



# REGIONAL REVIEW FINDING

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**DATE:** December 22, 2015

**ARC REVIEW CODE:** R1512021

**TO:** Chairman Jeffrey Turner, Clayton County Board of Commissioners  
**ATTN TO:** Patrick Ejike, Director, Community Development Department  
**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 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.

**Name of Proposal:** Anvil Block/Ellenwood Township

**Submitting Local Government:** Clayton County

**Review Type:** Development of Regional Impact

**Date Opened:** December 2, 2015

**Date Closed:** December 22, 2015

**Description:**

This proposed development is located in unincorporated Clayton County on Lunsford Drive, east of Interstate 675, north of Anvil Block Road and west of Bouldercrest Road. It will include 794,600 square feet of light industrial/warehouse space and related office space. This development site was previously submitted for review as Villages of Ellenwood, DRI #390, in 2003.

**Comments:**

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, and partially within an Industrial and Logistics Area.

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. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these areas.

The UGPM and RDG state that Industrial and Logistics Areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network. This area will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users.

The proposed development is adjacent to a large commercial complex to the west, which includes existing retail and other service uses. It is partially built out and is zoned for additional commercial development in

the future, including on land directly across Lunsford Drive from the proposed development. Care should be taken throughout the design process to ensure that the proposed development includes a functional and comfortable pedestrian connection to the adjacent commercial complex, which will create the potential for workers to conduct trips for shopping or meals on foot rather than by car.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT DIVISION  
ARC RESEARCH & ANALYTICS DIVISION  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
DEKALB COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY DIVISION  
ARC AGING & HEALTH RESOURCES DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
HENRY COUNTY

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

If you have any questions regarding this review, please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC review website, located at <http://www.atlantaregional.com/land-use/planreviews>.

**ANVIL BLOCK/ELLENWOOD DRI**  
**Clayton County**  
**ARC Natural Resources Division Review Comments**  
**November 18, 2015**

**Watershed Protection and Stream Buffers**

The proposed project property is in South River watershed. The South River is not a water supply watershed in the Atlanta Region and no Part 5 criteria apply. The USGS coverage for the project area shows a blue line tributary to Conley Creek, itself a tributary to the South River, near the northern edge of the project property. The site plan shows both the State 25-foot erosion and sedimentation buffer and the County 75-foot stream buffer and setback around the stream just inside the northern portion of the property. Any unmapped streams that may be located on the property would be subject to the requirements of the Clayton County stream buffer ordinance. Any state waters that may be on the property will be subject to the State 25-foot erosion and sedimentation buffer requirements.

**Stormwater / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region 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
Office/Light Industrial	56.90	73.40	974.70	6486.60	40285.20	84.21	10.81
TOTAL	56.90	73.40	974.70	6486.60	40285.20	84.21	10.81

Total Impervious = 70%

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 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.



## MEMORANDUM

**TO:** Jon Tuley, Community Development Division

**FROM:** Daniel Studdard, Transportation Access and Mobility Division

**DATE:** December 2, 2015

**SUBJECT:** **Transportation Division Review of DRI # 2519**  
Project: Anvil Block – Ellenwood Township  
County: Clayton County, GA  
Location: 4503 Bouldercrest Road, Ellenwood, GA 30294. On Lunsford Drive, west of Bouldercrest Road and east of Interstate 675 (I-675).  
Analysis:  
Expedited ☒  
Non-Expedited ☐

**cc:** David Haynes and Daniel Studdard  
TAMD

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The Transportation Access & Mobility Division has reviewed the traffic study performed by Southeastern Engineering on behalf of Anvil Block Land Partners. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process.

The proposed development will have approximately 794,600 SF of general warehouse space and is planned to be completed in 2017. The development is on a 56.9-acre site with 37.85-acre to be impervious located in Clayton County west of Bouldercrest Road and east of Interstate 675 (I-675). The development will create three new driveways on Lunsford Drive.

The majority of the property was previously considered by GRTA in 2003 as part of DRI 390, Ellenwood Township. The Notice of Decision (NOD) for DRI 390 was issued in 2003 and revised on August 3, 2006.

## INFRASTRUCTURE

### Transportation

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

The proposed development will be served by three (3) new driveways located on Lunsford Drive. A widening and reconstruction project on Anvil Block Road by GDOT is currently underway. This work is being done under PI#0004638 and PI#771210. This roadway project will be finished before the development is complete. The project includes a typical section of four 12-foot travel lanes with a 20-foot raised median from Lunsford Drive to Bouldercrest Road. The project continues along Anvil Block Road to the Henry County line with a two-lane section and a two-way left turn lane.

Proposed Site Driveway 1 is the southernmost driveway to be located across Lunsford Drive from the existing private road which leads to the Walmart Store.

Proposed Site Driveway 2 is the middle driveway to be located across Lunsford Drive from another existing private road which also leads to the Walmart Store.

Proposed Site Driveway 3 is located midway along the development perimeter. It is also the northernmost driveway along Lunsford Dr.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. Parking will be provided throughout the development as follows:

- Employee Parking Provided: 450 spaces
- Trailer Parking Provided 149 spaces

#### **How much average daily traffic will be generated by the proposed project?**

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9<sup>th</sup> edition, was used to conduct trip generation for this development. The trip generation was based on ITE Land Use 152 – High Cube Warehouse. A total of 5,696 daily trips are projected for the proposed development. The calculated total trip generation for the proposed development is shown in Table 6 in the DRI transportation study.

Table 5: Trip Generation						
Residential Development (Part of DRI 390)						
Land Use	ITE Code	Average Daily Trips	AM-Peak (7-9)		PM-Peak (4-6)	
			Enter	Exit	Enter	Exit
Single Family Residential Homes 189 units	210	1799	36	106	119	70
Proposed Development (DRI 2519)						
Land Use	ITE Code	Average Daily Trips	AM-Peak (7-9)		PM-Peak (4-6)	
			Enter	Exit	Enter	Exit
General Warehouse 794,600 SF	150	2829	188	50	64	190

Source: Anvil Block-Ellenwood Township DRI#2519

**Summarize the transportation improvements as recommended by the traffic study consultant**

Three intersections were studied for the existing conditions near the development site; Anvil Block Road at Grant Road, Anvil Block Road at Lunsford Drive, and Anvil Block Road at Bouldercrest Road.

Three additional intersections were studied for future conditions near the development site; Lunsford Drive at Development Driveway 1, Lunsford Drive at Development Driveway 2, and Lunsford Drive at Development Driveway 3.

Analysis of the studied intersections show acceptable levels of service for both existing and future conditions. Traffic impacts of the proposed development on the surrounding roadway network were determined to be negligible. The analysis took into consideration the road improvements to be made on Anvil Block Road under PI#0004638 and PI#771210. Lastly, the analysis showed that the existing roadway geometry of Lunsford Drive is adequate for future conditions with the development. Though, a right-turn, deceleration lane will be constructed for the first and second driveways on Lunsford Drive. These driveways are to operate as Side Street Stop Controlled.

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

A widening and reconstruction project of Anvil Block Road by GDOT is currently underway. This work is being done under PI#0004638 and PI#771210, which was let for construction in early 2015. Construction is programmed for completion in late 2016. The project includes a typical section of four 12-foot travel lanes with a 20-foot raised median from Lunsford Drive to Bouldercrest Road.

**Additional Project(s):**

PI #	ARCID	Location	Description
0013315	CL-012	US 23 (MORELAND AVENUE) WIDENING FROM LAKE HARBIN ROAD TO ANVIL BLOCK ROAD	Widening corridor from 2 to 4 lanes. This is a Roadway / General Purpose Capacity Project

**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?**

As of August 2015 MARTA began operating bus route 195 that runs from the College Park Heavy Rail Station along Anvil Block Road. The closest bus stop to the development site for route 195 is located at the intersection of Anvil Block Road and Lunsford Drive.

**What other issues should be considered during the traffic study or in general for the proposed development?**

DRI 390 has a list of recommendations some of which are still relevant to this DRI. Table 8 contains modifications and clarifications to be decided upon by GRTA.

The applicant has ensured that adequate truck parking is located on-site and that truck parking is needed at each building for loading/unloading. A recommendation is being made to ensure that adequate parking is present for trucks that are waiting to load/unload at the warehouse. A lack of parking for trucks that are waiting to access a warehouse is an issue at some existing developments, and results in trucks parking on the side of nearby roadways to wait. This creates potential congestion and safety issues along these roadways. Providing adequate on-site parking for these trucks will help mitigate this issue.

Sidewalks should be constructed along Anvil Block Rd and Lunsford Dr to connect with existing sidewalks. MARTA local bus routes serve a number of roadways in the vicinity of the proposed project. Therefore, these connections will be needed to complete a network of sidewalks to better serve residents, employees, shoppers, and transit riders. Additionally, GDOT adopted a Complete Streets policy in 2012, showing the need for accommodating alternative travel modes along state roadways.

ARC's Policy and Investment Networks

The applicant should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is along or near the following:

- Regional Thoroughfare Network Level 3:
  - Panola Road
- Regional Thoroughfare Network Level 1:
  - US-23 (Moreland Avenue)

The applicant should also look at project PI#0013315/ARCID CL-012 and evaluate its impact on future volumes along Anvil Block Rd.



# REGIONAL REVIEW NOTIFICATION

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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: **Anvil Block/Ellenwood Township** See the Preliminary Report.

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

Per the Georgia Department of Transportation Office of Planning's review, the Anvil Block/Ellenwood Township DRI (#2519) does not appear to affect any GDOT projects currently programmed in the immediate area, other than those already mentioned in the DRI preliminary report, including PI #s 0004638 and 771210- (widening Anvil Block Road).

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT, Office of Planning

Telephone: ( 404 ) 631-1774

Signature:

Date: 12/3/15

**Please return this form to:**

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3307 Fax (404) 463-3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

Return Date: *December 17, 2015*



# Developments of Regional Impact

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DRI #2519

## 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: Clayton County Government, Community Development Department, Planning and Zoning Division

Individual completing form: Kimberly Smith

Telephone: 404-684-7031

E-mail: patrick.ejike@claytoncountygga.gov

\*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: Anvil Block Land Partners LLC

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4503 Bouldercrest Road PIN#12234B A001

Brief Description of Project: The Applicant Proposes a Warehouse and Distribution Center of 794,600 square feet on 56 acres.

#### Development Type:

- |                                                            |                                                             |                                                       |
|------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input type="radio"/> Mixed Use                             | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input checked="" type="radio"/> Wholesale & Distribution  | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |

<input type="radio"/> <b>Housing</b> <input type="radio"/> <b>Waste Handling Facilities</b> <input type="radio"/> <b>Any other development types</b>	
<input type="radio"/> <b>Industrial</b> <input type="radio"/> <b>Quarries, Asphalt &amp; Cement Plants</b>	
If other development type, describe:	
Project Size (# of units, floor area, etc.):	794,600 square feet
Developer:	Anvil Block Land Partners, LLC
Mailing Address:	3565 Piedmont Center, Suite 740
Address 2:	
	City:Atlanta State: Ge Zip:30305
Telephone:	404-760-7180
Email:	arichards@reliant-Re.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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: Villages of Ellenwood
	Project ID: 390
The initial action being requested of the local government for this project:	<input type="checkbox"/> <b>Rezoning</b> <input type="checkbox"/> <b>Variance</b> <input type="checkbox"/> <b>Sewer</b> <input type="checkbox"/> <b>Water</b> <input type="checkbox"/> <b>Permit</b> <input checked="" type="checkbox"/> <b>Other</b> Change mix of uses.
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: 2016 Overall project:
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# Developments of Regional Impact

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**DRI #2519**

## 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:	Clayton County Government, Community Development Department, Planning and Zoning Division
Individual completing form:	Kimberly Smith
Telephone:	404-684-7031
Email:	patrick.ejike@claytoncountyga.gov

### Project Information

Name of Proposed Project:	Anvil Block Land Partners LLC
DRI ID Number:	2519
Developer/Applicant:	Anvil Block Land Partners, LLC
Telephone:	404-760-7180
Email(s):	arichards@reliant-Re.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 checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
---------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------

If no, the official review process can not start until this additional information is provided.

### Economic Development

Estimated Value at Build-Out:	\$36,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$360,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): One single family residential home.	
<b>Water Supply</b>	
Name of water supply provider for this site:	Clayton County Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.04 MGD (average)
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: NA	
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? NA	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Clayton County Water Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.04 MGD (average)
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: NA	
Is a sewer 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?NA	
<b>Land Transportation</b>	

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	2,829 (daily) 238 (AM) 254 (PM)
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below: Work being constructed as part of PI#0004638 and PI#771210 will accommodate project at full build-out.	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	275 tons
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: NA	
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: NA	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	66.5%
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 to remain, stormwater ponds	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: NA	
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