



REGIONAL REVIEW NOTIFICATION

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

DATE: Sep 25 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.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Henderson Farms
Review Type: Development of Regional Impact

Meeting Date: October 6, 2008
Time: 3:00pm
Location: ARC Executive Conference Room

Description: 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.

Submitting Local Government: Henry County
Date Opened: Sep 25 2008
Deadline for Comments: Oct 9 2008
Earliest the Regional Review can be Completed: Oct 25 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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, Review Coordinator, at (404) 463-3309.



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The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Henderson Farms
Review Type: Development of Regional Impact

Description: 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.

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GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
SPALDING COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Jon Tuley, Review Coordinator, at (404) 463-3309. If the ARC staff does not receive comments from you by Oct 9 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Henderson Farms** *See the Preliminary Report* .

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3309 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: Oct 9 2008

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Sep 25 2008

ARC REVIEW CODE: R809251

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Review Coordinator, Extension: 3-3309

Reviewing staff by Jurisdiction:

Land Use: Lombard, Jared

Transportation: Kray, Michael

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Henderson Farms

Review Type: Development of Regional Impact

Description: 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.

Submitting Local Government: Henry County

Date Opened: Sep 25 2008

Deadline for Comments: Oct 9 2008

Earliest the Regional Review can be Completed: Oct 25 2008

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

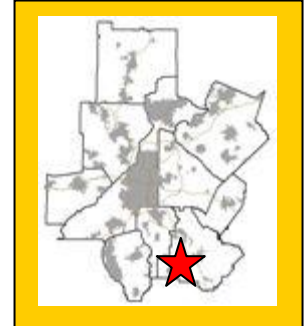
COMMENTS:

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

PRELIMINARY 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.

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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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?

Based on preliminary staff review and pending comments from affected parties, ARC staff's preliminary recommendation is Not in the Best Interest of the Region; and therefore, of the State. ARC staff would like to further discuss the concerns and issues identified below with the applicant and Henry County

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 inconsistent with the Unified Growth Policy Map.



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Developments in rural areas should maximize open space. The proposed development currently shows 20% of the site set aside as open space. It is recommended that the total amount of open space be increased to 40%, typical of conservation subdivisions.

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 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. ARC staff would like Henry County to provide 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. ARC staff would like the City of Hampton to provide the status of the City's adoption of the GA Hwy 20 Corridor Overlay District.

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 since residents living in this area will be more likely to walk than drive.

ARC has concerns about the needed improvements proposed at the I-75 and GA Hwy 20 interchange and would like to further discuss this issue with the developer.

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PRELIMINARY REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

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

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

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

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

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

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

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

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

BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

LOCATION

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

The proposed 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.

This will be determined based on comments received from potentially impacted local governments.

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?

To be determined during the review.

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 – To be determined during the review.

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
	To be determined during review		

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	To be determined during review		

**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)

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

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- 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

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

- Install a northbound right-turn lane along SR 155

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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, MGD₁	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.)?**

To be 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.

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 InformationSubmitting 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

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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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