REGIONAL REVIEW FINDING

Atlanta Regional Commission ● 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 ● ph: 404.463.3100 fax: 404.463.3205 ● atlantaregional.org

DATE: Feb. 3, 2020 **ARC REVIEW CODE**: R2001132

TO: Chairman June Wood
ATTN TO: Stacey Jordan-Rudeseal, Chief Planner
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) 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). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Garden Lakes (DRI #3049)
Submitting Local Government: Henry County
Review Type: Development of Regional Impact **Date Opened:** Jan. 13, 2020 **Date Closed:** Feb. 3, 2020

Description: A Development of Regional Impact (DRI) review of a proposed single-family home and townhome development in unincorporated Henry County. The 301-acre site is located east of US 19/41 (Bear Creek Blvd), north of SR 81 (Highway 81), and south of Hastings Bridge Road (Old Highway 3). The proposed development contains 610 single-family lots and 525 townhome lots. Four access points are proposed: with one on SR 81, one on Hastings Bridge Road, and two on Lovejoy Road. The local trigger is a rezoning application from M-1 Light Industrial, R-2 Single Family, and RA Residential Agricultural to RS Residential Suburban. The project also incorporates some existing ponds as water amenities, community farming plots, and walking trails. The build-out year is 2029.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Suburbs areas are listed at the bottom of these comments.

This DRI is a master planned, mostly residential project on approximately 301 acres in unincorporated Henry County, near the borders of Clayton County and the City of Lovejoy. It proposes 1,135 total residential units, including 610 single-family homes in the eastern two-thirds of the DRI site and 525 townhomes in the western third. The development as presented proposes gross density of 3.8 units per acre and appears to be partly compatible with the Henry County comprehensive plan (2018), which roughly

splits the site between low-density residential (2 units per acre) and medium-density residential (6 units per acre).

This DRI appears to manifest aspects of regional policy, including some of those at the bottom of this narrative. The plan contemplates a master-planned, residential community with a mix of detached and attached single-family homes, along with a network of walking trails and green amenities for residents like a community farm. The mix of housing types supports the Atlanta Region's Plans stated goals of improving connectivity, pedestrian access, diversity of dwelling types, and supporting healthy living.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable bike/pedestrian experience on all streets, paths, entrances, and parking areas. It's not clear from the current site plan whether access is intended between the single-family residential portion of the site and the townhome portion. Providing vehicular and pedestrian access to all residents would greatly improve overall connectivity of the site. At a minimum, pedestrian and bike access should be provided across the two segments, especially if townhome residents are intended to be able to access the farm site.

This site is unique in that it sits within Henry County, a jurisdiction served currently by GRTA Xpress bus service from park-and-ride locations in Hampton and Jonesboro. But it is located at the border of Clayton County and the City of Lovejoy, which are served by more frequent MARTA bus service (route 800). In the very long-term, there is the possibility of MARTA Clayton County commuter rail being built to a southern terminus in Lovejoy, near the project site. All these factors point to the need for coordination among the project team, local jurisdictions, and transit services in making sure current and future transit service is safely accessible from the project. The project appears to anticipate this opportunity with the public right-of-way dedication shown for North Steele Drive.

The Georgia Department of Transportation's aviation division notes that the site is near a navigation facility and will require submittal of an FAA Form 7460-1.

The Georgia Department of Natural Resources notes in its attached comments that federally listed species have been documented near the project and recommends consultation with the U.S. Fish and Wildlife Service. The project is in a high-priority watershed and the Department is concerned that streams and other habitats could be impacted by the project. Stringent erosion control practices are recommended and vegetation should be re-established as quickly as possible. ARC's Natural Resources Group notes that the applicant should identify both Henry County and state stream buffers on future site plans.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in park/green spaces, parking areas and along internal roadways, and as part of any improvements to site frontages.

Additional preliminary ARC staff comments, focused on transportation and water resources planning, are attached to this report.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General policy recommendations for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	CITY OF HAMPTON
CLAYTON COUNTY	CITY OF LOVEJOY	METRO ATLANTA RAPID TRANSIT AUTHORITY
FAYETTE COUNTY	CITY OF JONESBORO	CITY OF MCDONOUGH
THREE RIVERS REGIONAL COMMISSION	SPALDING COUNTY	

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3049

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-Rudeseal

Telephone: 7702887526

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: Garden Lakes

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Parcel ID: 006-01013005, 006-01013000, 006-01015000, 006-01013002, 006-01005000, 006-01009000, 006-0

Brief Description of Project: The development will consist of a single-family and townhome community centered around the lake. There will also be a twenty-five acre farm to table agricultural farm as a portion of this development.

Development Type:

○(not selected)	○Hotels	○Wastewater Treatment Facilities
○Office	○Mixed Use	○Petroleum Storage Facilities
○Commercial	○Airports	○Water Supply Intakes/Reservoirs
○Wholesale & Distribution	○Attractions & Recreational Facilities	○Intermodal Terminals
○Hospitals and Health Care Facilities	○Post-Secondary Schools	○Truck Stops
◉Housing	○Waste Handling Facilities	○Any other development types
○Industrial	○Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.): 1135 units

Developer: LGS Holding Group, LLC

Mailing Address: 235 Corporate Center Drive

Address 2: Suite 200

City: Stockbridge State: GA Zip: 30281

Telephone: 770-504-0013

Email: doug@havenwoodholdings.com

Is property owner different from developer/applicant? ○(not selected)○Yes◉No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ○(not selected)◉Yes○No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ○(not selected)○Yes◉No

If yes, provide the following

information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑Rezoning ☐Variance ☐Connect Sewer ☐Connect Water ☐Permit ☐Other
Is this project a phase or part of a larger overall project?	○(not selected)○Yes◉No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2030 Overall project: 2030

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Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3049

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-Rudeseal
Telephone:	7702887526
Email:	sjordan@co.henry.ga.us

Project Information

Name of Proposed Project:	Garden Lakes
DRI ID Number:	3049
Developer/Applicant:	LGS Holding Group, LLC
Telephone:	770-504-0013
Email(s):	doug@havenwoodholdings.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.)	○(not selected)○Yes◉No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	◉(not selected)○Yes○No

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

Economic Development

Estimated Value at Build-Out:	$257,500,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5,337,326.15
Is the regional work force sufficient to fill the demand created by the proposed project?	○(not selected)◉Yes○No
Will this development displace any existing uses?	○(not selected)○Yes◉No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site:	Henry County Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	373,260
Is sufficient water supply capacity available to serve the proposed project?	○(not selected)◉Yes○No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ○(not selected)○Yes◉No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Henry County Water Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 397,250

Is sufficient wastewater treatment capacity available to serve this proposed project? ○(not selected)◉Yes○No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ○(not selected)◉Yes○No

If yes, how much additional line (in miles) will be required? 1 mile

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.) 11,146

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ○(not selected)◉Yes○No

Are transportation improvements needed to serve this project? ○(not selected)○Yes◉No

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,955 tons/year

Is sufficient landfill capacity available to serve this proposed project? ○(not selected)◉Yes○No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ○(not selected)○Yes◉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? 30-40%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Stormwater quality pods will be installed. Stream buffers will be maintained and detention ponds will be constructed to serve the development.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ○(not selected)○Yes◉No
2. Significant groundwater recharge areas? ○(not selected)○Yes◉No
3. Wetlands? ○(not selected)○Yes◉No
4. Protected mountains? ○(not selected)○Yes◉No

5. Protected river corridors?	○(not selected)○Yes◉No
6. Floodplains?	○(not selected)○Yes◉No
7. Historic resources?	○(not selected)○Yes◉No
8. Other environmentally sensitive resources?	○(not selected)○Yes◉No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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GEORGIA
DEPARTMENT OF NATURAL RESOURCES
WILDLIFE RESOURCES DIVISION

MARK WILLIAMS
COMMISSIONER

RUSTY GARRISON
DIRECTOR

January 17, 2020

Greg Giuffrida
Plan Review Technician
Atlanta Regional Commission
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near DRI 3049 Garden Lakes, Henry County, Georgia

Dear Mr. Giuffrida:

This is in response to your request of January 13, 2020. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local HUC10 watershed for elements whose range distribution is limited by aquatic systems (AQ) and within 3 miles for all other EOs (TR).

(-84.303026, 33.425610, WGS84)

GA *Alasmidonta arcula* (Altamaha Arcmussel) in Lake Jackson (AQ), approx. 25.1 mi E of site

GA *Alasmidonta triangulata* (Southern Elktoe) [Historic] in Flint River Middle Huc 10 - 0313000501 (AQ), approx. 14.9 mi SW of site

Cyclonaias infucata (Sculptured Pigtoe) in Upper Flint River Above SR 16 (AQ), approx. 4.1 mi W of site

Cyclonaias infucata (Sculptured Pigtoe) in Upper Flint River Below SR 16 (AQ), approx. 14.7 mi SW of site

GA *Cyprinella callitaenia* (Bluestripe Shiner) in Shoal Creek (AQ), approx. 11.6 mi SW of site

GA *Cyprinella xaenura* (Altamaha Shiner) in Walnut Creek Huc 10 - 0307010303 (AQ), approx. 14.7 mi E of site

Elimia mutabilis (Oak Elimia) in South River (AQ), approx. 19.9 mi E of site

GA *Elliptio arctata* (Delicate Spike) in Line Creek (AQ), approx. 19.2 mi SW of site

GA *Haliaeetus leucocephalus* (Bald Eagle) (TR), approx. 2.0 mi W of site

US *Hamiota subangulata* (Shinyrayed Pocketbook) in Flint River Upper Huc 10 - 0313000504 and 0313000501 (AQ), approx. 14.9 mi SW of site

GA *Macrochelys temminckii* (Alligator Snapping Turtle) in Flint River/SR 16. Huc 10: 0313000501, Flint River Upper 6. (AQ), approx. 14.1 mi SW of site

GA *Macrochelys temminckii* (Alligator Snapping Turtle) in Flint River in Huc 10: 0313000501, Flint River Upper 6 (AQ), approx. 4.6 mi NW of site

Micropterus cataractae (Shoal Bass) in Morning Creek (AQ), approx. 6.6 mi NW of site
Necturus beyeri complex (Gulf Coast Waterdog) [Historic] in Flint River (AQ), approx. 4.7 mi NW of site
GA *Notropis hypsilepis* (Highscale Shiner) in Shoal Creek (AQ), approx. 11.3 mi S of site
GA *Notropis hypsilepis* (Highscale Shiner) in Upper Flint River Near Jonesboro (AQ), approx. 7.3 mi NW of site
GA *Notropis hypsilepis* (Highscale Shiner) in Upper Flint River from Line Creek Confluence to SR 92 (AQ), approx. 14.7 mi SW of site
Ophiogomphus incurvatus (Appalachian Snaketail) in Snapping Shoals Creek (AQ), approx. 20.6 mi NE of site
US *Pleurobema pyriforme* (Oval Pigtoe) [Historic?] in Flint River - Upper Huc 10 - 313000501 (AQ), approx. 11.2 mi SW of site
Pyganodon gibbosa (Inflated Floater) in Lake Jackson (AQ), approx. 25.1 mi E of site
GA *Strophitus radiatus* (Rayed Creekshell) [Historic] in Flint River Huc 10 - 0313000501 (AQ), approx. 14.9 mi SW of site
Utterbackia peggyae (Florida Floater) in Upper Flint River (AQ), approx. 6.2 mi NW of site
Utterbackia peggyae (Florida Floater) [Historic] in Woolsey Creek (AQ), approx. 7.5 mi SW of site
Villosa villosa (Downy Rainbow) [Historic] in Woolsey Creek (AQ), approx. 7.5 mi SW of site
Restrictive covenant [U.S. Army Corps of Engineers] (TR), approx. 2.3 mi N of site
South River 1, Jackson Lake (0307010303) [SWAP High Priority Watershed] (TR), immediate vicinity of site
Flint River Upper 6 (0313000501) [SWAP High Priority Watershed] (TR), on site

Recommendations:

Federally listed species have been documented near the proposed project. To minimize potential impacts to federally listed species, we recommend consultation with the United States Fish and Wildlife Service. Please email GAES_Assistance@fws.gov for more information.

Please be aware that state protected species have been documented near the proposed project. For information about these species, including survey recommendations, please visit our webpage at http://georgiawildlife.com/conservation/species-of-concern#rare-locations.

This project occurs within a high priority watershed. As part of Georgia's State Wildlife Action Plan, high priority watersheds were identified to protect the best-known populations of high priority aquatic species, important coastal habitats, and migratory corridors for anadromous species. Please refer to Appendix F of Georgia's State Wildlife Action Plan to find out more specific information about this high priority watershed:
https://georgiawildlife.com/wildlifeactionplan.

We are concerned about streams and other habitats that could be impacted by the proposed project. We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt

fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the project site does not serve as a conduit for storm water or pollutants into the watershed during or after construction. These measures will help protect water quality near the project as well as in downstream areas.

Please be aware that the type of erosion control material used during construction can impact wildlife. We strongly recommend using natural, biodegradable materials such as 'jute' or 'coir'. Mesh strands should be movable, as opposed to fixed. Use of plastic fencing frequently leads to wildlife entrapment and death.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Wildlife Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Wildlife Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (http://georgiawildlife.com/conservation/species-of-concern#rare-locations) or by contacting our office. If we can be of further assistance, please let us know.

Laci Pattavina, Wildlife Biologist, Environmental Reviews
laci.pattavina@dnr.ga.gov, (706) 557-3228

Data Available on the Wildlife Conservation Section Website

- Georgia protected plant and animal profiles are available on our website. These accounts cover basics like descriptions and life history, as well as threats, management recommendations and conservation status. Visit http://georgiawildlife.com/conservation/species-of-concern#rare-locations.
- Rare species and natural community information can be viewed by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: http://georgiabiodiversity.org/
- Downloadable files of rare species and natural community data by quarter quad and county are also available. They can be downloaded from: http://georgiabiodiversity.org/natels/natural-element-locations.html

GARDEN LAKES DRI
Henry County
Natural Resources Group Review Comments

December 13, 2019

Water Supply Watershed and Stream Buffer Protection

The property is in the Bear Creek watershed, which is part of the Flint River watershed. Bear Creek flows into the Flint downstream of the watershed portion of the Flint in the Atlanta Region.

Both the USGS coverage for the project area and the submitted site plan show two streams originating in ponds crossing the project property. The site plan shows stream buffers along both streams, but the buffers are not identified. Only one road crosses one stream. All other development is shown as outside the buffers. Both the Henry County stream buffers and the 25-foot State Erosion and Sedimentation Act buffer should be identified on future site plans. Any unmapped streams on the property may also be subject to the Henry County Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation Act buffer. Any other waters of the state on the property would be subject to the 25-foot State Erosion and Sedimentation Act buffer.

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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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 utilize 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:

- 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.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, January 14, 2020 5:10 PM
To: Greg Giuffrida
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; lplanchon@co.henry.ga.us
Subject: RE: ARC DRI Review Notification - Garden Lakes (DRI #3049)
Attachments: ARC Preliminary Report - Garden Lakes DRI #3049.pdf

Greg,

The proposed single-family home and townhome development in unincorporated Henry County, is on 301-acre site is located east of US 19/41 (Bear Creek Blvd), north of SR 81 (Highway 81), and south of Hastings Bridge Road (Old Highway 3). It is located approximately 2.5 miles northeast of the Henry County Airport (HMP) and is located outside their FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport at the proposed max building height of 45 feet.

However, the proposed development is also in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm). Those submissions may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Lynn Planchon with the Henry County Airport (HMP) on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood
Airport Safety Data Program Manager

GDOT Georgia Department of Transportation

Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Monday, January 13, 2020 5:52 PM
To: aspiliotis@srta.ga.gov; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; jon.west@dca.ga.gov; Zahul, Kathy <kzahul@dot.ga.gov>; 'kclark@gefa.ga.gov'; Matthews, Timothy W

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#TBD
DRI Title	Garden Lakes
County	Henry County
City (if applicable)	
Address / Location	**On the Eastside of Lovejoy Road, Bordering Hastings Bridge Road on the North and SR 81 on its southernmost boundary line**

Proposed Development Type:
301.69 acres single family and townhome development

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Marquitrice Mangham
Copied	Click here to enter text.
Date	December 12, 2019

TRAFFIC STUDY

Prepared by	Wilbur Engineering
Date	November 27, 2019

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☐ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

☒ NO *(provide comments below)*

The traffic analysis did not reference programmed projects in the area outlined in the RTP

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

Site access is proposed on SR 81 which is designated as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

Site access is provided from SR 81 which is Identified as a Regional Freight Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest station more than one mile away)*

☐ RAIL SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator / Rail Line

Nearest Station — Click here to enter name of operator and rail line

Distance*
- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Click here to provide comments.

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable *(accessing the site by transit is not consistent with the type of development proposed)*

Click here to provide comments.

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

☐ NOT APPLICABLE *(rail service already exists)*

☐ NOT APPLICABLE *(accessing the site by transit is not consistent with the type of development proposed)*

☐ NO *(no plans exist to provide rail service in the general vicinity)*

☐ YES *(provide additional information on the timeframe of the expansion project below)*

- ☐ CST planned within TIP period
- ☐ CST planned within first portion of long range period

☒ CST planned near end of plan horizon

The RTP includes a project to extend MARTA Rail to Clayton County in the long range plan. Location of the rail service has not been determined therefore whether the development is within one mile of the proposed rail location is unknown.

05. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE *(nearest bus, shuttle or circulator stop more than one mile away)*

☒ SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator(s) MARTA

Bus Route(s) 800

Distance*
- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☒ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Sidewalk access to bus stops are not currently available.

Bicycling Access*
- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide sufficient connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

06. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☒ NO

☐ YES

07. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest path or trail more than one mile away)*

☐ YES *(provide additional information below)*

Name of facility: Click here to provide name of facility.

Distance
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Bicycling Access*
- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets

☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

08. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

☒ YES *(connections to adjacent parcels are planned as part of the development)*

☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*

☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*

☐ OTHER *(Please explain)*

09. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

☐ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*

☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*

☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*

☐ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*

☒ OTHER *(Please explain)*

The site plan does not depict sidewalks however a walking trail is proposed along the perimeter of the development. The Henry County Unified Development Code requires sidewalks be developed internal to the site as a part of this development request.

10. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*
- ☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*
- ☐ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

The site plan depicts pedestrian trails along the property boundaries providing connectivity to neighboring parcels. Sidewalks currently do not exist along roadway adjacent the site.

11. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*
- ☐ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*
- ☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*
- ☒ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

RECOMMENDATIONS

12. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

13. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

Click here to enter text.

14. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

To increase safety and multimodal accessibilities, Pedestrian and bicycle facilities is encouraged along roadways adjacent to the development.

Master Development Plan for:

Garden Lakes

Henry County, Georgia

Land Use Summary

EXISTING ZONING: ***M-1 Light Industrial, R-2 Single Family and RA Residential-Agricultural***
2018 FUTURE LAND USE MAP: ***Medium Density Residential (up to 6 units/net acres)***
Low Density Residential (up to 2 units/net acres)
PROPOSED ZONING: ***RS Residential Suburban***
OVERLAY DISTRICT: ***Highway Overlay Corridor***

TOTAL ACRES : ***+/- 301.69 acres***
TOTAL RESIDENTIAL UNITS: +/- 1,135 ***(Single Family and Townhomes)***
GROSS DENSITY: +/- 3.8 du/acre

NET ACRES: ***+/-211.28 acres*** *(301.69 acres less 90.41 acres)*
(+/-10.5 acres detention / +/-8.41 acres 100-year flood hazard area / +/-42.7 acres common open space / 0 acres slopes > 25% / +/-2.8 acres public right-of-way / +/- 26 acres public food to table gardens)
NET DENSITY: +/- 5.4 dwelling units/net acres

Residential Single Family Summary

Number of Lots: 610
Min. Lot Size: 7,260 s.f. (60' x 121')
Min. Lot Width: 60'
Min. Front Yard Setback: 25'
Min. Side Yard Setback: 10'
Min. Rear Yard Setback: 25'
Min. Heated Floor Area: 1,800 s.f.
Max. Bldg. Ht.: 45'

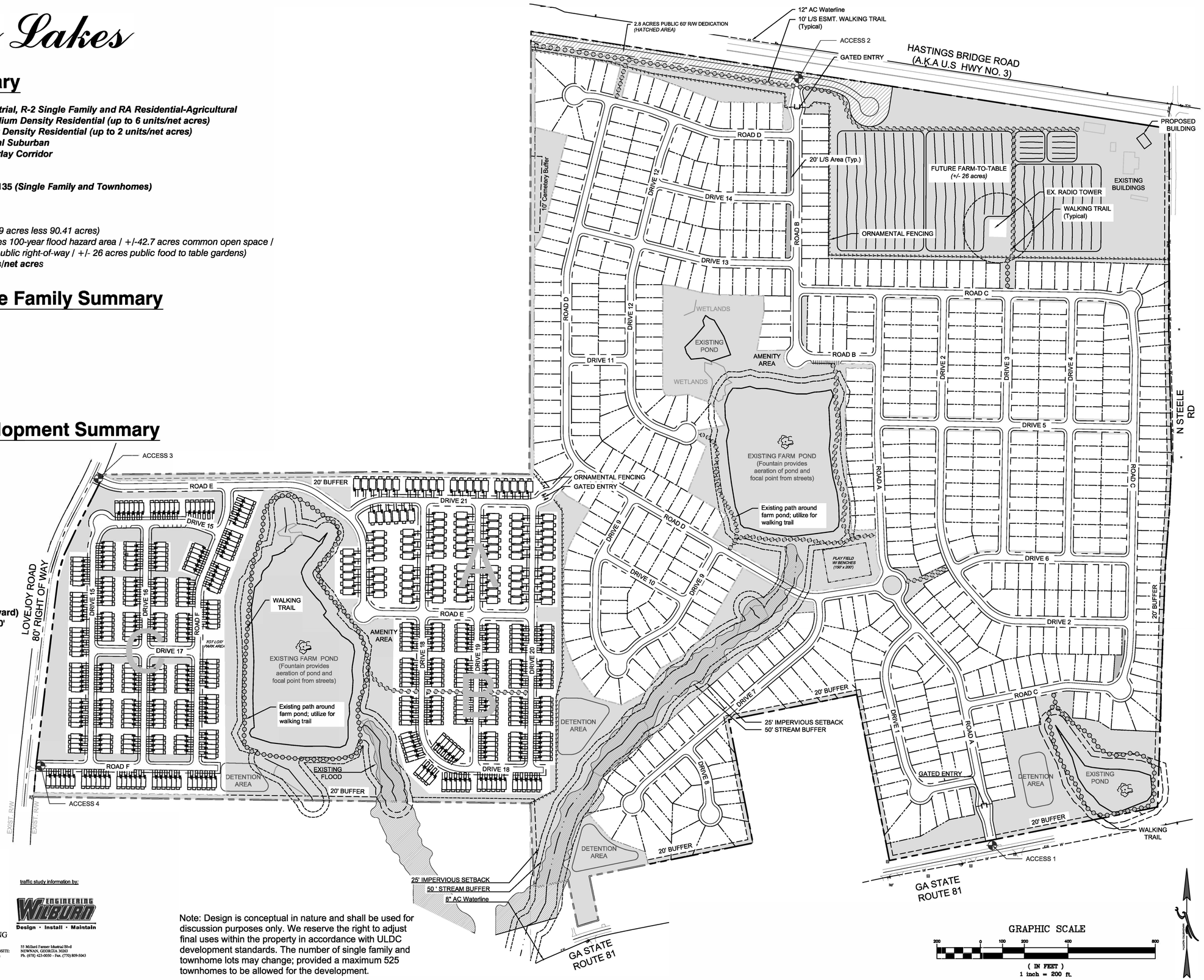
Townhome Development Summary

Total Number of Units: 525
POD A:
Number of Units: 105
22' x 46' Product

POD B:
Number of Units: 160
30' x 50' Product

POD C:
Number of Units: 260
22' x 46' Product

Development Standards:
Min. Front Yard Setback: 20'
Min. Side Yard Setback: 0' (15' sideyard)
Min. Distance Between Buildings: 30'
Min. Rear Yard Setback: 30'
Max. Bldg. Ht.: 4 stories or 45', whichever is less



planning, civil, and survey design by:

FALCON DESIGN CONSULTANTS, LLC
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

traffic study information by:

ENGINEERING WILBURN
Design • Install • Maintain
55 Millard Farmer Industrial Blvd
NEWNAN, GEORGIA 30263
Ph. (678) 423-0050 - Fax. (770) 809-5043

Date: August 20, 2019

Note: Design is conceptual in nature and shall be used for discussion purposes only. We reserve the right to adjust final uses within the property in accordance with ULDC development standards. The number of single family and townhome lots may change; provided a maximum 525 townhomes to be allowed for the development.

FALCON DESIGN CONSULTANTS, LLC
ENGINEERING PLANNING SURVEYING
235 CORPORATE CENTER DRIVE, SUITE 200
STOCKBRIDGE, GEORGIA 30281
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VISIT US ON OUR WEBSITE: www.fdc-llc.com

CONCEPTUAL PLAN
FOR
GARDEN LAKES FOR
LGS HOLDING GROUP 2013, LLC
LOCATED IN:
HENRY COUNTY, GEORGIA
LAND LOTS 166, 187 & 188, 6TH DISTRICT

REVISIONS
1.
2.
3.
4.

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SCALE:	1"=200'
FILE NUMBER:	MP600
DRAWN BY:	AM/WDM

THIS DOCUMENT IS NOT VALID UNLESS IT BEARS THE ORIGINAL SIGNATURE OF THE REGISTRANT ACROSS THE REGISTRANT'S SEAL.

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1.0

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