

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809



Harry West
Director

September 27, 1994

Honorable Bill Campbell, Mayor
City of Atlanta
55 Trinity Avenue, S.W.
Suite 2400
Atlanta, GA 30335

**RE: Development of Regional Impact Review - Expansion of Chambers/Bolton Road
Landfill**

Dear Mayor Campbell:

We have completed the intergovernmental review of the Chambers/Bolton Road Landfill Expansion Development of Regional Impact. Based on a review of information received during this process, as summarized in the enclosed Review Report, we find this proposal to be in the best interest of the State.

We realize that during the State and local government decision making on this project there will be extensive public involvement and environmental studies which will provide more detailed information for making the final decision on the project. Our finding is based only on the information provided through the DRI review process.

We hope the finding and comments on this proposal are helpful to you in final decision making on this project.

I hope you will call me if you have any questions at all about our review.

Sincerely,


Harry West
Director

HW:br:rlly

Enclosure

c: Mr. Joe Tanner, GDNR
Mr. Wayne Shackelford, GDOT
Mr. John Bell, City of Atlanta
Mr. James Bailey, Chambers-Atlanta Landfill, Inc.
Mr. Paul Radford, GA DCA
Hon. Bill Byrne, Cobb County

Chambers Atlanta Landfill, Inc., Expansion of Bolton Road Landfill

The following information is from documents submitted by Chambers Atlanta Landfill, Inc. The applicant currently owns a 50-acre tract of land located at 2236 Bolton Road, NW, in the City of Atlanta. The company operates a landfill on approximately 24 acres of the site. The landfill part is divided into three areas. To date, disposal operations have been ongoing in only two of these areas approximating 11 acres. Daily, however, less than one acre is active. The landfill is fully lined and in compliance with all federal, state, and local requirements and has a remaining disposal life of approximately seven years, based on a rate of 500 tons per day.

Other on-site facilities include scale house, citizens' drop-off for recyclables, an automated leachate treatment plant which has secondary containment, and a maintenance building with floor drains connected to the leachate storage tanks and secondary fuel containment.

Chambers now has applied to City of Atlanta for a Special Use Permit to allow lateral expansion of the landfill into two adjacent tracts of land already zoned for heavy industrial use -- 2.589 acres (Hudgens tract) and 27.88 acres (Blue Circle tract). The Hudgens tract is bounded on three sides by the existing landfill and on the fourth by the CSX railroad. The 27.88 acre triangular shaped parcel is bounded by a former (Sanifill) landfill which is now closed and covered with vegetation, by the Blue Circle Cement Plant, and by a 350-foot wide Georgia Power easement containing two parallel rows of towers carrying cross-country power lines plus an electrical generating station several stories in height.

The proposed expansion is not intended to increase the amount of solid waste received per day but to increase the number of years the landfill may operate.

There are five residences across Paul Avenue from the Georgia Power easement and a 50-100 foot tree buffer between the easement and the landfill. Collins Memorial United Methodist Church and the residences on Bolton Road are separated from the existing and proposed landfill by an area of dense woodland.

Traffic going to and from the site will continue to use the existing entrance on Collins Road from Bolton Road.

Facility: Expansion of Bolton Road Landfill
Preliminary Report: August 30, 1994
Final Report: September 22, 1994

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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 City of Atlanta has not been able to determine whether the proposed expansion is consistent with the comprehensive plan.

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

No inconsistencies were identified in the review process.

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

No impacts were identified in the review process.

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?

No population or employment increases will be generated by the proposed expansion as the daily waste intake will not be increased; only the life of the landfill will increase according to the applicant's statements.

LOCATION (continued)

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.

As noted above, the sites are 1600-1800 feet and across the Chattahoochee River from Cobb County. The existing land use in Cobb across from this area is industrial. In the City of Atlanta, the following land uses surround the proposed expansion sites: the existing landfill, the CSX railroad, a former (now closed) landfill, the Blue Circle Cement Plant and a 350-foot wide Georgia Power easement containing two parallel rows of towers carrying cross-country power lines and an electrical generating station. There are five residences across Paul Avenue from the Georgia Power easement and a 50-100 foot tree buffer between the easement and the landfill. Collins Memorial United Methodist Church and the residences on Bolton Road are separated from the existing and proposed landfill by an area of dense woodland. The expansion sites are zoned heavy industrial. Extensive wooded areas or other heavy industrial uses are between the residences and existing and proposed landfill sites. It does not appear that any existing use in the City of Atlanta or Cobb County would benefit or be negatively impacted by the proposed expansion.

Because of environmental justice concerns, ARC staff made a comparison between Census Tract 88, where the landfill is located, and the City totals on race and household income according to the 1990 Census. Census Tract 88 is somewhat triangular in shape and is bounded by the Chattahoochee River, Marietta Boulevard to West Marietta Street, then follows West Marietta Street to the Southern Railway and then follows Southern Railway back to the Chattahoochee River.

	<u>Total Pop.</u>	<u>% White</u>	<u>% Black & Other</u>	<u>Income - %</u>			
				<u>Lowest</u>	<u>Low Middle</u>	<u>High Middle</u>	<u>Highest</u>
C.T. 88	2,851	60.8	39.2	48	35	10	5
City of Atlanta		30.4	69.6	46	27	12	15

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?

Chambers estimates the present and proposed expanded landfill will provide the following annual taxes: \$6,000 sanitary services; \$41,449-\$50,000 property tax; \$21,000-\$25,000 personal property tax. They also estimate \$30,000-\$40,000 quarterly payment to the City based on the \$1.50 per ton fee required.

HISTORIC RESOURCES

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

No.

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

N/A

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

N/A

INFRASTRUCTURE

Transportation

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

No additional traffic will be generated as the daily waste intake is not projected to increase, only the life of the landfill. Information submitted indicates the landfill currently has about 60 truck trips in the A.M. period and 50 in the P.M. period

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

	<u># of Lanes</u>	<u>1993 Volume</u>	<u>V/C Ratio</u>
Bolton Road (West of site)	2	15,600	1.51
Bolton Road (East of site)	2	9,900	1.18

Future traffic forecast for area facilities were obtained from the ARC transportation model and are as follows:

	<u># of Lanes</u>	<u>1993 Volume</u>	<u>V/C Ratio</u>
Bolton Road (West of site)	4	18,400	1.10
Bolton Road (East of site)	4	16,500	0.98

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

No additional wastewater will be generated by the expansion.

Which facility will treat wastewater from the project?

The R. M. Clayton Wastewater Treatment Plan currently provides wastewater treatment and no additional flow will be generated by the proposed expansion.

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

N/A

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

N/A

Water Supply and Treatment

How much water will the proposed project demand?

No additional. The level of current operations will not increase; therefore, no additional water will be needed.

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

N/A

Solid Waste

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

The proposed project is a lateral expansion of a solid waste landfill.

HOUSING (continued)

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

Yes.

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

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region - 1990 median family income if \$41,500 for Atlanta MSA.

Facility:	<u>Expansion of Bolton Road Landfill</u>
Preliminary Report:	<u>August 30, 1994</u>
Final Report:	<u>September 22, 1994</u>

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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 City of Atlanta has not been able to determine whether the proposed expansion is consistent with the comprehensive plan.

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

No inconsistencies were identified in the review process.

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

No impacts were identified in the review process.

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?

No population or employment increases will be generated by the proposed expansion as the daily waste intake will not be increased; only the life of the landfill will increase according to the applicant's statements.

GENERAL (continued)

What other major development projects are planned in the vicinity of the proposed project?

None.

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

No.

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

No.

LOCATION

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

The expansion sites proposed are contiguous to the existing landfill which is located at 2236 Bolton Road, NW. This is at the northwest intersection of Bolton Road and the CSX railroad in northwest Atlanta.

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.

The expansion sites are located approximately 1600 feet (Blue Circle) and 1800 feet (Hudgens) from the Chattahoochee River which is the boundary between City of Atlanta/Fulton County and Cobb County. With some exceptions, State regulations require that no permit be issued for any solid waste disposal facility in any county if any part of the site is within one-half mile of an adjoining county without the applicant's first receiving the express consent of the adjoining county. Depending on exact measurement of the distance to the County line, Chambers may need to get Cobb County's express consent for the expansion.

LOCATION (continued)

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.

As noted above, the sites are 1600-1800 feet and across the Chattahoochee River from Cobb County. The existing land use in Cobb across from this area is industrial. In the City of Atlanta, the following land uses surround the proposed expansion sites: the existing landfill, the CSX railroad, a former (now closed) landfill, the Blue Circle Cement Plant and a 350-foot wide Georgia Power easement containing two parallel rows of towers carrying cross-country power lines and an electrical generating station. There are five residences across Paul Avenue from the Georgia Power easement and a 50-100 foot tree buffer between the easement and the landfill. Collins Memorial United Methodist Church and the residences on Bolton Road are separated from the existing and proposed landfill by an area of dense woodland. The expansion sites are zoned heavy industrial. Extensive wooded areas or other heavy industrial uses are between the residences and existing and proposed landfill sites. It does not appear that any existing use in the City of Atlanta or Cobb County would benefit or be negatively impacted by the proposed expansion.

Because of environmental justice concerns, ARC staff made a comparison between Census Tract 88, where the landfill is located, and the City totals on race and household income according to the 1990 Census. Census Tract 88 is somewhat triangular in shape and is bounded by the Chattahoochee River, Marietta Boulevard to West Marietta Street, then follows West Marietta Street to the Southern Railway and then follows Southern Railway back to the Chattahoochee River.

	<u>Total Pop.</u>	<u>% White</u>	<u>% Black & Other</u>	<u>Income - %</u>			
				<u>Lowest</u>	<u>Low Middle</u>	<u>High Middle</u>	<u>Highest</u>
C.T. 88	2,851	60.8	39.2	48	35	10	5
City of Atlanta		30.4	69.6	46	27	12	15

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?

Chambers estimates the present and proposed expanded landfill will provide the following annual taxes: \$6,000 sanitary services; \$41,449-\$50,000 property tax; \$21,000-\$25,000 personal property tax. They also estimate \$30,000-\$40,000 quarterly payment to the City based on the \$1.50 per ton fee required.

ECONOMY OF THE REGION (continued)

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

No new jobs will be generated as this project will only increase the life of the landfill, not the daily volume of waste received.

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

N/A

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

The expansion sites would provide additional landfill capacity in the Region and also would compete with other public and private landfills.

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.

The existing landfill and proposed expansion sites are located partially in the South Chattahoochee Corridor which has been identified for review by ARC. However, there are no required development standards for this corridor. Nevertheless, best management practices such as natural vegetative buffers on the stream and tributaries, setbacks for impervious surfaces, balancing any flood plain fill with equal or greater cuts, and proper erosion and sedimentation controls are important. In addition one corner of the Blue Circle site is near the 500-year flood elevation of the Chattahoochee River (790 feet).

According to the State maps of the Region on Susceptibility to Ground Water Protection, the sites are in the least susceptible category. (For information, those rankings are based on geology, soils, slope, and depth to groundwater.)

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

The development should be designed to avoid the 500-year flood plain area (which would probably be buffer anyway) and avoid digging below the 500-year flood elevation. Project also should be coordinated with City Parks to avoid any impact to the South Chattahoochee Park or its proposed access.

HISTORIC RESOURCES

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

No.

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

N/A

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

N/A

INFRASTRUCTURE

Transportation

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

No additional traffic will be generated as the daily waste intake is not projected to increase, only the life of the landfill. Information submitted indicates the landfill currently has about 60 truck trips in the A.M. period and 50 in the P.M. period

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

	<u># of Lanes</u>	<u>1993 Volume</u>	<u>V/C Ratio</u>
Bolton Road (West of site)	2	15,600	1.51
Bolton Road (East of site)	2	9,900	1.18

Future traffic forecast for area facilities were obtained from the ARC transportation model and are as follows:

	<u># of Lanes</u>	<u>1993 Volume</u>	<u>V/C Ratio</u>
Bolton Road (West of site)	4	18,400	1.10
Bolton Road (East of site)	4	16,500	0.98

INFRASTRUCTURE

Transportation (continued)

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

The Commission's long-range Regional Transportation Plan (after 2000) includes widening Bolton Road to four lanes (now two) between Marietta Boulevard and Fulton Industrial Boulevard (I-285).

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

MARTA provides bus service to the landfill (#60 Moores Mill from the Hightower Transit Station).

Are there plans to provide or expand transit service in the vicinity of the proposed project?

Not at this time.

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

None stated.

What is cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

There have not been any other DRI's proposed in the project area. Bolton Road currently experiences peak-period congestion. Congested conditions are expected to continue despite the planned widening. The City of Atlanta and concerned agencies could work with the applicant to devise an operations plan that will produce the least impact on Bolton Road.

INFRASTRUCTURE

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

No additional wastewater will be generated by the expansion.

Which facility will treat wastewater from the project?

The R. M. Clayton Wastewater Treatment Plan currently provides wastewater treatment and no additional flow will be generated by the proposed expansion.

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

N/A

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

N/A

Water Supply and Treatment

How much water will the proposed project demand?

No additional. The level of current operations will not increase; therefore, no additional water will be needed.

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

N/A

Solid Waste

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

The proposed project is a lateral expansion of a solid waste landfill.

INFRASTRUCTURE

Solid Waste (continued)

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

N/A

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

The current operation includes recycling, including a citizen's drop-off for recyclables.

Other facilities

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

Levels of governmental services? No.

Administrative facilities? No.

Schools? No.

Libraries or cultural facilities? No.

Fire, police, or EMS? No.

Other government facilities? No.

Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)? No.

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.

HOUSING (continued)

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

Yes.

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

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region - 1990 median family income if \$41,500 for Atlanta MSA.