

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: October 3, 2017

ARC REVIEW CODE: R1709131

TO: Chairman Mike Boyce, Cobb County Board of Commissioners
ATTN TO: John Pederson, Zoning Division Manager
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Duncan Road Waste Transfer Station (DRI 2706)

Submitting Local Government: Cobb County

Review Type: DRI

Date Opened: September 13, 2017

Date Closed: October 3, 2017

Description: This DRI is located on an approximately 11-acre site in unincorporated Cobb County on the north side of Duncan Road, west of Barrett Lakes Boulevard (District 20, Land Lots 134 and 135). The project will consist of a one-story, 12,000 SF waste transfer facility used to process municipal solid waste, construction and demolition material and recovered materials. The plan proposes site access via one driveway on Duncan Road. The project is estimated to generate 300 gross daily trips, comprised of garbage trucks, semi-trucks, employees and recycling center visitors. The DRI review triggers for this development are rezoning and special land use permit applications filed with Cobb County.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in both a Regional Employment Corridor and a Regional Center. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. Regional policy recommendations for Regional Employment Corridors and Regional Centers are noted at the bottom of these comments.

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors and Regional Centers. In terms of land use, the project is similar to nearby clusters of existing industrial and warehouse/distribution facilities. Certain nearby areas to the west, however, are predominated by residential uses, some of which are also in the City of Kennesaw. The project also borders Noonday Creek and one of its tributaries. Cobb County's leadership and staff, along with the applicant team, should therefore collaborate to balance the goal of new development with the need for sensitivity to nearby land uses, natural resources and other local governments.

The project could further support The Atlanta Region's Plan if it incorporated aspects of regional policy such as green infrastructure and/or low-impact design in parking areas and site driveways, and as part of any improvements to site frontages. In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot.

Additional ARC staff comments regarding water resources are attached, including information related to stream buffer requirements. Other comments received from external parties are also attached, including comments from the Town Center CID, GDOT's Planning Division and GDOT's Aviation Programs Division.

Further to the above, Regional Employment Corridors, along with the Region Core (Downtown, Midtown, Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites

Further to the above, Regional Centers are metro Atlanta's centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Regional policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF KENNESAW

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF MARIETTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COBB COUNTY
TOWN CENTER CID

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Thursday, September 14, 2017 10:40 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; karl.vonhagel@cobbcounty.org
Subject: RE: ARC DRI Review Notification: Duncan Road Waste Transfer Station (DRI 2706)
Attachments: Preliminary Report - Duncan Road Waste Transfer Station DRI 2706.pdf

Andrew,

The proposed Duncan Road Waste Transfer Station, consisting of a one-story, 12,000 SF waste transfer facility used to process municipal solid waste, construction and demolition material and recovered materials, is located less than 1 mile north east of the Cobb County International Airport – McCollum Field (RYY).

FAA Guidance on Transfer Stations and Construction and Demolition (C&D) Facilities located near airports is as follows:

- ✎ Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are not located on airport property or within the Runway Protection Zone (RPZ). These facilities should not handle or store putrescible waste outside or in a partially enclosed structure accessible to hazardous wildlife. Trash transfer facilities that are open on one or more sides; that store uncovered quantities of municipal solid waste outside, even if only for a short time; that use semi-trailers that leak or have trash clinging to the outside; or that do not control odors by ventilation and filtration systems (odor masking is not acceptable) do not meet the FAA's definition of fully enclosed trash transfer stations.
- ✎ C&D landfills do not generally attract hazardous wildlife and are acceptable if maintained in an orderly manner, admit no putrescible waste, and are not co-located with other waste disposal operations. However, C&D landfills have similar visual and operational characteristics to putrescible waste disposal sites. When co-located with putrescible waste disposal operations, C&D landfills are more likely to attract hazardous wildlife because of the similarities between these disposal facilities.

If the proposed transfer station does not meet the FAA's definition of a fully enclosed trash transfer station, or admits putrescible waste, or is co-located with other waste disposal operations, the FAA recommends a separation distance of 10,000 feet from the nearest airport serving turbine powered aircraft that operate at the Cobb County International Airport – McCollum Field.

An FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Karl Von Hagel with the Cobb County International Airport – McCollum Field (RYY) on this email.

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

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
M: 404-660-3394 | F: 404-631-1935 | E: achood@dot.ga.gov

From: Andrew Smith [mailto:ASmith@atlantaregional.org]

Sent: Wednesday, September 13, 2017 5:02 PM

To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Darryl Simmons (dsimmons@kennesaw-ga.gov) <dsimmons@kennesaw-ga.gov>; 'DWrobleski@kennesaw-ga.gov' <DWrobleski@kennesaw-ga.gov>; rroth@mariettaga.gov; slittle@mariettaga.gov; Tracy Rathbone <Tracy@towncentercid.com>; alisha@towncentercid.com; Dana Johnson (dana.johnson@cobbcounty.org) <dana.johnson@cobbcounty.org>; Pederson, John <John.Pederson@cobbcounty.org>; Gaines, Jason <Jason.Gaines@cobbcounty.org>; Diaz, Amy <Amy.Diaz@cobbcounty.org>; White, Ashley <Ashley.White@cobbcounty.org>; Garvis L. Sams Jr (gsams@slhb-law.com) <gsams@slhb-law.com>; arozen@slhb-law.com; Debbie Scealf <debbie@slhb-law.com>; Karen King <kking@slhb-law.com>; Michael Ingle <mike.ingle@wasteindustries.com>; Jason Zepp <jason.zepp@wasteindustries.com>; Andrew Blakey (andrew@travispruitt.com) <andrew@travispruitt.com>

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Maria Roell <MRoell@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>

Subject: ARC DRI Review Notification: Duncan Road Waste Transfer Station (DRI 2706)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Duncan Road Waste Transfer Station (DRI 2706)**.

This DRI is located on an approximately 11-acre site in unincorporated Cobb County on the north side of Duncan Road, west of Barrett Lakes Boulevard (District 20, Land Lots 134 and 135). The project will consist of a one-story, 12,000 SF waste transfer facility used to process municipal solid waste, construction and demolition material and recovered materials. The plan proposes site access via one driveway on Duncan Road. The project is estimated to generate 300 gross daily trips, comprised of garbage trucks, semi-trucks, employees and recycling center visitors. The DRI review triggers for this development are rezoning and special land use permit applications filed with Cobb County.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **September 28, 2017**.

You may also view the Preliminary Report by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, September 14, and searching for “Duncan Road Waste Transfer Station” in the field at the bottom of the page.

Date Opened: September 13, 2017

Deadline for Comments: September 28, 2017

Date to Close: October 3, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission
P | 470.378.1645
asmith@atlantaregional.org
atlantaregional.org
International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

Roadway fatalities in Georgia are up 33% in two years. That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile devices – Drive alert. Visit www.dot.ga.gov/DAAA. #ArriveAliveGA

Andrew Smith

From: Weiss, Megan J <MWeiss@dot.ga.gov>
Sent: Monday, September 18, 2017 10:55 AM
To: Andrew Smith
Cc: Peevy, Phillip M.; Robinson, Charles A.; DeNard, Paul
Subject: RE: ARC DRI Review Notification: Duncan Road Waste Transfer Station (DRI 2706)

Andrew.

GDOT Planning has reviewed the Duncan Road Waste Preliminary report and show no GDOT projects in the vicinity. For further information that may be needed concerning this review, please contact Megan Weiss at 404-631-1779 or mweiss@dot.ga.gov

Thanks.

Megan Weiss, AICP
Transportation Planner II
Georgia Department of Transportation
Office of Planning-5th Floor
P:404-631-1779 E:mweiss@dot.ga.gov

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, September 13, 2017 5:02 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <ljohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Darryl Simmons (dsimmons@kennesaw-ga.gov) <dsimmons@kennesaw-ga.gov>; 'DWrobleski@kennesaw-ga.gov' <DWrobleski@kennesaw-ga.gov>; rroth@mariettaga.gov; slittle@mariettaga.gov; Tracy Rathbone <Tracy@towncentercid.com>; alisha@towncentercid.com; Dana Johnson (dana.johnson@cobbcounty.org) <dana.johnson@cobbcounty.org>; Pederson, John <John.Pederson@cobbcounty.org>; Gaines, Jason <Jason.Gaines@cobbcounty.org>; Diaz, Amy <Amy.Diaz@cobbcounty.org>; White, Ashley <Ashley.White@cobbcounty.org>; Garvis L. Sams Jr (gsams@slhb-law.com) <gsams@slhb-law.com>; arozen@slhb-law.com; Debbie Scealf <debbie@slhb-law.com>; Karen King <kking@slhb-law.com>; Michael Ingle <mike.ingle@wasteindustries.com>; Jason Zepp <jason.zepp@wasteindustries.com>; Andrew Blakey (andrew@travispruitt.com) <andrew@travispruitt.com>
Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Maria Roell <MRoell@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>
Subject: ARC DRI Review Notification: Duncan Road Waste Transfer Station (DRI 2706)

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As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **September 28, 2017**.

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Date Opened: September 13, 2017

Deadline for Comments: September 28, 2017

Date to Close: October 3, 2017

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

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International Tower

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Atlanta, Georgia 30303

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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Duncan Road Waste Transfer Station** *See the Preliminary Report.*

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

Please refer to the attached information regarding the Duncan Road Waste Transfer Station.

Individual Completing Form:

Tracy Rathbone, Executive Director Town Center CID

Local Government:

Town Center Community Improvement District

Department:

Telephone: ()

678-350-5061 ext. 4

Signature:

Tracy Rathbone

Date:

9/28/17

Please return this form to:

Andrew Smith

Atlanta Regional Commission

International Tower

229 Peachtree Street NE, Suite 100

Atlanta, Georgia 30303

Ph. (470) 378-1645

asmith@atlantaregional.org

Return Date: *September 28, 2017*



September 28, 2017

Attention: Andrew Smith

Atlanta Regional Commission
International Tower
Suite 100
229 Peachtree Street, NE
Atlanta, Georgia 30303

Re: Duncan Road Waste Transfer Station, DRI 2706

Dear Mr. Smith:

Upon review of the report provided by the Atlanta Regional Commission regarding the proposed Duncan Road Waste Transfer Station (DRI 2706), the Town Center Community Improvement District (CID) would like to submit the following comments:

- The Town Center CID was created in 1997 to provide governmental services and facilities for our community, as well as to encourage and promote the improvement and development of our district. It is funded by the commercial property owners who pay an extra 5 mills in ad valorem taxes.
- The proposed location of a waste transfer station in our district is not consistent with the positive trend in land-use within the area, including the Town Center CID. Any industrial development within the vicinity is moving toward corporate support/distribution and light manufacturing facilities of a Class A, institutional quality. The waste transfer facility would be a heavy industrial use and one better suited in an area of similar business outside of a regional activity center such as the CID.
- The existing Vulcan facility in the vicinity already generates heavy vehicles which regrettably intermix with the prevalent vehicular traffic and pedestrians on our roads, including those traveling to and from the Mall on Barrett Parkway and Kennesaw State University on Chastain Road. Adding 300 heavy industry vehicles to these already congested routes is unsafe and not conducive to supporting quality development in our community.
- It is recommended in the Cobb County 2040 Plan that once the Vulcan Quarry has reached its life cycle, the land use be converted to active park space. Therefore, a waste transfer station use is not conducive to this intent and use.
- The CID is supported by property owners within the district who have consistently funded roadway and infrastructure improvements, pedestrian walkability, encouraged responsible development and re-development/adaptive re-use, community park space, and overall continuity of uses. A waste transfer station would reverse our positive momentum and materially damage the economic vitality of this community's future. The station is proposed to be located on the Duncan Road parcel given its access to and from the interstate solely for

the convenience and benefit of the user, without consideration for those who have already invested heavily in the improvement of this district. The proposed use and associated traffic would be a detriment to the community at large, with no real public benefit.

- The current Master Plan for the Town Center CID, adopted by Cobb County in April 2017, does not support the proposed use for the Waste Transfer Station. The property in question is identified in the master plan as project OSP-03, Three Streams Park, and is adjacent to Noonday Creek and Carrie Branch which are classified as waters of the U.S. A trail is planned along the northern side of the property and on-street bike facilities are programmed along Duncan Road. Both of these facilities tie directly into the existing Noonday Creek Trail system that runs along Barrett Lakes Boulevard.
- During stakeholder interviews held during the Master Plan process, area stakeholders consistently referenced their vision and desire to establish greater walkability, recreation, connectivity, entertainment, tourism, and travel opportunities. Both the size and nature of the proposed use are incompatible with these defined goals.
- While the Master Plan allows some industrial uses, the district seeks industrial investments that will create jobs and increase the number of area employees. An increase in the number of residents and employees within the district is vital to creating the types of activity, character, amenities and infrastructure (transit) that the plan envisions. A waste facility is inconsistent with the goals and vision for the district.
- The district's transportation goals include creating greater pedestrian/bicycle activity and capitalizing on the area's growth to consider future transit services. The proposed use does not advance the district's standing and ability to furnish quality pedestrian/bicycle connectivity or future transit enhancements, both in terms of its use of land and limited increase in personnel.

Please consider this submittal as the expression of the CID's strong opposition to the proposed waste transfer station, due to it being improvidently located to the material detriment of our community.

Sincerely,



Tracy Rathbone
Executive Director

DUNCAN ROAD WASTE TRANSFER STATION DRI
Cobb County
Natural Resources Group Comments
September 13, 2017

Watershed Protection and Stream Buffers

The project property is in the Allatoona Lake Water Supply watershed, which is a large water supply watershed (more than 100 square miles) as defined in the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds). Under the current Criteria, because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no special Part 5 requirements apply to the project.

Both the USGS coverage for the project area and the site plan show Noonday Creek, a blue-line stream flowing to Allatoona Lake, as well as Carrie Branch, which is a blue line tributary to Noonday Creek, along the northeastern and eastern boundaries of the project property. The site plan shows a 50-foot undisturbed buffer and 75-foot impervious setback along both streams. However, these buffers are not identified and the State 25-foot sediment and erosion buffer is not shown. As Cobb stream buffers vary by stream, the required County buffer should be confirmed and properly identified on the plans. Any proposed intrusions into the County buffers may require a variance from the County. Any intrusions into the State sediment and erosion buffer will also require variances.

Any waters of the state not shown on the project plans are also 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 the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	DRI 2706
DRI Title	Duncan Road Waste Transfer Station
County	Cobb County
City (if applicable)	
Address / Location	North Side of Duncan Road between McCollum Parkway/Chastain Road and Barrett Lakes Boulevard
Review Process	<input checked="" type="checkbox"/> EXPEDITED <input type="checkbox"/> NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Marquitrice Mangham
Copied	
Date	September 13, 2017

TRAFFIC STUDY

Prepared by	Croy Engineering
Date	September 5, 2017

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☐ YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

☒ NO (*provide comments below*)

The project proposes a waste transfer station that will generate less than 1000 trip per day. A full traffic study was not required by Transportation Group for this project. A traffic memo was provided in lieu of traffic study which does not contain a list of programmed projects.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The project site will be served by one access drive off Duncan Road, a local road.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest station more than one mile away)

☐ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line

Nearest Station

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s)

Bus Route(s)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☒ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☒ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

CCT provides bus service within the County.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☒ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☒ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The project proposes a Waste Transfer station which did not lend itself to interconnectivity with adjacent uses.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☒ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The development will generate heavy truck traffic with minimal vehicular traffic.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None.



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DRI #2706

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: Cobb

Individual completing form: John Pederson

Telephone: 770-528-2024

E-mail: john.pederson@cobbcounty.org

*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: Duncan Road Waste Transfer Station

Location (Street Address, GPS District 20, Land lots 134 & 135. On the north side of Duncan Road, west of Barrett Coordinates, or Legal Land Lot Lakes Blvd. Description):

Brief Description of Project: The project will consist of a one-story building 12,000 square feet in size used to process municipal solid waste, construction and demolition material and recovered materials.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 12,000 square foot building on 11 acres of land.

Developer: Waste Industries, Atlanta LLC

Mailing Address: 3301 Benson Drive, Suite 601

Address 2:

City: Raleigh State: NC Zip: 27609

Telephone: 919-877-7525

Email: Mike.ingle@wasteindustries.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: C.W. Matthews Contracting Co., Inc.

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project: ☒ Rezoning
☐ Variance
☐ Sewer
☐ Water
☒ Permit
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2018
Overall project: 2018

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DRI #2706

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: Cobb
Individual completing form: John Pederson
Telephone: 770-528-2024
Email: john.pederson@cobbcounty.org

Project Information

Name of Proposed Project: Duncan Road Waste Transfer Station
DRI ID Number: 2706
Developer/Applicant: Waste Industries, Atlanta LLC
Telephone: 919-877-7525
Email(s): Mike.ingle@wasteindustries.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: \$2,500,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$12,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Cobb County Water System

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0007 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Cobb County Water System

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.0007 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) Daily (two-way) - 300 trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1.3 tons/yr (internal); 276,000 tons/yr (external)

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity: 1.3 tons/year would be generated by staff working at the facility. 276,000 tons/year would be processed and transported as a functioning solid waste transfer facility.

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Project will be designed to meet Cobb County requirements for water quality, channel protection and detention.

Environmental Quality

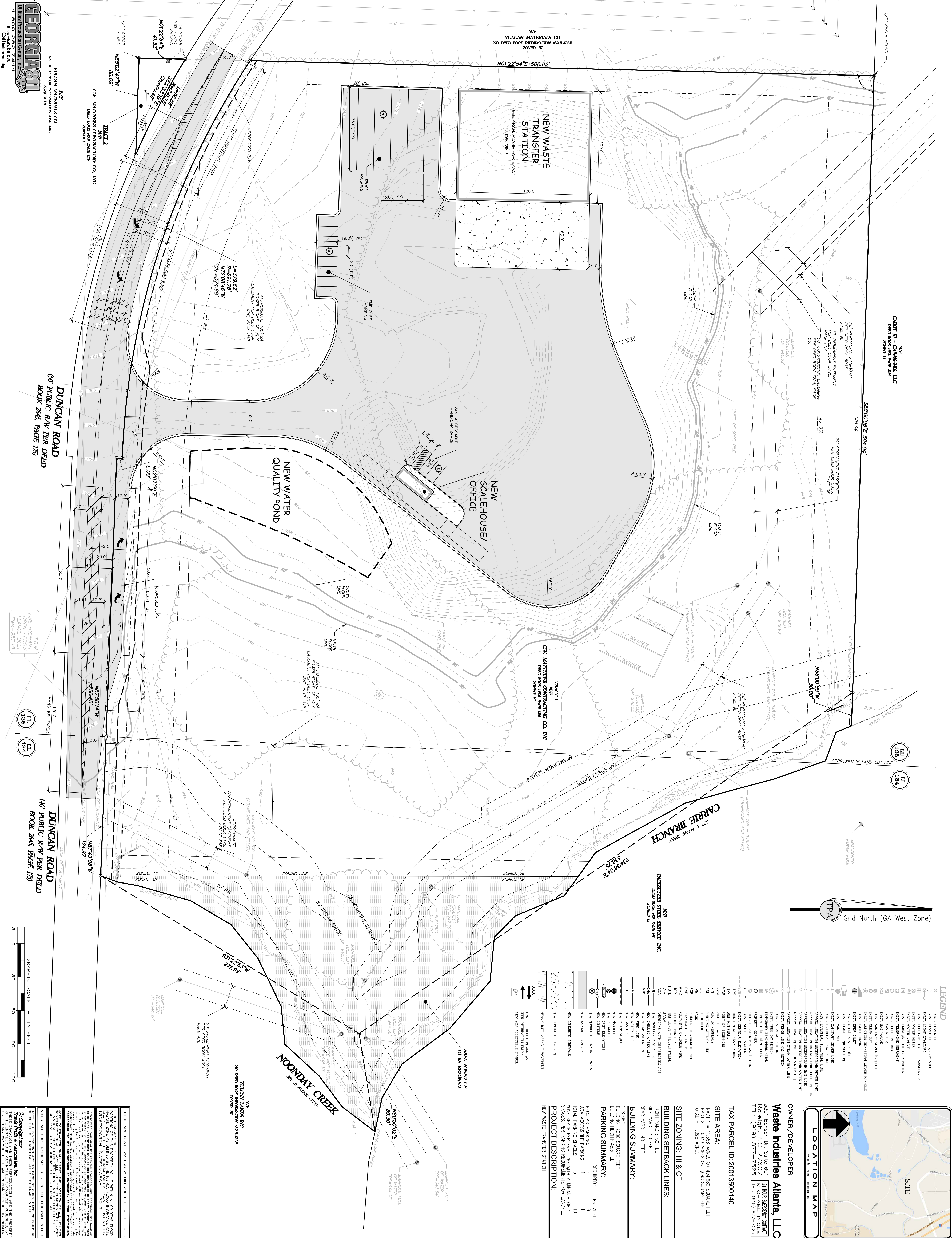
Is the development located within, or likely to affect any of the following:

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

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

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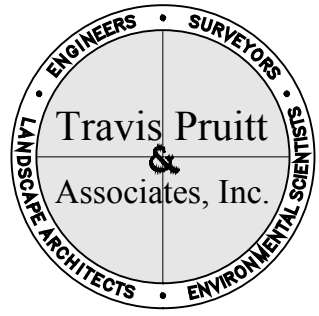


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DATE: 08/28/17
SCALE: 1" = 30'
CITY: 170260CP
LST: 17-0260
FN: 21-2-E-164
Sheet No. 1 OF 1

DUNCAN ROAD PROJECT

LAND LOTS 134 & 135, 20TH DISTRICT, COBB COUNTY, GEORGIA

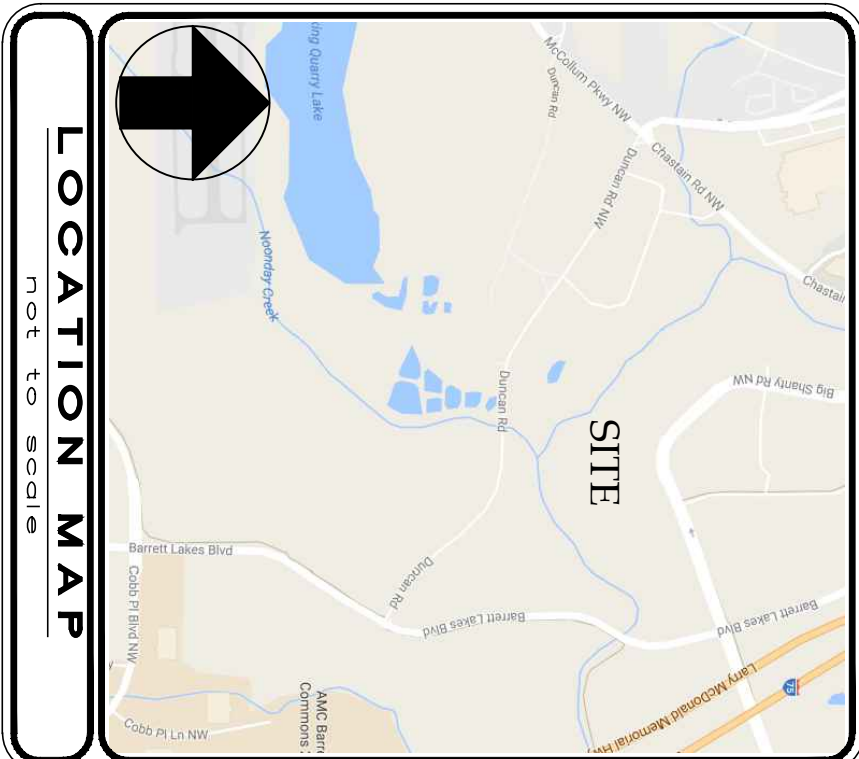


4317 Park Drive, Suite 400
Norcross, Georgia 30093
Phone: (770) 416-7511
Fax: (770) 416-6759
www.travispruit.com

Contact Person: ANDREW BLAKEY, P.E.

OWNER/DEVELOPER
Waste Industries Atlanta, LLC
3301 Benson Dr, Suite 601
Raleigh, NC 27607
TEL: (919) 877-7525

REVISIONS
NO. DATE DESCRIPTION BY



NO.	DATE	DESCRIPTION	BY
1			
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TECHNICAL MEMORANDUM

To: Garvis Sams, Jr
Sams, Larkin, Huff & Balli, LLP

From: Daniel B. Dobry, Jr., P.E., PTOE, AICP
Aimee Turner, E.I.T., IMSA TS II, Croy Engineering

Date: September 5, 2017

**RE: DRI #2706 – Duncan Road Waste Transfer Station Traffic Analysis (Z-49/SLUP-9)
Cobb County, Georgia**

Introduction

Waste Industries, Atlanta, LLC is actively completing the rezoning process for an 11.356 acre parcel of land on the north side of Duncan Road located between McCollum Parkway/Chastain Road and Barrett Lakes Boulevard in unincorporated Cobb County, as show in Figure 1. The request is a Special Land Use Permit (SLUP-9) and rezoning (Z-49) to construct a 12,000 square foot waste transfer station and related facilities, including a recycling center for citizens' use. Because of the size and operations of the facility, the development qualifies as a Development of Regional Impact (DRI), which is subject to review and approval of the Atlanta Regional Commission (ARC) and the Georgia Regional Transportation Authority (GRTA). This memorandum serves as a technical analysis of the trip generation and distribution of the proposed waste transfer station.



Figure 1: Site Location Map

Facility Operations

The waste transfer station will compact incoming Construction and Demolition (C&D) and Municipal Solid Waste (MSW) materials and transfer them to a landfill in Rockmart, Georgia. On average, for every five (5) garbage trucks entering the facility to unload, only one semi-truck is needed to haul the compacted waste to the landfill. At full operation, Waste Industries anticipates that the facility will receive, compact, and transfer approximately 23,000 tons of C&D and MSW per month. Additionally, the waste transfer station's recycling center will receive and separate citizens' recyclables such as paper, aluminum/steel cans, plastic and glass for eventual reuse. The operating hours for the facility will be from 5:00 AM to 6:00 PM Monday through Friday and 8:00 AM to 1:00 PM on Saturday. Moreover, Waste Industries transfer stations are closed on Thanksgiving Day and Christmas Day. For a facility of the proposed size, Waste Industries employs an average of 10 people.

Trip Generation

Per Waste Industries' Statement of Intent submitted to Cobb County's Zoning Division, at full operation the waste transfer station will receive approximately 23,000 tons of C&D and MSW materials per month. The equation below shows the calculations for the approximate amount of waste materials the transfer station will receive per day.

$$23,000 \frac{\text{tons}}{\text{month}} \times \frac{12 \text{ months}}{302 \text{ days of operations}} = 914 \frac{\text{tons}}{\text{day}}$$

Given the size of the waste transfer station, Waste Industries approximates 90 to 100 trucks will arrive at the Duncan Road Waste Transfer Station to unload waste materials, which yields an average of 9 to 10 tons per truck. Waste Industries estimates the numbers of visitors recycling personal materials at approximately 10% of the site's business. Table 1 shows the calculations for the facility's gross daily trips based on the number of garbage trucks unloading the waste materials, semi-trucks delivering the waste materials to the landfill, employees, and visitors delivering recyclables.

Table 1: Duncan Road Waste Transfer Station's Gross Daily Trips

Type of Vehicle	No. of Vehicles	No. of Trips/Veh	Total Trips
Garbage Trucks	100 trucks	× 2 trips =	200 trips
Semi-Trucks	20 trucks	× 2 trips =	40 trips
Employees	10 passenger vehicles	× 4 trips (incl. lunch break) =	40 trips
Recycling Center Visitors	10 passenger vehicles	× 2 trips =	20 trips
Gross Daily Trips			300 trips

Trip Distribution

The Duncan Road Waste Transfer Station intends to serve Cobb County and the greater Metro Atlanta region. Given the roadway network surrounding the site, garbage trucks, employees and recycling center visitors can access the facility via major routes and Interstates either north or south of Duncan Road. Based on these findings, it is assumed that garbage trucks, employees, and recycling center visitors' trips north and south of Duncan Road will be equally distributed.

For the semi-trucks delivering the compacted waste materials to the landfill in Rockmart, Georgia, there are three primary routes identified by Google Earth. The compacted waste will be delivered to the Grady Road Landfill and Recycling Center located at 316 Grady Road, Rockmart, Georgia 30153. Figure 2 displays the three primary routes the semi-trucks will use to get to the landfill. Depending on the time of day, all three routes have comparable travel times and the most desirable route will be chosen based on the time of day and the truck driver's discretion.

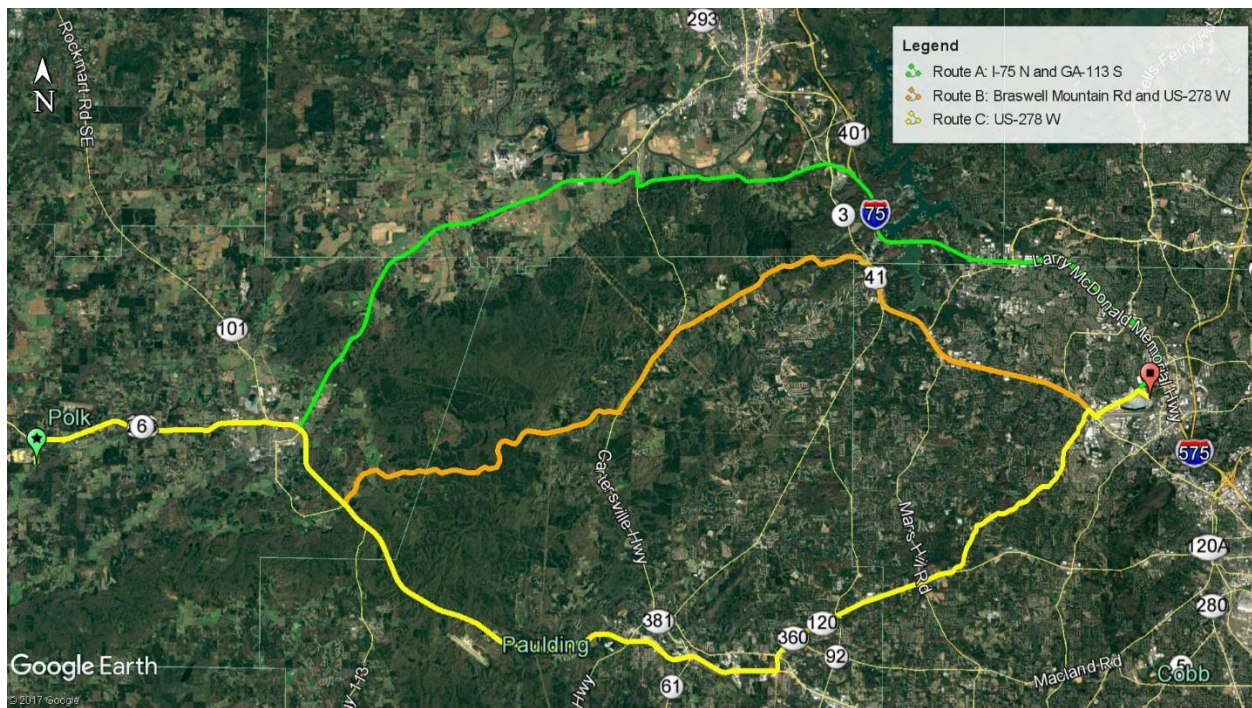


Figure 2: Primary Routes from Duncan Road Site to Rockmart, Georgia Landfill

Summary

Waste Industries has requested that DRI #2706 – Duncan Road Waste Transfer Station be considered for GRTA's expedited review. As shown in Table 1, the Duncan Road Waste Transfer Station gross daily trips falls significantly below the maximum 1,000 gross daily trips to be considered for an expedited review.