



# 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: Oct 15 2008

ARC REVIEW CODE: R810151

TO: Chairman Jason Harper  
ATTN TO: Jeremy Gilbert, Henry County  
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:** Summit Jodeco

**Review Type:** Development of Regional Impact

**Meeting Date:** Thursday, October 30, 2008

**Time:** 1:00pm

**Location:** Etowah Conference Room at ARC

**Description:** The proposed Summit Jodeco project is located on 163.2 acres in Henry County. It will consist of 1,100,000 square feet of commercial space, 200,000 square feet of office space, 236 multi-family residential units and 400 hotel rooms. The proposed development is located along Jodeco Road immediately west of I-75 with site access from Jodeco Road, Mt. Olive Road and Chambers Road.

**Submitting Local Government:** Henry County

**Date Opened:** Oct 15 2008

**Deadline for Comments:** Oct 29 2008

**Earliest the Regional Review can be Completed:** Nov 14 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 McDONOUGH

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF STOCKBRIDGE

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

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:** Summit Jodeco  
**Review Type:** Development of Regional Impact

**Description:** The proposed Summit Jodeco project is located on 163.2 acres in Henry County. It will consist of 1,100,000 square feet of commercial space, 200,000 square feet of office space, 236 multi-family residential units and 400 hotel rooms. The proposed development is located along Jodeco Road immediately west of I-75 with site access from Jodeco Road, Mt. Olive Road and Chambers Road.

**Submitting Local Government:** Henry County  
**Date Opened:** Oct 15 2008  
**Deadline for Comments:** Oct 29 2008  
**Earliest the Regional Review can be Completed:** Nov 14 2008

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GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF STOCKBRIDGE

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

## 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 29 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: **Summit Jodeco** *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](mailto:jtuley@atlantaregional.com)

**Return Date: Oct 29 2008**

## ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Oct 15 2008

ARC REVIEW CODE: R810151

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: Rice, LeVar

Transportation: Kray, Michael

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Summit Jodeco

Review Type: Development of Regional Impact

Description: The proposed Summit Jodeco project is located on 163.2 acres in Henry County. It will consist of 1,100,000 square feet of commercial space, 200,000 square feet of office space, 236 multi-family residential units and 400 hotel rooms. The proposed development is located along Jodeco Road immediately west of I-75 with site access from Jodeco Road, Mt. Olive Road and Chambers Road.

Submitting Local Government: Henry County

Date Opened: Oct 15 2008

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### **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.

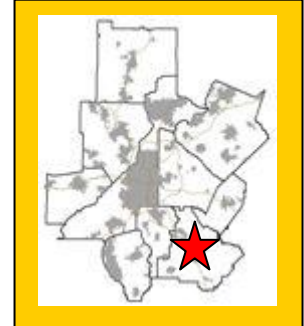
### **COMMENTS:**


<b>Preliminary Report:</b>	October 15, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Summit Jodeco #1931
<b>Final Report Due:</b>	November 14, 2008		<b>Comments Due By:</b>	October 29, 2008

## **PRELIMINARY REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Summit Jodeco project is located on 163.2 acres in Henry County. It will consist of 1,100,000 square feet of commercial space, 200,000 square feet of office space, 236 multi-family residential units and 400 hotel rooms. The proposed development is located along Jodeco Road immediately west of I-75 with site access from Jodeco Road, Mt. Olive Road and Chambers Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date of 2017.

### **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 Low Density Residential. The draft future development map designates this area as Suburban Employment 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.

**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?**

Yes, the proposed development would increase the need for services in the area.

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**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**

2007 Crystal Lake Golf and Country Club  
2005 Mill Road Tract  
2004 Kelly Plantation  
2003 The Links at Walnut Creek  
2003 Wal-Mart (Hudson Bridge)  
1991 Eagle's Landing

**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 are currently single family residences and a gas station 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.

ARC staff has several concerns with planned and proposed transportation improvements relating to the proposed project. The Jodeco Road interchange project at I-75, HE-AR-216, is in the ARC Transportation Improvement Program (TIP), but due to the state transportation funding shortfall, this project has been delayed with ROW acquisition moved from Fiscal Year 2008 to Fiscal Year 2009. The GDOT prioritization process, occurring during the time of this review, creates uncertainty for the interchange project's funding. Timing and funding for this project needs to be resolved. The current bridge is two lanes; the proposed transportation project will create a 10 lane overpass.

There are two locally funded projects in the TIP that are located in the vicinity of the proposed development, HE-110 and HE-132A. ARC staff needs assurances from the County that these two projects have a secure funding source.

According to the Unified Growth Policy Map (UGPM), the proposed development is located within a Mega Corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region.



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ARC's Regional Development Policies strive to promote development within principal transportation corridors where there are increased opportunities for mixed use development. These Policies also seek to develop new communities that feature pedestrian scale, transportation options, a mix of housing types and protection of environmentally sensitive areas.

ARC staff strongly recommends that the developer seek to improve the design and increase the pedestrian options within the development by mixing uses within the site, providing pedestrian and bicycle connections between uses and reducing parking and impervious surfaces. With the developer working from a "blank slate", the development's internal road network can be created in such a way, as to promote all modes of travel and improve overall mobility in and around the site. This would allow residents and visitors of the site to park once and access all uses on the site by alternative modes, thus cutting down on the number of vehicle trips. Buildings should be brought up to the street wherever possible and bicycle and pedestrian amenities should be included to enhance the pedestrian environment.

Henry County's Future Land Use Map designates this area as Low Density Residential which calls for residential densities of 1 to 2.5 units per acre depending on the availability of sewer service. The draft Henry County Future Development Map designates this area as Medium-High Density Residential and High Density Residential within the site, with Commercial along Jodeco Road. 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.

The majority of the proposed project is located in the Walnut Creek 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 serving the City of McDonough. No blue line streams are shown on the property in the USGS coverage for the project area. The project will need to conform to Henry County's Walnut Creek Water Supply Watershed regulations in the County Code.

Any unmapped streams on the property will be subject to the buffers required under the County Walnut Creek Water Supply Watershed regulations and, as applicable, the County stream buffer requirements.

The project plans show several wetlands areas on the property. These areas will be subject to all applicable US Army COE requirements under Section 404 of the Clean Water Act. These wetland areas as well as any other waters of the state on the property are subject to the State erosion and sedimentation regulations, including all state buffers.

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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.

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 south of Jodeco Road and west of I-75.

**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 entirely within Henry County and within three miles of the City of McDonough and the City of Stockbridge.

**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 \$151,000,000 with an expected \$11,000,000 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 majority of the proposed project is located in the Walnut Creek 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 serving the City of McDonough. No blue line streams are shown on the property in the USGS coverage for the project area. The project will need to conform to Henry County's Walnut Creek Water Supply Watershed regulations in the County Code.

Any unmapped streams on the property will be subject to the buffers required under the County Walnut Creek Water Supply Watershed regulations and, as applicable, the County stream buffer requirements.

The project plans show several wetlands areas on the property. These areas will be subject to all applicable US Army COE requirements under Section 404 of the Clean Water Act. These wetland areas as well as any other waters of the state on the property are subject to the State erosion and sedimentation regulations, including all state buffers.

### **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. Based on the overall coverage on the submitted plans, the entire project property was classified as commercial. The following table summarizes the results of the analysis.

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### **Estimated Pounds of Pollutants Per Year:**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Commercial	163.20	279.07	2839.68	17625.60	160425.60	200.74	35.90
<b>TOTAL</b>	163.20	279.07	2839.68	17625.60	160425.60	200.74	35.90

Total % impervious                      85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

### **HISTORIC RESOURCES**

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

None 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?**

Vehicular access to the site is proposed at two locations along Jodeco Road, two locations along Chambers Road, and two locations along Mt. Olive Road.

The two proposed access points along Jodeco Road are proposed to be one full-movement signalized access (a new connector road) and one right-in/right-out. The access points along Chambers Road and Mt. Olive Road are all proposed to be full-movement driveways.

The proposed 4-lane divided connector road will intersect with Jodeco Road approximately 1000 ft to the west of the I-75 ramps. The connector road will run north-south through the site and connect with

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Mt. Olive Road providing a north-south connection between Jodeco Road and Jonesboro Road. There are 11 access points proposed along the connector road internal to the site.

**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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments 236 Units	24	95	119	96	51	147	1,568
Hotel 400 Rooms	139	89	228	125	111	236	3,208
General Office 200,000 SF	288	39	327	52	251	303	2,276
Commercial Space 1,100,000 SF	403	257	660	1,463	1,584	3,047	32,272
<i>Mixed-Use Reductions</i>	0	0	0	-204	-204	-408	-4,278
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	0	0	0	-284	-283	-567	-5,868
<b>Total New Trips</b>	<b>854</b>	<b>480</b>	<b>1,334</b>	<b>1,248</b>	<b>1,510</b>	<b>2,758</b>	<b>29,178</b>

**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,

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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.

**V/C Ratios** – To be determined during the review.

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

**2008-2013 TIP\***

ARC Number	Route	Type of Improvement	Schedule d Completion Year
HE-110	Jodeco Road widening and Campground Road extension/realignment from Meadowbrook Drive to Brannon Road	General Purpose Roadway Capacity	2013
HE-132A	Hudson Bridge Road from Jodeco Road to I-75 South	General Purpose Roadway Capacity	2010
HE-AR-216	I-75 South at Jodeco Road	Interchange Capacity	2011

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

ARC Number	Route	Type of Improvement	Schedule d Completion Year
AR-H-052	I-75 South HOV lanes from Eagles Landing Parkway to SR 155 in Henry County	Managed Lanes	2030
HE-165B	Patrick Henry Parkway from Jodeco Road to Eagles Landing Parkway	General Purpose Roadway Capacity	2020

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

**Summarize the transportation improvements as recommended by consultant in the traffic study for Summit Jodeco.**

According to the findings, there will be some capacity deficiencies as a result of future year **no-build** and **build** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The following improvements illustrate existing, background, and build conditions:

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#### Hudson Bridge Road at Flippen Road (Int. #1)

- No-Build - Widen Hudson Bridge Road from 2 to 4 lanes in the vicinity of this intersection (provide an additional thru lane along the eastbound and westbound approach).
- No-Build - Construct a northbound right-turn lane along Flippen Road.

Note: ARC HE 110 (GDOT #0006927) is projected to widen Hudson Bridge Road from two to four lanes for approximately 1.1 miles from Jodeco Road to I-75 South and listed as having a completion date of 2010.

#### Jodeco Road at Hudson Bridge Road (Int. #2)

- Existing – Install a traffic signal.
- No-Build - Construct a westbound receiving lane on the east leg of the intersection so that the southbound right-turn lane can operate under free-flow conditions.
- No-Build - Construct an additional eastbound thru lane along Jodeco Road. Note: This improvement will require an additional eastbound receiving lane along Jodeco Road.
- No-Build - Construct an additional eastbound left-turn lane, creating dual left-turn lanes along Jodeco Road. Note: This improvement will require an additional northbound receiving lane along Hudson Bridge Road.

Note: ARC HE 110 (GDOT #0006927) is projected to widen Hudson Bridge Road from two to four lanes for approximately 1.1 miles from Jodeco Road to I-75 South and listed as having a completion date of 2010.

- No-Build - Construct a westbound right-turn lane along Jodeco Road.

#### Jodeco Road at Flippen Road (Int. #3)

- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection (provide an additional thru lane along the eastbound and westbound approach).
- No-Build - Construct an additional southbound left-turn lane, creating dual left-turn lanes along Flippen Road.

#### Jodeco Road at Mt. Olive Road (Int. #4)

- Existing - Install a traffic signal.
- Existing - Construct a northbound right-turn lane along Mt. Olive Road.
- Existing - Construct an eastbound right-turn lane along Jodeco Road.
- Existing - Construct a westbound left-turn lane along Jodeco

#### Jodeco Road at Chambers Road (Int. #5)

- Existing - install a traffic signal.
- Existing - Construct a northbound right-turn lane along Chambers Road.
- Existing - Construct an eastbound left-turn lane along Jodeco Road.
- Existing - Construct a westbound left-turn lane along Jodeco Road.
- Build - Construct an additional eastbound thru-lane along Jodeco Road.

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#### Jodeco Road at New Connector (Int. #6)

- Build - Construct the northbound approach along the New Connector forming dual left-turn lanes and dual right-turn lanes.
- Build - Construct an additional eastbound and westbound thru-lane along Jodeco Road.
- Build - Construct an eastbound right-turn lane along Jodeco Road.
- Build - Construct two westbound left-turn lanes along Jodeco Road to form dual left-turn lanes. Note: The New Connector is proposed to have two southbound receiving lanes.

#### Jodeco Road at Mt. Olive Road (Int. #7)

- Build - Mt. Olive Road will be closed and traffic rerouted to the New Connector.

#### Jodeco Road at I-75 Southbound Ramp (Int. #8)

- Existing - Construct an eastbound right-turn lane along Jodeco Road.
- Existing - Construct a westbound left-turn lane along Jodeco Road.
- Existing - Construct a southbound right-turn lane along the I-75 Southbound ramp.

Note: The Existing analysis indicates a three-lane bridge over I-75 would accommodate the existing traffic. The additional center lane would provide a dedicated left-turn at each ramp.

- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection.

Note: The No-Build analysis indicates a six-lane bridge over I-75 would accommodate the projected traffic. The bridge would provide two westbound through lanes, one dedicated westbound left-turn lane (entire length of bridge), one dedicated eastbound left-turn lane (entire length of bridge), and two eastbound through lanes.

- Build - Construct an additional southbound lane forming an exclusive left-turn lane, a shared left-turn/thru/right-turn lane, and an exclusive right-turn lane along the I-75 Southbound Ramp.
- Build - Construct an additional eastbound thru lane, creating three thru lanes.

Note: The Build analysis indicates a six-lane bridge over I-75 would accommodate the projected traffic. The bridge would provide two westbound through lanes, one dedicated westbound left-turn lane (half length of bridge), one dedicated eastbound left-turn lane (entire length of bridge) and a half length westbound left-turn lane, and two eastbound through lanes.

Note: ARC HE-AR-216 (GDOT #312160-) includes extensive interchange improvements including a ten-lane bridge and ramp improvements. The expected completion date is 2011.

#### Jodeco Road at I-75 Northbound Ramp (Int. #9)

- Existing - Construct an eastbound left-turn lane along Jodeco Road.
- Existing - Construct a northbound right-turn lane along the I-75 Northbound ramp.
- Note: The Existing analysis indicates a three-lane bridge over I-75 would accommodate the existing traffic. The additional center lane would provide a dedicated left-turn at each ramp.



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- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection.

Note: The No-Build analysis indicates a six-lane bridge over I-75 would accommodate the projected traffic. The bridge would provide two westbound through lanes, one dedicated westbound left-turn lane (entire length of bridge), one dedicated eastbound left-turn lane (entire length of bridge), and two eastbound through lanes.

- Build - Construct an additional eastbound left-turn lane along Jodeco Road to form dual left-turn lanes.
- Build - Construct an additional northbound left turn lane forming an exclusive left-turn lane, a shared thru/left-turn lane, and an exclusive right-turn lane along the I-75 Northbound Ramp.

Note: The Build analysis indicates a six-lane bridge over I-75 would accommodate the projected traffic. The bridge would provide two westbound through lanes, one dedicated westbound left-turn lane (half length of bridge), one dedicated eastbound left-turn lane (entire length of bridge) and a half length westbound left-turn lane, and two eastbound through lanes.

Note: ARC HE-AR-216 (GDOT #312160-) includes extensive interchange improvements including a ten-lane bridge and ramp improvements. The expected completion date is 2011.

#### Jodeco Road at Patrick Henry Parkway (Int. #10)

- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection (provide an additional thru lane along the eastbound and westbound approach).
- No-Build - Construct a westbound left-turn lane along Jodeco Road.

Note: ARC HE-110 is projected to widen Jodeco Road from two to four lanes between Meadowbrook Drive to Peach Drive and an extension/realignment from Peach Drive to Campground Road for approximately 3.0 miles and listed as having a completion date of 2013.

#### Jodeco Road at Tunis Road (Int. #11)

- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection.

Note: ARC HE-110 is projected to widen Jodeco Road from two to four lanes between Meadowbrook Drive to Peach Drive and an extension/realignment from Peach Drive to Campground Road for approximately 3.0 miles and listed as having a completion date of 2013.

#### Jodeco Road at Peach Drive (Int. #12)

- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection.

Note: ARC HE-110 is projected to widen Jodeco Road from two to four lanes between Meadowbrook Drive to Peach Drive and an extension/realignment from Peach Drive to Campground Road for approximately 3.0 miles and listed as having a completion date of 2013.

- No-Build - Construct an eastbound left-turn lane along Jodeco Road.

#### Jodeco Road at Oak Grove Road (Int. #13)

- Existing - Install a traffic signal.
- Existing - Construct a northbound right-turn lane along Oak Grove Road.

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- Existing - Construct an eastbound right-turn lane along Jodeco Road.
- Existing - Construct a westbound left-turn lane along Jodeco Road.
- No-Build – Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection.

Note: ARC HE-110 is projected to widen Jodeco Road from two to four lanes between Meadowbrook Drive to Peach Drive and an extension/realignment from Peach Drive to Campground Road for approximately 3.0 miles and listed as having a completion date of 2013.

#### Jodeco Road at Dailey Mill Road (Int. #14)

- Existing - Construct a northbound right-turn lane along Dailey Mill Road.
- No-Build - Widen Jodeco Road from 2 to 4 lanes in the vicinity of this intersection.
- No-Build – Construct a westbound left-turn lane along Jodeco Road
- No-Build – Install a traffic signal

#### Jodeco Road at SR 42/US 23 (Int. #15)

- No-Build - Construct an additional southbound thru- lane along SR 42/US 23. Note: This improvement will require an additional southbound receiving lane along SR 42/US 23.

Note: ARC HE-110 is projected to widen Jodeco Road from two to four lanes between Meadowbrook Drive to Peach Drive and an extension/realignment from Peach Drive to Campground Road for approximately 3.0 miles and listed as having a completion date of 2013.

#### SR 42/US 23 at Campground Road (Int. #16)

- No-Build - Construct a westbound right-turn lane along Campground Road.
- No-Build - Construct a northbound right-turn lane along SR 42/US 23.

Note: ARC HE-110 is projected to widen Jodeco Road from two to four lanes between Meadowbrook Drive to Peach Drive and an extension/realignment from Peach Drive to Campground Road for approximately 3.0 miles and listed as having a completion date of 2013.

#### Jonesboro Road at Chambers Road (Int. #17)

- No-Build – Construct a westbound right-turn lane along Jonesboro Road.

#### Jonesboro Road at Mt. Olive Road (Int. #18)

- Build - Install a traffic signal.
- Build - Construct two southbound left-turn lanes along Mt. Olive Road to form dual left-turn lanes. Note: This improvement will require an additional eastbound receiving lane along Jonesboro Road.
- Build - Widen Jonesboro Road from two to four lanes in the vicinity of this intersection.

Note: ARC HE-920B (GDOT 342970-) is projected to widen Jonesboro Road (SR 920) from two to four lanes for approximately 7.4 miles between US 19/US 41 in Clayton County to I-75 in Henry County and listed as having a completion date of 2020.

#### Jonesboro Road at Mill Road (Int. #19)

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- No-Build - Construct an additional southbound lane along Mill Road and restripe forming dual southbound left-turn lanes and a shared thru/right-turn lane.
- No-Build - Construct an additional northbound lane along Mill Road and restripe forming dual northbound left-turn lanes, an exclusive thru lane, and an exclusive right-turn lane.
- Build - Construct an additional eastbound thru-lane along Jonesboro Road.

Jonesboro Road at I-75 Southbound Ramp (Int. #20)

- No-Build - Construct an additional southbound right-turn lane along the I-75 Southbound Ramp, to form dual right-turn lanes.

Jonesboro Road at I-75 Northbound Ramp (Int. #21)

- Build - Construct an additional northbound left-turn lane along the I-75 Northbound Ramp to form dual left-turn lanes.

Chambers Road at Church Drive/Driveway #14(Int. #24)

- No-Build - Construct an eastbound right-turn lane along Church driveway. (Note: This is a private driveway)
- Build - Construct Driveway #14 directly across from Church Road.
- Build - Provide two westbound egress lanes along Driveway #12 (a shared thru/left-turn lane and an exclusive right-turn lane).

Chambers Road at Mt. Olive Road (Int. #25)

- No-Build - Construct a northbound left-turn lane along Chambers Road.

Chambers Road at McCullough Road (Int. #26)

- Existing - Construct a northbound right-turn lane along Chambers Road.

Mt. Olive Road at Pond Drive/ Driveway #12 (Int. #27)

- Build - Construct Driveway #12 directly across from Pond Drive.

Mt. Olive Road at New Connector (Int. #28)

- Build - Construct a northbound through lane along Mt. Olive Road.
- Build - Construct a southbound right-turn lane and through lane along the New Connector.
- Build - Construct an exclusive eastbound left-turn lane along Mt. Olive Road.
- Build - Traffic volumes are not expected to warrant a traffic signal.

*Additional 2017 Build Recommendations/comments:*

- The Connector Road, a four-lane divided roadway, is proposed through the site to provided north/south travel between Jodeco Road and Mt. Olive Road. At the north end, the Connector Road will form a new full-movement signalized intersection with Jodeco Road (approximately 1,000 feet west of the southbound I-75 ramps). At the south end, the Connector Road will tie-into the location where Mt. Olive Road currently makes a 90-degree turn at the south side of the property and travels west.

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- Mt. Olive Road, between the Connector Road tie-in and Jonesboro Road is planned to be converted from a gravel road to a paved road, and will provide mobility to/from the south. Mt. Olive Road, between the Connector Road and Jonesboro Road, is expected to accommodate the projected 2017 Build Conditions traffic volumes. The existing two-lane gravel roadway should be paved to accommodate the traffic volumes.
- The 2017 Build Conditions analysis includes the recommendation to coordinate the traffic signals along Jodeco Road, between the new Connector Road and Patrick Henry Parkway. Traffic signal coordination will provide improved traffic operations and provide good traffic progression along the Jodeco Road corridor.

**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 propped site is not served by transit.

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

No TDM strategies are proposed by the developer.

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

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

**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. 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 recommendations for the proposed development consistent with adopted local and regional plans:

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- Bicycle facilities should be constructed along Jodeco Road and the proposed Connector Road that tie-in with bike lanes that will be constructed as part of the bridge expansion projects (HE-AR-216). A multi-use path should be constructed along Chambers Road that also ties-in to the proposed bike facilities on Jodeco Road.
- At the very least, sidewalks should be located on both sides of all internal roads. The pedestrian circulation is unclear at best and should be improved help facilitate non-motorized use of the development.
- The developer should get assurances from the County and GDOT that confirms the status of the three roadway projects that will have impacts on the project (HE-AR-216, HE-110, and HE-132A). If these projects are not completed in a timely manner it may affect the viability of the proposed development.
  - There are number of additional capacity recommendations that are most likely beyond the means of the developer to provide.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.16 MGD.

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

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

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

The capacity of the Walnut Creek facility is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
4	4	0		0		New Plnat. Projected in-service date of early 2004.

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

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

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

Not applicable.

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## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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

Water demand also is estimated at 0.16 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 51,090 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.

**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.

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## **HOUSING**

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

No, the proposed development will add 236 residential units.

### **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 703.05. This tract had a 44.6 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that approximately 100 percent of the housing units in this Census Tract 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 #1931**

## 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:

Jeremy Gilbert

Telephone:

770-288-7526

E-mail:

jgilbert@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:

Summit Jodeco

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

Jodeco Road at I-75

Brief Description of Project:

Mixed-use project consisting of 1,100,000 square feet of commercial space, 200,000 square feet of office space, 236 residential units and 400 hotel rooms

**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.):	1,100,000 sf of commercial space, 200,000 sf of office space, 236 residential units and 400 hotel ro
Developer:	Atlanta Retail Company, LLC
Mailing Address:	1170 Peachtree Street, NE
Address 2:	Suite 2350
	City:Atlanta State: GA Zip:30309
Telephone:	404-591-6700
Email:	pauls@shailendragroup.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	R.V. Dronavalli and Kiran Gupta
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 checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
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: 2017 Overall project: 2017
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# Developments of Regional Impact

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<b>DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information</b>	
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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
<hr/>	
<b>Local Government Information</b>	
Submitting Local Government:	Henry
Individual completing form:	Jeremy Gilbert
Telephone:	770-288-7526
Email:	jgilbert@co.henry.ga.us
<hr/>	
<b>Project Information</b>	
Name of Proposed Project:	Summit Jodeco
DRI ID Number:	1931
Developer/Applicant:	Atlanta Retail Company, LLC
Telephone:	404-591-6700
Email(s):	pauls@shailendragroup.com
<hr/>	
<b>Additional Information Requested</b>	
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.	
<hr/>	
<b>Economic Development</b>	
Estimated Value at Build-Out:	\$151 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$11 Million
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): One single-family home.	
<b>Water Supply</b>	
Name of water supply provider for this site:	Henry County Water and Sewerage
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16 MGD
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?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Henry County Water and Sewerage
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16 MGD
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:	
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?0.25	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1,334 AM peak hour trips; 3,325 PM peak hour trips
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 DRI Traffic Study prepared by Kimley-Horn and Associates, Inc.	
<b>Solid Waste Disposal</b>	

How much solid waste is the project expected to generate annually (in tons)?	51,090 tons per year
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:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	76%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A 5.8 acre detention pond is proposed for stormwater management. The project will implement the proper BMP's to handle and treat stormwater runoff and the Georgia Stormwater Manual will be the basis for the design of these structures.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" 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 checked="" type="radio"/> Yes <input 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 type="radio"/> Yes <input checked="" 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 wetlands impacted by this development will be permitted and properly mitigated through the U.S. Army Corps of Engineers.	
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