



REGIONAL REVIEW FINDING

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

DATE: 9/7/2004

ARC REVIEW CODE: R408061

TO: Honorable Leland Maddox, Chairperson
ATTN TO: Cheri Hobson-Matthews, Planner II
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: Henry County
Name of Proposal: Kelly Plantation

Review Type: Development of Regional Impact

Date Opened: 8/6/2004

Date Closed: 9/7/2004

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: The project is proposing neighborhood commercial retail that will allow for opportunities for residents to live and shop close to home. These features are consistent with Regional Development Policies 3 and 5 which encourage mixed use development and a variety of housing choices. Interconnected streets and proposed roundabouts throughout the development are consistent with many of the best transportation practices listed below. The retail component of this development is well designed with buildings pulled to the streets and parking behind. Where it is likely that more than 50% of the front of the home is dedicated to the automobile or the lot will be less than 40 feet in width, it is strongly encouraged that Henry County require rear loaded garage entries. This will help promote pedestrian activity and use of the streets within the development. Sidewalks should be designed to accommodate pedestrian traffic. Many of the lots are double frontage lots along major thoroughfares. It is again strongly encouraged the site plan is revised to reflect a better neighborhood design that frames the street and offers privacy to homes along major thoroughfares. Traditional neighborhood design and creative landscaping options should be explored.

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

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

ARC TRANSPORTATION PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CITY OF McDONOUGH
CLAYTON COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF STOCKBRIDGE
HENRY COUNTY SCHOOLS

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

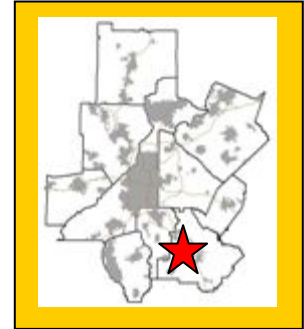
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html>.

Preliminary Report:	August 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Kelly Plantation #528
Final Report Due:	September 7, 2004		Comments Due By:	August 20, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Kelly Plantation is a proposed mixed use development located in Henry County. The proposed development consists of 185 total single family units, 396 total townhome/TND home units, 394 multi-family units, and 90,000 square feet of commercial space. Site access includes two on Kelly Road, two on Bridges Road, one on the existing Willow Lane and five access points along Willow Road Extension.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

GENERAL

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

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned RA and the Comprehensive Plan call for medium high density residential (2.6-3.9 dwelling units per acre). This DRI review was initiated because the applicant is requesting a rezoning of the site to PUD with estimated dwelling units per acre being approximately 5.7 units per acre. Information submitted for the review indicates the developer is working with Henry County to obtain the necessary amendments to the Comprehensive Plan as part of a current update that is underway.

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

No inconsistencies were identified during the review.

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

No impacts were determined during the review.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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

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

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

YEAR	NAME
2003	McDonough Village Green
2000	McDonough Town Center
1999	Westridge
1990	Wesley Lakes

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently not developed.

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

No.

Is the proposed development consistent with regional plans and policies?

This project meets many of the policies and best development practices of the Regional Development Plan (RDP). The project is providing a variety of housing options from single family homes to townhomes and apartments. The project is also proposing neighborhood commercial retail that will allow for opportunities for residents to live and shop close to home. These features are consistent with Regional Development Policies 3 and 5 which encourage mixed use development and a variety of housing choices. Interconnected streets and proposed roundabouts throughout the development are consistent with many of the best transportation practices listed below. The retail component of this development is well designed with buildings pulled to the streets and parking behind.

Where it is likely that more than 50% of the front of the home is dedicated to the automobile or the lot will be less than 40 feet in width, it is strongly encouraged that Henry County require rear loaded garage entries. This will help promote pedestrian activity and use of the streets within the development. Sidewalks should be designed to accommodate pedestrian traffic.

Many of the lots are double frontage lots along major thoroughfares. It is again strongly encouraged the site plan is revised to reflect a better neighborhood design that frames the street and offers privacy to homes along major thoroughfares. Traditional neighborhood design and creative landscaping options should be explored.

The site plan should be revised to reflect stronger connections between the various pod developments. It is recommended that POD SF4 not be gated and be redesigned to reflect better integration with the development. Again, traditional neighborhood design should be applied.

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in Henry County west of the city limits for the City of McDonough. The project is located south of Jonesboro Road and is bounded by Kelly Road on the northeast and Bridges Road to the south and west.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within Henry County's government's boundary; however the City of McDonough's boundary is within a few miles.

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

None were determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$63,000,000. Estimated annual local tax revenues were not provided for the review.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Water Supply Watersheds

A portion of the project property drains into Birch Creek, which is a tributary to Walnut Creek and is within in the Walnut Creek Water Supply Watershed, which is a small (less than 100 square mile) water supply watershed serving the City of McDonough. The property is within seven miles of the McDonough water supply intake. The portion of the site currently draining toward the southeast and toward Kelly Road is outside the Walnut Creek basin. All development on the water supply watershed portion of the property must conform to the requirements of the Henry County Water Supply Watershed ordinance, as approved by DCA and EPD including buffers, water quality controls and impervious surface limits. According to the McDonough 1:24,000 USGS quad sheet, a blue-line tributary to Birch Creek starts on the property in the vicinity of Pod SF6 and Pod P1. No stream, nor any buffers, is shown on the plans for the project. The State's Part 5 Minimum Environmental Planning criteria for small water supply watersheds require a 100-foot vegetative buffer and 150-foot impervious surface setback on all perennial streams within seven miles upstream of an intake, even if an approved local ordinance exists.

If a local water supply protection ordinance has not been approved, then the property will need to meet all the State's Part 5 Minimum Environmental Planning criteria for small water supply watersheds, which include a 25 percent limit on impervious surfaces in the watershed. The State 25-foot erosion and sedimentation buffer is required on all waters of the State on the property, and any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, using impervious areas for each use based on estimated averages for land uses in the Atlanta Region. Since no estimates exist for single-family housing with lots smaller than 0.25-acres, most of the residential areas of the proposal have been classified as townhouse/apartment. The aquatic center was classified as office/light industrial. Actual loadings will vary with the actual land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

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Land Use	Land Area (acres)	Pollutant loads (lb./yr.)					
		TP	TN	BOD	TSS	Zinc	Lead
Commercial	19.70	33.69	342.78	2127.60	19365.10	24.23	4.33
Med-Dens SF (0.25-0.5ac)	27.09	36.57	160.10	1164.87	21699.09	9.21	2.17
Office/Light Industrial	7.05	9.09	120.77	803.70	4991.40	10.43	1.34
Roads	7.52	13.54	137.69	857.28	7775.68	9.70	1.73
Townhouse/Apartment	168.36	176.78	1803.14	11280.12	101857.80	127.95	23.57
TOTAL	229.72	269.67	2564.48	16233.57	155689.07	181.53	33.14

Total Estimated Impervious: 51% in this analysis

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

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. There will be 2 access points to the residential pod on Kelly Road, 2 access points to the retail pod on the existing Willow Lane and 5 access connections (two retail/three residential) to the Willow Lane Extension. Build out is scheduled for 2011.

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

Glatting Jackson performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates



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published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single-Family Residential 185 units	35	104	139	117	69	186	1,831
Multi-Family Residential 250 units	25	101	126	101	54	155	1,653
Townhomes 540 units	34	165	199	161	79	240	2,691
Senior Adult Housing 284 units	26	43	69	64	41	104	1,315
Retail 90,000 square feet	90	57	147	280	304	584	6,342
<i>Internal Capture</i>	0	0	0	70	53	123	1,268
<i>Pass-By Trips</i>	0	0	0	76	91	168	0
TOTAL NEW TRIPS	210	470	680	577	403	978	12,564

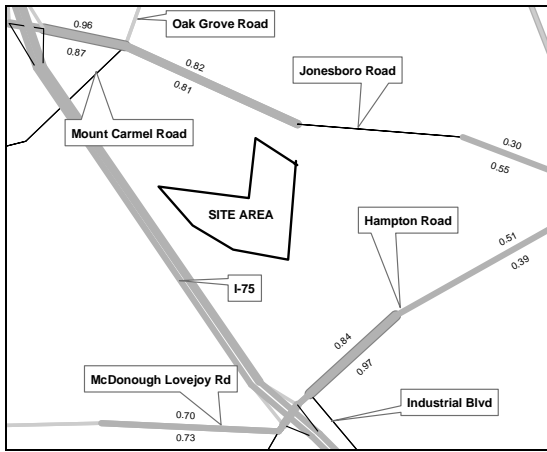
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

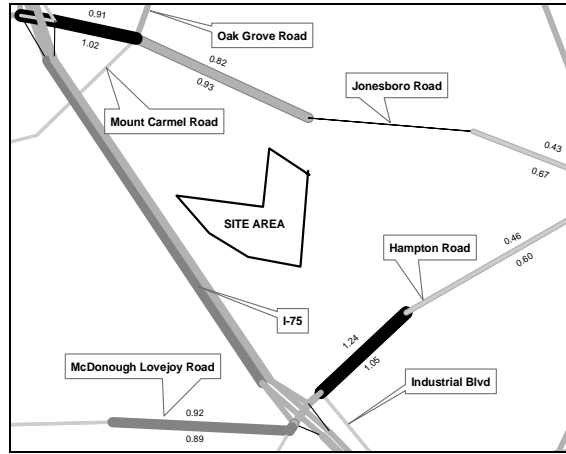
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 above are considered congested.

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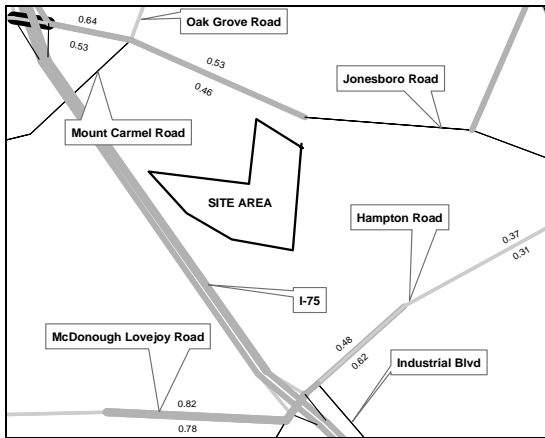
V/C Ratios



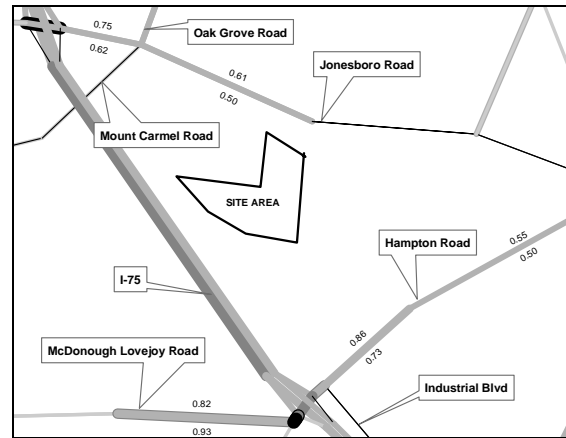
2005 AM Peak



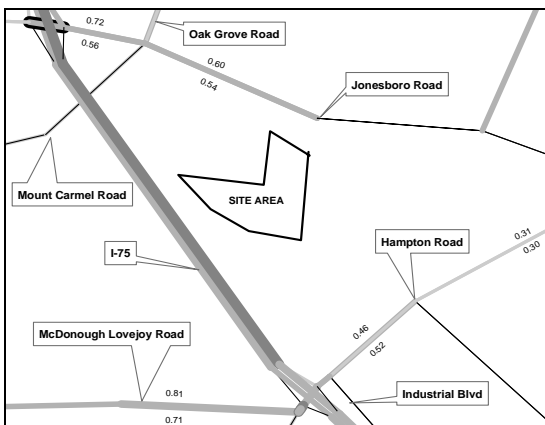
2005 PM Peak



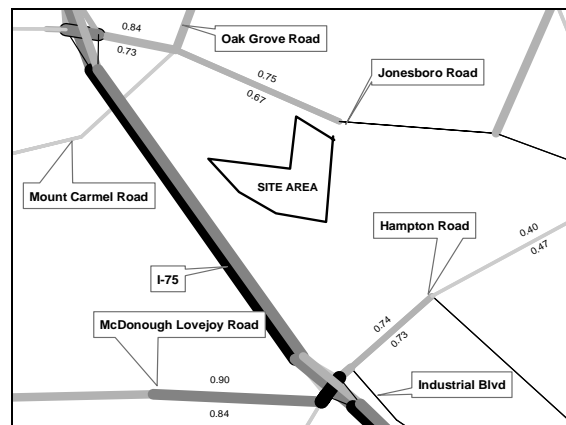
2010 AM Peak



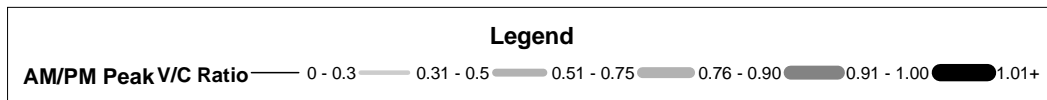
2010 PM Peak



2025 AM Peak



2025 PM Peak



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For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-001B	SR 20/81 from near I-75 to East of Southern R/R – McDonough	Roadway Capacity	2009
HE-007A	SR 920 – Jonesboro Road from I-75 to end of One-Way Pair in McDonough	Roadway Capacity	2008
HE-008	SR 20/81 (Convert to East-West One Way Pair) From Southern R/R to Lemon St/East City Limits	Roadway Capacity	2006
HE-118A	McDonough Parkway Extension – Phase I from US 23/SR 42 to Jonesboro Road	Roadway Capacity	2006
HE-118B	McDonough Parkway Extension – Phase II from SR 42 to SR 155	Roadway Capacity	2006

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-107A	SR 42 from SR 138 to N-S One Way Pairs	Roadway Capacity	2006
HE-118A	McDonough Parkway Extension – Phase I from US 23/SR 42 to Jonesboro Road	Roadway Capacity	2006
HE-118B	McDonough Parkway Extension – Phase II from SR 42 to SR 155	Roadway Capacity	2006
HE-118C	McDonough Parkway Extension – Phase III from SR 155 to SR 20 East	Roadway Capacity	2012
HE-118D1	McDonough Parkway Extension – Phase IV from SR 20 East to SR 81 East	Roadway Capacity	2012
HE-118D2	McDonough Parkway Extension – Phase V from SR 155 to SR 20/81 – Henry Parkway	Roadway Capacity	2015

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Kelly Plantation: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** and **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

The consultant has recommended signalization improvements at the following intersections:

- Jonesboro Road at West Bridges Road

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- Jonesboro Road at Oak Grove Road
- Jonesboro Road at Kelly Road
- Jonesboro Road at Atlanta Street
- Bridges Road at Willow Lane
- Bridges Road at McDonough Parkway
- Hampton Road at Willow Lane
- Hampton Road at McDonough Parkway

In addition, at the intersection of Hampton Road and Willow Lane, the consultant has recommended the addition of an eastbound and westbound turn lane along with the addition of a second northbound lane and a second southbound lane. At the intersection of Jonesboro Road and Mt. Carmel Road, the consultant has recommended that the existing Jonesboro Road intersection be abandoned for realignment to the Willow Lane extension.

Widening of roadway facilities to 4 lanes were also recommended for the following:

- Jonesboro Road from I-75 to Kelly Road
- Jonesboro Road from Kelly Road to McDonough Parkway
- Jonesboro Road from McDonough Parkway to GA Highway 42
- McDonough Parkway from Jonesboro Road to Bridges Road

The consultant notes the roadway facility improvements and one of the intersection improvements are necessary for background traffic. With improvements carried out, it will resolve the improvements needed for three roadway segments and three intersection improvement needs. The consultant stresses the likelihood of signalization improvements at each intersection identified. However, the consultant had not stated which particular intersections nor roadways would be impacted.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed project will not be located in a rapid transit station area.

Is the site served by transit? If so, describe type and level of service.

The site area is not immediately serviced by local transit service. However, GRTA Xpress bus route 430 currently operates on weekdays from the McDonough Park and Ride lot at SR 20 and Industrial Parkway to Downtown Atlanta. Headways are every 30 minutes.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There were no such plans stated in the traffic study. However, GRTA Xpress bus service will be provided from Hampton to Downtown Atlanta. A proposed park and ride lot is planned for Hampton Road and I-75.

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

None proposed.

What transportation demand management strategies does the developer propose (carpool, flextime, transit subsidy, etc.)?

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
<i>SF Detached Dwellings</i>		
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?	15%	15%
Total		19%

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

With both the cities of Stockbridge to the north and McDonough to the east, the Kelly Plantation development area is seeing an increase in density and growth. Its proximity to I-75 and other major roadway networks enables easy access to and from the site despite facing high congestion levels. Jonesboro Road appears to present the most difficulty in traffic flow and accessibility into the development. However, access into the retail pod of the development re-routes most of the development's traffic along Kelly Road which is a roadway with few problems. Relocating Mt. Carmel Road and the ability to access the development via Willow Lane also provides sound access alternatives towards enhancing traffic flow efficiency.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at .46 MGD.

Which facility will treat wastewater from the project?

Bear Creek will provide wastewater treatment for the proposed development.

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



Preliminary Report:	August 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Kelly Plantation #528
Final Report Due:	September 7, 2004		Comments Due By:	August 20, 2004

The capacity of Bear Creek is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
.25	.25	0.026	.5	-0.25	Planned expansion to 3.0mgd by 2004.	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .58 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 3.150 tons of solid waste per year and the waste will be disposed of in Henry County.

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

No.

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

None stated.

Preliminary Report:	August 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Kelly Plantation #528
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INFRASTRUCTURE

Other facilities

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

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

No unusual impacts were determined during the review. The proposed project is approximately one mile from the Wesley Lakes Elementary School and Oakland Elementary School. Eagle's Landing High School is approximately three miles from the site and Henry County Middle School is two miles from the site. Henry County Fire/Rescue Headquarters is two miles from the site. Several other schools and community facilities are located in the City of McDonough, just east of the proposed development.

AGING

Does the development address population needs by age?

With the high percentage of single family homeownership in Henry County, the mix of housing type in Kelly Plantation will better support the changing needs of the older adult population.

In order for the proposed development to be both more appealing to the older adult demographic and to meet the basic needs of the older adult population, provisions should be made for housing affordability- offering a range of units with a range of prices- and pedestrian accessibility. Pedestrian accessibility and open space are critical to the active older adult population.

Over 7% of Henry County residents are over the age of 65- consistent with the region's average. But almost 14% of the county is between the ages of 50-64, the future older adult population. Please see the attached county profile of Henry for more information.

HOUSING



Preliminary Report:	August 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Kelly Plantation #528
Final Report Due:	September 7, 2004		Comments Due By:	August 20, 2004

Will the proposed project create a demand for additional housing?

It is unlikely, considering this proposed development is predominately residential.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within the proposed development.

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

The site proposed for the development is located in Census Tract 703.03. This tract had a 32.1 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 74 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Older Adults in Henry County

Population¹

Total population in Henry County	119,341
Total population over 65	8,777
% of the population over 65	7.35%
Total population over 85	803
% of the population over 85	.67%
Total population age 50-64	16,364
% of the population age 50-64	13.71%

The 65+ population grew by 78% in Henry County from 1990-2000, less than the total population in Henry County which increased by 102%.

Housing

% of 65+ individuals living alone	32.55%
% of 65+ individuals who own their home	90.55%
% of 65+ individuals who rent their current residence	9.45%
% of 65+ individuals in high cost housing	21.64% ²
% of 65+ individuals who moved into their current residence before 1970	18.67%
% of 55-64 individuals who moved into their current residence before 1970	5.42%
% of 65+ individuals living in housing built prior to 1950	14.56%
% of 55-64 individuals living in housing built prior to 1950	4.98%

Income

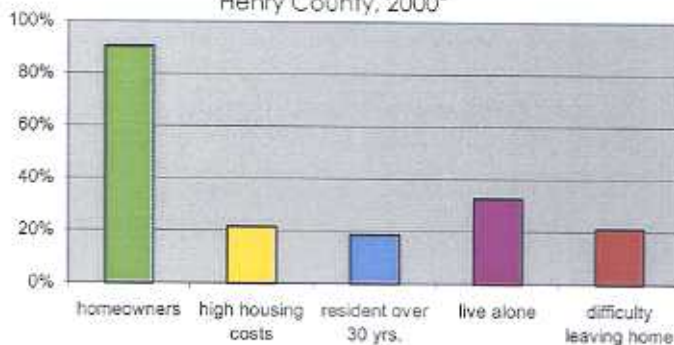
% of 65+ with income below poverty	7.77%
% of 65+ with income below \$15,000/yr	19.84%

Compared to the other nine counties in the Region, the 65+ population residing in Henry County has the highest rate of homeownership.

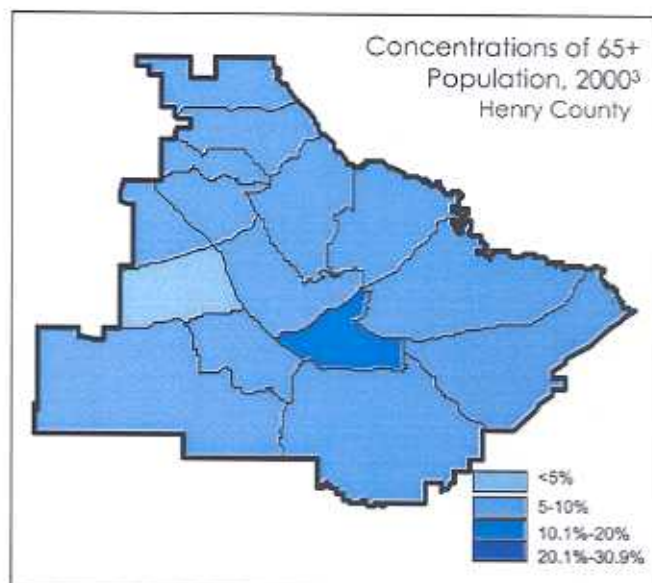
Disability

65+ individuals with self-care limitation	830
65+ individuals with disabilities that prevent them from leaving the home	1,862

Housing Characteristics of 65+ Population in Henry County, 2000²



Concentrations of 65+ Population, 2000³
Henry County



Income Distribution of 65+ Population, 2000



¹ All data comes from the 2000 US Census.

² High cost housing is defined as a total monthly housing expense (either rent or mortgage payment) that exceeds 35% of an individual's monthly income.

³ Map demonstrates percent of population in each census tract over the age of 65 (ARC Research).

Your DRI ID NUMBER for this submission is: **528**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/29/2003 1:01:57 PM

DEVELOPMENT OF REGIONAL IMPACT

Henry County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	Henry County
*Individual completing form and Mailing Address:	Cheri Hobson-Matthews, Planner II 140 Henry Parkway McDonough, GA 30253
Telephone:	770-954-2457
Fax:	770-954-2958
E-mail (only one):	cmatthews@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:		Kelly Plantation
Development Type	Description of Project	Thresholds
Mixed Use	(1) Single-Family residential development consisting of 377 lots totaling 93.01 acres (2) Multi-Family Development consisting 538 lots totaling 64.58 acres (3) Gated Cluster Homes consisting 92 lots totaling 17.17 acres (4) Traditional Neighborhood Development consisting of 108 lots totaling 20.69 acres (5) Commercial/Multi-Family consisting of 144 units totaling 11.94 acres (6) Commercial Development totaling 7.76 acres (7) Aquatic Center totaling 7.05 acres	View Thresholds
Developer / Applicant and Mailing Address:		Triad Investments 3108 Jodeco Road Jonesboro, GA 20326
Telephone:		404-597-9133
Fax:		770-897-8053
Email:		frapotts@bellsouth.net ; sfincher@fhlaw.org ; smoore@mbatl.com
Name of property owner(s) if different from developer/applicant:		Anna Lynn Kelly and Philip F. Kelly
Provide Land-Lot-District Number:		Land Lot 144 of the 6th District; Land Lots 127, 129 and 130 of the 7th District
What are the principal streets or roads providing vehicular access to the site?		Kelly Road
Provide name of nearest street(s) or intersection:		Kelly Road South of Jonesboro Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/

If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	HTTP://www.mapquest.com
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	approximately 12 to 15 miles
If no, provide the following information:	
In what additional jurisdictions is the project located?	N/A
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: N/A
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Henry County Water and Sewerage Authority
What is the name of the wastewater treatment supplier for this site?	Henry County Water and Sewerage Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	N/A
Estimated Completion Dates:	This project/phase: N/A Overall project: N/A

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

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

Developer/Applicant has identified needed improvements?	Y
Other (Please Describe):	

Submitted on: 6/10/2004 5:07:02 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Henry County
Individual completing form:	Cheri Hobson-Matthews, Chief Planner
Telephone:	770-954-2459
Fax:	770-954-2985
Email (only one):	cmatthews@co.henry.ga.us

Proposed Project Information

Name of Proposed Project:	Kelly Plantation
DRI ID Number:	528
Developer/Applicant:	Triad Investments, LLC
Telephone:	404-597-9133
Fax:	770-897-8053
Email(s):	

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	63 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Not provided
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Henry County Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.58 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	2 miles

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.46 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: Sewer main extension required to service development.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	2 miles

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.)	See Traffic Study
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See Traffic Study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3.150 tons per year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	55%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers, Detention ponds compliance with Blue Book requirements for filtration.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

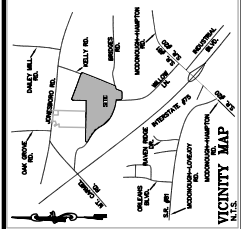
Is the development located within, or likely to affect any of the following:

1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

LAND USE TABLE						
POD	AREA	WIDTH	USE	DESCRIPTION	UNITS	SF OF EACH UNIT RES SF
SF1	65.92 acres	30' wide	single-family	55+ older	284 lots	1,400 sf
SF2	37.63 acres	35' wide	single-family	townhomes	243 lots	1,400 sf
SF3	7.38 acres	40' wide	single-family	townhomes	43 lots	1,400 sf
SF4	17.17 acres	40' wide	single-family	gated cluster homes	92 lots	1,300 sf
SF5	27.09 acres	60' wide	single-family	single-family	93 lots	1,700 sf
SF6	20.69 acres	40' wide	single-family	single-family	108 lots	1,500 sf
				TND	total af units	1,315,700 sf
C1	11.94 acres		commercial	retail/condominiums	144 units	115,200 af
MF1	19.57 acres		multi-family	apartments	230 units	200,000 af
C2	7.76 acres		commercial			53,200 af
				total inf units	394 units	315,200 af
				grand total	1,630,900 af	172,300 af
P1	7.05 acres		s aquatic center			
	7.32 acres		road right-of-way	Willow Lane Extension		

POD SF 1	Single-Family Residential	55% Older Community
POD SF 2	Single-Family Residential	55% Older Community
POD SF 3	Single-Family Townhomes	55% Older Community
POD SF 4	Single-Family Residential	55% Older Community
POD SF 5	Single-Family Residential	55% Older Community
POD SF 6	Single-Family Residential	55% Older Community
POD MF 1	Multi-Family Residential	55% Older Community
POD C1	Commercial	55% Older Community
POD C2	Commercial	55% Older Community
POD P1	Park	55% Older Community



TRIAD INVESTMENTS, LLC
3108 JODECO ROAD
JONESBORO, GA 30236

KELLY PLANTATION
HENRY COUNTY, GA

REVISIONS
REVISED PER GRTA COMMENTS - 7/20/24



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