



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: Dec 18 2008

ARC REVIEW CODE: R809251

TO: Chairman Jason Harper
ATTN TO: Stacey Jordan, Chief Planner
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: Henry County
Name of Proposal: Henderson Farms

Review Type: Development of Regional Impact

Date Opened: Sep 25 2008

Date Closed: Dec 18 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: According to the Unified Growth Policy Map (UGPM), the proposed development is located within an area designated Rural Areas. Rural Areas have limited or no development. Housing development that has occurred is on large lots that are not served with sewer. Agriculture uses still can be found in the surrounding area. Development here is recommended to be large lots or conservation subdivisions. The proposed development calls for 918,000 square feet of retail and 310,000 square feet of office. ARC staff believes that the intensity of the proposed uses is not consistent with the Unified Growth Policy Map and is too intense for the area.

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 HAMPTON
HENRY COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LOCUST GROVE
MCINTOSH TRAIL RDC

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
SPALDING COUNTY

If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. This finding will be published to the ARC website.

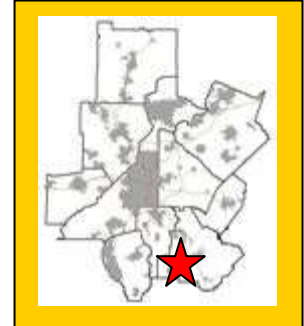
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	September 25, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Henderson Farms #1837
Final Report Due:	December 18, 2008		Comments Due By:	October 9, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Henderson Farms project is located on 900 acres in Henry County with a small portion of the site in the City of Hampton. It will consist of 313 detached single-family units, 66 attached single-family units, 500 multi-family units, an 80 bed assisted living facility, a 390 room hotel, 310,000 square feet of office, 918,000 square feet of retail and a church. The proposed development is located along State Route 20 immediately to the east of the City of Hampton. There are 14 vehicular access points proposed with 5 on State Route 20, 5 on Hampton-Locust Grove Road, 2 on Wynn Drive and 1 on Dorsey Drive.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2025.

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 RA, Residential Agriculture. The proposed zoning is PD, Planned Development. Information submitted for the review states that Henry County's future land use map designates this area as Residential and Agriculture. The draft future development map designates this area a combination of Rural Residential and Specialty Use Center.

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

No comments were received from any potentially affected local government identifying inconsistencies; however, ARC staff believes that the proposed development is inconsistent with the policies of the draft Joint Henry County 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 the impacts to the implementation of any local government's short term work program.

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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, the proposed development would not increase the need for services in the area.

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 2 mile radius of the proposed project.

YEAR NAME

2006 Gateway 75 Industrial Park
2003 Liberty Industrial Park
2001 Creekside Industrial Park
2000 Williamsburg Plantation
1999 Panattoni Industrial Park
1996 Racetrack Road PUC
1992 Nestle's Distribution Center

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, there is currently a single family residence and agricultural uses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map (UGPM), the proposed development is located within an area designated Rural Areas. Rural Areas have limited or no development. Housing development that has occurred is on large lots that are not served with sewer. Agriculture uses still can be found in the surrounding area. Development here is recommended to be large lots or conservation subdivisions. The proposed development calls for 918,000 square feet of retail and 310,000 square feet of office. ARC staff believes that the intensity of the proposed uses is not consistent with the Unified Growth Policy Map and is too intense for the area.

Developments in rural areas should maximize open space. The original proposal for this development showed 20% of the site set aside as open space. It was recommended that the total amount of open space be increased to 40%, typical of conservation subdivisions, and the developer amended the site plan accordingly.



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To reach the 40% open space requirement, the developer added green space by splitting several large lots in the northern section of the development and dedicating the new lots as common open space and also by clustering some of the commercial uses in the center of the development to create new open space. A letter provided by the applicant is attached. It states how 40% was achieved and that the new open space will be protected through easements, protective covenants, public dedication and/or private maintenance.

The proposed project is located in the Towaliga River Water Supply Watershed, which is a small (less than 100 square miles area) water supply watershed as defined by the DNR Part 5 Minimum Planning Criteria. The property is crossed by the Towaliga River and several blue-line tributaries, as shown on the project plans and the USGS coverage for the project area. The plans show a 150-foot undisturbed buffer and an additional 50-foot impervious surface setback on the mapped streams.

The project will need to conform to all applicable Towaliga River Water Supply Watershed regulations in Henry County's water supply watershed protection ordinance.

The applicant should seek to preserve existing streams or creeks within the project site and protect existing greenspace. The applicant should also seek to use pervious materials where possible to limit the amount of stormwater runoff.

Henry County's current Future Land Use Map designates this area as Residential and Agriculture which calls for residential densities of .8 to 1 unit per acre depending on the availability of sewer service. The draft Henry County Future Development Map designates this area as Rural Residential as well as Specialty Use Center. Henry County provided the status of the draft Henry County Future Development Map adoption as well as a determination that the proposed development is consistent with adopted County policy for the project site.

ARC, along with Henry County, the City of McDonough and the City of Hampton, developed the GA Hwy 20 Corridor Overlay District. The proposed development should adhere to the policies and recommendations of the overlay district.

The City of Hampton submitted comments (attached) expressing concern with the proposed development's intensity. The letter states that the density is not consistent with the Draft Joint Henry County/Cities Comprehensive Plan.

ARC would like to see better connectivity between the various development pods in order to create alternative connections both vehicular and pedestrian. In several instances, there is only one roadway in and out of a development pod. The applicant should also provide better connectivity to the adjacent proposed school site and for the senior living units to provide residents living in this area multiple transportation options between uses within and adjacent to the site.

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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.

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

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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 development is located in Henry County just to the east of the City of Hampton. It is located on both sides of State Route 20 near the intersection of State Route 20 and Hampton-Locust Grove Road.

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 proposed development is located mostly within Henry County with a small portion in the City of Hampton and it is less than a mile from the City of Locust Grove.

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.

None were determined during the review.

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?

Estimated value of the development is \$350,000,000 with an expected \$100,000,000 in annual local tax revenues.

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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?

The proposed development will likely encourage additional growth in an area with limited infrastructure and services.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The proposed project is located in the Towaliga River Water Supply Watershed, which is a small (less than 100 square miles area) water supply watershed as defined by the DNR Part 5 Minimum Planning Criteria. The property is crossed by the Towaliga River and several blue-line tributaries, as shown on the project plans and the USGS coverage for the project area. The plans show a 150-foot undisturbed buffer and an additional 50-foot impervious surface setback on the mapped streams.

The project will need to conform to all applicable Towaliga River Water Supply Watershed regulations in Henry County's water supply watershed protection ordinance.

All waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. Acreages and uses are based on the information shown for each pod on the project site plans. The church (conditional use) site was classified as office/light industrial, as there is no institutional classification and the impervious coverage is similar for both uses. The following table summarizes the results of the analysis.

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Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	259.84	444.33	4521.22	28062.72	255422.72	319.60	57.16
Large Lot SF (>2 acres)	454.00	131.66	690.08	6810.00	161170.00	22.70	4.54
Low Density SF (1-2 ac)	102.50	61.50	282.90	2255.00	45817.50	14.35	3.08
Office/Light Industrial	12.86	16.59	220.29	1466.04	9104.88	19.03	2.44
Townhouse/Apartment	106.29	111.60	1138.37	7121.43	64305.45	80.73	14.88
TOTAL	935.49	765.68	6852.85	45715.19	535820.55	456.47	82.10

Total % impervious 36%

There is the potential for major impacts on project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. A stormwater plan needs to be developed addressing how stormwater impacts will be controlled, including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. 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.

HISTORIC RESOURCES

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

None have been identified.

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 has thirteen proposed access locations; five along SR 20 (Bruton Smith Parkway), three along Hampton Locust Grove Road, one along South Hampton Road, one along McDonough Street, two along Wynn Drive, and one along Dorsey Road. A description of each follows:



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- Driveway #1 - Commercial Entrance: Right-in/Right-out driveway located along the eastside of SR 20 between Hampton Locust Grove Road and McDonough Street.
- Driveway #2 – Commercial / Residential Entrance: Full movement driveway located along SR 20 and aligned with McDonough Street.
- Driveway #3 - Commercial Entrance: Right-in/Right-out driveway located along the east side of SR 20 between McDonough Street and the Fears Drive extension.
- Driveway #4 - Commercial Entrance: Full movement driveway located along SR 20 north of McDonough Street. The eastbound approach is the extension of Fears Drive through the development. The westbound approach provides access to commercial portions of the site.
- Driveway #5 – Commercial / Residential Entrance: Full movement driveway located along SR 20 north of the extension of Fears Drive. Both the westbound and eastbound approaches provide access to the commercial portions of the site. This driveway aligns with an existing median break.
- Driveway #6 – Commercial / Residential Entrance: Full movement driveway located along McDonough Street west of SR 20. The southbound approach provides access to multi-family residential and the northbound approach provides access to commercial uses.
- Driveway #7 – Commercial Entrance: Full movement driveway located along Hampton Locust Grove Road west of SR 20.
- Driveway #8 – Commercial Entrance: Full movement driveway located along Hampton Locust Grove Road east of SR 20. The northbound approach provides cross access with the single-family residential located south of Hampton Locust Grove Road.
- Driveway #9 – Residential Entrance: Right-in/Right-out driveway with a northbound approach located along Hampton Locust Grove Road east of SR 20.
- Driveway #10 – Residential Entrance: Full movement driveway with a southbound approach located along South Hampton Road east of SR 20.
- Driveway #11 – Residential Entrance: Full movement driveway with a northbound approach located along Dorsey Road east of Wynn Drive.
- Driveway #12 – Church Entrance: Full movement driveway with a westbound approach located along Wynn Drive south of Fears Drive.
- Driveway #13 – Commercial Entrance: Right-in/Right-out driveway with a northbound approach located along Hampton Locust Grove Road east of SR 20.

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

Kimley-Horn and Associates, Inc. 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 7th 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
Single-Family Detached 71,700 SF	57	169	226	186	110	296	2,936
Apartment 350 Units	40	160	200	155	83	238	2,560
Residential Condominium 12,100 SF	8	41	49	38	19	57	608
Senior Adult Housing- Detached	8	12	20	22	14	36	380
Assisted Living	7	4	11	8	10	18	250
Hotel	135	86	221	122	108	230	3,118
Church	31	27	58	28	25	53	730
General Office	408	56	464	72	354	426	3,188
Shopping Center	361	231	592	1,298	1,406	2,704	28,694
<i>Mixed-Use Reductions</i>	0	0	0	-197	-217	-414	-4,332
<i>Alternative Mode Reductions</i>	0	0	0	0	0	0	0
<i>Pass-By Reductions</i>	0	0	0	-110	-110	-220	-2,564
Total New Trips	1,055	786	1,841	1,622	1,802	3,424	35,568

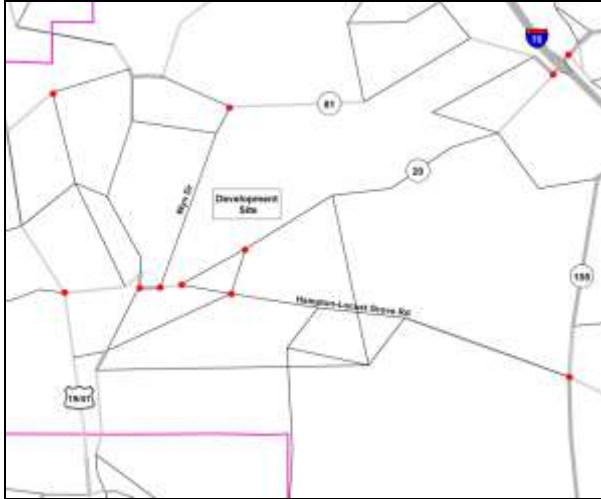
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

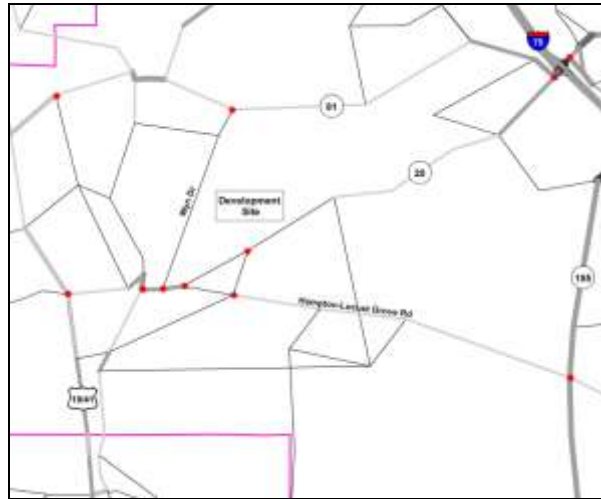
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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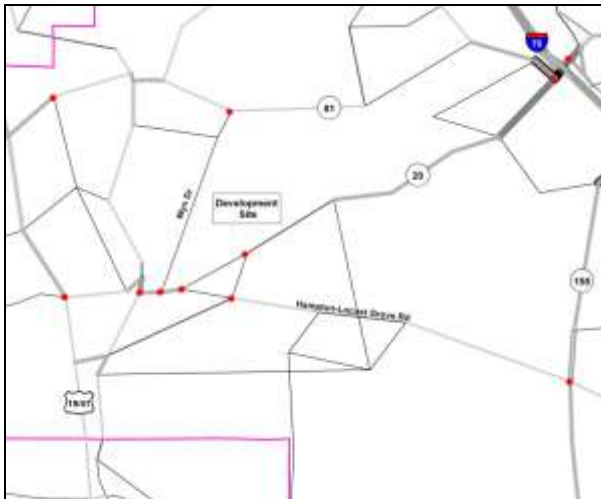
V/C Ratios



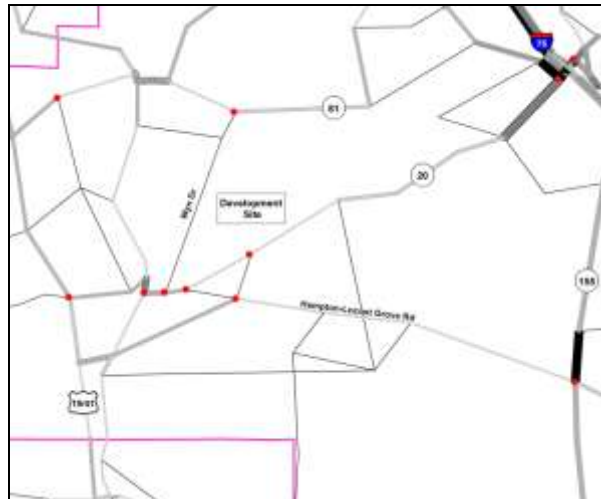
2010 AM Peak



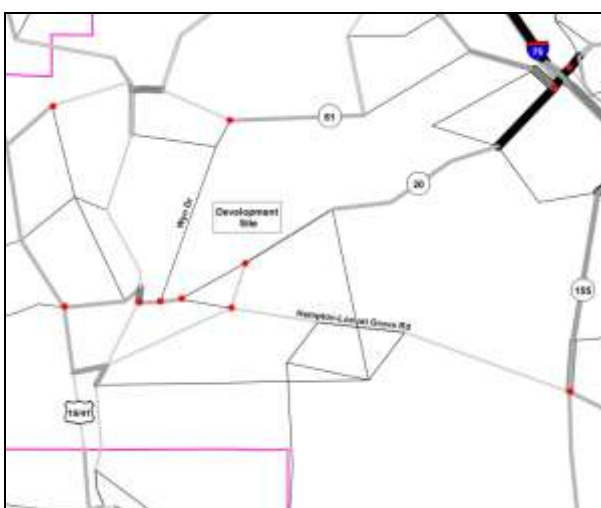
2010 PM Peak



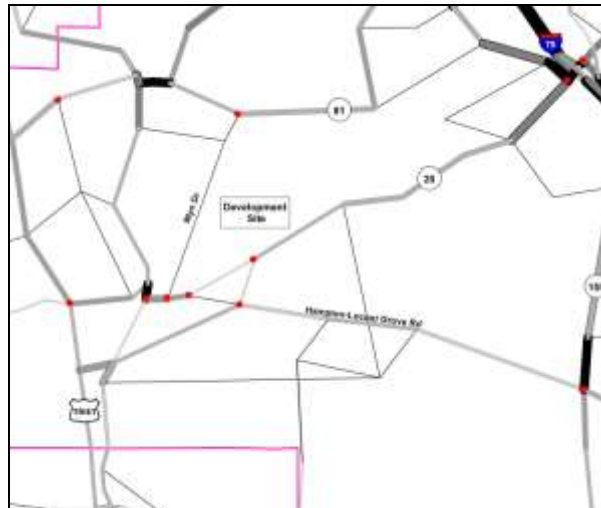
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

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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 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
HE-126A1	Hampton-Locust Grove Rd from SR 20 to SR 155 *ROW programmed only, CST in LR*	General Purpose Roadway Capacity	2020
HE-126A2	Hampton-Locust Grove Rd at Towaliga River *ROW programmed only, CST in LR*	Bridge Capacity	2020
SP-166	US 19/41 from Laprade Rd in Spalding County to SR 20 *PE programmed only, ROW and CST in LR*	General Purpose Roadway Capacity	2030

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	No long range projects in vicinity		

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Henderson Farms.

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.

SR 20 (Bruton Smith Parkway) @ I-75 Northbound (Intersection #1)

- Install a westbound thru lane along SR 20 (Bruton Smith Parkway).
- Install an eastbound thru lane along SR 20 (Bruton Smith Parkway).
- Coordinate the traffic signals along SR 20 (Bruton Smith Parkway) from SR 81 through I-75 northbound.

SR 20 (Bruton Smith Parkway) @ I-75 Southbound (Intersection #2)

Preliminary Report:	September 25, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Henderson Farms #1837
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- Install a westbound thru lane along SR 20 (Bruton Smith Parkway).
- Install an eastbound thru lane along SR 20 (Bruton Smith Parkway).
- Install an eastbound right-turn lane along SR 20 (Bruton Smith Parkway).
- Install a southbound right-turn lane along the I-75 southbound ramps creating dual right-turn lanes.
- Coordinate the traffic signals along SR 20 (Bruton Smith Parkway) from SR 81 through I-75 northbound ramps.

SR 20 (Bruton Smith Parkway) @ McDonough Street (Intersection #3)

- Install a traffic signal when warranted.

SR 20 (Bruton Smith Parkway) @ South Hampton Road (Intersection #5)

- Install a northbound left-turn lane along South Hampton Road.

SR 20 (Bruton Smith Parkway) @ SR 81 (Intersection #8)

- Install a westbound left-turn lane along SR 20 (Bruton Smith Parkway) creating dual-left turn lanes. Provide protected left-turn phasing.
- Install a southbound left-turn lane along SR 81 creating dual-left turn lanes. Provide protected left-turn phasing.
- Install a westbound thru lane along SR 20 (Bruton Smith Parkway).
- Install an eastbound thru lane along SR 20 (Bruton Smith Parkway).
- Coordinate the traffic signals along SR 20 (Bruton Smith Parkway) from SR 81 through I-75 northbound ramps.

US 19/ US 41 @ McDonough Road / Old Highway 3 (Intersection #11)

- Install a southbound thru lane along US 19/ US 41.
- Install a northbound thru lane along US 19/ US 41.
- Install a southbound left-turn lane along US 19/ US 41 creating dual-left turn lanes. Provide protected left-turn phasing.
- Install a northbound left-turn lane along US 19/ US 41 creating dual-left turn lanes. Provide protected left-turn phasing.
- Install a westbound thru lane along Old Highway 3.
- Install an eastbound thru lane along Old Highway 3

Old Highway 3 @ SR 81 (Intersection #12)

- Install a traffic signal when warranted.
- Install a southbound left-turn lane along Old Highway 3.
- Install a westbound right-turn lane along SR 81.

Old Highway 3 @ Fears Drive / Pineview Drive (Intersection #13)

- Install an eastbound left-turn lane along Pineview Drive

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SR 155 @ Hampton Locust Grove Road (Intersection #18)

- Install a northbound right-turn lane along SR 155

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.

SR 20 (Bruton Smith Parkway) @ I-75 Northbound (Intersection #1)

- Install a northbound right-turn lane along the I-75 northbound ramps creating dual right-turn lanes.

SR 20 (Bruton Smith Parkway) @ I-75 Southbound (Intersection #2)

- Convert one southbound right-turn lane along the I-75 southbound ramps into a free flow right-turn lane.

SR 20 (Bruton Smith Parkway) @ Hampton Locust Grove Road (Intersection #4)

- Install an eastbound right-turn lane along Hampton Locust Grove Road.
- Install a westbound right-turn lane along Hampton Locust Grove Road.

SR 20 (Bruton Smith Parkway) @ SR 81 (Intersection #8)

- Install a westbound thru lane along SR 20 (Bruton Smith Parkway).
- Install an eastbound thru lane along SR 20 (Bruton Smith Parkway).

US 19/ US 41 @ SR 20 (Intersection #10)

- Install a traffic signal when warranted.

Wynn Drive @ Fears Drive / Proposed Road 'A' (Intersection #17)

- Install stop signs to create an all-way stop controlled intersection.

SR 155 @ Hampton Locust Grove Road (Intersection #18)

- Install an eastbound right-turn lane along Hampton Locust Grove Road.

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 proposed development site is not serviced by any form of transit. However, two GRTA Xpress bus routes operate in the area. Route 440 runs from Hampton to Downtown Atlanta. This Park & Ride lot is located at the Atlanta Motor Speedway, approximately 3.0 miles from the proposed site. Route 430 runs from McDonough to Downtown Atlanta & Midtown Atlanta, including stops at 3 MARTA rail stations. This Park & Ride lot is located just southwest of the I-75/SR 20 interchange, approximately 5.0 miles from the proposed site.

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

None proposed.



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The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>Where Residential is dominant, 10% Retail and 10% Office</i>	9%	9%
Total		9%

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that improvements are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

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

- ARC is concerned with the lack of connectivity between the development and adjacent parcels.
- ARC is concerned with the small amount of transportation network that will be added.
- Effectively, the only additions to the public road system are the proposed Road A connecting SR 20 and Wynn Dr, and the two access roads that parallel SR 20.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.37 MGD.

Which facility will treat wastewater from the project?

The Indian Creek facility will provide wastewater treatment for the proposed development.

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

The capacity of the Indian Creek site is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
1.5	1.5	0	4	-2.5	3.0 mgd by 2005 and 6.0 mgd by 2008	

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

*₁ 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?

Not applicable.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.46 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 43,505 tons of solid waste per year and the waste will be disposed of in Henry County.

Will the project create any unusual waste handling or disposal problems?

No.

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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?

The site proposed for the development is located in Census Tract 705. This tract had a 79.7 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 89 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating there is a lack of multi-family 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.

Ernest M. Smith (1911-1992)
A. J. "Buddy" Welch, Jr., PC
J. Mark Brittain
Byrd Garland
Bruce McFarland
John P. Webb, PC
C. Walter Pendergrass, III
William A. White, PC
Pandora E. Palmer, PC (HI & GA)
L. Scott Mayfield
Mark C. Walker
Andrew J. "Andy" Welch, III (NY & GA)

Smith Welch & Brittain^{LLP}

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November 25, 2008

Jonathan Tuley, Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: Henderson Farms -- DRI 1837 -- Henry County

Dear Mr. Tuley:

This letter is written to address certain concerns you expressed in your email to me dated November 24, 2008. The plan reviewed by ARC on October 6, 2007 contained 302+/- acres of open space, which was 33.5% of the entire acreage of the Henderson Farms planned development. The open space acreage has been increased to 360+/- acres, which is 40% of the Henderson Farms total acreage. This letter will outline the changes that were made to the site plan in adding 58+/- acres of open space.

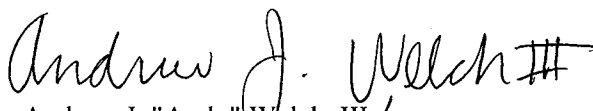
First, the farm areas shown along Wynn Road and Dorsey Road have been incorporated as amenity agricultural green space into the R-1 Estates Pod. This added 37+/- acres of open space to the total open space calculations.

Second, Henry County Development Standards require that commercial parcels contain a minimum of 12% open space. We have increased this standard to 20% for the commercial pods located along State Route 20/Bruton Smith Parkway. This added 21+/- acres of open space and will allow for large open spaces to be set aside for public parks, plazas, greens and the like.

You had a concern about the protection of the open space. Once the Henderson Farms property is developed, the open space will be protected through easements, protective covenants, public dedication and/or private maintenance. The site plan dated November 21, 2008 prepared by D.W. Smith Design Group, Inc is the same plan that will be submitted to Henry County Planning & Zoning for the rezoning of the Henderson Farms property pending review by ARC.

Should you have additional questions or concerns, please do not hesitate to contact me.

Yours very truly,
SMITH, WELCH & BRITTAIIN


Andrew J. "Andy" Welch, III /BRB

AJWIII/brb

cc: Jim Henderson
Wanda Moore

Ernest M. Smith (1911-1992)
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October 17, 2008

Haley Fleming
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

RE: Henderson Farms Regional Review (ARC Review Code R809251)

Dear Ms. Fleming:

On October 6th, representatives of the Applicant met with ARC's staff regarding its tentative recommendation concerning the DRI for Henderson Farms (the "Project"). I wish to address all of the concerns expressed by ARC staff to the greatest extent possible at this time. The first issue raised by staff was the Project's apparent inconsistency with ARC's Unified Growth Policy Map (the "Map") which designates the Henderson property (the "Property") as rural, as opposed to suburban. The online version of the Map, however, indicates that the Property is suburban, so any change to the Map is not readily accessible to the public. Moreover, the change for suburban to rural was made without consultation or authority from the Henry County Planning Director or the Board of Commissioners. The current Henry County Comprehensive Land Use Plan adopted in 2002 designates the Property for a mixture of commercial and services and residential. Furthermore, the proposed Henry County Future Land Use Map ("FLUM") calls for a mixture of uses reflecting almost exactly those uses contemplated in the Project. The project layout and the integration of uses has been a result of meetings with Henry County and City of Hampton Planning staff and leadership. Thus, we ask that ARC Staff and the ELUC Committee place great weight on the local governments designated uses for this particular tract, as it is entirely consistent with our proposed mixed use development of the Property.

The next issue raised by ARC staff is transportation infrastructure improvements. Let me first apologize for not having our representatives from Kimberly-Horn at the meeting. I think that we will need to have a follow up meeting with GRTA to resolve some of the concerns raised. As discussed, it is our intent for the Project to be phased in over a period approximately of 20 years. We would like to work with GRTA to identify those realistically feasible transportation infrastructure improvements which are needed as a result of the Project.

Henry County, with the assistance of ARC, prepared and adopted the Bruton Smith Parkway Overlay District Ordinance, which is a corridor district applicable to the properties adjoining the right-of-way of Bruton Smith Parkway (Georgia Highway 20). The Overlay District restricts access, dictates orientation of the buildings aware from Bruton Smith Parkway and requires buffers and inter-parcel access roads, as well as inter-parcel multi-use pedestrian pathways. The plan for Henderson Farms is compliant with the Bruton Smith Parkway Overlay District Ordinance.

The Project protects 33% open space, located primarily along tributaries to and along side the Towaliga River. The open space provided is of very high quality, as nearly 15 % is planned for dedication to Henry County as a public “river-walk” park with trails meandering through old stands of hardwood forests. Henderson Farms also provides open space within land use areas. For example, in the low density residential pod, the plan shows the proposed Legacy Park, a community farmer’s market. Furthermore, open space buffers commercial office uses from Bruton Smith Parkway. Pocket parks are scattered within commercial and business areas with more formal park space for the proposed senior development. Also the proposed R2 residential pod, contemplate a 50 foot open space strip along the property boundary and along an internal stream.

Outside of the trails planned within the open space, pedestrian connectivity is included in the plan via networks of public and private trails in open space areas. In addition, multi-use trails and pedestrian pathways are contemplated along Bruton Smith Parkway to provide pedestrian interconnectivity between commercial, office and residential uses, in addition to a sidewalk system.

Already set aside in the Henderson Farms Master plan is the preservation of right-of-way. The plans indicate a dedication of 30 feet right-of-way along each side of Hampton-Locust Grove Road for future widening. The plan also shows dedication of right-of-way for the Fears Road Extension forming a local bypass around the north side of Hampton, Georgia. Internal access streets (60 foot right-of-way) will be dedicated to Henry County in the commercial corridor. There has also been a proposed realignment of Fears Road to create a true 4 point intersection at Wynn Road. It is also worth pointing out that the subdivision layout to the north, although having very large lots (“farmettes”) consisting of 3 to 10 acres, all have access internal to the subdivision rather than external to Wynn Road, thus eliminating 9 or more potential curb cuts.


The commercial areas have been designed to adjoin residential pods with pedestrian, bicycle vehicular connectivity. For example, the commercial areas along the northwesterly side of Highway 20 all feed into the Fear Road Extension and adjoins a senior living development of approximately 175 units. The village node indicated by 3-story mixed-use residential, office and commercial buildings encircling the roundabout will further reduce local vehicle trips. On the southeast side of Highway 20, commercial development is planned that includes offices and some commercial retail adjacent to a multi-family complex, all of which are connected by an internal access road.

As the access road meanders in a southeasterly direction past the multi-family complex, more traditional suburban commercial uses are contemplated. Retail and commercial services and office uses are in short supply in the Hampton area. Accordingly, residents of the Hampton and the surrounding area presently drive great distances (over 3-5 miles) to enjoy these services elsewhere in Henry and Clayton County; therefore, this Project will bring such services closer to these areas and thus reduce travel distances. Moreover, this southern most commercial pod is adjacent to an existing signalized intersection with Hampton-Locust Grove Road – a road that State and local governments have identified for a future four-lane divided highway, - which will create a much larger intersection for a commercial activity node. Significantly, this traditional suburban commercial node is still connected to the multi-family complex via the access road, multi use paths and side walks; so trips should be short and for many bikeable or walkable. Given the narrowness of the site and the existing and planned transportation infrastructure, a more traditional commercial appeared to be most suitable at this particular location. Furthermore, in discussions with our current land-use market advisor, he indicates that this more traditional suburban commercial center would be necessary to initiate the project and offset the costs associated with the significant open space allocation/donations, the accommodation of larger residential lots, and to offset the transportation and sewer infrastructure necessary to serve the Project.

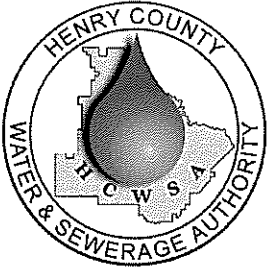
The density of the northern most subdivision is 0.6 du/ac, and was designed specifically to be a low density, large lot conservation subdivision. The road system and lots were laid out to follow the existing contours of the land and the existing pasture areas, while preserving the wooded lowland areas. It was also designed to remove the need for stormwater detention facilities by using a natural grass swell system for storm water collection and natural filtration, a much less destructive system than a modern-day subdivision storm water detention system. Our proposed system also minimizes maintenance cost to the future residents. The plan also accommodates traffic coming into the development in a manner consistent with parking restrictions of Henry County, while bearing in mind that this area is within a watershed protection district. Accordingly, limitations are placed on the amount of impervious surface allowed. The plan is in keeping with those Ordinances.

We hope that the staff and Committee will bear in mind that the Property is more longitudinal in nature and by bifurcated by Bruton Smith Parkway. The Property is also affected by numerous tributaries of the Towaliga River. The project identifies those challenges and is respectful of the predominant physical features of the property while also being consistent with Henry County Zoning Ordinances and Land Use Plan. Moreover the plan incorporates a variety of uses including large-lot residential, public and private parks, senior living facilities as well as office and retail uses, connected by pedestrian pathways and internal roadways. Also bear in mind that the Project has a 20 year build out. Based on the forging merits of this plan, we ask that the staff recommend a finding that the project is "in the best interest of the State".

Yours very truly,
SMITH, WELCH & BRITTAIN

 w/ express permission
Andrew J. "Andy" Welch, III

AJWIII/brb



Henry County Water & Sewerage Authority

Engineering Department
100 Westridge Industrial Boulevard McDonough, Georgia 30253
(770) 914-3688 (770) 914-3359 Fax

October 9, 2008

Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Ga. 30303

Attention: Jon Tuley, Review Coordinator

Re: Henderson Farms

HCWSA is in receipt of the Regional Review Notification for Henderson Farms (ARC Review Code R809251). We appreciate the opportunity to comment on such an important project; unfortunately we did not receive the mailing in time to attend the October 6 meeting or meet the October 9 deadline for comments.

HCWSA has reviewed the proposed water and sanitary sewer requirements in conjunction with the information provided to the ARC. Our understanding from the Developer's Engineer is that the project is to be constructed in three phases. Based upon the schedule for phased construction, HCWSA foresees no issues with providing water or sewer service to the project. *(Please note that the sewer capacity schedule on page 15 has recently been updated and is attached for your reference).*

Our other concern is that the project lies within the Towaliga River Protected Watershed. HCWSA will require that this project comply with the HCWSA Watershed Protection Ordinance.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "R Crumbley".

Randy Crumbley
Engineering Supervisor
Henry County Water and Sewerage Authority

Henry County Wastewater Implementation Plan

Summary of Needs		2035 Maximum Month 1 Average Daily Flow 1 (MMF-MGD)
Henry County		39
Total Projected Flow		39
2035 Capacity		12
Added Treatment Capacity (2010-2035)		143

Capital Projects

- Over the next 30 years, wastewater treatment will be consolidated. Several of the existing smaller facilities will be phased-out. Growth over the years will enlarge the service areas of the major facilities, leading to their expansion and the decommissioning of the existing smaller facilities.

Basin Considerations

- Henry Indian Creek LAS will continue as no-discharge systems. The Henry Bear Creek LAS will serve all unincorporated areas of the County in the Flint Basin. The Henry Walnut Creek WRF and Leguin Mill WPCP will discharge treated flow to surface water bodies in the Ocmulgee Basin.
- Provide LAS systems at two of the three WPCPs to be expanded if supported by consumptive use.

Phasing Plan

Facilities (Note 1)	By 2010			2011 to 2015			2016 to 2025			2026 to 2035		
	Project Type	Project Capacity (MMF-MGD)	Plant Capacity at End of Period (MMF-MGD)	Project Type	Project Capacity (MMF-MGD)	Plant Capacity at End of Period (MMF-MGD)	Project Type	Project Capacity (MMF-MGD)	Plant Capacity at End of Period (MMF-MGD)	Project Type	Project Capacity (MMF-MGD)	Plant Capacity at End of Period (MMF-MGD)
Hampton WPCP	No expansions		0.5	Expand	1.2	1.7	No expansions		1.7	No expansions		1.7
Henry Bear Creek WRF/LAS	No expansions		0.3	Expand; Discharge	0.7	1.0	Expand	0.25	1.25	No expansions		1.25
Henry Indian Creek LAS	No expansions		1.5	No expansions		1.5	Expand	1.5	3.0	Expand	4.0	7.0
Henry Springdale Road WPCP	No expansions		0.5	No expansions		0.5	No expansions		0.5			
Henry Springdale LAS	No expansions		1.1	No expansions		1.1	No expansions		1.1			
Henry Springdale-Walnut Creek WPCP	No expansions		0.4	No expansions		0.4	No expansions		0.4	Decommission, Flow to Henry Walnut Creek WRF		
Henry Walnut Creek WRF	Expand	4.0	4.0	Expand; LAS	4.0	8.0	Expand; Discharge	10.0	18.0	Expand; Discharge	9.0	27.0
Locust Grove Indian Creek WPCP	Expand	1.5	3.0	No expansions		3.0	No expansions		3.0	No expansions		3.0
McDonough Walnut Creek WPCP	Expand	1.0	2.0	Expand	2.0	4.0	No expansions		4.0	No expansions		4.0
Stockbridge WPCP	Expand	0.75	2.25	No expansions		2.25	No expansions		2.25	No expansions		2.25
Henry Leguin Mill LAS	New	0.27	0.27	Decommission, Flow to Henry Leguin Mill WPCP			*.1			*.1		
Henry Leguin Mill WPCP	New	4.8	4.8	Expand	4.8	9.6	No expansions		9.6	No expansions		9.6
Flow Projections & Total Capacity (MMF-MGD)			20.62	19 In Henry		33.1	28 In Henry		44.8	39 In Henry		55.8

Notes:

- The capacities shown for each time period represent the maximum allowed capacity, as discussed on page B-1.

Non-Capital Programs

The following non-capital programs are specific to Henry County. These programs are in addition to those that apply to all counties within the Metro Water District.

- Evaluate participation between City of McDonough, and other cities within Henry County for regional development of new WPCPs and conveyance projects.



City of Hampton

Est. 1872 17 East Main Street, South *** P.O. Box 400*** Hampton, Georgia 30228 770-946-4306 (telephone)
770-946-4356 (fax)

June 25, 2008

R. W. Coley
Mayor

Henry County Zoning Advisory Board
140 Henry Parkway
McDonough, Georgia 30253

Jim Risher
City Manager

Re: Concept Plan Review - Henderson Farms Development
East of Hampton City Limits along Hwy. 20

Kim Drinkall
City Clerk

Dear Planning and Zoning Advisory Board Members:

City Council
Henry Byrd

The City Council and staff has made an initial review of the concept plan for the Henderson Farms Development, which borders the eastern City limits of Hampton. We understand that you will hold a public hearing on this proposal on June 26, 2008 at 7:00 p.m., at the County administration building.

Charlie Hearn

Steve Hutchison

Arley Lowe

Martin Meeks

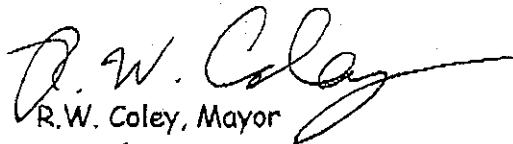
Mary Ann Mitcham

The concept plan indicates 264± acres of commercial development along the Highway 20 sector outside the City limits, which is in basic conformance with the Joint Henry County/Cities Comprehensive Plan. The City Council is concerned, however, about the extent of multiple family housing developments about 500 dwelling units, which does not seem to be supported by the City/County Plan. Furthermore, the concept plan which you will review on June 26 proposes R-2 zoning with 10,800 square foot lots, a substantial variance from County and City standards. The proposed R-2 single family residential development will comprise of 188 homes on 102 acres, out of the total 900± acres for the entire Henderson Farms development. These 188 homes, along with the 500± multiple family dwelling units, means that 688 out of the proposed 879 residential dwelling units in the concept plan will either require variances well below current County and City zoning standards, or in the case of the multiple family dwellings, will not conform to the Joint Comprehensive Plan agreed upon by the City of Hampton and Henry County.

The City of Hampton respectfully requests that you reconsider these proposals contained within the overall concept plan for Henderson Farms. The number of housing units proposed (multiple family and R-2 variance residential areas) will over time have substantial impact upon the new schools under construction on Hampton-Locust Grove Road, and this area of the County.

Your careful consideration of the foregoing issues will be greatly appreciated.

Respectfully,


R.W. Coley, Mayor
City of Hampton

cc: City Council
Board of Commissioners
Jim Risher, City Manager

Resolution No. 08-20

WHEREAS, the City Council of Hampton, Georgia has received and considered the Preliminary Development of Regional Impact Review (DRI), of the Henderson Farms Development and,

WHEREAS, the proposed Henderson Farms Development, according to the September 25, 2008 report from the Atlanta Regional Commission (ARC) indicated that it will include 313 single family residential units, 500 multiple family dwelling units, an 80 bed assisted living facility, a 390 room hotel, 310,000 square feet of office facilities and 918,000 square feet of retail space and,

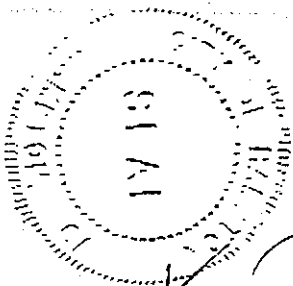
WHEREAS, the City of Hampton has previously indicated concerns about certain issues related to the total number of multiple family dwellings, which are not in compliance with the proposed Henry County-Cities Joint Comprehensive Use Plan, and single family residential development which will require substantial variances and,

WHEREAS, the City of Hampton presented its concerns about these issues to the Henry County Planning and Zoning Advisory Board on June 25, 2008, about potential impact on schools, and local infrastructure, services and,

WHEREAS, the ARC Preliminary Development of Regional Impact Review (DRI) finds that the Henderson Farms Development Plan in its present form is not in the best interest of the region.

NOW, THEREFORE BE IT RESOLVED, that the City Council of Hampton respectfully requests that the developers of Henderson Farms, Atlanta Regional Commission and Henry County and City Officials coordinate on adjusting the Henderson Farms Development Plan to conform to the Henry County-Cities Joint Comprehensive Development Plan and regional development plans.

Approved October 7, 2008



R.W. Coley, Mayor

Attest:

Kim Drinkall, City Clerk

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1837**

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:

Henry

Individual completing form:

Stacey Jordan, Chief Planner

Telephone:

770-288-7526

E-mail:

sjordan@co.henry.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:

Henderson Farms

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

900+/- acres in Land Lots 145, 146, & 176 of the 3rd District and Land Lots 215, 216, 233, 234, 235,

Brief Description of Project:

Mixed Use Planned Development (Single-Family, Multi-Family, Commercial, Civic, & Open Space)

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.):	879 dwelling units, minimum 1,800 square feet (single-family)
Developer:	Henderson Farms, LP
Mailing Address:	c/o Smith, Welch, & Brittain
Address 2:	POB 10
	City:McDonough State: GA Zip:30253
Telephone:	770-957-3937
Email:	awelch@swblawfirm.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Concept Plan Review
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2025 Overall project: 2025
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1837**

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:	Henry
Individual completing form:	Stacey Jordan, Chief Planner
Telephone:	770-288-7526
Email:	sjordan@co.henry.ga.us
Project Information	
Name of Proposed Project:	Henderson Farms
DRI ID Number:	1837
Developer/Applicant:	Henderson Farms, LP
Telephone:	770-957-3937
Email(s):	awelch@swblawfirm.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.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$350,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$100,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	Henry County Water and Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.46
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Henry County Water and Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.37
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: Proposed service to be provided by the Henry County Water and Sewerage Authority	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? approximately .5 miles	
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.)	42,464 daily trips (1,841 AM peak; 4,058 PM peak; 4,905 SAT peak)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: See Transportation Analysis	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	43,505
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater management will be provided per Henry County ordinance.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: The watersheds and protected river corridor of the Towaliga River will be maintained per State and County buffers and ordinances; A house on the historic register will be maintained as public open space	
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Land Use Map

Future Land Use: Residential and Agricultural
Commercial and Services

Zoning Classification

Existing Zoning: RA (Residential Agriculture)
Proposed Zoning: PD (Planned Development)

Land Use Summary*

Total Site Acres: +/- 900.0
Total Commercial Acres: +/- 259.8 (includes 24.0 acs. dedicated R/W)
Floor Area Ratio (FAR): 0.12 (1,385,000 s.f. non-res. uses / 11,325,600 s.f. site area = 0.12)
Total Conditional Use Acres: +/- 16.3
Total Residential Acres: +/- 623.8 acres
Total Residential Dwelling Units: 870
Net Residential Acres Proposed: +/- 495.9
(Gross acres less +/- 127.9 acres R.O.W., Street, Floodplain, Detention)
Overall Net Density Proposed: 1.75 du/ac

R-1 Pod (Estate/Senior Villas):
Total Units: +/- 211
Gross Acres: +/- 415.0
Streets/Flood/Detention: +/- 104.7 ac
Net Acres: +/- 310.3
Net Density: 0.68 du/ac
(max. allowed R-1 density: 0.8 du/ac)

R-2 Pod:
Total Units: +/- 164
Gross Acres: +/- 102.5
R.O.W./Detention: +/- 13.0 ac
Net Acres: +/- 89.5
Net Density: 1.83 du/ac
(max. allowed R-2 density: 2.5 du/ac)

Multi-Family Pod:
Total Units: +/- 495
Gross Acres: +/- 106.3
Flood/Detention: +/- 10.2 ac
Net Acres: +/- 96.1
Net Density: 5.15 du/ac
(max. allowed RM density: 8.0 du/ac)

Water Quality Critical Area: +/- 232.28 acres
Max. Impervious WQCA allowed: 46.45 acres (20%)
Impervious WQCA proposed: +/- 12.0 acres (5.1%)
(Homes; Amenities; Drives; Roadway; Sidewalk; Church Site; Daycare Site)

Limited Development Area: +/- 667.72 acres
Max. Impervious LDA allowed: 166.93 acres (25%)
Impervious LDA proposed: +/- 166.93 acres (25 %)
(Homes; Amenities; Drives; Roadway; S/W; Commercial)

Open Space Required = 180 acres (20% of gross acres)
Open Space Provided = +/- 360 acres (40% of gross acres)
(*Note: Calculations are based on Conceptual Master Plan dated November 21, 2008.)

R-1 Development Standards

Min. Lot Size: 43,560 s.f. (1 acre)
Min. Lot Width: 150'
Min. Front Yard Setback: 40'
Min. Side Yard Setback: 20'
Min. Rear Yard Setback: 40'
Min. Heated Floor Area: 2,400 s.f.
Max. Bldg. Ht.: 35'
Max. Lot Coverage: 25% LDA; 20% WQCA

R-2 Development Standards

Min. Lot Size: 10,890 s.f.
Min. Lot Width: 75'
Min. Front Yard Setback: 20'
Min. Side Yard Setback: 10'
Min. Rear Yard Setback: 25'
Min. Heated Floor Area: 1,800 s.f.
Max. Bldg. Ht.: 35'
Max. Lot Coverage: 25% LDA

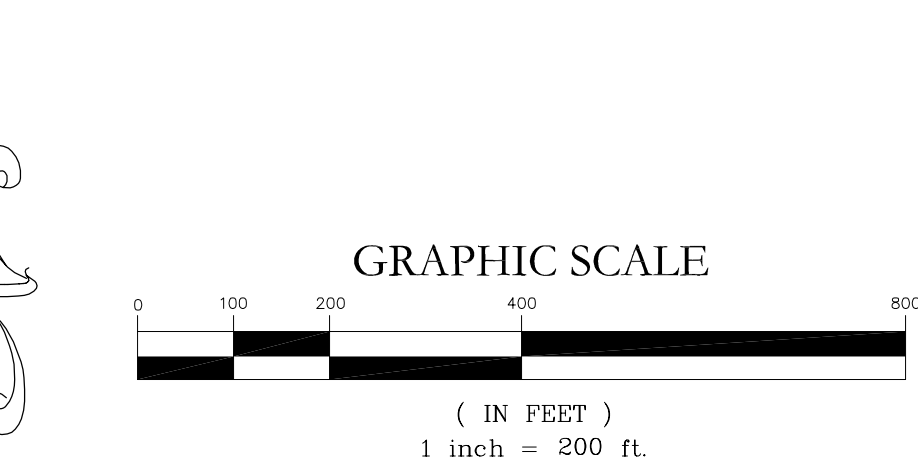
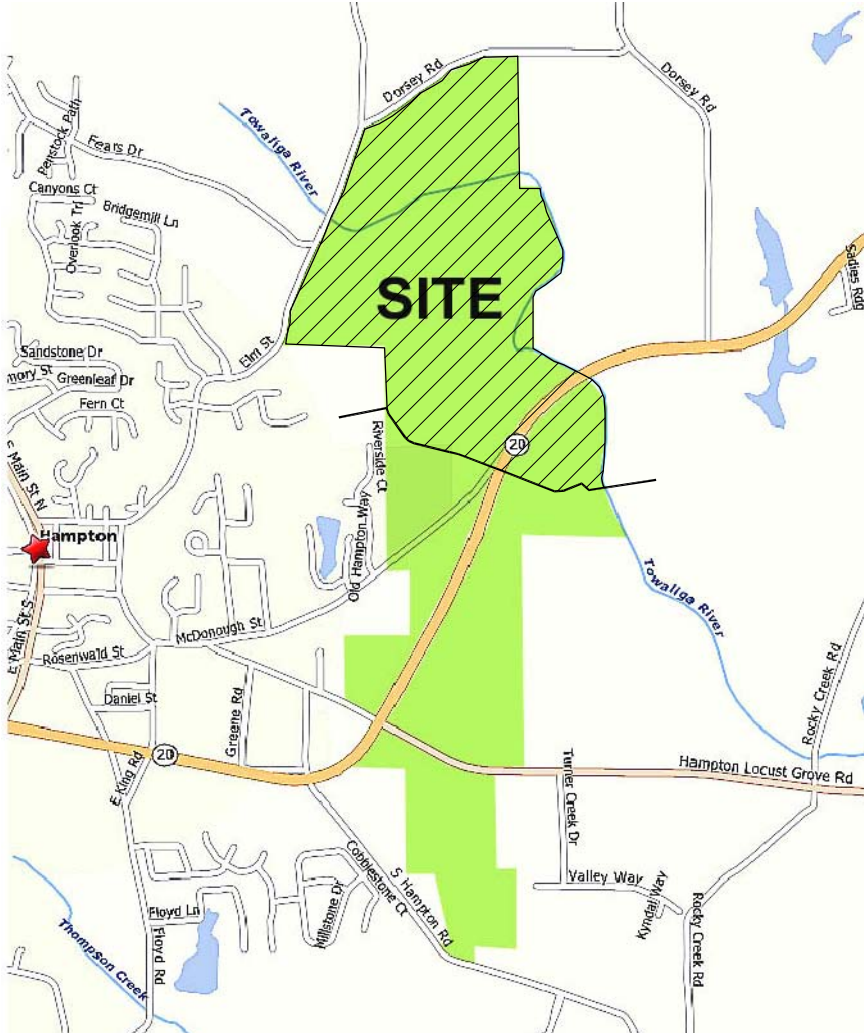
RM Development Standards

Min. Lot Size: 1 acre
Min. Lot Width: 100'
Min. Front Yard Setback: 60'
Min. Side Yard Setback: 15'
Min. Rear Yard Setback: 20'
Max. Bldg. Ht.: 4 stories or 45', whichever is less
Max. Lot Coverage: 25% LDA; 20% WQCA

General Commercial Standards

Min. Lot Size: 10,000 s.f.
Min. Lot Width: 100'
Min. Front Yard Setback: 50'
Min. Side Yard Setback: none; if corner 30'
Min. Rear Yard Setback: 20'
Max. Bldg. Ht.: 35'
Max. Lot Coverage: 25% LDA

Vicinity Map



Notes:
1. Boundary survey provided by Seller & Associates, Inc.,
124 Andrew Drive; Stockbridge, GA 30281.
2. Topographic information taken from Henry County GIS data.

Transportation infrastructure: sidewalks and multiuse paths

(Requirements per Henry County Ordinance No. 08-01)

Article IV. Improvement Standards

Sidewalks (Sec.3-8-1.12) Generally, Sidewalks may be constructed within a single-family residential subdivisions on both sides of all streets within the public right-of-way. Sidewalks shall be required on both sides of streets within a subdivision or planned development project.

Article XIX. Bruton Smith Parkway Design District

Rural Character Area (Sec.3-7-342.2.1.C) Multiuse pathways shall be provided on at least one side of all interior roadways, they shall have a paved width of ten feet; (Sec.3-7-342.2.1.D) Pedestrian access. Attractive, safe, and convenient pedestrian connections from any required multiuse path to all buildings within a development shall be provided.

Hampton Gateway Character Area (Sec. 3-7-343.3.1.C) Multiuse pathways shall be provided on at least one side of all interior roadways, they shall have a paved width of ten feet; (Sec. 3-7-343.3.1.D) Pedestrian connections from any multiuse path to all buildings within a development shall be provided.

Denotes Traffic Signal

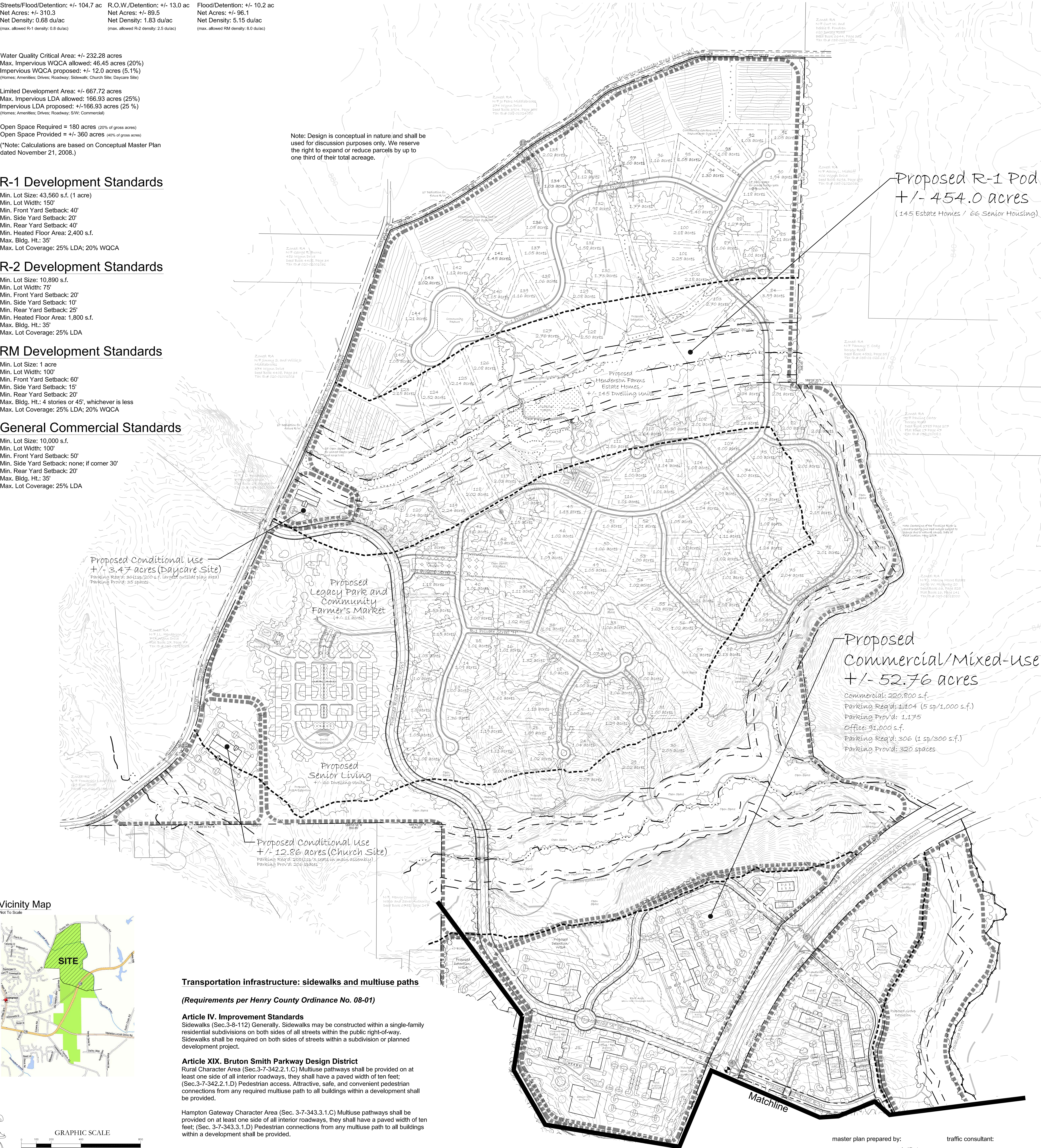
Master Development Plan for:

Henderson Farms

Land Lots 145, 146, 176 / District 3
Land Lots 215, 216, 233, 234, 235, 246, and 247 / District 6
Henry County, Georgia

DRI Application No. 1837

prepared for:
Henderson Farms, LP
797 Wynn Drive / Hampton, GA 30228
ph. (770)946-4185



master plan prepared by:

DWSmith
Design Group, Inc.
21 Hampton Street, McDonough, Georgia 30253
PHONE: (678) 583-5960 FAX: (678) 583-5961

traffic consultant:

Kimley-Horn and Associates, Inc.
Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia 30071
tel. 770.825.0744 / fax. 770.825.0074

date: November 21, 2008

