All activities will take place indoors.

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.):	Approximately 80,000 sq. ft.
Developer:	Georgia Environmental Solutions & Recycling LLC
Mailing Address:	155 Bankers Blvd.
Address 2:	Building B, Suite 100
	City: Monroe State: GA Zip: 30655
Telephone:	404-502-0082
Email:	dsc123@hotmail.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Clarion Construction Inc.
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input checked="" type="checkbox"/> Other FLUM Amendment
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2011 Overall project: 2011
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Developments of Regional Impact

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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:	Coffee Road MRF
DRI ID Number:	2086
Developer/Applicant:	Georgia Environmental Solutions & Recycling LLC
Telephone:	404-502-0082
Email(s):	dsc123@hotmail.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	Approximately \$2,500,00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Approximately \$40,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	DeKalb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	<0.002. mgd
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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)?	<0.002 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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.)	15-25 employees and approx. 150 truck trips daily
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: A deceleration lane is proposed	
Solid Waste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	Minimal
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
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Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	38%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will maintain existing buffers along the road and western property line. A stormwater pond is proposed to mitigate the projects impact on stormwater management.	
<hr/> <hr/>	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
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