



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET

ATLANTA GEORGIA 30303

October 2, 2003

Honorable Norman Wheeler, Chairman  
Rockdale County Commission  
PO Box 289  
Conyers, Georgia 30012

FILE COPY

RE: Development of Regional Impact Review  
McCart Road – I-20 East, Inc.

Dear Chairman Wheeler:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review of McCart Road – I-20 East, Inc. development. After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that this DRI is in the best interest of the State.

I am enclosing a copy of our final review report and a copy of comments we received during the review from the Rockdale County Public School system. Please feel free to call me, or Brian Borden (404-463-3311), if you have any questions concerning the review.

Sincerely,

Charles Krautler  
Director

CK/bgb

Enclosures

C: Ms. Bunny Harbin, Rockdale County  
Mr. Robbie Lanier, I-20 East, Inc.  
Mr. Tom Coleman, GDOT  
Mr. Rick Brooks, GDCA  
Mr. David Word, GEPD  
Mr. James M Ritchey, Jr., GRTA

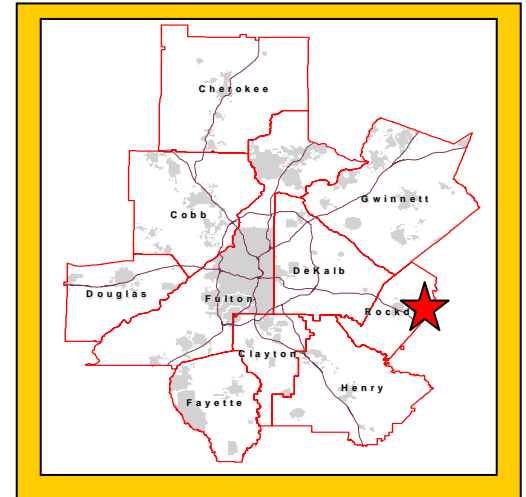
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Final Report Due:	October 2, 2003		Comments Due By:	September 16, 2003

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Georgia Department of Community Affairs DRI:	<a href="#">FORM 1</a>	Submitted on: 4/28/03	<a href="#">FORM 2</a>	Submitted on: 8/26/03
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### **PROPOSED DEVELOPMENT:**

The McCart Rd – I-20 East, Inc. development includes plans for 501 single-family homes and a 4,900 square foot daycare facility, which is located internally to the development adjacent to a recreation area. The site is located adjacent to the eastern side of McCart Road at Griffin Mountain Road, north of Old Covington Road. The properties eastern boundary is the Yellow River. The site contains 468.43-acres, of which 145-acres is located within a flood hazard zone and an additional 62-acres of land located outside of the flood hazard zone is preserved as open space. The site gains access with two entrances from McCart Road and an additional entrance from Griffin Mountain Road. The project is located in eastern Rockdale County and crosses into the western portion of Newton County. Approximately 37 of the 501 single-family homes are located within Newton County.



### **PROJECT PHASING:**

The project is to be completed as a single phase, with a build out year of 2008.

### **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 is largely consistent with the host-local government's comprehensive plan, however a proposed daycare facility is not consistent with the Urban-Suburban Residential future land use designation.

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

No inconsistencies with other local government comprehensive plans were identified during the review.

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

No impacts were identified during the review.

**ARC regional review of the proposed development is conducted, where appropriate, using the following Regional Development Plan Policies and Best Practices:**

It is strongly recommended that the following policies and practices be used to evaluate the current site design:

#### 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.
- Practice 2: Contribute to the area's jobs-housing balance
- 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.
- Practice 5: Place higher-density housing near commercial centers, transit lines, and parks.
- Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing.
- Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges.

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- Practice 8: Reserve school sites and donate them if necessary to attract new schools.
- Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
- Practice 10: Make shopping centers and business parks into all-purpose activity centers.
- 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. It is suggested that access streets be 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 Xeriscaping™ 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.

### **Is the proposed development consistent with regional plans and policies?**

This project meets or exceeds many of the policies and best development practices of the Regional Development Plan (RDP). However, the site design could be further refined to improve the consistency with RDP Policies and Practices.

The plan submitted is of a typical suburban subdivision nature. It would place a sizeable development into an area that does not currently have the infrastructure in place to support the development. For example, the development empty all traffic onto McCart Road which is an existing unpaved roadway. Also, a pump station and 2.5 mile long sewer line extension will be required to serve this site. These investments are available elsewhere and should be taken advantage of prior to sites such as this, which do not have the infrastructure in place to support development. Therefore, the development does not meet RDP Policy 1. Additionally, by locating into areas without proper infrastructure the development is also inconsistent with RDP Policy 2. Policy 2 would place developments into or near central business districts, transportation corridors, activity centers and town centers where infrastructure should be available.

The development also fails to advance sustainable greenfield development, Policy 7. Though the project does preserve environmentally sensitive areas, the development is lacking strong connectivity. A single connection to a residential area to the south is proposed on Griffin-Mountain Road. No sub-streets for future connectivity in the northern or northwestern portions of the site are proposed. Some of this area should not be impacted due to environmental concerns, but other areas have the potential for connections into future developments.

The development does meet several of the RDP Policies. Such as, it appears to protect considerable amounts of environmentally sensitive areas (Policy 8). Also, it has the potential to add to a regional network of greenspace (Policy 9) with the areas preserved and trails proposed for the development. The greenspace and trail plan should be coordinated with any plans that Rockdale and Newton counties may have established.

The development has potential to enhance an existing residential development adjacent to the south of the site. A proposed connection through the subdivision can provide for good connectivity, easier access to the proposed daycare facility, and possibly could result in the county requiring paving of the roadway.

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**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. According to regional averages, at build out the development will have a population of 1,253, including 363 students. The project would have a relatively small long-term employment. The number of short-term jobs will depend on the construction schedule.

The following improvements were identified by the traffic analysis, and are required to serve the DRI:

Old Covington Road at Salem Road

- Optimize signal timing.

Salem Road at I-20 Eastbound ramp

- Provide a free-flowing right-turn lane from the I-20 Eastbound ramp onto Salem Road. (Background condition recommendation)
- Optimize signal timing. (No-build recommendation)

Salem Road at I-20 Westbound ramp

- Add second Westbound right-turn lane.
- Optimize signal timing. (No-build recommendation)

McCart Road

- Pave McCart Road from Old Covington Road to the northernmost site driveway.

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

The following projects were reviewed by the ARC as either any Area Plan (1984 to 1991) or as a DRI (1991 to present) and are located within 2.0 miles of the subject site:

Year	Name
1994	Olympic Equestrian Venue & Village
1998	McCalla Rd S/D – Torrey Homes
1999	Gross Lake

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

The site is primarily undeveloped.

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

No.

**LOCATION**



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

The site is located adjacent to the eastern side of McCart Road at Griffin Mountain Road, north of Old Covington Road. The property's eastern boundary is the Yellow River. The property lies within Land 250 of the 10<sup>th</sup> District and Land Lots 368, 387, and 388 of the 16<sup>th</sup> District in Rockdale and Newton Counties.

**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.**

Yes, approximately 65-acres of the site is located within Newton County. Also, the City of Conyers is adjacent to the north of the site.

**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.**

Rockdale County has raised concerns with the project focusing development onto unpaved roadways and the impact the development may have upon Old Covington Highway and Almon Road with increased traffic and increased pressure for additional residential development which could spread into Newton County.

**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?**

The build-out value of the project is estimated at \$17,000,000.

Annual Tax Revenue	\$1,027,000	
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**How many short-term jobs will the development generate in the Region?**

The number of short-term jobs generated by the project will depend on the construction schedule.

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

Yes.

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

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The area surrounding the development is primarily undeveloped. It is anticipated the increase in residential population would add to the customer and employee base for existing businesses.

## **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.**

Yes, the northern and northeastern portions of the site appear to contain significant areas of wetland and floodplain. It appears that little disturbance would be made in the wetland and flood hazard areas. The eastern property lines primarily follows the Yellow River.

**In what ways could the proposed project create impacts that would damage or help to preserve the resource?**

### **Watershed Protection**

The property is located within the Yellow River Sub-basin of the Ocmulgee River Basin.

### **Georgia Erosion and Sedimentation Act/Stream Buffer Requirements**

The Georgia Erosion and Sedimentation Control Act requires a 25-foot buffer on “State Waters”, which includes the creeks running through the property, as well as the Yellow River abutting the property. The submitted site plan shows most of the creeks in common open areas, although in a few areas they are close to proposed lots. In addition, trails are shown in the floodplain and other areas near the creeks. While trails are generally allowed, their design and locations should be approved prior to construction. Any stream crossings or other intrusions into the buffers should also be approved prior to the start of construction. The project should also conform to any local Rockdale or Newton County buffer ordinances that may apply.

### **Floodplains and Wetlands**

The ARC’s Regional Development Plan policy recommends protection of environmentally sensitive areas. The site contains 145-acres of land located within a flood hazard area. In addition, much of that land appears to be wetland.

### **Storm Water/Water Quality**

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the Rockdale and Newton Counties’ erosion and sediment control requirements. After construction, water quality can be impacted without storm water pollution controls. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. As no



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institutional or recreation uses are included in the estimates, the daycare/recreation area was assigned to the office/light industrial category, based on the approximate amount of impervious area shown. The area was estimated from the submitted site plan. Actual pollutant loadings may be lower or higher depending on the amount of impervious coverage in the final development. The following table summarizes the results of the analysis:

### **Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Forest/Open	207.00	16.56	124.20	1863.00	48645.00	0.00	0.00
Low-Medium Density Res. (0.5-1.0 ac)	258.55	279.23	1220.36	8790.70	165213.45	69.81	15.51
Office/Light Industrial (Daycare/Recreation)	2.88	3.72	49.33	328.32	2039.04	4.26	0.55
<b>TOTAL</b>	<b>468.43</b>	<b>299.51</b>	<b>1393.89</b>	<b>10982.02</b>	<b>215897.49</b>	<b>74.07</b>	<b>16.06</b>

**Total Percent Impervious: 11%**

### **Structural Storm Water Controls**

According to information submitted with the review, the development proposes storm water management. ARC staff recommends that before any permits are issued, the County should require that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details and all engineering calculations for all storm water quality control measures. The Plan also should include a monitoring program to ensure storm water pollution control facilities function properly. ARC staff recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;
- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO<sub>3</sub>); and
- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The County should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the development's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

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The storm water plan should require the development to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the developer.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and the County should allow for periodic inspections for the storm water facilities to be conducted by the County. If inadequate maintenance is observed, the development should be notified and given a period of time to correct any deficiencies. If the development fails to respond, the County should be given the right to make necessary repairs and bill the development.

The County should not release the site plans for development or issue any grading or construction permits until a storm water management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

## **HISTORIC RESOURCES**

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

No impacts were identified during the review.

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

N/A

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

N/A

## **INFRASTRUCTURE**

### **Transportation**

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority guidelines. The 401-acre site is located along McCart Rd, north of Covington Hwy, and east of Yellow River in Rockdale and Newton Counties. The project will consist of 501 single-family homes, and a 4,900 ft<sup>2</sup> day-care. The project will be implemented in one phase, to be completed in year 2008.

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

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URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is listed in the table on the following page.

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Homes	90	270	360	293	166	459	4,565
Day-care	33	29	62	28	31	59	388
<b>TOTAL</b>	<b>123</b>	<b>299</b>	<b>422</b>	<b>321</b>	<b>197</b>	<b>518</b>	<b>4,953</b>

*These trip generation estimates were prepared using the Institute of Traffic Engineers Trip Generation (6th Edition) manual, as well as the Trip Generation Handbook, (October 1998).*

### **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. Based on traffic analysis completed by URS and discussions with GRTA staff, no roadway segments were identified for detailed analysis. However, six intersections in the vicinity of the project were studied and are included in the consultant's report. One of these, Salem Rd and I-20, is currently operating below the LOS standard.

### **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 Year
RO 233	Sigman Rd at Gees Mill Rd	Roadway Operations	2008

#### **2025 RTP Limited Update\***

ARC Number	Route	Type of Improvement	Scheduled Year
RO 030A	Sigman Rd from I-20 East to SR 20/138	Roadway Capacity	2013
RO 209	Old Covington Hwy	Roadway Operations	2015
RO 026A	Dogwood Dr (Access Road north of I-20 East)	Roadway Operations	2010
RO 026C	Iris Dr (Access Road south of I-20 East)	Roadway Operations	2010

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

### **Impacts of McCart Rd: What are the recommended transportation improvements based on the traffic study done by the applicant?**

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To account for both the area's growth and also for the traffic generated by the proposed development a few transportation improvements will be needed by the "Build" year 2008. The planning level evaluation for the "Build" condition revealed that the intersection improvements applied to the "No Build" scenario would not be sufficient to accommodate the total build traffic. Therefore, the transportation consultant recommended the following improvements to assure that all intersections operate at a level of service "D" or better.

**For 2008 No-Build Conditions:**

1. Provide a free-flowing right-turn lane from the I-20 eastbound ramp onto Salem Rd.
2. Optimize signal timing at Salem Rd and I-20 eastbound ramp.
3. Optimize signal timing at Salem Rd and I-20 westbound ramp.

**For 2008 Build Conditions:**

1. Optimize signal timing at Old Covington Hwy and Salem Rd
2. Provide a free-flowing right-turn lane from the I-20 eastbound ramp onto Salem Rd.
3. Optimize signal timing at Salem Rd and I-20 eastbound ramp.
4. Optimize signal timing at Salem Rd and I-20 westbound ramp.
5. Add second westbound right-turn lane at Salem Rd and I-20 westbound ramp

**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?**

No.

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

No.

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

No.

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

None.

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

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There is no significant impact to the adjacent roadway network and the transportation infrastructure will be able to accommodate future traffic related to this development. Cul-de-sacs increase trip distances and considering the relatively high number illustrated on the site plan, ARC staff strongly recommends connecting internal streets at locations where it is clearly feasible.

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

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
<b>SF Detached Dwellings</b>			
<b>With all of the below:</b>	<b>Yes</b>	<b>15%</b>	<b>15%</b>
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?			
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>	<b>Meets Benchmark Standards</b>		<b>15%</b>

## **INFRASTRUCTURE: Wastewater and Sewage**

**How much wastewater and sewage will be generated by the proposed project?**

Wastewater is estimated at 0.1968 MGD based on regional averages.

**Which facility will treat wastewater from the project?**

Rockdale County's Quiggs Branch Wastewater Treatment Facility; The development will require a 2.5 miles extension of the sewer system and a pump station.

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

PERMITTED CAPACITY MME, MGD <sub>1</sub>	DESIGN CAPACITY MME, MGD	2001MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
6.00	6.00	4.00	4.88	1.12	Planned expansion to 8 MGD by adding 2 MGD reuse system by 2004.	

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

<sub>1</sub> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN** Final Report

**What other major developments the plant serving this project will serve?**

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ARC has reviewed several major developments, as described before in this review report that would add wastewater flow to this plant.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand is estimated at 0.2316 MGD based on information submitted with the review.

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

Water supply should be sufficient, but water-conserving measures are essential in all new developments.

## **INFRASTRUCTURE**

### **Solid Waste**

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

Based on regional averages, the development will generate 827 tons of solid waste per year.

#### **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.

## **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.)?

Preliminary Report:	September 2, 2003	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	McCart Rd – I-20 East, Inc. DRI # 410
Final Report Due:	October 2, 2003		Comments Due By:	September 16, 2003

Rockdale County Public Schools provided comments concerning the projects impacts while taking into consideration several other large developments occurring in the county. It notes that approval of the project would place a burden on property owners and the school system, which has overcrowded conditions at most school sites presently.

## **HOUSING**

### **Will the proposed project create a demand for additional housing?**

No, the project will provide 501 additional housing units into the area.

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

No.

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

The site is located in a growing area of the County where a wide variety of housing types and prices will be needed. The project site is located in Census Tract 603.02 (1990). According to the 2000 Census, this tract increased in number of housing units by 47.7 percent from 1990 to 2000, and it has an occupancy rate of 96.1 percent compared to a MSA average of 94.6 percent.

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

A small number of jobs would be created by the proposed daycare facility. It is likely, assuming the development is approved with various price ranges that affordable housing could be found.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2002 median income of \$57,795 for family of 4 in Georgia.

**Brian Borden**

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**From:** Brian Borden  
**Sent:** Wednesday, September 17, 2003 3:49 PM  
**To:** 'Ruel Parker'  
**Subject:** RE: Regional Impact Review - McCart Road - I-20 East

Mr. Parker,

Thank you for taking the time to provide comments concerning the McCart Road project. I apologize for any delay that may have taken place in your receiving of the review material. I invite you to add to or alter any comments that you have made thus far. In the future, if you need any additional time, please let us know as it is normally not a problem to extend the time for your review.

Brian Borden, AICP  
Senior Planner  
Atlanta Regional Commission  
40 Courtland St., NE  
Atlanta, GA 30303  
(404) 463-3311 phone  
(404) 463-3254 fax  
[bborden@atlantaregional.com](mailto:bborden@atlantaregional.com)

-----Original Message-----

**From:** Ruel Parker [mailto:RParker@rockdale.k12.ga.us]  
**Sent:** Tuesday, September 16, 2003 5:47 PM  
**To:** Brian Borden  
**Subject:** Regional Impact Review - McCart Road - I-20 East

Mr. Borden,

Your notification of the DRI for McCart Road-I-20 East arrived on September 12, hence the response time is too short to give a considered review of the proposal by your September 16 deadline (today).

Regardless of the timeline, I wish to comment about the impact - a very serious impact - this development will have on the Rockdale County Public Schools.

At present we have temporary classrooms at 12 of our 18 schools and almost all schools are serving more students than the rated building capacity. At present our millage rate for operations is set at 21.78 mills and we are collecting capital project funds with our second SPLOST. There are already something like another 1000 housing units approved or coming on line in this small county in addition to the 500 proposed by this development. The addition of this development will add a most significant load to the school system at a time when budget cuts are making cutbacks a common event, not a theoretical one. Every aspect of our system is taxed to the limit now without addition of more housing units and therefore more students.

Regardless of the increase in tax revenue that improved use of this land would produce, residential properties do not pay their way in terms of supporting the total costs of education. And that doesn't take into consideration the additional social services load and other services such as sewer, water, and garbage services.

Because of the inordinate load which some 750-1000 more students would add to an already overloaded school system, I want to make sure your report notes the burden that approval of this project would place on property owners as well as the school system. A denial of the request for approval or at the least a significant time delay is needed to enable the school system to catch its breath and be able to handle more students safely.

10/2/2003



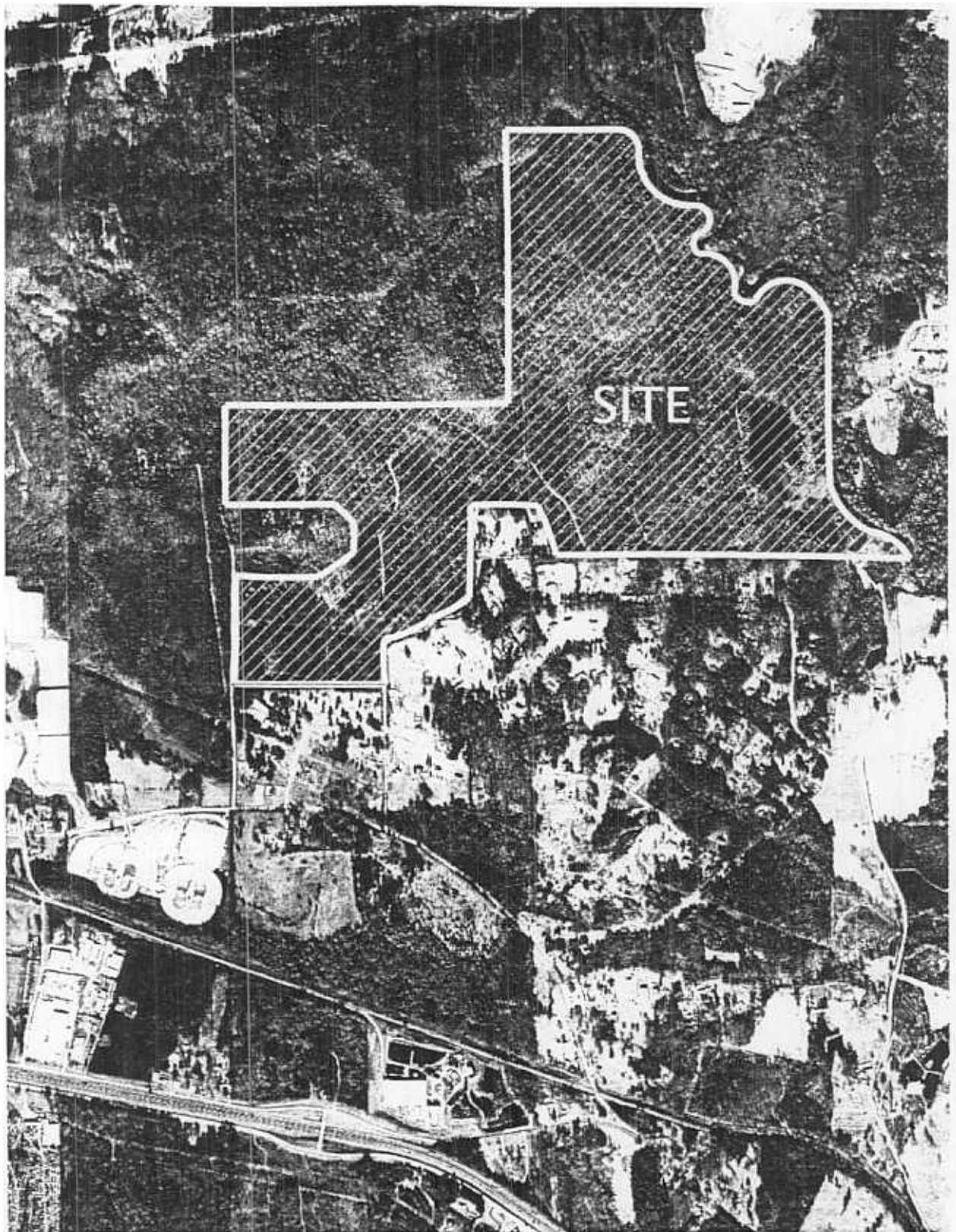
Sincerely,

Ruel M. Parker

Superintendent

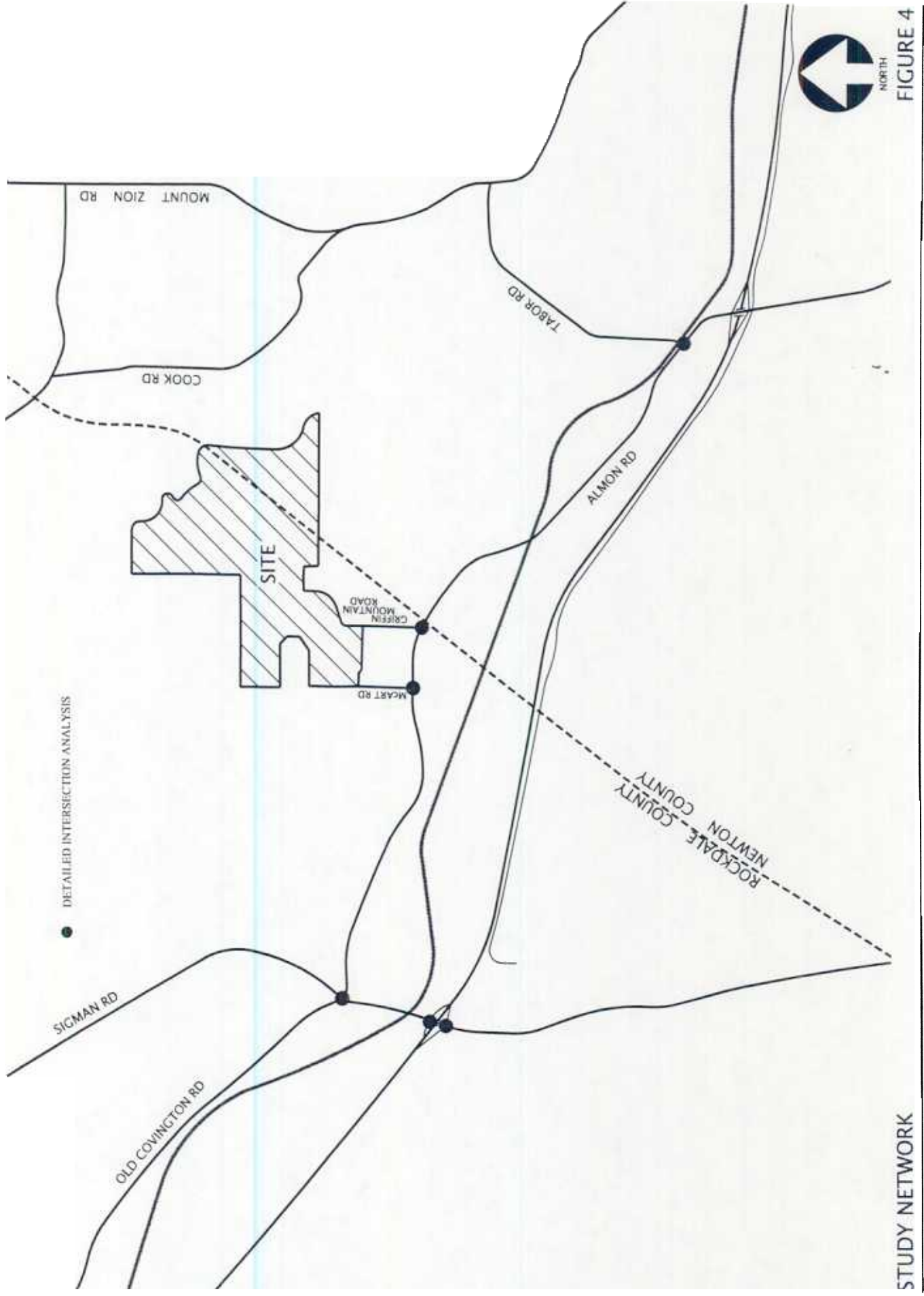
Rockdale County Public Schools

[rparker@rockdale.k12.ga.us](mailto:rparker@rockdale.k12.ga.us)



LOCATION MAP

FIGURE 1  
URS Corporation



Your DRI ID NUMBER for this submission is: **410**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 4/28/2003 5:18:03 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Rockdale 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:	Rockdale County
*Individual completing form and Mailing Address:	Karl Kelley, Deputy Director Public Services & Engineering Dept. c/o Bunny Harbin, Zoning Administrator P.O. Box 289 Conyers, Ga.
Telephone:	770-785-6960
Fax:	770-785-6968
E-mail ( <b>only one</b> ):	<a href="mailto:bunny.harbin@rockdalecounty.org">bunny.harbin@rockdalecounty.org</a>

\*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:	McCart Rd. - I-20 East, Inc. (a.k.a. Kelly Property)	
Development Type	Description of Project	Thresholds
Housing	458 Single-family homes on 16000 sq. ft. lots against Newton County line & the Yellow River	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Robbie Lanier I-20 East, Inc. 755 Commerce Drive Suite 700 Decatur, Ga. 30030	
Telephone:	404-373-9411	
Fax:	404-373-9511	
Email:		
Name of property owner(s) if different from developer/applicant:	Eastside Land Co./DeKalb-Rockdale, Inc.	
Provide Land-Lot-District Number:	I1249, 250, 10th Dist & LL 368,369,387,388,389 - 16th Dist	
What are the principal streets or roads providing vehicular access to the site?	Old Covington Rd. and McCart Rd.	
Provide name of nearest street(s) or intersection:	McCart Rd. and Old Covington Rd. Intersection	
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):	<a href="#">HTTP://mapquest &amp; mapblast</a>	
Is the proposed project entirely located within your local government's jurisdiction?	N	

If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	Newton County
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Rockdale County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 95%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	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?	Rockdale County
What is the name of the wastewater treatment supplier for this site?	Rockdale County -Quigg Branch
Is this project a phase or part of a larger overall project?	
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: Five (5) year build-out

### 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?	N
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?	N
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): McCart Rd. is unpaved & Old Covington Rd. is narrow.	Y

Submitted on: 8/26/2003 2:27:50 PM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Rockdale County
Individual completing form:	Bunny K. Harbin, Zoning Administrator
Telephone:	770-785-6960
Fax:	770-785-6968
Email ( <b>only one</b> ):	<a href="mailto:bunny.harbin@rockdalecounty.org">bunny.harbin@rockdalecounty.org</a>

### Proposed Project Information

Name of Proposed Project:	McCart Rd./ Eastside Land Co./Marilyn Kelly Property
DRI ID Number:	410
Developer/Applicant:	Robbie Lanier/I-20 East, Inc.
Telephone:	404-373-9411
Fax:	404-373-9511
Email(s):	rllanier@relproperties.com

### 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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	17,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,027,000.00
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): The property is currently vacant.	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Rockdale County Water Resources Dept.
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.0235 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: Water supply capacity is okay. Developer will be required to make any necessary improvements to accommodate the proposed development.	



If water line extension is required to serve this project, how much additional line (in miles) will be required?	2 plus miles
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### Wastewater Disposal

Name of wastewater treatment provider for this site:	Rockdale County's Quigg Branch
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	185,000 gal or .185 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:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	Pump Sta.+2.5 miles force main

### 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.)	4,580 vehicle trips per day
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: Proposed entrances onto 2 unpaved roads which lead to Old Covington Rd., with existing R/w less than 50' on unpaved roads. Significant transportation infrastructure improvements required on county roads within the impact area of development.	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	800 tons
Is sufficient landfill capacity available to serve this proposed project?	N
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below: Rockdale County does not have a landfill and none is planned. Private hauling will be required.	
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?	Maximum 25%
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: Adherence to Ga. Stormwater Design Manual for stormwater infrastructure, increase width of stream buffers, adherence to Watershed Assessment requirements.	

### 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?	Y
4. Protected mountains?	
5. Protected river corridors?	
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Yellow River, state waterway is n/e property line. Timber harvesting/clear cutting, possible state waterway buffer encroachments.	
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?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	Y
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Disturbance of 100 year flood plain, possible wetlands and possible archeologic findings.	