



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: Sept 1 2005

ARC REVIEW CODE: R508022

TO: Chairman Jason Harper
ATTN TO: Cheri Hobson-Matthews, Chief Planner
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: Mill Road Tract

Review Type: Development of Regional Impact

Date Opened: Aug 2 2005

Date Closed: Sep 1 2005

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 Region, and therefore, of the State.

Additional Comments: The project property is located entirely within 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 crossed by Birch Creek, a tributary to Walnut Creek, and one of its tributaries. The County has developed a watershed district for Walnut Creek which is included in the County Code (Section 3-7-161), which includes a requirement for 100-foot deep vegetative buffers along all "surface waters". The definition of "surface waters" in the Walnut Creek Water Supply Watershed District includes streams and rivers. The submitted site plan shows 50-foot buffers along the streams. The stream buffers must conform to County requirements in the watershed district. Impervious surface for the overall project is about 24 percent, less than the 25 percent impervious surface maximum required in the County watershed districts.

The stream crossing for twelve residential lots on the southwestern portion of the property seems unnecessary. It is recommended that the site plan be revised to reflect a more compact form. Pedestrian connections alternative to the road and sidewalks should be provided to the commercial component from the residential, where possible, including a pedestrian connection to The Gates of Rowanshire and The Villages of Rowanshire. Alternative pedestrian access to the church, school, and ball fields immediately south of the residential component should be provided where possible.

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 McDONOUGH
GEORGIA CONSERVANCY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
HENRY COUNTY SCHOOLS
CLAYTON COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF STOCKBRIDGE

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.

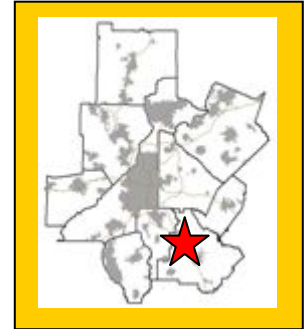
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html>.

Preliminary Report:	August 2, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mill Road Tract # 807
Final Report Due:	Sept 1, 2005		Comments Due By:	August 16, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Mill Road Tract development, located on 179.47 acres in Henry County will consist of 291 single family homes, 18,000 square feet of office space, and 75,000 square feet of commercial space. The site is located at the intersection of Mill Road and Mount Carmel Road. Access to the residential portion of the site will occur at two locations along Mill Road. Access to the office and commercial portions of the site will occur at three locations: two along Mt Carmel Road and one along Mill Road.



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 (residential-agriculture). The proposed zoning for the site is PD (planned development). Information submitted for the review states that the proposed zoning is not consistent with Henry's County's Future Land Use Map which designates the area as low density residential of 1.25-2.5 du/ac allowed. No commercial or office is allowed in areas designated as low density residential.

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

No comments were received from local governments concerning inconsistencies with comprehensive plans.

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

No comments were received from local governments concerning the impact to short term work programs.

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?

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Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development will accommodate approximately 833 people based on an average of 2.86 persons per household. Information submitted for the review estimates that of those expected 833 residents, 425 of these will be workers.

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 three mile radius of the proposed project.

YEAR	NAME
2005	West Erma
2004	Kelly Plantation
200	The Links at Walnut Creek
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.

Based on information submitted for the review, the site is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The project property is located entirely within 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 crossed by Birch Creek, a tributary to Walnut Creek, and one of its tributaries. The County has developed a watershed district for Walnut Creek which is included in the County Code (Section 3-7-161), which includes a requirement for 100-foot deep vegetative buffers along all “surface waters”. The definition of “surface waters” in the Walnut Creek Water Supply Watershed District includes streams and rivers. The submitted site plan shows 50-foot buffers along the streams. The stream buffers must to conform to County requirements in the watershed district. Impervious surface for the overall project is about 24 percent, less than the 25 percent impervious surface maximum required in the County watershed districts.

The proposed Mill Road Tract mixed use development is consistent with several of ARC’s Regional Development Policies. The development offers retail and neighborhood services to the residents of the development and provides pedestrian connectivity throughout the site.

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The proposed site plan incorporates interconnected streets throughout the residential portion of the development. Where the streets are unable to connect due to the stream and 50' stream buffer, the site plan incorporates a walking trail that allows pedestrians to access other areas of the proposed development, particularly the recreational area and pocket parks, without having to use the automobile. ARC promotes interconnected streets and alternative pedestrian connections through its RDP Policies and Best Practices listed below.

The commercial portion of the site is well suited to provide basic services and goods for the residents of this proposed development as well as other residential developments in the immediate area. However, the commercial portion of the proposed development could be revised to reflect a more pedestrian oriented development centered on the intersection. The parking that is proposed along Mill Road and Mt Carmel Road, essentially in front of the commercial buildings, could be relocated to the back, placing the building up along the street.

The stream crossing for twelve residential lots on the southwestern portion of the property seems unnecessary. It is recommended that the site plan be revised to reflect a more compact form.

Pedestrian connections alternative to the road and sidewalks, should be provide to the commercial component from the residential, where possible, including a pedestrian connection to The Gates of Rowanshire and The Villages of Rowanshire. Finally, signage and road marking should be included to ensure safe access for pedestrians from one portion of the development to the other where internal residential streets across over Mill Road. Alternative pedestrian access to the church, school, and ball fields immediately south of the residential component should be provided where possible.

Grading of the site should be kept to a minimum where possible along the stream and floodplain areas. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

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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 proposed project is located in Henry County at the intersection of Mill Road and Mount Carmel Road.

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.

It is entirely within the Henry County's boundaries; however, it is less than two miles from the City of McDonough.

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 \$68,250,000.00 with an expected \$995,085.00 in annual local tax revenues.

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.

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 proposed development will provide additional needs and services for existing and future residents.

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 and Stream Buffers

The project property is located entirely within 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 crossed by Birch Creek, a tributary to Walnut Creek, and one of its tributaries. The County has developed a watershed district for Walnut Creek which is included in the County Code (Section 3-7-161), which includes a requirement for 100-foot deep vegetative buffers along all "surface waters". The definition of "surface waters" in the Walnut Creek Water Supply Watershed District includes streams and rivers. The submitted site plan shows 50-foot buffers along the streams. The stream buffers must conform to County requirements in the watershed district. Impervious surface for the overall project is about 24 percent, less than the 25 percent impervious surface maximum required in the County watershed districts.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. 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. 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:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	13.31	22.76	231.59	1437.48	13083.73	16.37	2.93
Forest/Open	42.50	3.40	25.50	382.50	9987.50	0.00	0.00
Med. SF (0.25-0.5 ac)	123.66	166.94	730.83	5317.38	99051.66	42.04	9.89
TOTAL	179.47	193.10	987.92	7137.36	122122.89	58.42	12.82

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Total Estimated Impervious: 24% in this analysis

The current site plan does not clearly indicate how stormwater runoff will be managed. In order to address post-construction stormwater runoff quality and quantity, 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. Stormwater runoff from the site must be treated to remove at least 80% of the average annual total suspended solids (TSS) loading. A Excel design tool (GSMM Site Development Review Tool) is available at www.northgeorgiawater.org that can be used to evaluate the site for meeting this requirement.

Many of the stream buffers and open space areas may be able to be counted as credits towards meeting the water quality goals. In addition, the detention basins can be designed as wet stormwater ponds to provide water quality treatment of stormwater runoff.

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

How many site access points will be associated with the proposed development? What are their locations?

Access to the residential portion of the site will occur at two locations along Mill Road, just south of Mt. Carmel Road. Both driveways are full movement driveways with access to Mill Road. Access to the office and commercial portions of the site will occur at three locations. Two full movement driveways are provided along Mt. Carmel Road, one driveway west of Mill Road and one driveway

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east of Mill Road. One full movement driveway is provided along Mill Road just south of Mt. Carmel Road for the western and eastern retail developments.

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

Kimley-Horn and Associates 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 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
291 Single-Family Homes	53	160	213	176	104	280	2778
18,000 sq ft Office	42	6	48	17	82	99	356
75,000 sq ft Retail	81	51	132	249	269	518	5634
Pass-by reductions	0	0	0	-88	-88	-176	-1916
TOTAL NEW TRIPS	176	217	393	354	367	721	6852

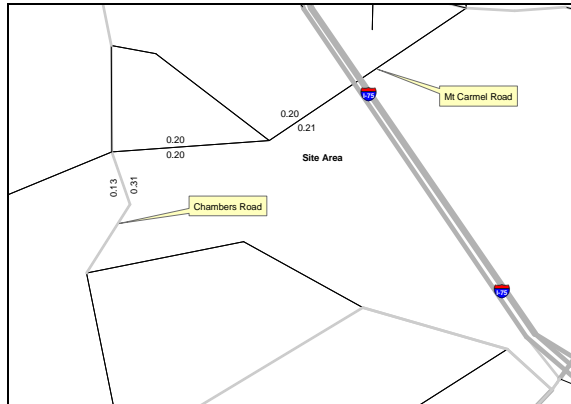
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

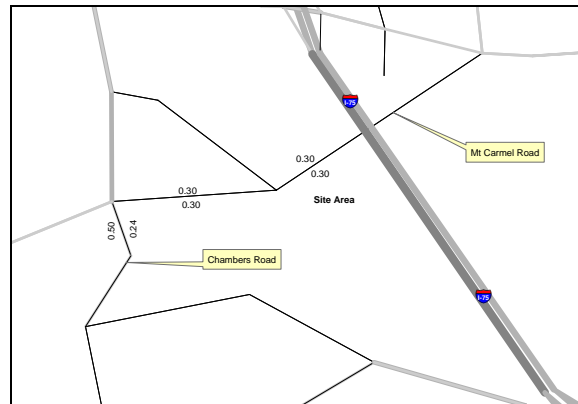
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. 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 or above are considered congested.

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V/C Ratios



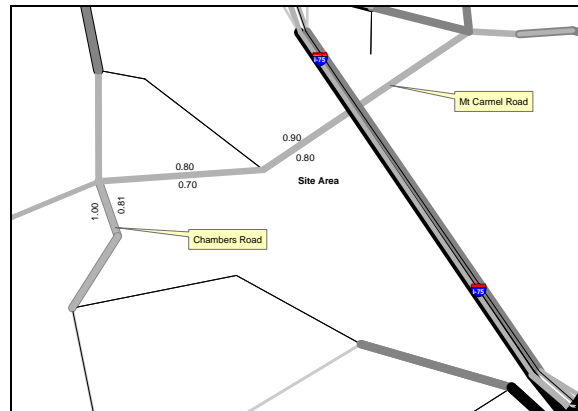
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel 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.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-020A	SR 20/81 (HAMPTON STREET): SEGMENT 1	Roadway Capacity	2010
HE-118A	MCDONOUGH PARKWAY EXTENSION (MCDONOUGH BYPASS): PHASE I	Roadway Capacity	2007

2030 RTP*

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ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-920A, B	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD): SEGMENT 2	Roadway Capacity	2020
AR-H-052A, B	I-75 SOUTH HOV LANES	HOV Lanes	2024
HE-AR-220	I-75 SOUTH	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Mill Road Tract.

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

Mill Road at Mt. Carmel Road

- Installation of a traffic signal.

Mill Road at McDonough Lovejoy Road

- Installation of a traffic signal.

Mill Road at Jonesboro Road

- Addition of a third through lane along Jonesboro Road for the eastbound and westbound approaches.
- Two additional southbound approach lanes for vehicles leaving Henry Town Centre (three left-turn lanes and one shared through/right-turn lane).

Jonesboro Road at I-75 South exit ramp

- Addition of a third through lane along Jonesboro Road for the eastbound and westbound approaches.
- One additional southbound approach lane (two left-turn lanes, one shared through/right-turn lane, and one free-flow right-turn lane).

Jonesboro Road at I-75 North exit ramp

- Addition of a third through lane along Jonesboro Road for the eastbound and westbound approaches.
- One additional eastbound left-turn lane to form dual left-turn lanes.
- One additional westbound right-turn lane to form dual right-turn lanes.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Mt. Carmel Road at Driveway 1

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- Provide one egress lane exiting the development (a shared left-turn/right-turn lane) for the northbound approach.

Mt. Carmel Road at Driveway 2

- Provide one egress lane exiting the development (a shared left-turn/through/right-turn lane) for the northbound and southbound approaches.

Mill Road at Driveway 3, at Driveway 4 and at Driveway 5

- Provide one egress lane exiting the development (a shared left-turn/through/right-turn lane) for the eastbound and westbound approaches.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

GRTA Xpress route #430 connects downtown Atlanta with the McDonough park and ride lot between 5:45am and 8:35am in the morning and from 3:30pm and 6:50pm in the evening, Monday through Friday. Headways are every 30 minutes. This park and ride lot is approximately two miles from the development.

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

None proposed

The development **DOES NOT PASS** 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%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
TOTAL		8%

The proposed development does not pass ARC's Air Quality Benchmark test. However, there are several factors that should be considered that help to achieve a reduction in mobile source emissions (VMT credits). The development is proposing neighborhood oriented commercial services within walking distances of the residents. The development is proposing safe and convenient pedestrian access to the commercial area from the residential. Including alternative pedestrian access to the church, school, and ball fields immediately south of the residential component should be provided, where possible, to further reduce mobile source emissions.

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

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The roadway network in this area suffers from increasing peak hour volume. As demonstrated in the traffic study, the addition of the project's traffic onto the roadway network challenges the existing capacity. The recommended improvements must be implemented to keep the roadway network in this area functioning at an acceptable level.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.09 MGD.

Which facility will treat wastewater from the project?

Information submitted for the review states that there is no sewer currently available to the site and that the developer will contribute to running the extension lines to the site through an agreement with Henry County. The line extension is expected to be complete and operational by the end of 2006. HCWSA will extend sewer to a point just west of I-75 as part of the agreement. An additional extension of approximately 3000 feet will be required by the developer. Walnut Creek will provide wastewater treatment for the proposed development.

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

The capacity of Walnut Creek Site 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
4.0	4.0	N/A	3.5	0.5	HCWSA is currently assessing a need for expansion in the near future.	

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 0.11 MGD based on regional averages.

Preliminary Report:	August 2, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mill Road Tract # 807
Final Report Due:	Sept 1, 2005		Comments Due By:	August 16, 2005

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. Looping of an existing 8 inch line along Mill Road will be required.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 715 tons of solid waste per year and the waste will be disposed of in Fulton 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.

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.)?

The location of the proposed development is within the current enrollment zones of Oakland Elementary, Luella Middle, and Luella High School. It is assumed that a significant number of the

Preliminary Report:	August 2, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Mill Road Tract # 807
Final Report Due:	Sept 1, 2005		Comments Due By:	August 16, 2005

residents of the proposed development will be between the ages of 5-16 and will enroll in these public schools. Comments received from the Henry County Board of Education state that the proposed development will require major infrastructure and facility improvements to support the expected increase in the number of school age children in this area. The proposed development will further impede the likelihood of the Henry County Board of Education housing all the students in this area in permanent classroom structures.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 291 housing units.

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 proposed for the development is located in Census Tract 703.06. This tract had a 65.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 99 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.

August 16, 2005

Mike Alexander, Review Coordinator
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: ARC Review Code R508022
 Proposal Name: Mill Road Tract

Submitted via email on 8-16-2005

Dear Mr. Alexander:

The purpose of this correspondence is to respond to your request for information related to the above referenced development. I received your memorandum regarding the above referenced project on August 15, 2005. Your memorandum requests information relating to this project by August 16, 2005.

Please find attached requested data relating to this development.

Sincerely,

Preston Malcom, Ed.D.
Assistant Superintendent,
Administrative Services

**MILL ROAD TRACT
ARC REVIEW CODE R508022**

The location of this development is within the current enrollment zones of Oakland Elementary (K-5), Luella Middle (6-8) and Luella High School (9-12).

Oakland Elementary is a 67,000 square foot school with 38 instructional units. This school currently has 500 students enrolled. All students are housed within the main structure.

This facility opened for the 1990-91 school year with 587 students. Because of numerous rezoning over the last 15 years, enrollment at this school has fluctuated between 475 students (1995) and 879 students (2003)

No additional elementary schools are planned for this area prior to the 2012-13 school year. Enrollment is expected to increase each year prior to the 2012-13 school year, peaking at approximately 805 students in 2012. After a small reduction in enrollment due to an elementary school opening in an area adjacent to this school zone, enrollment will again begin to increase. Approximately 900 students are expected for the 2014-15 school year. Portable classrooms will be utilized to house students from 2007 through length of current student enrollment forecasts (2014).

Luella Middle School (opened in 2000) is a 144,00 square foot facility with 51 instructional units. In addition to the main structure, 42 portable classrooms are used house a current enrollment of 1,777 students. Luella Middle School is the most overcrowded facility in the Henry County School System. Enrollment will decrease for the 2006-07 school year with the opening of a middle school adjacent to this enrollment area. Enrollment will then continue to increase, peaking at slightly less than 2000 students for the 2010-11 school year. Enrollment will again decrease with the opening of two additional middle schools (2011 and 2013) in areas adjacent to this enrollment zone.. Enrollment for the 2014-15 school year is expected to be 1,565. Portable classrooms will be utilized at this school for the foreseeable future.

Luella High School (opened in 2003) is a 255,000 square foot facility with 81 instructional units. In addition to the main structure, 20 portable classrooms are used to house a current enrollment of 1,923 students. Enrollment is expected to continue to increase through the 2010 school year when 2,600 students are expected to enroll. Enrollment will then be decreased with the opening of two additional high schools (2011 and 2013) in areas adjacent to this enrollment zone. Enrollment is expected to be 2,450 for the 2014-15 school year. Portable classrooms will be utilized at this school for the foreseeable future.

As this proposed development includes 291 single family homes with a project build out date of 2011, one would expect this development to house a significant site population. It is assumed that a significant number of the residents of this proposed development will be between the ages of 5-16 and will enroll in these public schools.

From the perspective of the Henry County Board of Education, this proposed development will require major infrastructure and facility improvements to support the expected increase in the number of school-age children in this area. Specifically, additional school facilities will be needed beyond those already in place and those planned for this area. Currently, the Henry County Board of Education, even with an aggressive building program and utilization of all of its available financial resources, is unable to provide permanent classroom structures at the same rate that are needed due to the continued rapid increase in student population. This proposed development will further impede the likelihood of the Henry County Board of Education housing all students in this area in permanent classroom structures.

Preston Malcom
Assistant Superintendent,
Administrative Services

07-14-2005

Your DRI ID NUMBER for this submission is: **807**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 5/19/2005 1:20:46 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, Chief Planner 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:		Mill Road Tract
Development Type	Description of Project	Thresholds
Mixed Use	Applicant is proposing to develop a mixed use development on approximately 179.47 (gross acres). The development will be comprised of the following: 1. Single-familr Residential-166.16 (gross acres) sf residential units (291 units); lot sizes ranging from 9000 sf-17000 sf. 2. Office uses-comprising of approximately 2.8+/- acres; total floor area- 18k 3. Commercial (2 Pods)-approximately 10.51+/- acres; total floor area-75k 4. The commercial/office component yields approximately 473 parking spaces for office/commercial component.	View Thresholds
Developer / Applicant and Mailing Address:		REL Properties, Inc./REL Development, Inc. 755 Commerce Dr. #700 Decatur, GA 30030
Telephone:		404-373-9411; 404-983-3400
Fax:		404-373-9511
Email:		hlynch@relproperties.com , rl@relproperties.com , ajf@clardesigngroup.com , kmzickert@sgrlaw.com
Name of property owner(s) if different from developer/applicant:		Same as developer/applicant
Provide Land-Lot-District Number:		143 and 146 of the 6th District
What are the principal streets or roads providing vehicular access to the site?		Mt. Carmel Road and Mill Road
Provide name of nearest street(s) or intersection:		Jonesboro Road and Hwy. 81 West

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?	10-12 Miles
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Henry County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
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?	Agreement
What is the name of the wastewater treatment supplier for this site?	Agreement
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?	
Estimated Completion Dates:	This project/phase: Unknown Overall project: Unknown

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
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?	Upon approval of the rezoning request

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
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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?	N
Other (Please Describe): The application is being submitted as a Planned Development, which will require a Concept Plan Review hearing, to date, no hearing has been held, pending DRI review.	Y

Submitted on: 7/26/2005 3:03:53 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:	770-954-2457
Fax:	770-954-2958
Email (only one):	cmatthews@co.henry.ga.us

Proposed Project Information

Name of Proposed Project:	MILL ROAD TRACT
DRI ID Number:	807
Developer/Applicant:	REL Properties, Inc./REL Development, Inc.
Telephone:	404-373-9411
Fax:	404-373-9511
Email(s):	hlynch@relproperties.com, rll@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.)	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:	\$68,250,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$995,085.00
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): No, the property is vacant	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Henry County Water and Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.11 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: N/A	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

Wastewater Disposal

Name of wastewater treatment provider for this site:	Henry County Water and Sewerage Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.09 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: N/A	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

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.)	AM-393, PM-721, Daily-6,852
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 TRANSPORTATION ANALYSIS	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	715 tons/yr.
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: N/A	
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?	+/-20%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: The property is located within the Burch Creek Basin, which feed into the Walnut Creek Watershed. Walnut Creek Watershed is managed by the City of McDonough.	
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 the Georgia Stormwater Design Manual for Stormwater Infrastructure	

Environmental Quality

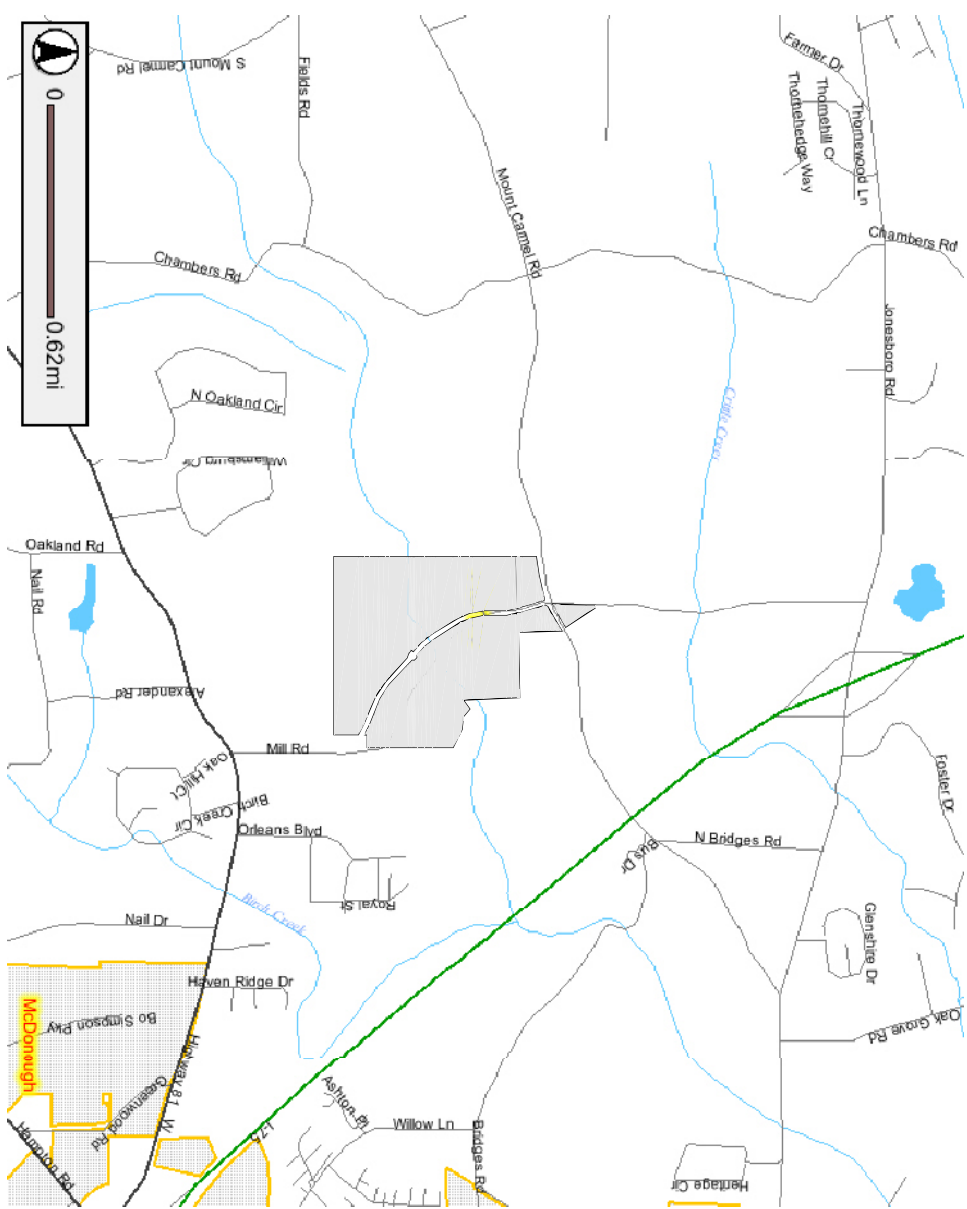
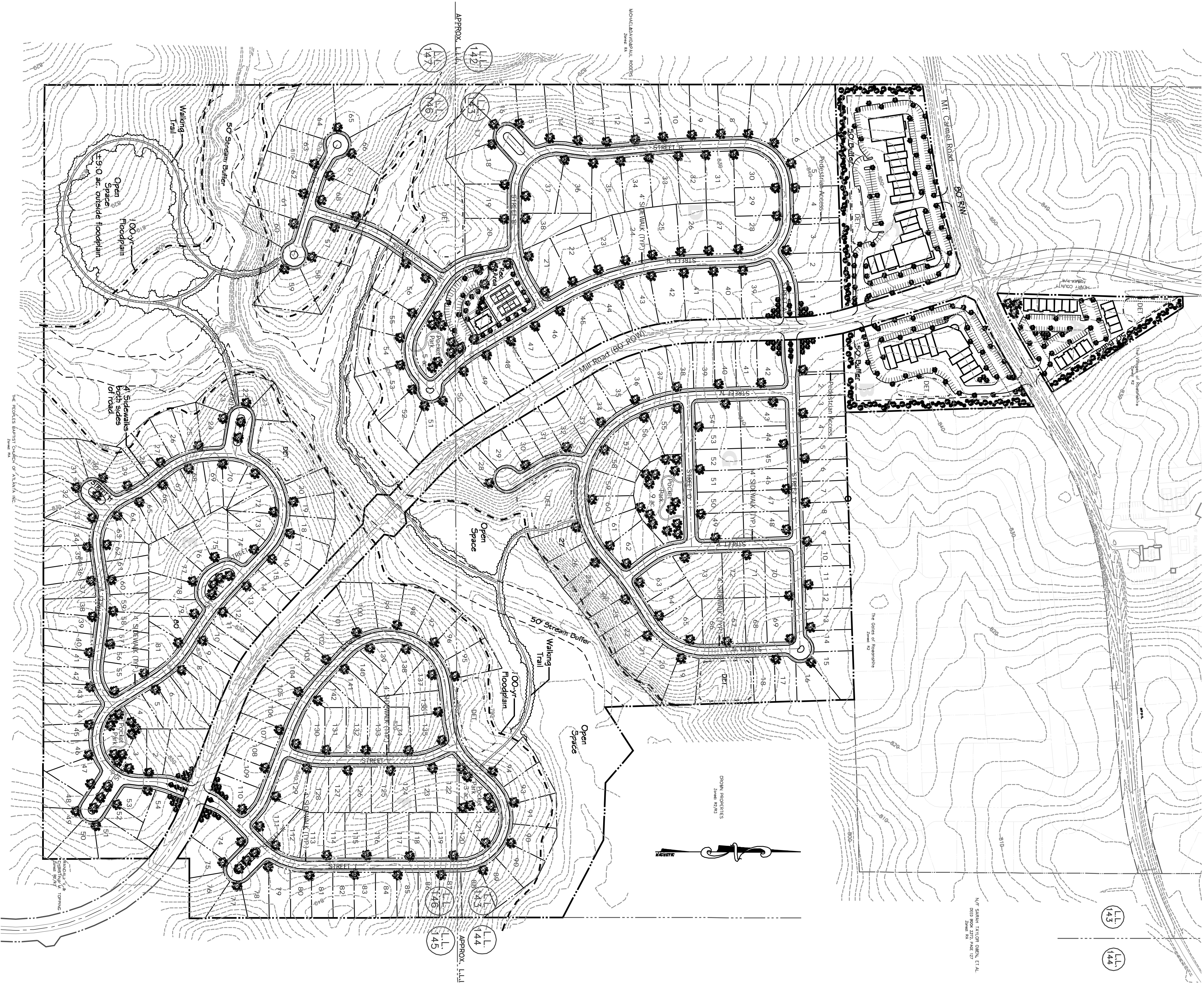
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y

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: Water quality facilities will be constructed to minimize watershed impacts. Wetlands will not be disturbed beyond corps allowances.	
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?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Some recreational trails may be considered within the floodplain.	

REL
PROPERTIES INC.
REL
DEVELOPMENT INC.
MR. ROBBY LANIER
755 Commerce Drive
Suite 700
Marietta, Georgia 30030
Phone: (404) 373-9411
Fax: (404) 373-8511

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Site Data:

Existing Zoning:
Proposed Zoning:

Gross Site Area: ±179.47 ac.

RESIDENTIAL

Gross Area: #166.16 ac.

Area in Floodplain:

Area in ROW: #20.25 ac.

Open Space(outside flood)

Gross Density: ±1.62 u/a

3-5

Min. Lot Size:

ה'תשנ"ב

Min. Lot Size

5
 4
 3
 2
 1
 0
 -1
 -2
 -3
 -4
 -5

Min Lot Size

Minimum Yard Standards

Front:	20'
Back:	30'

Side:

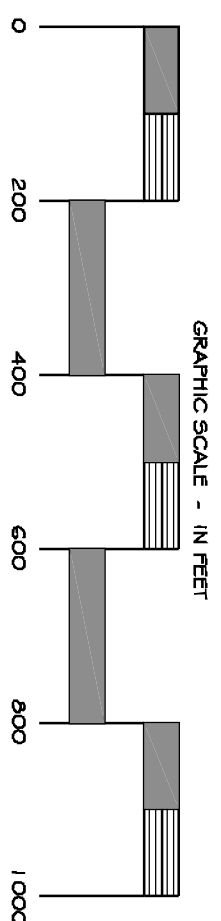
NOTE:

All proposed roads are public. 4' sidewalks proposed on both sides of road. All proposed rights-of-way 50' in width (non cur-de-sac).

MILL ROAD TRACT

PRELIMINARY CONCEPT PLAN

U. 143/146, 6th District, Henry County, GA
4/21/05 Scale: 1" = 200'



REV. 2	7/25/05	REVERSE PER CRTA GUIDELINES
REV. 1	5/16/05	REVISE ZONING REQUEST TO PD

Clark
Design Group

PLANNING • ENGINEERING • ENVIRONMENTAL
SURVEING • LANDSCAPE ARCHITECTURE

3305 Broadentide Blvd., Suite 112
Duluth, Georgia 30096
Phone: 678-589-0007
Fax: 678-580-0371

CN: 04110concept05.dwg