



REGIONAL REVIEW NOTICE

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

DATE: Jul 11 2012

ARC REVIEW CODE: R1207061

TO: Mayor Randal Mills
ATTN TO: Marvin Flannigan, Director
FROM: Doug Hooker, Executive Director

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC preliminary 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 preliminary finding does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Pratt Industries Waste Transfer Station

Review Type: DRI

Submitting Local Government: City of Conyers

Date Opened: Jul 6 2012

Deadline for Comments: Jul 20 2012 **Date to Close:** Aug 5 2012

Description: This project is located in the City of Conyers, and is proposed to include a 20,000 square feet Transfer Station combined with a 80,000 square feet Materials Recovery Facility (MRF) that will be designed to receive 300 tons of solid waste daily in a twelve (12) hour workday. The Transfer Station tipping floor will accommodate four incoming vehicles simultaneously and utilize two cubic yard transfer trailers simultaneously to receive and transport the disposable materials. The proposed project is located at 1920 Sarasota Parkway, Conyers, Georgia 30013.

DRI Checklist Preliminary Summary:

Regional Consistency Assessment (50%): 100%
Local Impacts Assessment (30%): 100%
Quality Development Assessment (20%): 57%

Overall Weighted Score: 91%

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is in an area designated Developing Suburbs. The UGPM and RDG states that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development.

These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

The proposed development is surrounded by existing industrial uses and vacant land. As the area continues to develop and non-industrial uses are proposed or developed, the City should give special consideration to potential land use and transportation conflicts and develop appropriate mitigation strategies where necessary

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
ROCKDALE COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
NORTHEAST GEORGIA RC

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

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 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>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Pratt Industries Waste Transfer Station** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: Jul 20 2012

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Jul 11 2012

ARC REVIEW CODE: R1207061

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon

Environmental: Santo, Jim

Aging: Rader, Carolyn

Transportation: Soldat, Nathan

Research: Skinner, Jim

Name of Proposal: Pratt Industries Waste Transfer Station

Review Type: Development of Regional Impact

Description: This project is located in the City of Conyers, and is proposed to include a 20,000 square feet Transfer Station combined with a 80,000 square feet Materials Recovery Facility (MRF) that will be designed to receive 300 tons of solid waste daily in a twelve (12) hour workday. The Transfer Station tipping floor will accommodate four incoming vehicles simultaneously and utilize two cubic yard transfer trailers simultaneously to receive and transport the disposable materials. The proposed project is located at 1920 Sarasota Parkway, Conyers, Georgia 30013.

Submitting Local Government: City of Conyers

Date Opened: Jul 6 2012

Deadline for Comments: Jul 20 2012

Date to Close: Aug 5 2012

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	CITY OF CONYERS				Date RCA Completed, M/D/YYYY: 7/11/2012	
DRI #:	2283				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Pratt Industries Waste Transfer Station					
TYPE OF DEVELOPMENT:	Waste Handling Facilities				Action Triggering Review: Rezoning	
I. REGIONAL PLAN	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
II. REGIONAL RESOURCE PLAN AND RIRs	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
III. INTERJURISDICTIONAL IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	
IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)

Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS	
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				24	OUT OF A POSSIBLE:	24
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50

ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.

FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)

<p><i>Is the preponderance of answers above "Yes"?</i></p>	<p><input type="checkbox"/> YES, "the proposed action <u>IS</u> in the best interest of the region and therefore of the state."</p> <p><input type="checkbox"/> NO, "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state."</p> <p>Other Issues of Regional Concern:</p>
<p><i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i></p>	<p><input type="checkbox"/> YES.</p> <p><input type="checkbox"/> NO.</p> <p>Narrative:</p>
<p><i>Was the answer to both questions in this section "No"?</i></p>	<p><input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding.</p> <p><input type="checkbox"/> NO.</p>

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	CITY OF CONYERS				Date LIA completed, M/D/YYYY: 7/11/2012	
DRI #:	2283				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Pratt Industries Waste Transfer Station					
TYPE OF DEVELOPMENT:	Waste Handling Facilities				Action Triggering Review: Rezoning	

I. ADEQUACY OF LOCAL ASSETS/SERVICES	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS	
Does the local workforce possess the skills/expertise/education to effectively support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?						
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
LIA Points:		39		OUT OF A POSSIBLE:	39	
LIA Score:		100		LIA WEIGHTED SCORE (30%):	30	
OVERALL ASSESSMENT OF LOCAL IMPACTS						
<i>Does the host local government need to take action to manage potential adverse impacts of this development?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	
<i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	

**QDA****QDA**

ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF CONYERS				Date QDA Completed, M/D/YYYY: 7/11/2012	
DRI #:	2283				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Pratt Industries Waste Transfer Station					
TYPE OF DEVELOPMENT:	Waste Handling Facilities				Action Triggering Review: Rezoning	

I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. CONNECTIVITY	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the developments internal street network connect to the existing surrounding street network at many points?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0	WAITING ON COMMENTS	
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development's parking located where it does not visually dominate the development from the street?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	EMPLOYEE PARKING LOCATED BETWEEN THE BUILDING FRONTAGE AND THE STREET	EMPLOYEE PARKING COULD BE SHIFTED TO THE SIDE OF THE BUILDING OR APPROPRIATELY BUFFERED FROM THE STREET.
Does the parking design allow for easy and safe pedestrian access to buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

VI. SENSE OF PLACE	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0	WAITING ON COMMENTS	

Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
X. HOUSING CHOICES	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
QDA POINTS:			12	OUT OF A POSSIBLE:		21
QDA SCORE:			57	QDA WEIGHTED SCORE (20%):		11
OVERALL ASSESSMENT OF QUALITY						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.					
<i>And is the development generally reflective of the best quality growth practices?</i>	<input type="checkbox"/> YES , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> NO NARRATIVE:					
<i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	NARRATIVE:			

Jonathan Tuley

To: Jonathan Tuley
Subject: RE: DRI Review - Pratt Industries, DRI 2283

From: Patrick Bradshaw
Sent: Thursday, July 05, 2012 10:05 AM
To: Jonathan Tuley; Nathan Soldat
Cc: David Haynes; Jim Santo
Subject: RE: DRI Review - Pratt Industries, DRI 2283

Hello Jonathan,

Here are my thoughts on DRI # 2283 - Pratt Industries Waste Transfer Station.

- I don't have a direct match for this particular use in the ITE trip generation manual in which to check the developer's daily traffic estimate to, but they seem reasonable when running the numbers provided into either the General Light Industrial or Truck Terminal use categories.
- GDOT shows 10 crashes at the intersection of Sigman Road and Sarasota Business Parkway within the last three years, causing 7 injuries and no fatalities.
- Primary access to the proposed development is through Sarasota Business Parkway by way of Sigman Road. A southbound deceleration lane currently exists on the southbound lane of Sigman heading into Sarasota. The intersection currently appears to be unsignalized.
- Sigman Road is scheduled to be upgraded to a four-lane facility through the implementation of RTP project RO-235E1, which is currently in the long range portion of the plan (2031-2040). This portion of Sigman Road is also included within the extents of transportation referendum project TIA-RO-001, whose scope also calls for upgrading the portion of Sigman than intersects Sarasota Business Parkway to a four-lane facility. Lastly, the Rockdale County Comprehensive Transportation Plan calls for operational improvements at this intersection. All of these proposed improvements are compatible with the relevant transportation policy networks, namely the RSTS and Regional Thoroughfare Network.
- Should this development move forward, it may be advisable that Rockdale County/City of Conyers staff investigate whether the planned operational/safety improvements can be expedited for this intersection or if they can be inserted into the scope of the aforementioned RTP Sigman Road corridor widening project.

Thanks and let me know if there are any questions,

-Patrick

From: Jonathan Tuley
Sent: Tuesday, July 03, 2012 9:36 AM
To: Jim Santo; Nathan Soldat
Cc: David Haynes; Patrick Bradshaw
Subject: DRI Review - Pratt Industries, DRI 2283

Good Morning Gentlemen,

We have a DRI review that will need to be opened this week. This DRI is located in Conyers (1920 Sarasota Parkway, Conyers, Georgia 30013) and is a proposed waste transfer station. The site plan and information forms are attached.

If you could have your preliminary comments to me by 12pm Thursday, that would be great. If you cannot get comments to me by then, get them to me when you can and will include them in the final report. Let me know if you have any questions.

Thanks!

Jon Tuley, AICP
Principal Planner

Atlanta Regional Commission
regional impact + local relevance

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PRATT INDUSTRIES WASTE TRANSFER FACILITY DRI
City of Conyers
ARC Environmental Planning Division Comments
July 3, 2012

Watershed Protection and Stream Buffers

The property is in the Yellow River watershed, which is not a water supply watershed portion in the Atlanta Region or the Metropolitan North Georgia Water Planning District. The USGS coverage for the area shows a dashed blue line stream in the project vicinity. If this stream or any unmapped streams are on this property, they will be subject to the requirements of the City of Conyers' stream buffer ordinance. Any state waters that may be on the property will be subject to the State 25-foot Erosion and Sedimentation Act buffers. Any work within these buffers will require a variance.

Storm Water / Water Quality

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

Estimated Pounds of Pollutants Per Year

Land Use:	Land Area (Acres)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Heavy Industrial	8.88	12.88	170.85	1136.64	7059.60	14.74	1.86
TOTAL	8.88	12.88	170.85	1136.64	7059.60	14.74	1.86

Total Percentage Impervious: 80%

In order to address post-construction stormwater runoff quality, the project should to the applicable Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan's Stormwater and Watershed Protection Ordinances, as adopted by Gwinnett County. It should also 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.

Jonathan Tuley

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, June 01, 2012 11:42 AM
To: Jonathan Tuley
Cc: Comer, Carol
Subject: RE: Pre-Review Meeting June 4, 2012 - Pratt Industries Waste Transfer Station (City of Conyers, DRI #2283)

Jon,

DRI# 2283, Pratt Industries Waste Transfer Station should not impact any public airports in the area. The site is located approximately 7.71 miles from Covington Municipal Airport, 14 miles from Berry Hill Airport. However, if the proposed project's vertical construction exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with PDK airport and advise the proponent if any action is necessary.

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

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
4005 Fulton Industrial Boulevard | Atlanta, Georgia 30336
T: 404-505-4863 | F: 404-505-4870 | M: 404-660-3394 | E: achood@dot.ga.gov

View our new website at <http://www.dot.ga.gov/localgovernment/intermodalprograms/aviation!>

From: Comer, Carol
Sent: Thursday, May 31, 2012 4:40 PM
To: Hood, Alan C.
Subject: Fwd: Pre-Review Meeting June 4, 2012 - Pratt Industries Waste Transfer Station (City of Conyers, DRI #2283)

Thanks,
Carol

Sent from my iPhone

Begin forwarded message:

From: Jonathan Tuley <JTuley@atlantaregional.com>
Date: May 31, 2012 4:19:30 PM EDT
To: "Allen, Patrick" <paallen@dot.ga.gov>, "VanDyke, Cindy" <cyvandyke@dot.ga.gov>, "Ware, Alan" <alware@dot.ga.gov>, "Williams, Michael V." <michawilliams@dot.ga.gov>, "Comer, Carol" <ccomer@dot.ga.gov>, "Lobdell, Mike" <mlobdell@dot.ga.gov>, "Walker, Steven" <stwalker@dot.ga.gov>, "Cautela, Daphne" <dcautela@dot.ga.gov>, "wstinson@itsmarta.com" <wstinson@itsmarta.com>, "lbeall@grta.org" <lbeall@grta.org>, 'Julie McQueen' <JMcQueen@GRTA.org>, "BDennard@grta.org" <BDennard@grta.org>, "DRI@grta.org" <DRI@grta.org>, "Crocker, John" <jtcrocker@itsmarta.com>, "Floyd, Greg" <gffloyd@itsmarta.com>, 'Jon West' <jon.west@dca.ga.gov>, "marshall.walker@rockdalecounty.org" <marshall.walker@rockdalecounty.org>, "Catherine.Mercier-Baggett@rockdalecounty.org" <Catherine.Mercier-Baggett@rockdalecounty.org>

Baggett@rockdalecounty.org>, ""marvin.flanigan@conyersga.com"" <marvin.flanigan@conyersga.com>, "jason.alexander@conyersga.com"" <jason.alexander@conyersga.com>, ""fkillora@prattindustries.com"" <fkillora@prattindustries.com>

Cc: Landuse <Landuse@atlantaregional.com>, Jane Hayse <JHayse@atlantaregional.com>, "SDunn@atlantaregional.com"" <sdunn@atlantaregional.com>, David Haynes <DHaynes@atlantaregional.com>, Nathan Soldat <NSoldat@atlantaregional.com>, Mike Alexander <MAlexander@atlantaregional.com>, Jim Skinner <JSkinner@atlantaregional.com>

Subject: Pre-Review Meeting June 4, 2012 - Pratt Industries Waste Transfer Station (City of Conyers, DRI #2283)

Development of Regional Impact Pre-Review Meeting Notification

This e-mail serves as notice that ARC staff has reviewed the information submitted on the "Form 1" page of the Department of Community Affairs (DCA) website and finds that, based on the information submitted on the form, the proposed development(s) would be a Development of Regional Impact as defined by DCA Rules. This proposal warrants Regional Review.

The Atlanta Regional Commission staff will hold a pre-review meeting on **Monday, June 4, 2012 at 2:00pm in the Chattahoochee Room at ARC Offices** to discuss the following project(s) and determine what additional information will be needed to initiate the review. We request that you or a member of your staff attend the pre-review meeting to review the initial proposal. If you are the applicant/developer, or the developer's representative, you must attend this meeting. Please send us all information related to the project, including a digital copy of the site plan prior to the meeting. Please review the attached DRI Checklist as this will be referenced at the pre-review meeting.

2:00pm – Pratt Industries Waste Transfer Station – This project is located in the City of Conyers, and is proposed to include a 20,000 square foot Transfer Station combined with a 80,000 square foot Materials Recovery Facility (MRF) that will be designed to receive 300 tons of solid waste daily in a twelve (12) hour workday. Traffic flow will be designed to facilitate safe movement of vehicles. The Transfer Station tipping floor will accommodate four incoming vehicles simultaneously and utilize two cubic yard transfer trailers simultaneously to receive and transport the disposable materials. The proposed project is located at 1920 Sarasota Parkway, Conyers, Georgia 30013. For more information on this project please visit the [DCA website](#) or contact our offices.

We are hopeful that any concerns your agency or organization might have about the development can be identified at this meeting. All interested parties are welcome to attend. Please let me know if you have any questions about the meeting.

For more information regarding the DRI processes, and the information needed for the review, please see the [DRI website](#).

For directions to the Atlanta Regional Commission, please visit the [ARC website](#).

Thanks,

Jon Tuley, AICP
Principal Planner

Atlanta Regional Commission
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303-2538
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2283**

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: City of Conyers

Individual completing form: Marvin Flanigan

Telephone: 770-929-4281

E-mail: marvin.flanigan@conyersga.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Pratt Industries Waste Transfer Station

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1920 Sarasota Parkway - Conyers, Georgia 30013 State Plan NAD83 Coordinates System Land Lot 324 1

Brief Description of Project: Pratt Industries proposes to build a 20,000 square feet Transfer Station combined with a 80,000 square feet (MRF) Materials Recovery Facility that will be designed to receive 300 tons of solid waste daily in a twelve (12) hour workday. Traffic flow will be designed to facilitate safe movement of vehicles. The Transfer Station tipping floor will accommodate four incoming vehicles simultaneously and utilize two cubic yard transfer trailers simultaneously to receive and transport the disposable materials. All vehicles will be weighed on certified platform scales and provided a weight and transaction receipt. Future employment for this facility is estimated to be 53.

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:
Transfer Station

DRI Initial Information Form

Project Size (# of units, floor area, etc.):	20,000 square feet Solid Waste Transfer Station/80,000 square feet (MRF) Materials Recovery Facility
Developer:	Pratt Industries C/O Frank Killoran
Mailing Address:	1005 Sigman Road
Address 2:	
	City:Conyers State: Ge Zip:30094
Telephone:	678-234-1896
Email:	fkillora@prattindustries.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
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 type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	20 Percent
Estimated Project Completion Dates:	This project/phase: September 2013 Overall project: December 2015
Back to Top	

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2283**

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: City of Conyers
 Individual completing form: Marvin Flanigan
 Telephone: 770-929-4281
 Email: marvin.flanigan@conyersga.com

Project Information

Name of Proposed Project: Pratt Industries Waste Transfer Station
 DRI ID Number: 2283
 Developer/Applicant: Pratt Industries C/O Frank Killoran
 Telephone: 678-234-1896
 Email(s): fkillora@prattindustries.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: \$15 million
 Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$50,000
 Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

DRI Additional Information Form

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:	Rockdale County Water Resources
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	The transfer station will have to wash down the floor daily-Estimated use is 300 gallons per day. An
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:	Rockdale County Water Resources
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	500 GPD divided by 1 million = 0.0005
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.)	Estimated traffic arriving and leaving site on a dailey basis is 265 vehicles. Analysis of dailey traffic: (Employee vehicles:75) (Trucks arriving with MSW for transfer station:100) (Trucks departing the transfer stationfor the landfill: 35) (Trucks arriving at the MRF with recycled material: 50) (Trucks departing the MRF with baled recycled commodities: 5)
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 checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below:	

Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	Because this is a proposed Solid Waste Transfer Station, this facility will be designed to receive 300 tons of solid waste per day in a twelve hour workday.
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:	
<hr/> <hr/>	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	70 percent
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: An existing detention basin will be modified to provide not only post development storm water detention for the proposed development, but also water quality treatment by incorporating permanent, micro pool, extended detention wet pond provision.	
<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:	
<hr/> <hr/>	
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