


REGIONAL REVIEW NOTIFICATION

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

DATE: January 13, 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 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 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Garden Lakes (DRI #3049)

Review Type: DRI

Submitting Local Government: Henry County

Date Opened: Jan. 13, 2020

Deadline for Comments: Jan. 28, 2020

Date to Close: 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.

PRELIMINARY 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 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 RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF HAMPTON
CITY OF LOVEJOY
SPALDING COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF McDONOUGH
CITY OF JONESBORO
THREE RIVERS REGIONAL COMMISSION

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
METRO ATLANTA RAPID TRANSIT AUTHORITY
CLAYTON COUNTY
FAYETTE 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>.



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 scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Garden Lakes (DRI #3049)** *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:

Greg Giuffrida
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1531
ggiuffrida@atlantaregional.org

Return Date: *Jan. 28, 2020*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: January 13, 2020

ARC REVIEW CODE: R2001132

TO: ARC Group Managers

FROM: Greg Giuffrida, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Garden Lakes (DRI #3049)

Review Type: Development of Regional Impact

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.

Submitting Local Government: Henry County

Date Opened: Jan. 13, 2020

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Logout](#)**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:

Individual completing form:

Telephone:

E-mail:

*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:

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

Brief Description of Project:

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 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 checked="" type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

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

Developer:

Mailing Address:

Address 2:

City:

State:

Zip:

Telephone:

Email:

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:	<input type="text"/>
	Project ID:	<input type="text"/>
	<input checked="" type="checkbox"/> Rezoning	
	<input type="checkbox"/> Variance	
	<input type="checkbox"/> Connect Sewer	
The initial action being requested of the local government for this project:	<input type="checkbox"/> Connect Water	
	<input type="checkbox"/> Permit	
	<input type="checkbox"/> Other	<input type="text"/>
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No	
If yes, what percent of the overall project does this project/phase represent?	<input type="text"/>	
Estimated Project Completion Dates:	This project/phase:	<input type="text" value="2030"/>
	Overall project:	<input type="text" value="2030"/>
<hr/>		
<div><div>Save Updates to Submitted Form</div><div>Save without Submitting</div><div>Cancel</div></div>		
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Developments of Regional Impact

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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:

Telephone:

Email:

Project Information

Name of Proposed Project: Garden Lakes

DRI ID Number: 3049

Developer/Applicant:

Telephone:

Email(s):

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:

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

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:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

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:

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

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?

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.)

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)?

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?

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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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.

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)*

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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:



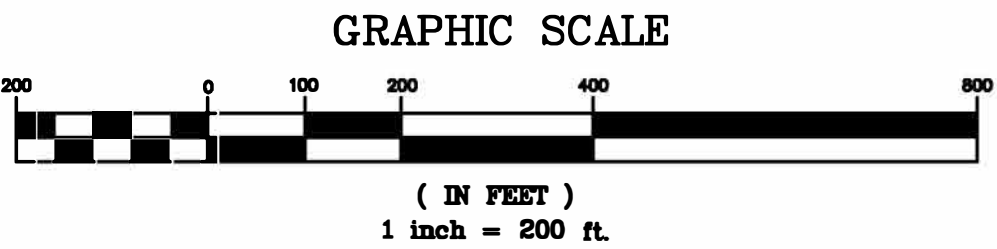
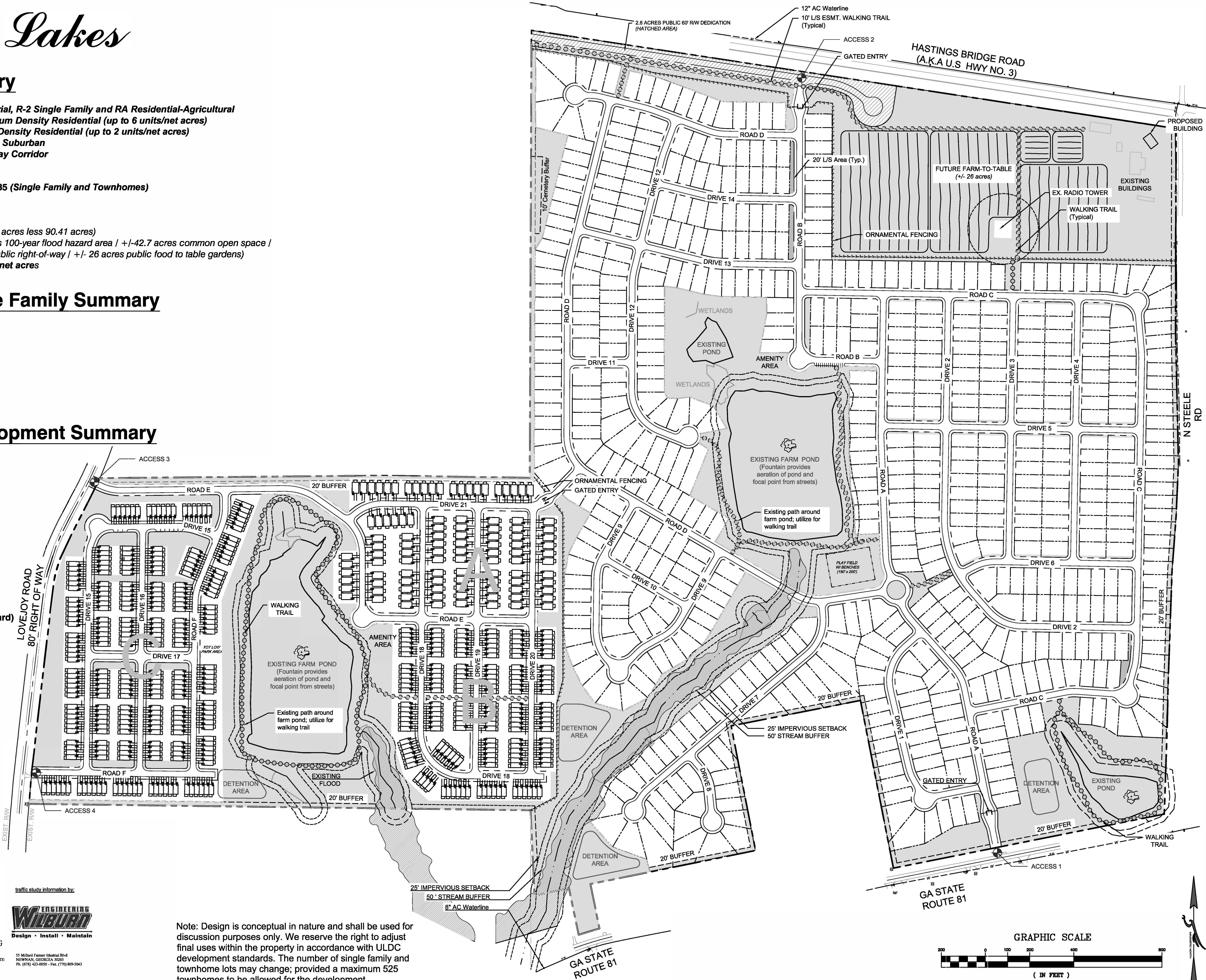
Date: August 20, 2019

traffic study information by:



55 Millard Farmer Industrial Blvd
NEWNAN, GEORGIA 30263
Ph. (770) 523-0000 • Fax (770) 809-5043

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.



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.			

Know what's below.
Call before you dig.
UTILITY LOCATING CENTER
1-800-485-4141
OR DAL 811

DATE:	8/20/19
SCALE:	1"=200'
FILE NUMBER:	MP600
DRAWN BY:	AMWDM

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

SHEET NUMBER
1.0