



# REGIONAL REVIEW FINDING

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

DATE: 2/10/2005

ARC REVIEW CODE: R501102

TO: Chairperson Jason Harper  
ATTN TO: Cheri Hobson-Matthews, Chief Planner  
FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

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

**Submitting Local Government:** Henry County  
**Name of Proposal:** West Erma (JamDat Development)

<b>Review Type:</b> Development of Regional Impact	<b>Date Opened:</b> 1/11/2005	<b>Date Closed:</b> 2/10/2005
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**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

**Additional Comments:** The ARC strongly recommends the following to Henry County concerning the proposed West Erma development:

- Incorporate neighborhood commercial services into the development to provide basic needs and services to the residents of both the proposed West Erma development and the developing Crystal Lake Plantation.
- Encourage streets to be connected and cul-de-sacs to be eliminated where possible.
- Provide an additional access point to Dutchtown Road from Pod C. The revised site plan realigns Dutchtown Road to the west into the development and better connects the streets to one another, providing multiple routes in and out of the development. It is recommended that Henry County continue discussions with the developer concerning the possible realigning of Dutchtown Road and/or an additional access from Pod C.
- There are several properties adjacent to the development that will likely be developed in the future. Henry County should work with the developer to establish future connections from the development to possible future connections in adjacent properties.
- Encourage adequate and convenient pedestrian and bicycle access to the proposed parks. Encourage pocket parks throughout the development to enhance the quality of the neighborhood and provide active and passive recreational opportunities in close proximity to all residents.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF STOCKBRIDGE  
CITY OF LOVEJOY  
HENRY COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF McDONOUGH  
CLAYTON COUNTY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF HAMPTON  
DEKALB COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	Jan 11, 2005	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	West Erma #652
Final Report Due:	Feb 10, 2005		Comments Due By:	Jan. 25, 2005

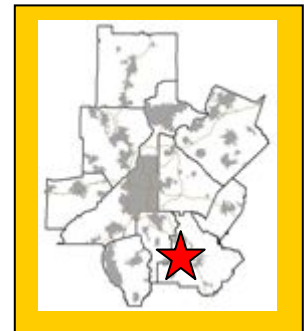
**THIS DEVELOPMENT HAS BEEN MODIFIED SINCE THE ORIGINAL SUBMITTAL AS FOLLOWS:**

A revised development plan was submitted to that ARC staff that includes 507.29 acres consisting of 642 single family residential lots, 66,000 square feet of commercial space, and 98.90 total acres of open space that includes two park areas totaling 17.5 acres. Revisions to the original site plan have been summarized in two letters from the site engineer and included in this report

**FINAL REPORT SUMMARY**

**PROPOSED DEVELOPMENT:**

The proposed West Erma development, located on 499.45 acres in Henry County, will consist of 642 single family detached residences. The proposed development will include approximately 80 acres of open space. The site is located in southwest Henry County, just west of the City of McDonough, along Jonesboro Road. Access to the site will be provided along Jonesboro Road, Dutchtown Road, and two shared access points with the Crystal Lake Plantation development.



**PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2015.

**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 for the development is R2 (single family residence district). Information submitted for the review states that the proposed development is not consistent with Henry County's Future Land Use Plan, which designates the area as RA. Currently, adjacent properties consist of RC and R2 Conditional zoning.

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

No inconsistencies were determined by potentially affected local governments during the review.

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

No impacts were determined by potentially affected local governments during the review.

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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?**

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

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

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

<b>2003</b>	<b>The Link at Walnut Creek</b>
<b>2001</b>	<b>W.B Casey WRF Expansion/ Pipeline &amp; HUIE Const.</b>

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

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

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

No.

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

The ARC strongly recommends the following to Henry County concerning the proposed West Erma development:

- Incorporate neighborhood commercial services into the development to provide basic needs and services to the residents of both the proposed West Erma development and the developing Crystal Lake Plantation.
- Encourage streets to be connected and cul-de-sacs to be eliminated where possible. The revised site plan removed many of the cul-de-sacs and provided additional street connections; however, it is recommended that Henry County continue to encourage street connections and minimal cul-de-sacs throughout the development.
- Provide an additional access point to Dutchtown Road from Pod C. The revised site plan realigns Dutchtown Road to the west into the development and better connects the streets to one another, providing multiple routes in and out of the development. It is recommended that Henry County continue discussions with the developer concerning the possible realigning of Dutchtown Road and/or an additional access from Pod C.
- There are several properties adjacent to the development that will likely be developed in the future. Henry County should work with the developer to establish future connections from the development to possible future connections in adjacent properties.
- Encourage adequate and convenient pedestrian and bicycle access to the proposed parks. Encourage pocket parks throughout the development to enhance the quality of the

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neighborhood and provide active and passive recreational opportunities in close proximity to all residents.

The proposed development is located in southwestern Henry County that is characterized by low density, rural residential neighborhoods. West Erma is a proposed single use development totaling 642 single family detached residences. The single family homes are situated on approximately ½ acre lots.

Henry County is experiencing rapid growth and is expected to continue to grow at this rapid pace over the next twenty five years. Currently, the immediate surrounding area of the site is characterized by residential and agricultural uses. Most of the properties surrounding the site contain large lot residential properties or undeveloped properties. Crystal Lake Plantation is a 714 single family home development with several amenities that includes a golf course.

ARC's Regional Development Goals and Policies encourages providing opportunities for mixed use, infill, and redevelopment, as well as providing housing choices to individuals and families of diverse incomes and age groups. It is important that residents have convenient access to employment and commercial services; particularly through alternative modes of transportation. The proposed West Erma development did not originally propose any commercial development needed to create a live work community as emphasized through the RDP Goals and Policies. The revised site plan included approximately 7.84 acres for up to 66,000 square feet of commercial retail space. In conjunction with Crystal Lake Plantation, this immediate area will have over 1300 homes with no immediate commercial support that would include basic needs and services. Residents of these developments have no choice but to travel by automobile to larger commercial areas to meet the every days needs for services. This can result in several vehicular trips throughout a day. It is the intention of the ARC that this proposed development includes commercial activities that would meet the need of basic every services, resulting in fewer vehicle trips. With several other large parcels of land available for development, the need for commercial and retail uses within this immediate area will become even more important to addressing traffic congestion in this area.

The street design of the West Erma development originally encompassed long blocks, cul-de-sacs, and lack of connection to Dutchtown Road and the Crystal Lake Plantation. The revised site plan eliminated many of the cul-de-sacs and established street connections to reduce the size of the blocks. Improving the street design allows for more opportunities for alternate modes of transportation, such as pedestrian and bicycles, as well as cutting down of travel distances and time to main access roads adjacent to the site. The revised site plan proposes to abandon Dutchtown Road, pulling it into the development. Through discussions with the developer, ARC recommended that, at minimum, an additional access point is provided to Dutchtown Road in Pod C.

The site plan originally did not reflect any parks and recreational plan. The original site plan reflected minimal pedestrian trails through the development. The original site plan also did not incorporate any park land for passive and recreational opportunities. It was strongly recommended that an open space plan be developed that includes parks, trails, and significant areas for conservation. The revised site plan reflects two parks totaling 17.5 acres. The total open space reflected on the revised site plan is approximately 99 acres or almost 20% of the total site. The revised site plan also reflects several pedestrian trails throughout the development that will include exercise stations. As a rule of thumb, the ARC recommends that all residents of the development are within a quarter mile of passive or

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active recreational areas and is able to access the area through convenient and safe pedestrian or bicycle routes. Further refinement of the site plan should include the incorporation of pocket parks, especially in the southern and westernmost portions of the property. A plan should be developed also for the open space that is proposed in the northern portion of the property along Street A. The area is prime for a small pocket park that could be an amenity to the residents rather than a vacant, underutilized area. Direct pedestrian access from Street B should be provided. The Best Practices for Transportation list below emphasizes pedestrian and bicycle networks that shortcuts and alternatives to traveling along roadways, but are built and maintained at the same level as roads.

Finally, the cemetery on the site is of concern. The ARC received a written statement from the developer that the cemetery will be preserved and protected at its current location. The letter has been included with this report.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

### **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.

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.

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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.

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.

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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 site is located in southwest Henry County, just west of the City of McDonough and Interstate 75, along Jonesboro 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 entirely within Henry County. The City of McDonough is approximately five miles to the east. Clayton County is approximately 1.5 miles and the City of Lovejoy is approximately 2 miles to the west. The City of Hampton is approximately four miles to the south.

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

None were identified during the review.

## **ECONOMY OF THE REGION**

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

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

Estimated value of the development is \$150,000,000 with an expected \$10,000,000 in annual local tax revenues.

### **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.



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

The proposed development is expected to have a total of 1156 employable work force. The number of jobs created through the commercial development was not calculated due to the fact that the commercial development was added to the revised site plan.

## **NATURAL RESOURCES**

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

### **Water Supply Watersheds**

The project property is crossed by Walnut Creek and a number of tributaries and is entirely within the Walnut Creek Water Supply Watershed, which is a small (less than 100 square mile) water supply watershed serving the City of McDonough. All development on the water supply watershed portion of the property must conform to the requirements of the Henry County Water Supply Watershed ordinance, as approved by DCA and EPD including buffers, water quality controls and impervious surface limits. According to the Hampton 1:24,000 USGS quad sheet, Walnut Creek and a blue-line (perennial) tributary cross the property between Pads A and C. The streams are shown on the plans, but no buffers are indicated. The portions of the property adjacent to Walnut Creek and its perennial tributary appear to be more than seven miles upstream of the McDonough Intake. Only a portion of Pod B appears to be within seven miles, and is not near any blue-line stream. The State's Part 5 Minimum Environmental Planning criteria for small water supply watersheds require a 50-foot vegetative buffer and a 75-foot impervious surface setback on all perennial streams more than seven miles upstream of an intake, even if an approved local ordinance exists. Within seven upstream miles of an intake, a 100-foot vegetative buffer and 150-foot impervious surface setback are required on perennial streams.

Based on the estimated average impervious surface for the proposed land uses used in the storm water pollutant load calculations below, the impervious surface area would be about 17 percent, which is within the percent limit on impervious surfaces required under the State's Part 5 Minimum Environmental Planning criteria for small water supply watersheds. If a local water supply protection ordinance has been approved, then the property will need to meet all of its requirements. For the streams not marked as perennial, as well as all other waters of the state on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

### **Storm Water/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, using impervious areas for each use based on estimated averages for land uses in the Atlanta Region. Actual loadings will vary with the actual

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land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Land Use	Land Area (acres)	Pollutant loads (lb./yr.)					
		TP	TN	BOD	TSS	Zinc	Lead
Commercial	7.84	13.41	136.42	846.72	7706.72	9.64	1.72
Forest/Open	80.00	6.40	48.00	720.00	18800.00	0.00	0.00
Low-Med. SF (0.5-1.0 ac)	419.45	453.01	1979.80	14261.30	268028.55	113.25	25.17
TOTAL	507.29	472.81	2164.22	15828.02	294535.27	122.89	26.89

**Total Estimated Impervious: 17% in this analysis**

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**

#### **Georgia Regional Transportation Authority Review Findings**

## **INFRASTRUCTURE**

### **Transportation**

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

Four access points will be associated with this proposed development. The property north of Walnut Creek has a proposed entrance, driveway A, located along Jonesboro Road, just west of Dutchtown Road. The property south of Walnut Creek has two driveways located directly across

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from one another on Dutchtown Road, illustrated as Driveway B. The final access point into the development is Driveway C, which utilizes an existing driveway for Crystal Lake Plantation.

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

PBS&J 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
Pod A 271units	50	149	199	166	97	263	2,602
Pod B 64 units	14	40	54	45	27	72	690
Pod C 205 units	38	115	153	129	76	205	2,013
Pod D 102 units	20	61	81	69	40	109	1,059
Commercial Out Parcel 66,000 sq ft	74	48	122	228	248	476	5,184
<b>Total Net Trips</b>	<b>172</b>	<b>397</b>	<b>569</b>	<b>562</b>	<b>406</b>	<b>968</b>	<b>9,837</b>

\*Land Uses reflect gross trip generation numbers

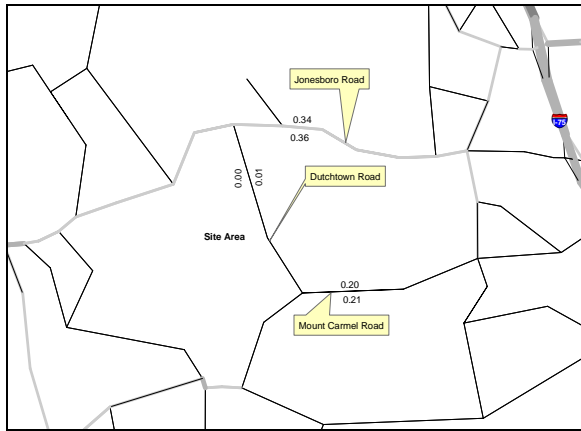
### **What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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.

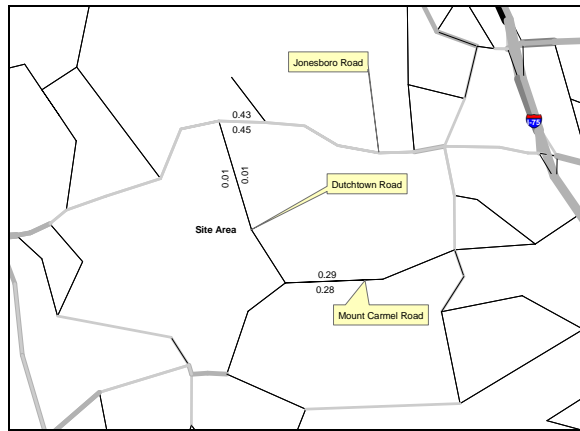
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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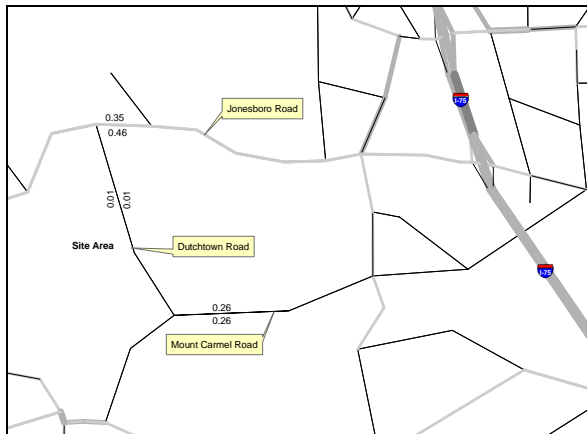
## V/C Ratios



**2005 AM Peak**



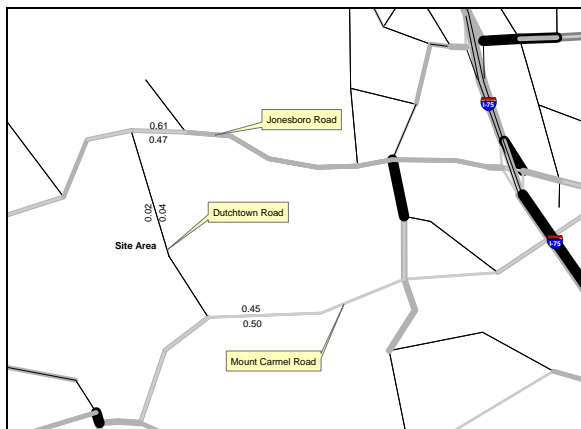
**2005 PM Peak**



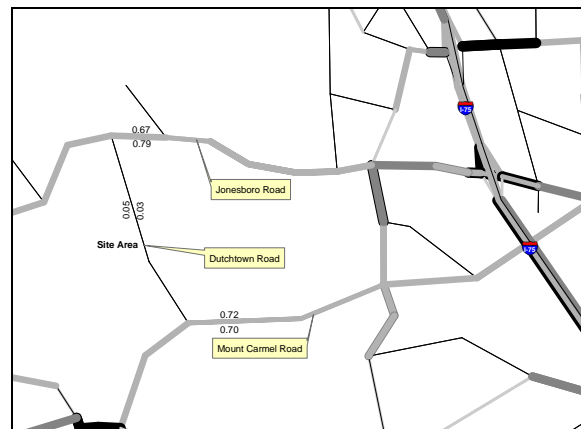
**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030 and FY 2005-2010 TIP, adopted in December 2004. The travel demand model

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

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

**2003-2005 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-920B	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD): SEGMENT 2	Roadway Capacity	2030

*\*The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for West Erma.**

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.

**Jonesboro Road at McCullough Road**

- Signalize the intersection
- Add a left-turn lane for eastbound traffic
- No right-turn lane for southbound traffic

**Jonesboro Road at Mitchell Road**

- Signalize the intersection

**North Mount Carmel Road at Jonesboro Road**

- Add right-turn lane for northbound traffic

**Chambers Road at Jonesboro Road**

- Add left-turn lane for southbound traffic

**Mill Road at Jonesboro Road**

- Drop the shared left/thru lane for northbound traffic; keep as only a thru lane instead (this will allow for a protected left turn phase in the signal time)
- Change the geometry for southbound traffic from a left and shared left/thru/right lane to two separate left-turn lanes, a thru lane and a right-turn lane.

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#### I-75 Northbound ramp at Jonesboro Road

- Add a left-turn lane for northbound traffic.

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. The recommendations stated in the no-build condition are also applicable to the build condition.

#### Mount Carmel Road at Dutchtown Road

- Signalize the intersection

#### Jonesboro Road at McCullough Road

- Add right-turn lane for southbound traffic

#### Jonesboro Road at North Mount Carmel Road

- Add left-turn lane for westbound traffic

#### Mount Carmel Road at North Mount Carmel Road

- Signalize the intersection
- Add right-turn lane for southbound traffic

#### Jonesboro Road at Chambers Road

- Add right-turn lane for westbound traffic

#### Jonesboro Road at Dutchtown Road

- Signalize the Intersection
- Add a left-turn lane for westbound traffic

#### Jonesboro Road at West Erma Pod A Entrance

- Signalize the Intersection

#### Jonesboro Road at West Erma Pod C1 Entrance

- Add a left-turn lane for westbound traffic

**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 is predominantly residential with an auto-oriented transportation network. Recently, GRTA Xpress Regional Commuter Service began in Henry County to offer commuters an alternative mode of travel. This alternative would reduce vehicle miles traveled within the Atlanta Metropolitan region.

The Xpress Regional Commuter Service provides commuters weekday service every thirty minutes, running during peak hours. Morning routes run between 5:00 am and 8:00am. The

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reverse routes begin at 3:30pm and continue until 6:00pm. Route #430 originates at the McDonough Park and Ride lot with service to Downtown Atlanta.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>SF Detached Dwellings</i>	15%	15%
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		
<b>Total</b>		<b>15%</b>

The revised site plan submitted to ARC includes two parks that will include both passive and active recreational opportunities. The revised site plan also includes additional pedestrian and bicycle paths that connect the residences to the park, the adjacent Crystal Lake Plantation, and Mt. Carmel Elementary School. A park and pedestrian trail plan was developed and included with the revised site plan. It is strongly recommended that the developer continue to explore ways to incorporate safe and adequate pedestrian connection throughout the development.

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

Dutchtown Road is currently a gravel road; however, the developer is planning to pave from Mount Carmel Road to the first residential street on the left heading north on Dutchtown Road. It is recommended that an additional access be provided to Dutchtown Road from Pod C. Dutchtown Road would then need to be paved further north toward Jonesboro Road to allow another entrance onto Dutchtown Road from Pod C. This would allow greater access from Pod C onto Dutchtown Road. The owner of the land, including Dutchtown Road, at the intersection of Dutchtown Road and Jonesboro Road has refused to allow for the paving and widening of Dutchtown Road, restricting residential access onto Dutchtown Road to only one point on the southern end of Dutchtown Road near its intersection with Mount Carmel Road. For this reason, a possible solution is that Dutchtown Road be re-routed further to the west and run parallel to the existing Dutchtown Road in order to provide multiple access points onto Dutchtown Road and connections to Jonesboro Road as well as Mount Carmel Road from the residential parcels. The site appears suitable for this type of development with good access to Interstate 75 and the City of McDonough via Jonesboro Road and Mount Carmel Road.

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## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.23 MGD.

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

Information submitted with the review states that the Walnut Creek plant will provide wastewater treatment for the proposed development.

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

The capacity of Walnut Creek 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 Plant. 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?**

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

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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

Water demand also is estimated at 0.65 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**





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

Information submitted with the review 1300 tons of solid waste per year.

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

No.

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

None stated.

**INFRASTRUCTURE**

**Other facilities**

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

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

No comments were received addressing the potential impacts on community facilities and organizations. However, it should be noted that there are three Henry County schools that are within close proximity of the development and will certainly absorb many of the children who reside within the development.

**AGING**

**Does the development address population needs by age?**

The proposed West Erma development in Henry County will not improve housing options for older adults in Henry County. The West Erma development does not support the principles of aging in place

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which include offering a range of housing types located close to services and amenities and easily accessed by transportation alternatives.

The older adult population in Henry, as in the rest of the region is growing rapidly. From 1990 to 2000 the 65+ population grew by 100% in Henry County. Older adults will need a variety of housing options as they age in Henry County including smaller housing units on small lots with low maintenance and upkeep requirements.

For more information about older adults living in Henry County, please contact Mary Moore at Henry County Senior Services 678.583.3515.

## **HOUSING**

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

No, the project will provide an additional 642 single family detached residences.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tracts 703.05. This tract had a 15.7 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 100 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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



CONCEPTUAL DESIGN ENGINEERING, INC.

LAND PLANNING   CIVIL ENGINEERING   SURVEYING

February 7, 2005

Ms. Haley Fleming  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303

RE: Development of Regional Impact – West Erma (Jamdat Development)  
Revisions to Site Plan per Review Meeting with Staff on 2-02-05

Dear Ms. Fleming:

On behalf of the Owner, Jamdat Development, attached please find a second revised Site Plan for the referenced project. We have made certain changes to the Site Plan based on our meeting with you and staff last week, and trust that these changes will be helpful in the review process.

The specific changes are as follows:

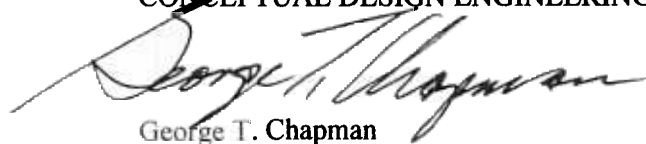
- We have had a Park Planner prepare some more detailed plans for the parks proposed for the site. Preliminary site plans for the parks are attached and made part of the site plan submittal.
2. We have revised again the lots that border the open space and floodplain areas so that they will have much less depth and thus preserve more open space. We have eliminated as many of the cul-de-sacs as we could, connected most of the rest, and “squared-off” the lots just south of Walnut Creek. We rerouted Dutchtown Road through the eastern side of the project to eliminate double frontage lots.
  3. We showed more connections to the pedestrian trail, and we have added a connection to the existing school at the south end of the project.
  4. Total open space now is approximately 99 acres of the total 499.45 acres or 20 % of the site.

Ms. Haley Fleming  
February 7, 2005  
Page Two

I trust we have addressed your concerns and would appreciate your favorable review of these revisions to the Site Plan. If you need additional information or have questions or suggestions, please call me directly.

Sincerely,

CONCEPTUAL DESIGN ENGINEERING, INC.

A handwritten signature in cursive script, reading "George T. Chapman".

George T. Chapman  
Vice President

GTC/vgm

Copy: Ms. Cheri Hobson-Matthews  
Henry County Planning and Zoning

Mr. Jimmy Adams  
PBS&J



CONCEPTUAL DESIGN ENGINEERING, INC.

LAND PLANNING   CIVIL ENGINEERING   SURVEYING

January 25, 2005

Ms. Haley Fleming  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303

RE: Development of Regional Impact – West Erma (Jamdat Development)  
Revisions to Site Plan per Review Meeting with Staff on 1-18-05

Dear Ms. Fleming:

On behalf of the Owner, Jamdat Development, attached please find a revised Site Plan for the referenced project. We have made certain changes to the Site Plan based on our meeting with you and staff last week, and trust that these changes will be helpful in the review process.

The specific changes are as follows:

- We have added a commercially zoned parcel at the southwest corner of the intersection of Dutchtown Road and Jonesboro Road. Potential size of the commercial building will be about 66,000 sf as indicated on the plan. Appropriate parking and connections to Jonesboro Road and Dutchtown Road will be provided. Even though all streets will have sidewalks, we have indicated the pedestrian path as continuing along Street A and along the south side of Jonesboro Road for clarity.
2. We have revised the lots that border the open space and floodplain areas so that they will have much less depth and thus preserve the open space. We have included a pedestrian trail throughout the areas to connect the pods, the commercial area, and the property next door. Part of our plan is a so-called "Vita Trail" of about three quarters of a mile, with no less than ten exercise stations spaced over its length.
  3. We have proposed two parks within the project, which will be connected to the pedestrian trails. The upper park is about 14.5 acres and the park in the southern part of Pod C is about 3 acres. Both will be subject to detailed planning as the design progresses, but we are considering soccer, tennis and playgrounds as appropriate. The smaller park already has a beautiful small pond, which can be preserved.

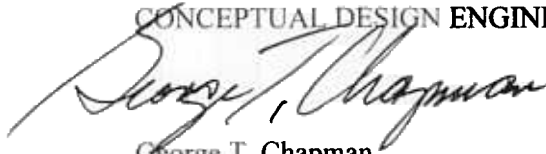
Ms. Haley Fleming  
January 25, 2005  
Page Two

4. We have connected the internal road system to facilitate circulation and to reduce vehicle miles. Pod C in particular is improved by these new connections, and the interface between Pod C and Pod D is much shorter than on the previous plan.
5. Attached is a letter from the Developer confirming preservation and protection of the existing "Konkle Cemetery" in the northwest section of the development.

I trust we have addressed your concerns and would appreciate your favorable review of these revisions to the Site Plan. If you need additional information or have questions or suggestions, please call me directly.

Sincerely,

CONCEPTUAL DESIGN ENGINEERING, INC.



George T. Chapman  
Vice President

GTC/vgm

Copy: Ms. Cheri Hobson-Matthews  
Henry County Planning and Zoning

Mr. Jimmy Adams  
PBS&J

# JAMDAT DEVELOPMENT, LLC

827 Fairways Court, Suite 300  
Stockbridge, Georgia 30281  
(770) 506-1111  
Fax (770) 507-1595

January 24, 2005

Michael Alexander  
Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, Georgia 30303

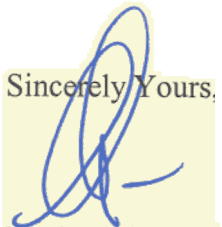
Re: Konkle Cemetery

Mr. Alexander:

Please allow this letter to formally confirm that JAMDAT Development, LLC agrees to preserve and protect the existing cemetery located on our property in Henry County, Georgia currently under review with the Atlanta Regional Commission known as "West Erma."

Further, JAMDAT agree to provide unencumbered access to and from the cemetery site, and agrees to work with any and all related governmental entities to see that such access lasts in perpetuity.

I trust this letter suffices for your needs. Please feel free to contact me if you should need anything further.

Sincerely Yours,  
  
Mark A. Conner,  
Manager

MAC/rem

Your DRI ID NUMBER for this submission is: **652**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 9/29/2004 3:46:52 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Henry County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

### Local Government Information

Submitting Local Government:	Henry County
*Individual completing form and Mailing Address:	Cheri Hobson-Matthews, Chief Planner 140 Henry Parkway McDonough, GA 30253
Telephone:	770-954-2457
Fax:	770-954-2958
E-mail ( <b>only one</b> ):	<a href="mailto:cmatthews@co.henry.ga.us">cmatthews@co.henry.ga.us</a>

\*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:	JamDat Development, LLC
---------------------------	-------------------------

Development Type	Description of Project	Thresholds
Housing	675 Proposed residential units	<a href="#">View Thresholds</a>

Developer / Applicant and Mailing Address:	David Black 827 Fairways Court-Suite 300 Stockbridge, GA 30281
Telephone:	770-506-1111
Fax:	770-507-1595
Email:	
Name of property owner(s) if different from developer/applicant:	Deerfield Group, LLC
Provide Land-Lot-District Number:	104,105,106,119,120,121,136,137,138 of the 6th District
What are the principal streets or roads providing vehicular access to the site?	Jonesboro and Dutchtown Roads
Provide name of nearest street(s) or intersection:	Mt. Carmel Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):	<a href="http://www.mapquest.com">HTTP://www.mapquest.com</a>
Is the proposed project entirely located within your local government's jurisdiction?	Y



If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Henry County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Henry County Water and Sewerage Authority
What is the name of the wastewater treatment supplier for this site?	Henry County Water and Sewerage Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project:

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
If amendments are needed, when will the plan/map be amended?	

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe):	

Submitted on: 12/30/2004 2:31:17 PM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Henry County
Individual completing form:	Cheri Hobson-Matthews, Chief Planner
Telephone:	770-954-2457
Fax:	770-954-2958
Email ( <b>only one</b> ):	<a href="mailto:cmatthews@co.henry.ga.us">cmatthews@co.henry.ga.us</a>

### Proposed Project Information

Name of Proposed Project:	West Erma
DRI ID Number:	652
Developer/Applicant:	JAMDAT Development, LLC-Carl Vassalo
Telephone:	678-859-6857
Fax:	
Email(s):	vasallo@adelphia.net;

### DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	\$150,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$10,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	N/A

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Henry County Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.65
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	N/A
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

## Wastewater Disposal

Name of wastewater treatment provider for this site:	Henry County Water and Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.23
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: N/A	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

## 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.)	6,364 ADT; Peak Hour Trips 487 AM;649 PM
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Traffic study has been submitted to all necessary agencies for review, including Henry County Planning and Zoning Department.	

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1300
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below: N/A	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
N/A	

## Stormwater Management

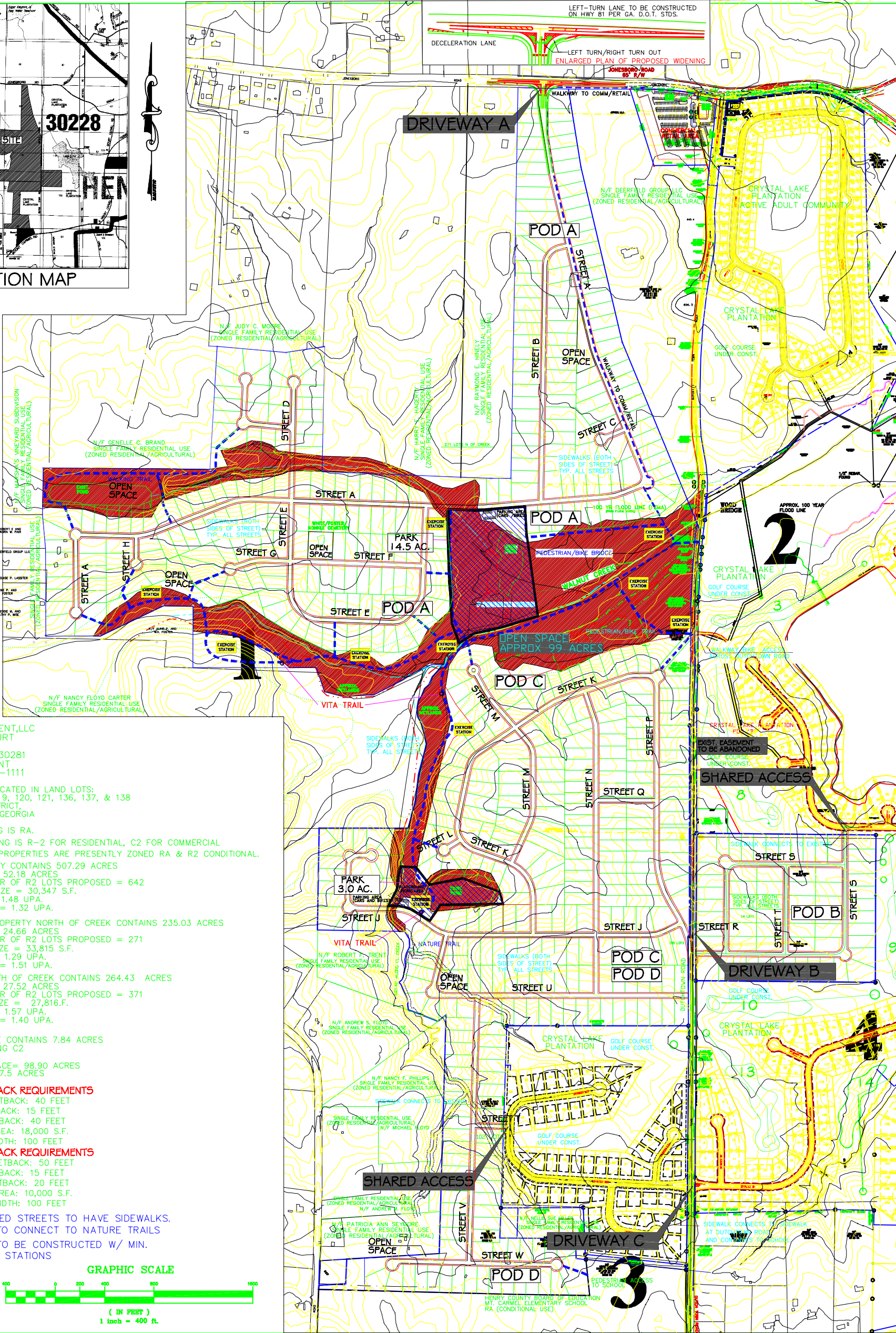
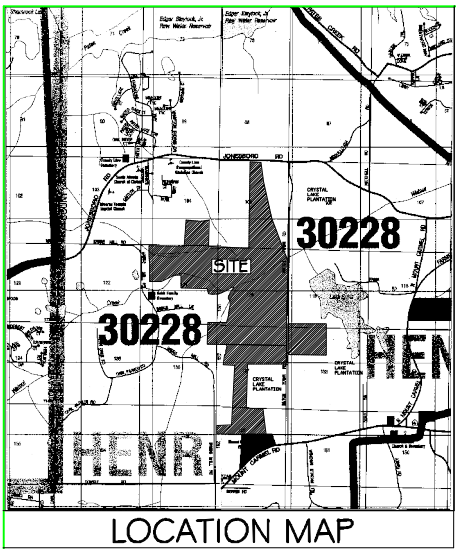
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25% Max
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Towaliga Watershed Protection District	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers required; storm water detention; significant open space on site; BMP's and Erosion Control for entire site during entire construction period.	

## Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y

2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Floodplains should not be affected, no fill allowed, and minimal crossings. Proper erosion control maintained at all times. Storm water detention provided in accordance with county and state requirements.	





GENERAL NOTES:

DEVELOPER:

JAMDAT DEVELOPMENT,LLC  
825 FAIRWAYS COURT  
SUITE 301  
STOCKBRIDGE, GA 30281  
DAVID BLACK, AGENT  
PHONE: 770-506-1111

- PROPERTY IS LOCATED IN LAND LOTS: 104, 105, 106, 119, 120, 121, 136, 137, & 138 OF THE 6TH DISTRICT, HENRY COUNTY, GEORGIA
- PRESENT ZONING IS RA.
- PROPOSED ZONING IS R-2 FOR RESIDENTIAL, C2 FOR COMMERCIAL
- ALL ADJACENT PROPERTIES ARE PRESENTLY ZONED RA & R2 CONDITIONAL.
- TOTAL PROPERTY CONTAINS 507.29 ACRES  
AREA IN ROW = 52.18 ACRES  
MAXIMUM NUMBER OF R2 LOTS PROPOSED = 642  
AVERAGE LOT SIZE = 30,347 S.F.  
NET DENSITY = 1.48 UPA  
GROSS DENSITY = 1.32 UPA.
- RESIDENTIAL PROPERTY NORTH OF CREEK CONTAINS 235.03 ACRES  
AREA IN ROW = 24.66 ACRES  
MAXIMUM NUMBER OF R2 LOTS PROPOSED = 271  
AVERAGE LOT SIZE = 33,815 S.F.  
NET DENSITY = 1.29 UPA  
GROSS DENSITY = 1.51 UPA.
- PROPERTY SOUTH OF CREEK CONTAINS 264.43 ACRES  
AREA IN ROW = 27.52 ACRES  
MAXIMUM NUMBER OF R2 LOTS PROPOSED = 371  
AVERAGE LOT SIZE = 27,816 S.F.  
NET DENSITY = 1.57 UPA  
GROSS DENSITY = 1.40 UPA.
- COMMERCIAL SITE CONTAINS 7.84 ACRES  
PROPOSED ZONING C2
- TOTAL OPEN SPACE= 98.90 ACRES  
PARK AREA = 17.5 ACRES

R-2 ZONING SETBACK REQUIREMENTS

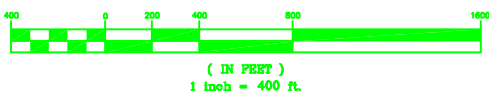
FRONT YARD SETBACK: 40 FEET  
SIDE YARD SETBACK: 15 FEET  
REAR YARD SETBACK: 40 FEET  
MINIMUM LOT AREA: 18,000 S.F.  
MINIMUM LOT WIDTH: 100 FEET

C2 ZONING SETBACK REQUIREMENTS

FRONT YARD SETBACK: 50 FEET  
SIDE YARD SETBACK: 15 FEET  
REAR YARD SETBACK: 20 FEET  
MINIMUM LOT AREA: 10,000 S.F.  
MINIMUM LOT WIDTH: 100 FEET

NOTE: ALL PROPOSED STREETS TO HAVE SIDEWALKS.  
SIDEWALKS TO CONNECT TO NATURE TRAILS  
VITA TRAIL TO BE CONSTRUCTED W/ MIN.  
10 EXERCISE STATIONS

GRAPHIC SCALE



TITLE  
**SITE PLAN**  
SHEET 1 OF 5

DATE 11/05/04  
JOB NUMBER 204715  
SCALE 1"=400'  
TECHNICIAN CDF  
CHECKED BY GTC  
PLAN REVISED 02/04/05

LAND LOT(S) 104, 105, 106, 119, 120, 121, 136, 137, & 138  
DISTRICT(S) 6th  
CITY  
COUNTY HENRY

PROJECT NAME  
**WEST ERMA**

CLIENT NAME  
JAMDAT DEVELOPMENT,LLC  
825 FAIRWAYS COURT  
SUITE 301  
STOCKBRIDGE, GA 30281  
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