



REGIONAL REVIEW NOTICE

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

DATE: September 22, 2015

ARC REVIEW CODE: R1509221

TO: Chairman Tommy Smith, Henry County Board of Commissioners
ATTN TO: Stacey Jordan, Planner II, Department of Planning and Zoning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Jodeco Crossings

Review Type: DRI

Submitting Local Government: Henry County

Date Opened: Sept. 22, 2015

Deadline for Comments: Oct. 7, 2015

Date to Close: Oct. 12, 2015

Description: The proposed development site is located in unincorporated Henry County, on the southwest quadrant of the Interstate 75/Jodeco Road interchange, bounded by Jodeco Road, Mount Olive Road and Chambers Road. The proposed DRI will be a mixed-use development on approximately 158 acres, consisting of approximately 724,400 square feet of commercial space (including three large retail superstores, specialty retail, restaurants, and a gas station, bank, grocery store and daycare facility), two hotels (110 rooms and 120 rooms), 615 multi-family residential units (300 in standalone structures and 315 above commercial), and approximately 14 acres of open space. This development site was previously submitted for review as Summit Jodeco, DRI #1931, in 2008 but was withdrawn.

PRELIMINARY COMMENTS:

Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Developing Suburbs area of the region. Additionally, the development is located within the Hudson Bridge-Jonesboro Road Connector Livable Centers Initiative (LCI) study area. As a result, the development should be consistent with the recommendations of the LCI plan, adopted in 2010, as well as any plan updates or supplemental studies.

The UGPM and RDG state that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development. These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

(CONTINUED NEXT PAGE)

Recommendations:

The proposed development is in an area that has been predominately lower density residential and agricultural, situated in between two large commercial and office activity centers at Hudson Bridge Road/I-75 and Jonesboro Road/I-75. Therefore it will have a significant impact on surrounding communities and the existing road network. Henry County, neighboring cities such as Stockbridge and McDonough, and the developer, should work together to identify and mitigate any potential land use or transportation impacts generated by this development.

Care should be taken throughout the design process to ensure that the development promotes visually interesting, functional, and comfortable pedestrian experience on all streets in and around the project. The proposed development program does feature multi-family residential and hotel uses above commercial space, in close proximity to a central town green area and additional commercial space. These conditions will create the potential for many residents and guests to conduct trips on foot, and for many users who arrive by car to park once and conduct multiple trips on foot. However, some larger commercial uses on the site (e.g., Buildings A, B and C-1 on the site plan) are separated from the core by large surface parking lots. While these parking facilities will accommodate users arriving by car, care should be taken to ensure that sidewalk connections between these larger uses and the site's central area are clearly marked, safe, and comfortable for pedestrians. This will encourage walking trips between uses, minimizing dependency on cars for internal site circulation and offering car users the option to park once.

Additionally, the 300-unit multi-family complex (Building(s) L on the site plan) on the west and southwest sides of the site is separated from the core of the site by a creek and wetlands, two roadways (60' and 120' rights-of-way), and several hundred feet of distance. The complex is also fenced on all sides, with one gated access point. Care should be taken to better connect this area with the rest of the site so that residents have the option to access others uses (e.g., neighborhood-serving retail, grocery, restaurants, etc.) via walking or bicycle trips.

Where parking garages are proposed, they should be screened from view to minimize visual impact, for example along the "open" sides of the proposed garages behind Buildings E-2 and E-3/4/5/6 on the site plan. The current plan proposes a large surface parking lot, west and northwest of Building A on the site plan, that fronts on a lengthy section of Jodeco Road. The developer and Henry County should explore strategies for minimizing the visual impact of this surface parking on the surrounding community.

See additional staff comments included in this report. Note the ARC Natural Resources Division staff comments highlighting the need for the developer to ensure compliance with all applicable requirements related to water supply watersheds as well as stream and wetland buffers (with particular respect to the siting of Road A, Road C and Building A on the site plan, in relation to buffers).

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

ARC COMMUNITY DEVELOPMENT DIVISION
ARC RESEARCH & ANALYTICS DIVISION
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LOCUST GROVE

ARC TRANSPORTATION ACCESS & MOBILITY DIVISION
ARC AGING & HEALTH RESOURCES DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF McDONOUGH

ARC NATURAL RESOURCES DIVISION
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF STOCKBRIDGE

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC website. The ARC review website is located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission 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 RC on or before the specified return deadline.

Preliminary Findings of the RDC: Jodeco Crossings 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:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *October 7, 2015*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: September 22, 2015

ARC REVIEW CODE: R1509221

TO: ARC Division Managers

FROM: Andrew Smith, Extension: 3-5581

Reviewing staff by Jurisdiction:

Community Development: Duncan, Allison

Transportation Access and Mobility: Studdard, Daniel

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Jodeco Crossings

Review Type: Development of Regional Impact

Description: The proposed development site is located in unincorporated Henry County, on the southwest quadrant of the Interstate 75/Jodeco Road interchange, bounded by Jodeco Road, Mount Olive Road and Chambers Road. The proposed DRI will be a mixed-use development on approximately 158 acres, consisting of approximately 724,400 square feet of commercial space (including three large retail superstores, specialty retail, restaurants, and a gas station, bank, grocery store and daycare facility), two hotels (110 rooms and 120 rooms), 615 multi-family residential units (300 in standalone structures and 315 above commercial), and approximately 14 acres of open space. This development site was previously submitted for review as Summit Jodeco, DRI #1931, in 2008 but was withdrawn.

Submitting Local Government: Henry County

Date Opened: September 22, 2015

Deadline for Comments: October 7, 2015

Date to Close: October 12, 2015

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:

JODECO CROSSINGS DRI
Henry County
Natural Resources Division Review Comments

August 24, 2015

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located within the Walnut Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the City of McDonough. The USGS coverage for the project area shows no blue-line streams on the property. Under the Part 5 Criteria, only blue-line streams require buffers.

Henry County has developed its own protection measures for water supply watersheds in the County, including Walnut Creek. All development in the Walnut Creek Watershed, including this project, is subject to all applicable requirements of the Henry County Walnut Creek Water Supply Watershed Regulations as specified in the County Code.

A stream is shown on the property, running roughly north-south and dividing the multi-family section from the commercial section. A 50-foot undisturbed buffer and 75-foot impervious surface setback are shown along the stream, which conform to the requirements of Henry County's Stream Buffer Ordinance. However, the proposed specialty retail superstore site identified as Building A on submitted Plans, along with portions of Roads A and C intrude on those buffers. Any intrusion into the buffers may require a variance from Henry County.

The project plans also 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 all other waters of the state on the property, including the mapped stream, are also subject to the State Erosion and Sedimentation Act requirements, which include buffers.

Storm Water/Water Quality

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects 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 plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Region. Where the actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	113.78	194.56	1979.77	12288.24	111845.74	139.95	25.03
Forest/Open	14.40	1.15	8.64	129.60	3384.00	0.00	0.00
Townhouse/Apartment	30.50	32.03	326.66	2043.50	18452.50	23.18	4.27
TOTAL	158.68	227.74	2315.07	14461.34	133682.24	163.13	29.30

Total Percent Impervious: 71%

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

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas and other paved open areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Jodeco Crossings DRI #2504
Henry County
ARC Transportation Access and Mobility Division – Preliminary Review Comments

August 27, 2015

ARC's Transportation Access and Mobility Division has completed a preliminary review of the traffic study for Jodeco Crossings DRI #2504 and offers its comments below.

The traffic study indicates that five unsignalized intersections do not operate at the LOS D standard for Existing Conditions. However, capacity analysis results for unsignalized intersections consist of LOS for each movement that is required to yield to free flow movements. No overall intersection LOS is provided for unsignalized intersections. Therefore, the identified unsignalized intersections have a failing LOS on side street approaches rather than a failing LOS for the entire intersection. The traffic study recommends the installation of new traffic signals at four of the five stop-controlled intersections identified as having movements with a failing LOS. Significant delay on side street approaches at stop-controlled intersections is common during peak hours and does not necessarily serve as justification for a traffic signal.

The analysis of the 2025 No Build alternative with projected background volume increase indicates that six unsignalized intersections will not meet the LOS D standard. As with the existing conditions analysis, traffic signals were recommended at four intersections. As previously indicated, significant delay on side street approaches at stop-controlled intersections is common during peak hours and does not necessarily serve as justification for a traffic signal.

In the 2025 Build analysis, a number of additional movements fail at unsignalized intersections that did not fail in the 2025 No Build analysis. Also, some movements that had a failing LOS in the 2025 No Build analysis have heavier delay in the 2025 Build analysis. This shows the additional traffic congestion and delay caused by the proposed development at these intersections. These distinctions are relevant when determining if proposed improvements at intersections are necessary due to existing traffic congestion, background traffic growth, or due to traffic generated by the proposed development.

Developments of Regional Impact

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

DRI #2504

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local
Government:

Henry

Individual completing form:

Stacey Jordan, Planner I

Telephone:

770-288-7537

E-mail:

sjordan@co.henry.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:

Jodeco Crossings

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

South side of Jodeco Road between Mt. Olive Road and Chambers Road at I-75 Exit 222, LLs 77, 78 & 83

Brief Description of Project:

158.65 acre mixed use development consisting of 40+/- acres of commercial, 63+/- acres of commercial/multi-family residential, 31+/- acres of multi-family residential, 14+/- acres of open space, and 10+/- acres of dedicated ROW

Development Type:

☐ (not selected)

☐ Office

☐ Commercial

☐ Wholesale & Distribution

☐ Hospitals and Health Care
Facilities

☐ Housing

☐ Industrial

☐ Hotels

☒ Mixed Use

☐ Airports

☐ Attractions & Recreational
Facilities

☐ Post-Secondary Schools

☐ Waste Handling Facilities

☐ Quarries, Asphalt & Cement Plants

☐ Wastewater Treatment Facilities

☐ Petroleum Storage Facilities

☐ Water Supply
Intakes/Reservoirs

☐ Intermodal Terminals

☐ Truck Stops

☐ Any other development types

If other development type, describe:	
Project Size (# of units, floor area, etc.):	718,000 sq ft of commercial/services/restaurant, 6,400 sq ft office/bank, 230 hotel rooms, 615 multi
Developer:	Yee Chen c/o Falcon Design Consultants
Mailing Address:	235 Corporate Center Drive, Suite 200
Address 2:	
	City:Stockbridge State: GA Zip:30281
Telephone:	770-389-8666
Email:	aprice@fdc-llc.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name: The subject property is the site of a former DRI (Summit Jodeco DRI# 1931) which was withdrawn
	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: 2025 Overall project: 2025
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Developments of Regional Impact

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

DRI #2504

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:	Henry
Individual completing form:	Stacey Jordan, Planner I
Telephone:	770-288-7537
Email:	sjordan@co.henry.ga.us

Project Information

Name of Proposed Project:	Jodeco Crossings
DRI ID Number:	2504
Developer/Applicant:	Yee Chen c/o Falcon Design Consultants
Telephone:	770-389-8666
Email(s):	aprice@fdc-llc.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
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If no, the official review process can not start until this additional information is provided.

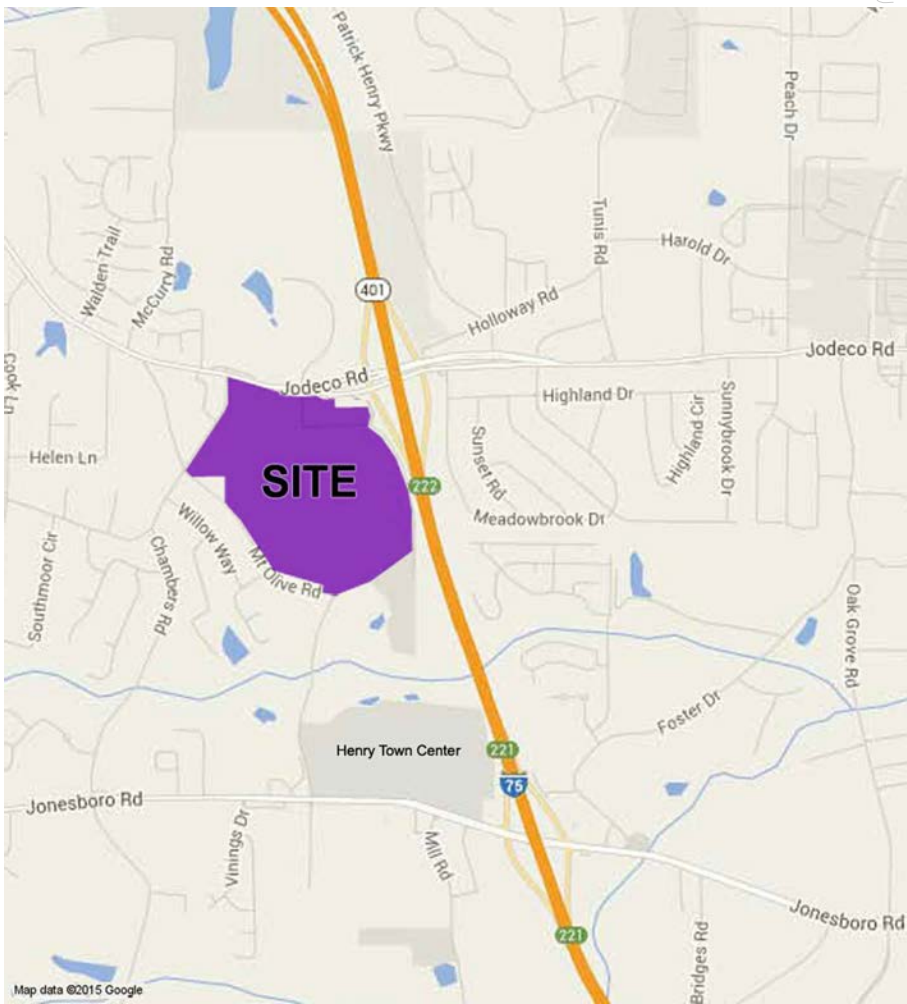
Economic Development

Estimated Value at Build-Out:	\$275,000,000-300,000,000
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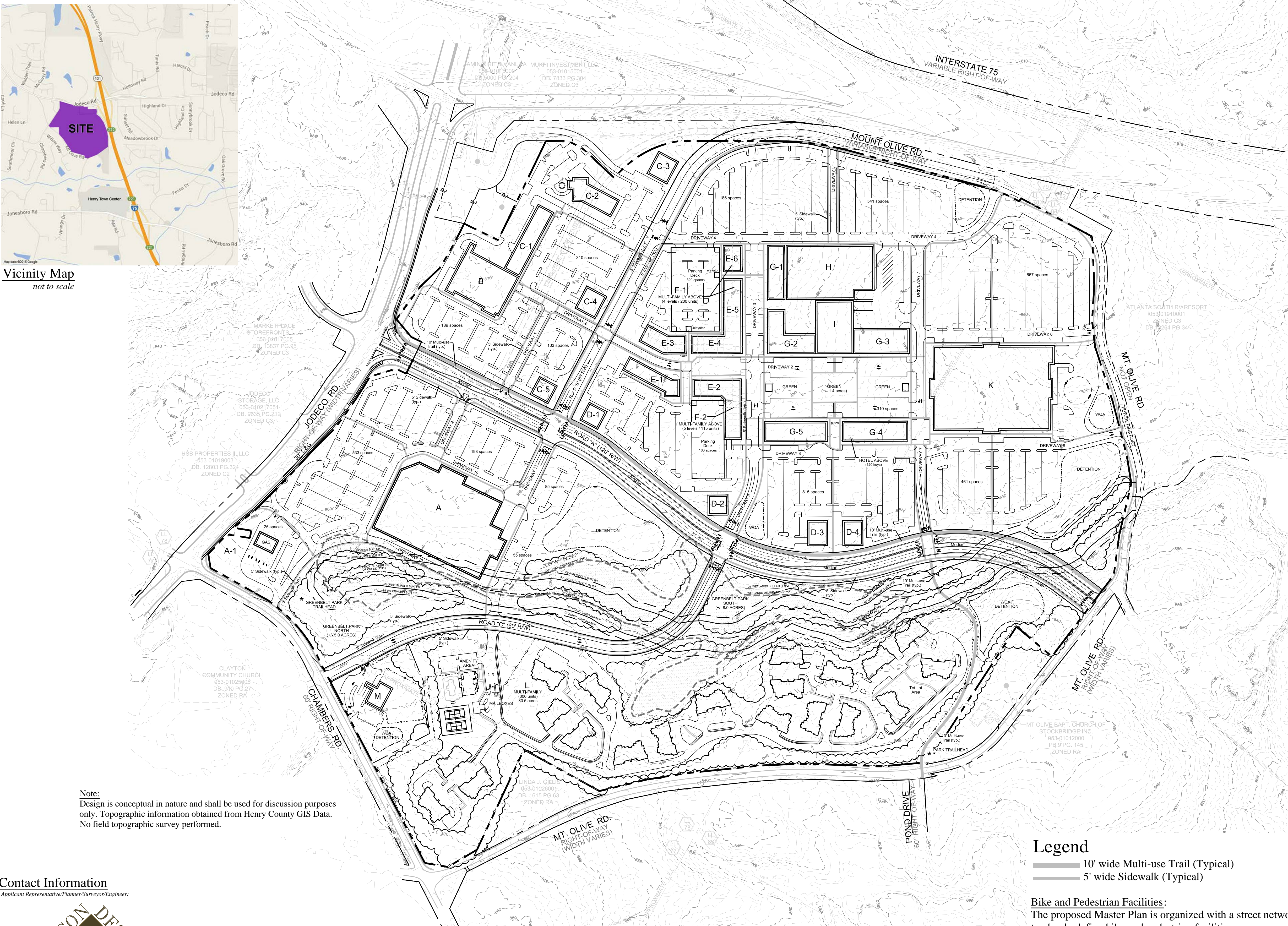
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$10,730,129 (local sales tax at 3% plus property tax minus 1% state portion, rough estimates only)
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<hr/>	
<hr/>	
Water Supply	
Name of water supply provider for this site:	Henry County Water & Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.372
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:	
<hr/>	
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?	
<hr/>	
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Wastewater Disposal	
Name of wastewater treatment provider for this site:	Henry County Water & Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.372
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: Data based upon HCWSA letter dated August 4, 2014.	
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? +/- 1,300 linear feet	
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Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in	2272 (AM peak), 2932 (PM peak)

peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	
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: Transportation Analysis describes needed improvements (Figures 23A-D, pp 68-70). Applicant proposes new roads: Roads A, B, & D. New signals at Jodeco/Mt. Olive (Road A), Jodeco/Mt. Olive West, Road A/Road C, Road A/Road B, Road A/Site D/Ws #3 & 7, and Jonesboro Road/Mt. Olive. New travel lanes required along Jodeco Road, Mt. Olive Road (Road A), Chambers Road (turn lanes), Mt. Olive Road, Mt. Olive West, and Jonesboro Road. (Turn lane required from driveway at the intersection of Mt. Olive/Jonesboro.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	4,462 (non-residential) & 1,170 (residential)
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: Henry County does not provide landfills within Henry County. Solid Waste disposal is provided outside of Henry County through contracted services.	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	+/-80%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The subject property falls within the Limited Development area of the Walnut Creek Watershed Protection District. Development is typically limited to 25% impervious surface. This limitation can be increased to 75% as long as certain requirements are met as provided by ordinance.	
Environmental Quality	

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" 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 checked="" type="radio"/> Yes <input 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
<p>If you answered yes to any question above, describe how the identified resource(s) may be affected: Water supply watershed protection ordinances must be followed. Wetlands disturbance must be mitigated by purchasing credits. Henry County's floodplain ordinances must be followed. (Henry County's natural resource protection ordinances comply with the requirements of Metro North Georgia.)</p> <hr/> <hr/>	
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Vicinity Map
not to scale



Note:
Design is conceptual in nature and shall be used for discussion purposes only. Topographic information obtained from Henry County GIS Data. No field topographic survey performed.

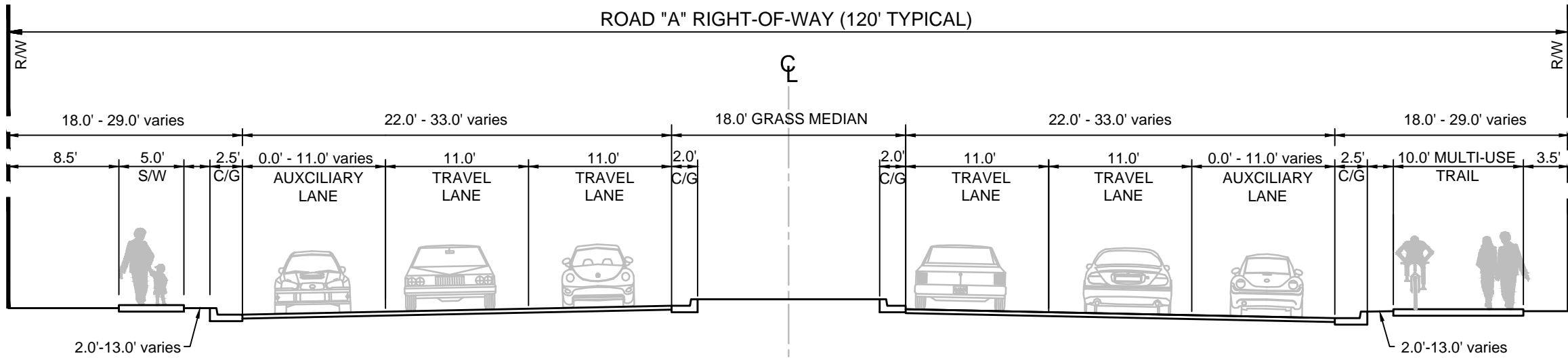
Contact Information

Applicant Representative/Planner/Surveyor/Engineer:

FALCON DESIGN
ENGINEERING PLANNING SURVEYING
235 Corporate Center Drive, SUITE 200
STOCKBRIDGE, GEORGIA 30281
Ph: (770) 389-8666 - Fax: (770) 389-8656
VISIT US ON OUR WEBSITE:
www.fdc-llc.com

Architect/Master Planner:
CMH Architects
1600 International Park Drive
Suite 300
Birmingham, AL 35243
(205) 969-2696 - TEL
(205) 969-3930 - FAX
www.cmharch.com

Traffic Engineer:
Wilburn Engineering, LLC
931 Lower Fayetteville Road | Suite 1 | Newnan, GA 30263
(o) 678-423-0050 | (m) 770-362-8184

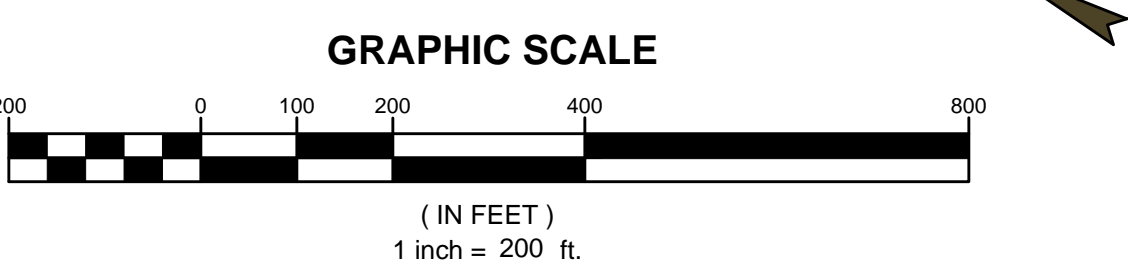


Legend

- 10' wide Multi-use Trail (Typical)
- 5' wide Sidewalk (Typical)

Bike and Pedestrian Facilities:
The proposed Master Plan is organized with a street network to clearly define bike and pedestrian facilities. The illustrated "Road A" section identifies a 10' multi-use trail and 5' sidewalk. These facilities will accommodate pedestrians and cyclists along the parkway. In addition to providing a multi-use trail to the neighborhood west of the site, bike and pedestrian facilities will be provided internal and throughout the development.

DRI # 2504
Submittal Date: June 11, 2015
Revision Date: September 21, 2015



Conceptual Master Plan - DRI# 2504
Jodeco Crossings
Land Lots 77,78 & 83 / District 6 / Henry County, Georgia
Prepared for:
**Estate of Guey L. Chen &
The Marital Trust / Trustee Yee Chen**
Henry County, Georgia

Land Use Map
Future Land Use: Mixed-Use (MU)
Activity Center: Hudson Bridge-Jonesboro Roads Connector
(Suburban Employment Activity Center)

Zoning Classification
Existing Zoning: Residential-Agricultural (RA)
Proposed Zoning: Mixed-Use (MU)

Land Use Summary*
Total Site Acres: +/- 158.65

Total Commercial: +/- 113.78 acres (i/c +/- 10 acres dedicated R/W)
Total Commercial Bldg. SF: +/- 724,400
Floor Area Ratio (FAR): 0.146
(724,400 s.f. non-residential use / 4,956,257 s.f. site area = 0.146)

Commercial Parking Req'd: 2,735 spaces (1/300 s.f. non-residential use)
Residential Parking Req'd: 1,230 spaces (2/unit)
Total Parking Req'd: 3,965 spaces
Total Parking Provided: 4,908 spaces

Parking: Shared Parking required non-residential uses
(ULDC Chapter 8-Sec. 8.02.08)

Multi-family Residential: +/- 30.5 ac
Total Residential Units: +/- 300
Total Density: 9.8 du/ac

Multi-family (above commercial): +/- 62.6 ac
Total homes: +/- 315
Total Density: 5.0 du/ac

Open Space Required: 7.93 acres (5% of total site acres)
Open Space Provided: 14.4 acres (11.0% of total site acres)

(*Calculations are based on Conceptual Master Plan dated June 11, 2015)

Mixed Use Development Standards

- Min. Lot Size: 10,890 square feet
- Min. Lot Width: 75 feet
- Min. Front Yard Setback: 20 feet from R/W line
- Min. Side Yard Setback: 10 feet
- Min. Rear Yard Setback: 30 feet
- Max. Height: Unlimited for new development
- Sewage System: Public sewer system
- Water System: County water system

Development Program

BLDG. ID	Projected Use	SF
A	SPECIALTY RETAIL SUPERSTORE	148,000
A-1	FUEL STATION	5,000
B	GROCERY	42,000
C-1	SPECIAL RETAIL	19,500
C-2	HOTEL	110 KEYS
C-3	QUALITY RESTAURANT	9,000
C-4	HIGH TURNOVER RESTAURANT	9,000
C-5	DRIVE-IN BANK	6,400
D-1	QUALITY RESTAURANT	6,400
D-2	HIGH TURNOVER RESTAURANT	6,400
D-3	QUALITY RESTAURANT	8,000
D-4	QUALITY RESTAURANT	8,000
E-1	SPECIALTY RETAIL	14,000
E-2	HIGH TURNOVER RESTAURANT/RETAIL	25,000
E-3	SPECIALTY RETAIL	15,000
E-4	SPECIAL RETAIL	9,700
E-5	HIGH TURNOVER RESTAURANT/RETAIL	22,000
E-6	QUALITY RESTAURANT	7,500
F-1	MULTI-FAMILY ABOVE (5 LEVELS)	200 UNITS
F-2	MULTI-FAMILY ABOVE (5 LEVELS)	115 UNITS
G-1	SPECIALTY RETAIL	14,000
G-2	HIGH TURNOVER RESTAURANT/RETAIL	22,000
G-3	HIGH TURNOVER RESTAURANT/RETAIL	22,000
G-4	QUALITY RESTAURANT/SPECIAL RETAIL	18,000
G-5	QUALITY RESTAURANT/SPECIAL RETAIL	17,500
H	SPECIALTY RETAIL SUPERSTORE	80,000
I	JUNIOR ANCHOR DEPARTMENT STORE	30,000
J	BOUTIQUE HOTEL ABOVE	120 KEYS
K	SPECIALTY RETAIL SUPERSTORE	148,000
L	MULTI-FAMILY RESIDENTIAL	300 UNITS
M	DAYCARE FACILITY	12,000