



# REGIONAL REVIEW FINDING

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

DATE: May 14 2008

ARC REVIEW CODE: R804141

TO: CEO Vernon Jones

ATTN TO: Karmen Swan White,

FROM: Charles Krautler, Director

NOTE: This is digital signature.  
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government:** DeKalb County

**Name of Proposal:** CMT Travel Plaza

**Review Type:** Development of Regional Impact

**Date Opened:** Apr 14 2008

**Date Closed:** May 14 2008

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** The proposed development is consistent with the Atlanta Regional Unified Growth Policy Map which designates the site as urban neighborhood. Urban neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is located along Moreland Avenue north of Interstate 285.

The proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. The South River forms the northern boundary of the property. An unnamed tributary to the South River is also shown at the eastern end of the property. The 75-foot DeKalb County stream buffer and the 25-foot State sediment and erosion control buffer are shown on both the South River and the unnamed tributary on the project property.

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

CITY OF ATLANTA

CITY OF FOREST PARK

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA CONSERVANCY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CLAYTON COUNTY

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

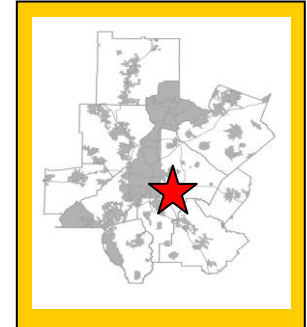
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

<b>Preliminary Report:</b>	April 14, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	CMT Travel Plaza #1764
<b>Final Report Due:</b>	May 14, 2008		<b>Comments Due By:</b>	April 28, 2008

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed CMT Travel Plaza is truck parking and maintenance facility on 87.24 acres in DeKalb County. The proposed development will consist of 24,052 square feet of restaurant space, a 15,740 square foot logistics center, a 2,000 square foot bank, a 5,100 square foot truck maintenance facility, and a 5,100 square foot truck washing facility. The development will include 36 truck fueling pumps, 18 car fueling pumps, and 593 truck parking spaces. The proposed development is located along Moreland Avenue north of Interstate 285.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2010.

### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

**Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.**

The project site is currently zoned industrial. The site does not need to be rezoned. The DRI trigger for the proposed development is special land use permit. Information submitted for the review states that the proposed zoning is consistent with DeKalb County's Future Development Map which designates this area as light industrial.

**Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.**

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

**Will the proposed project impact the implementation of any local government's short-term work program? If so, how?**

No comments were received concerning impacts to the implementation of any local government's short term work program.

**Will the proposed project generate population and/or employment increases in the Region?**

**If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

**What other major development projects are planned near the proposed project?**

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

<b>YEAR</b>	<b>NAME</b>
2007	4039 Bosnal Road
1994	Live Oak Landfill Expansion
1985	Atlanta International Village
1985	American Financial

**Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.**

Based on information submitted for the review, the site is currently undeveloped.

**Will the development cause a loss in jobs? If yes, how many?**

No.

**Is the proposed development consistent with regional plans and policies?**

The proposed development is consistent with the Atlanta Regional Unified Growth Policy Map which designates the site as urban neighborhood. Urban neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is located along Moreland Avenue north of Interstate 285.

The proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. The South River forms the northern boundary of the property. An unnamed tributary to the South River is also shown at the eastern end of the property. The 75-foot DeKalb County stream buffer and the 25-foot State sediment and erosion control buffer are shown on both the South River and the unnamed tributary on the project property.

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

## BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

## BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

## **BEST HOUSING PRACTICES**

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

## **LOCATION**

### **Where is the proposed project located within the host-local government's boundaries?**

The proposed project is located in southwest DeKalb County along Moreland Avenue less than half a mile north of Interstate 285.

### **Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.**

It is entirely within the DeKalb County boundaries; however, it is less than half a mile from the City of Atlanta and Fulton County. The proposed development is less than three miles from Clayton County and the City of Forest Park.

### **Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.**

The proposed development is adjacent to the South River. Other surrounding uses can be characterized as industrial uses.

## **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:

### **What new taxes will be generated by the proposed project?**

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Estimated value of the development is \$50,000,000 with an expected \$40,000 in property tax per year and \$2,000,000 in sales tax per year.

**How many short-term jobs will the development generate in the Region?**

Short-term jobs will depend upon construction schedule.

**Is the regional work force sufficient to fill the demand created by the proposed project?**

Yes.

**In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?**

None were determined during the review.

**NATURAL RESOURCES**

**Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.**

**Stream Buffers and Watershed Protection**

The proposed project site is not located within any water supply watershed and therefore no Part 5 Criteria apply. The South River forms the northern boundary of the property. An unnamed tributary to the South River is also shown at the eastern end of the property. The 75-foot DeKalb County stream buffer and the 25-foot State sediment and erosion control buffer are shown on both the South River and the unnamed tributary on the project property. No other streams are shown on the property on the site plan or on the USGS coverage for the project area. Any other state waters on the property are also subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

**Storm Water / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants Per Year:**

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Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	53.62	91.69	932.99	5790.96	52708.46	65.95	11.80
Forest/Open	33.62	2.69	20.17	302.58	7900.70	0.00	0.00
TOTAL	87.24	94.38	953.16	6093.54	60609.16	65.95	11.80
Total % impervious	52%						

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

**Will the proposed project be located near a national register site? If yes, identify site.**

None were determined during the review

**In what ways could the proposed project create impacts that would damage the resource?**

Not applicable

**In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?**

Not applicable

## **INFRASTRUCTURE**

### **Transportation**

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

The Site is proposed to have two driveways from Moreland Avenue; one for passenger cars and one for trucks. The truck only driveway will be further south on the site (the first access drive as one proceeds northward from I-285). Both access points are proposed to be full-movement intersections, with median openings on Moreland Ave.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:



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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Sit Down Restaurant 19,800 SF	116	106	222	128	82	210	2,436
Fast Food Restaurant 4,880 SF	132	128	260	88	82	170	2,424
Gas Station with Convenience Market 16 Pumps	81	81	12	111	111	222	2,604
Logistics Center 15,700 SF	38	5	43	16	80	96	321
Bank 2000 SF	14	11	25	46	46	92	622
Truck Plaza 36 Pumps	6	5	11	8	6	14	NA
<i>Mixed-Use Reductions</i>	9	9	18	9	9	18	236
<i>Alternative Mode Reductions</i>	-	-	-	-	-	-	-
<i>Pass-By Reductions</i>	50	50	100	181	158	339	4,024
<b>TOTAL NEW TRIPS*</b>	<b>522</b>	<b>461</b>	<b>983</b>	<b>483</b>	<b>443</b>	<b>926</b>	<b>4,137</b>

\*Daily volumes do not include truck plaza. AM and PM peak hour volumes include truck plaza.

### **What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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## V/C Ratios



**2010 AM Peak**



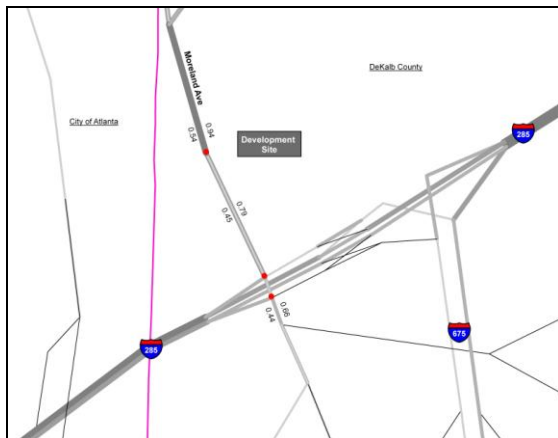
**2010 PM Peak**



**2020 AM Peak**



**2020 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend						
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3	LOS B: 0.31 - 0.5	LOS C: 0.51 - 0.75	LOS D: 0.76 - 0.90	LOS E: 0.91 - 1.00	LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

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incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

**2008-2013 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	*No programmed improvements in the vicinity*		

**Envision6 RTP (Long Range Projects)\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CL-012A	US 23 (Moreland Avenue) from Lake Harbin Road to Anvil Block Road	General Purpose Roadway Capacity	2030
DK-AR-207	I-285 South at Bouldercrest Road	Interchange Upgrade	2020
DK-AR-248	I-675 at Cedar Grove Road	Interchange Capacity	2020

*\*The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26<sup>th</sup>, 2007.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for CMT Travel Plaza.**

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

*Moreland Ave @ I-285 Eastbound Ramp*

- Convert the existing left-most southbound through lane into a shared left-through lane
- Optimize signal timing

*Moreland Ave @ I-285 Westbound Ramp*

- Convert the existing westbound double right-turn lanes into a free flow right turn lane
- Optimize signal timing

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

*Moreland Avenue @ Driveway #1 (Truck entrance)*

- Add new traffic signal

*Moreland Avenue @ Driveway #2 (Auto entrance)*

- Add new traffic signal



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**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The immediate vicinity of the site area is not serviced by local transit. The nearest fixed route transit are MARTA bus routes 4 and 32 which operate on Moreland Avenue and Constitution Road approximately 1 mile north of the proposed development.

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

None proposed.

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

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

#### Access Management

GDOT Regulations for Driveway and Encroachment Control state that desired signal spacing on the state highway system in urban areas is 1,320 ft. National best practices on access management (including GDOT regulations) state that full median openings on minor arterials in suburban areas should be separated by 1,320 ft. The development under review proposes two full-access driveways with median breaks only 721 ft apart on Moreland Avenue (classified as a minor arterial). The traffic study recommends new signals at each proposed driveway.

ARC staff recommends that, if both driveways remain full access with median breaks, they should be separated by 1,320 ft. Consideration should be given to traffic signals and median breaks upstream and downstream of the proposed development.

#### Pedestrian Facilities

ARC staff recommends that sidewalks adjacent to Moreland Avenue should be separated from the roadway by a 3-5 ft. grass buffer.

The site plan shows no ADA compliant crosswalks at the two propose driveways on Moreland Avenue. These should also be provided.

### **INFRASTRUCTURE**

#### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.019 MGD.

**Which facility will treat wastewater from the project?**



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Pole Bridge will provide wastewater treatment for the proposed development.

**What is the current permitted capacity and average annual flow to this facility?**

The capacity of Pole Bridge Site is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
20	20	13	30	-10	Combine Pole Bridge and Snapfinger into one 86mgd plant at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton	Approximately 80 mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting.

*MMF: Maximum Monthly Flow. Mgd: million of gallons per day.*

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

**What other major developments will be served by the plant serving this project?**

ARC has reviewed a number of major developments that will be served by this plant.

**INFRASTRUCTURE**

**Water Supply and Treatment**

**How much water will the proposed project demand?**

Water demand also is estimated at 0.019 MGD based on regional averages.

**How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

**INFRASTRUCTURE**

**Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 223 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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**Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?**

No.

**Are there any provisions for recycling this project's solid waste?**

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

**According to information gained in the review process, will there be any unusual intergovernmental impacts on:**

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No.

**Will the proposed project provide housing opportunities close to existing employment centers?**

No.

**Is there housing accessible to the project in all price ranges demanded?**

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The site proposed for the development is located in Census Tract 234.04. This tract had a 5.9 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 90 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

**Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?**

Likely, assuming the development is approved with multiple price ranges of housing.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

# Developments of Regional Impact

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DRI #1764

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

## Local Government Information

Submitting Local Government: DeKalb

Individual completing form: Karmen Swan White

Telephone: 404-371-2155

E-mail: kswwhite@co.dekalb.ga.us

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

## Proposed Project Information

Name of Proposed Project: CMT Travel Plaza

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 2750 Moreland Avenue, Atlanta, GA 30315 Land Lots 49 & 50; 15th District; Parcel ID: 15-049-02-004

Brief Description of Project: Travel plaza including truck stop

## Development Type:

(not selected)

Hotels

Wastewater Treatment  
Facilities

Office

Mixed Use

Petroleum Storage Facilities

Commercial

Airports

Water Supply Intakes/  
Reservoirs

Wholesale &amp; 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.):	87 acres
Developer:	CMT Travel Plaza, LLC
Mailing Address:	1691 Phoenix Blvd
Address 2:	Suite 130
	City:Atlanta State: GA Zip:30349
Telephone:	770-907-0876
Email:	cmtplaza@colonelmccrarytrucking.biz
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	Colonel McCrary Trucking, LLC
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 Special Land Use Permit
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?	60%
Estimated Project Completion Dates:	This project/phase: October 2009 Overall project: October 2011
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# Developments of Regional Impact

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DRI #1764

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

### Local Government Information

Submitting Local Government: DeKalb

Individual completing form: Karmen Swan White

Telephone: 404-371-2155

Email: kswwhite@co.dekalb.ga.us

### Project Information

Name of Proposed Project: CMT Travel Plaza

DRI ID Number: 1764

Developer/Applicant: CMT Travel Plaza, LLC

Telephone: 770-907-0876

Email(s): lee.chapin@yahoo.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: 50 Million dollars

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	40 Thousand property tax per year and 2 million sales tax per year		
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):			
<b>Water Supply</b>			
Name of water supply provider for this site:	DeKalb County		
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.019MGD		
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?			
<b>Wastewater Disposal</b>			
Name of wastewater treatment provider for this site:	DeKalb County		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.019MGD		
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?2.08 miles			
<b>Land Transportation</b>			

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 in 2074 out 2063; AM in 522 out 461; PM in 483 out 443; Total new external 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: Improvements are required at access points only. See report dated April 2008.			
<b>Solid Waste Disposal</b>			
How much solid waste is the project expected to generate annually (in tons)?	223 tons/year		
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:			
<b>Stormwater Management</b>			
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	41% impervious		
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: State 25 foot buffer, Dekalb County 75' stream buffer, 2 detention ponds, 1 retention pond			
<b>Environmental Quality</b>			
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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