

REGIONAL REVIEW NOTIFICATION

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

DATE: April 11, 2019

ARC REVIEW CODE: R1904111

TO: Mayor Elizabeth Carr-Hurst, City of Fairburn
ATTN TO: Tarika Peek, Senior City Planner/Zoning Administrator
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review



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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Fairburn Travel Center (DRI 2926)

Review Type: DRI

Submitting Local Government: City of Fairburn

Date Opened: 4/11/19

Deadline for Comments: 4/26/19, 5:00 PM

Date to Close: 5/1/19*

If no significant issues are identified during the 15-day comment period, the review will close on **April 26, 2019 per the **Limited Trip Generation Expedited Review process** outlined in ARC's DRI Rules.*

Description: This DRI is in the City of Fairburn, south of Oakley Industrial Boulevard, east of SR 74/Senoia Road (just south of I-85) and north of Harris Road. The proposed project is an expansion of new truck parking on the southeast corner of an existing truck stop/travel center and truck parking facility. The expansion consists of an approx. 4.3-acre area (approx. 2.5 net useable acres) for 50 new truck parking spaces. Direct access is proposed via an existing driveway onto Harris Rd. (indirect access is possible through the existing facility's site onto SR 74 and Oakley Industrial Blvd.). The new parking expansion triggers a DRI review on its own, due to the associated number of truck parking spaces. The trigger for this DRI review is a rezoning application filed with the City of Fairburn. The existing truck stop/travel center and truck parking facility consists of a convenience store, fast food restaurant, carwash, four commercial tenants, 16 fueling positions for cars and 7 fueling positions for trucks, and truck parking on paved and gravel lots. That parking capacity includes approx. 2.3 acres of truck parking in the northeast corner of the site that was reviewed on its own as DRI 2588 (the review name was also Fairburn Travel Center) in 2016. Impacts and trips associated with the existing truck stop/travel center and truck parking facility are already present and therefore are not the focus of the current DRI review, which evaluates the acreage intended for the proposed 50 new truck parking spaces.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Suburbs areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy, notably providing new truck parking that is off of public roadways. Trucks parking in and along public roads is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion. This project also offers the potential to enable efficiencies in intraregional, interregional and interstate freight movement given its access to SR 74 and I-85 – and its proximity to nearby warehousing and industrial areas, including along Oakley Industrial Boulevard to the north.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. This is particularly important given the project's location in the Whitewater Creek Water Supply Watershed, a small (less than 100 square mile) public water supply watershed that serves as a public water supply source for both Fayette County and the City of Fayetteville. More detailed comments on water resources are attached to this report. In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed driveways, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for Developing Suburbs. In terms of land use, the project is in a part of the region that is experiencing demand for warehouse/distribution development and therefore truck traffic to be served by this type of project. The site is in relatively close proximity to existing warehouse/distribution uses, including along Oakley Industrial Boulevard to the north. However, many areas near the site are predominated by single family residential uses, small homesteads, historic town centers (including Fairburn), and undeveloped or forested land. This includes areas and properties outside the City of Fairburn's jurisdiction, e.g. Fayette County to the south, the City of Palmetto to the southwest, etc. In view of all of these factors, it will be critical for City leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity to, and mitigate potential impacts to, nearby local governments, neighborhoods, natural resources and land uses.

Additional preliminary ARC staff comments related water resources are attached to this report. ARC staff's transportation-related comments will be forthcoming in the Final Report following ARC's review and comment period.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General policy recommendations for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT

ARC RESEARCH & ANALYTICS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

SOUTH FULTON COMMUNITY IMPROVEMENT DISTRICT

CITY OF SOUTH FULTON

ARC TRANSPORTATION ACCESS & MOBILITY

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA SOIL & WATER CONSERVATION COMMISSION

FAYETTE COUNTY

TOWN OF TYRONE

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

CITY OF PALMETTO

CITY OF UNION CITY

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>.



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: **Fairburn Travel Center** *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:

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: *April 26, 2019, 5:00 PM*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: April 11, 2019

ARC REVIEW CODE: R1904111

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Fairburn Travel Center (DRI 2926)

Review Type: Development of Regional Impact

Description: This DRI is in the City of Fairburn, south of Oakley Industrial Boulevard, east of SR 74/Senoia Road (just south of I-85) and north of Harris Road. The proposed project is an expansion of new truck parking on the southeast corner of an existing truck stop/travel center and truck parking facility. The expansion consists of an approx. 4.3-acre area (approx. 2.5 net useable acres) for 50 new truck parking spaces. Direct access is proposed via an existing driveway onto Harris Rd. (indirect access is possible through the existing facility's site onto SR 74 and Oakley Industrial Blvd.). The new parking expansion triggers a DRI review on its own, due to the associated number of truck parking spaces. The trigger for this DRI review is a rezoning application filed with the City of Fairburn. The existing truck stop/travel center and truck parking facility consists of a convenience store, fast food restaurant, carwash, four commercial tenants, 16 fueling positions for cars and 7 fueling positions for trucks, and truck parking on paved and gravel lots. That parking capacity includes approx. 2.3 acres of truck parking in the northeast corner of the site that was reviewed on its own as DRI 2588 (the review name was also Fairburn Travel Center) in 2016. Impacts and trips associated with the existing truck stop/travel center and truck parking facility are already present and therefore are not the focus of the current DRI review, which evaluates the acreage intended for the proposed 50 new truck parking spaces.

Submitting Local Government: City of Fairburn

Date Opened: April 11, 2019

Deadline for Comments: April 26, 2019

Date to Close: May 1, 2019*

If no significant issues are identified during the 15-day comment period, the review will close on **April 26, 2019 per the **Limited Trip Generation Expedited Review process** outlined in ARC's DRI Rules.*

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:



Developments of Regional Impact

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DRI #2926

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: Fairburn

Individual completing form: Tarika Peeks

Telephone: 770-964-2244

E-mail: tpeeks@fairburn.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: Fairburn Travel Center

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 7860 Senoia Road

Brief Description of Project: This development project is in the City of Fairburn, south of Oakley Industrial Boulevard, east of SR 74/Senoia Road (just south of I-85) and north of Harris Road. The proposed project is an expansion of truck parking on the southeast corner of an existing truck stop/travel center and truck parking facility. The expansion consists of an approx. 4.3-acre area for 50 new truck parking spaces. Direct access is proposed via an existing driveway onto Harris Rd. (indirect access is possible through the existing facility's site onto SR 74 and Oakley Industrial Blvd.).

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 4.3 acres, +/- 50 truck parking spaces

Developer: W&W Realty Co. LLP

Mailing Address: P.O. Box 127

Address 2:

City: Fairburn State: GA Zip: 30213

Telephone: 770-964-6125

Email: jdavis@greenoilco.com

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

If yes, property owner:

Is the proposed project entirely located within your local ☐ (not selected) ☒ Yes ☐ No

government's jurisdiction?
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: November 2019
Overall project: November 2019

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[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)



Developments of Regional Impact

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DRI #2926

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: Fairburn
Individual completing form: Tarika Peeks
Telephone: 770-964-2244
Email: tpeeks@fairburn.com

Project Information

Name of Proposed Project: Fairburn Travel Center
DRI ID Number: 2926
Developer/Applicant: W&W Realty Co. LLP
Telephone: 770-964-6125
Email(s): jdavis@greenoilco.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: The project is consist of a park lot for trucks; a

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

\$0

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

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

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

Water Supply

Name of water supply provider for this site: City of Fairburn

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? \$0

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

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site: N/A

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

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.) Approx. AM Peak Hour 10 and PM Hour 5

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)? N/A

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

If no, describe any plans to expand existing landfill capacity:

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 53%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A detention pond will be onsite and 25' buffer along the ROW on Harris Road is also required.

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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FAIRBURN TRAVEL CENTER DRI
City of Fairburn
Natural Resources Group Review Comments

April 8, 2019

Water Supply Watershed and Stream Buffer Protection

The proposed project property is within the Whitewater Creek Water Supply Watershed, which is a small (less than 100 square mile) watershed that serves as a public water supply source for both Fayette County and the City of Fayetteville. The proposed project property is more than 7 miles upstream of both the County and City intakes. The submitted site plans as well as the USGS coverage for the project area show no streams on or adjacent to the project property.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste. It is our understanding that the City has adopted the Water Supply Watershed Minimum Criteria. The City will still need to determine if the proposal meets the requirements of its water supply watershed ordinance.

Any applicable unmapped streams on or adjacent to the property may also subject to the City's Stream Buffer ordinance's 75-foot stream buffer and the State 25-foot Sediment and Erosion Control Buffer. Any waters of the state that may be on this property will also be subject to the State buffer.

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, 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 use the stormwater better site design concepts included in the Manual.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Where possible, use green spaces and tree planting beds as stormwater controls. These can provide for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

1023 Emory Parc Place

Decatur, GA 30033

March 20, 2019

Emily Estes
Program Manager, Developments of Regional Impact
State Road & Tollway Authority
245 Peachtree Center Avenue, Suite 2200
Atlanta, GA 30303

Dear Emily:

This letter follows our Pre-Review Meeting on March 18, 2019 at the Atlanta Regional Commission regarding a potential DRI to be initiated for a small addition to an existing Convenience Center and Truck Stop known as Fairburn Travel Center located at 5800 Oakley Industrial Boulevard near SR 74/Senoia Road in the City of Fairburn owned by George H. Green Oil Company.

I have prepared trip generation analysis based on previously submitted site plans. The site currently contains 16.88 acres consisting of a convenience store with trucker and travel amenities, fast food diner, four tenants with small commercial services, carwash, 16 fueling positions for cars and 6 fueling stations for trucks. This property includes a previously approved 2.3-acre addition in the northwestern corner that was the subject of DRI #2588 Fairburn Travel Center that was processed with Expedited Review. I was approved pursuant to a Letter of Understanding from GRTA dated June 13, 2016.

The latest situation is that the owner intends to add a contiguous parcel that is labelled "4.387 Ac. Current Zoning C-2, Proposed Zoning M-1" on the site survey titled "Fairburn Travel Center Conceptual Site Plan" dated 6/20/2018. Because a rezoning is required in the City of Fairburn, we are preparing for a DRI application and requested Expedited Review due to Limited Trip Generation (Section 3-102B.1): *No more than one thousand (1,000) gross daily trips will be generated by the DRI.*

The proposed use is to provide parking for up to 50 trucks. The net usable acreage is 2.52 acres because the 4.387-acre property includes two detention ponds on the west and a paved driveway on the eastern side of the property, diminishing its usable area.

I have prepared a trip generation analysis consisting of 3 tables based on the ITE Trip Generation Manual. In summary the new site adds 206 additional weekday trips, of which we estimate 80 percent (165 trips) are expected to be trucks and approximately 41 trips would be cars because some truck drivers also use their assigned space for a passenger car on occasion.

Based on observation, the peak period of traffic for this site is between 4:30AM and 7:30AM for exits. Entries are fairly steady throughout the day. The majority of the site's traffic flows to and from the I-85/ S.R. 74 interchange.

Table 1 shows the trip generation for the existing 16.9-acre project *not including* the new parcel now proposed for additional parking. The commercial component is treated as a service station, convenience market and carwash with 16 fuel pumps using ITE Land Use 946. This use generates the majority of the traffic – about 2,445 vehicle trips per average weekday. The remainder of the property is designated “Truck Stop”, Land Use 030 for trip generation purposes. It generates about 1,382 vehicle trips on an average weekday. Note that trip generation rates for Truck Stops were not available in the 9th edition of the ITE *Trip Generation Manual*, so I used the 5th edition that included trip rates per acre for Truck Stops.

Table 2 applies the same ITE trip generation rate for Truck Stops to the new truck parking site that is proposed. The net area to be used for parking is 2.52 acres, which omits portions of the 4.387-acre site that will be used for stormwater management and driveways that serve the entire property. The net new trip generation is **206 daily vehicle trips** - about 5 percent more than the existing truck stop, gas pumps and convenience market. We estimate 80 percent (165 trips) are expected to be trucks and approximately 41 trips would be cars because some truck drivers also use their assigned space for a passenger car on occasion.

Table 3 adds Table 1 and Table 2. The entire project, including the proposed addition of 4.387 acres, would generate about 4,034 vehicle trips per day on an average weekday. No reduction is shown for “pass-by” trips for the convenience market, however, we know that the impact on total traffic volume of the surrounding streets would likely be less than 4,034 trips per day due to some amount of “pass-by” trips to the convenience market by motorists already on the highway.

In summary, this would seem like a relatively minor traffic impact consisting of approximately 206 additional weekday vehicle trips. I would expect it to qualify for Expedited Review at GRTA, which should be available for a DRI that generates less than 1,000 additional vehicle trips per day. It is well under that threshold.

Sincerely

A handwritten signature in black ink that reads "Gary A. Cornell". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Gary A. Cornell, FAICP

cc: Andrew Smith, ARC; Jared Lombard, ARC, Emily Estes, SRTA, Megan Williams, GDOT, Ed Wyatt, John Davis, and Doug Stoner for Green Oil Co.

Table 1 : Existing Fairburn Travel Center					
<u>Total</u>	<u>Weekday Vehicle Trip Generation</u>			Weekday	
LU Code	Land Use	Units	Trip Rate	Trips	% trips
030	Truck Stop*	16.883 Acres	81.86	1,382	36.11%
946	Convenience Store w/ gas pumps & carwash	16 fuel pumps	152.84	2,445	63.89%
Total	(Existing site as of 2019)			3,827	100.00%
Table 2: Proposed Addition of 2.52 acres for Truck Parking					
<u>New</u>	<u>Weekday Vehicle Trip Generation</u>			Weekday	Addition as
LU Code	Land Use	Units	Trip Rate	Trips	% of Total
030	Truck Stop*	2.52 Acres	81.86	206	
Net new	(Proposed additional acres)	2.52 Acres		206	5.39%
Table 3: Fairburn Travel Center with Addition of 2.52 acres of Truck Parking					
<u>Total</u>	<u>Weekday Vehicle Trip Generation</u>			Weekday	
LU Code	Land Use	Units	Trip Rate	Trips	% trips
030	Truck Stop*	19.403 Acres	81.86	1,588	39.38%
946	Convenience Store w/ gas pumps & carwash	16 fuel pumps	152.84	2,445	60.62%
Total	(Proposed Site Development)			4,034	100.00%
Source: Trip rate for LU Code 946 comes from ITE <i>Trip Generation Handbook, 9th Edition</i> (2012)					
* ITE <i>Trip Generation Handbook, 5th Edition</i> (1991)					
Approximately 80 % of the vehicles generated by the truck stop are assumed to be trucks					
and the remaining 20% are expected to be passenger cars.					
Revised 2/22/2019					

FAIRBURN TRAVEL CENTER

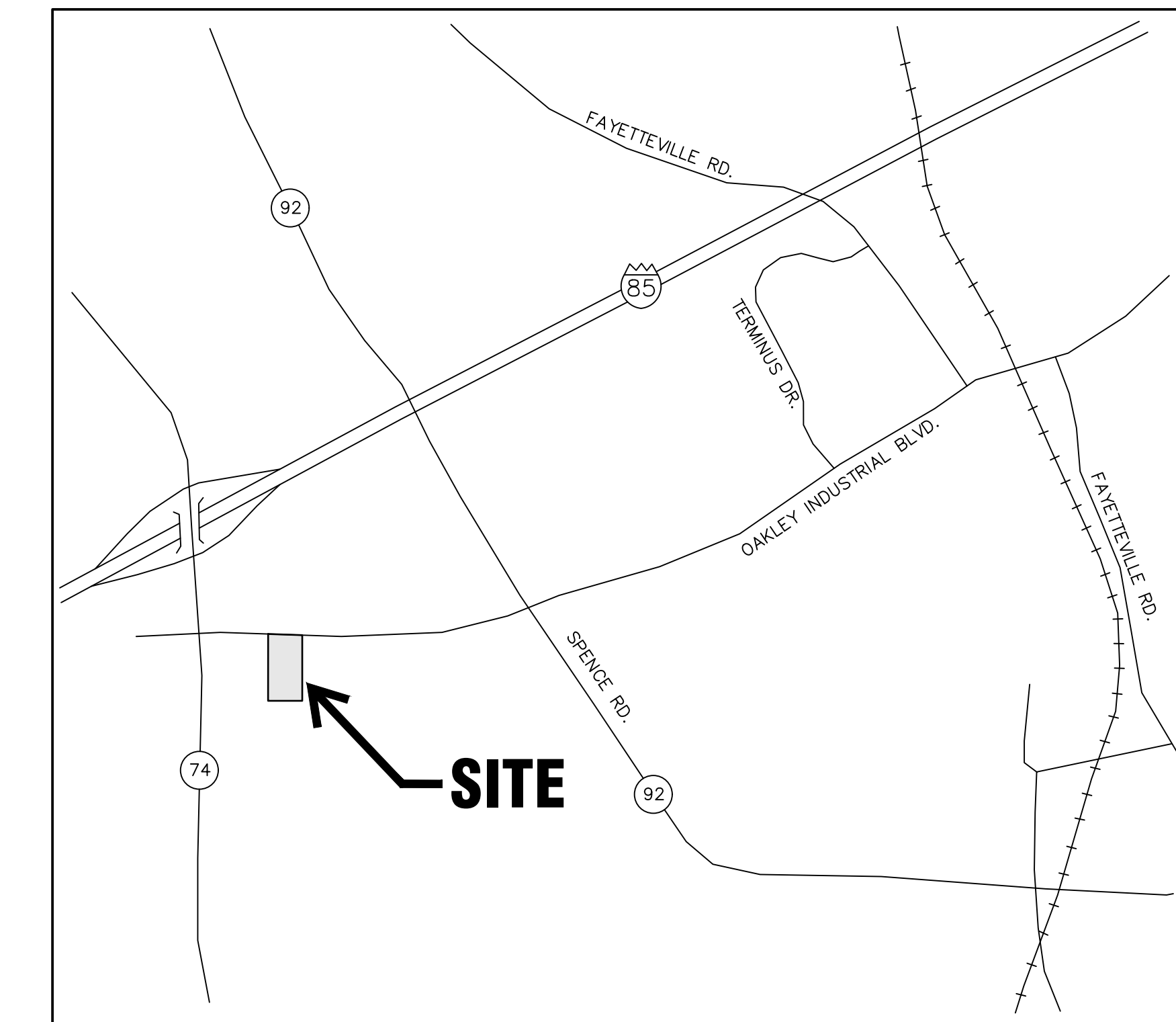
CONCEPTUAL SITE PLAN

LAND LOT 26 & 27 - DISTRICT 9F FULTON COUNTY

PROPOSED ZONING: M-1

TOTAL AREA = 4.387 AC.

DRI APPLICATION #2926



LOCATION MAP

TOTAL AREA OF SITE = 4.387 ACRES
TOTAL IMPERVIOUS AREA = 2.34 ACRES (53%)

TRAFFIC CONSULTANT:

GARY A. CORNELL, FAICP
1023 EMORY PARC PLACE
DECATUR, GA 30033
404-431-9875
GARY.CORNELL01@GMAIL.COM

PARKING SPACES:

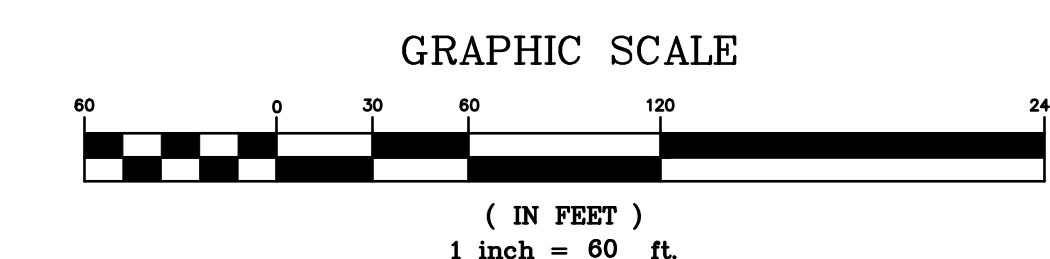
TOTAL TRUCK PARKING = 231 SPACES
TOTAL CAR PARKING = 34 SPACES

Owner/Project Developer:

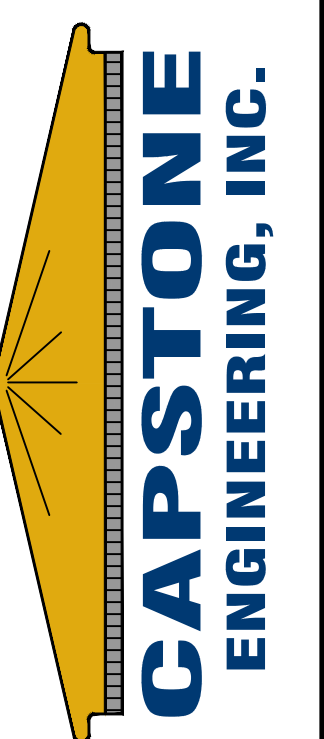
W&W Realty Co.
PO Box 127
Fairburn, GA 30213

Contact Person: John Davis
(770) 964-6125

LINE CALL CHART		
LINE	BEARING	DISTANCE
L1	S 89°53'38" E	62.33'
L2	N 00°06'22" E	57.67'
L3	S 89°53'38" E	146.92'
L4	S 00°06'22" W	18.83'
L5	S 89°53'38" E	7.00'
L6	N 00°06'22" E	18.75'
L7	S 89°53'38" E	9.67'
L8	S 00°06'22" W	33.83'
L9	N 59°38'26" E	19.17'
L10	N 52°09'32" E	22.85'
L11	N 29°58'57" E	26.75'
L12	N 16°08'55" E	44.00'
L13	N 00°24'58" E	125.39'
L14	N 63°49'53" E	18.88'
L15	N 01°39'55" E	180.17'
L16	N 01°25'30" W	153.93'
L17	N 00°06'22" E	187.68'



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REV.	DATE	DESCRIPTION
1	4/10/19	ADD NOTES FOR DRI APPLICATION #2926

FAIRBURN TRAVEL CENTER	CONCEPTUAL SITE PLAN
DRAWN BY: MWS	SCALE: 1" = 60'
DATE: 6/20/18	