



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: OCTOBER 26, 2005

ARC REVIEW CODE: R509261

TO: Mayor Richard Craig
ATTN TO: Rodney Heard, Dir. Cmty. Dev.
FROM: Charles Krautler, Director

Note: This is a 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: City of McDonough
Name of Proposal: Southpoint Mall

Review Type: Development of Regional Impact

Date Opened: Sep 26 2005

Date Closed: Oct 26, 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 Southpoint development originally submitted consisted of 586,569 square feet of general commercial and retail uses with six outparcels on 62.8 acres in the City of McDonough. The proposed development received a low score on the ARC's Air Quality Benchmark Test. The proposed development also failed to meet a majority of ARC's Regional Development Policies. Through discussions with ARC, GRTA, and the City of McDonough, the developer revised the site plan to include a 7 story 100 unit residential building on 1.13 acres in the northwest corner of the property, thus improving the Air Quality Benchmark score.

As the development continues to move through the rezoning and permitting process, it is important to note that should the residential component be removed from the project, the proposed development will need to be re-reviewed as Development of Regional Impact, according to the Georgia Department of Community Affairs's (DCA) Development of Regional Impact Rules.

The review utilized the Regional Development Policies, the Best Development Practices, and the ARC's Air Quality Benchmark Test as a guide to evaluate this development. With the inclusion of the residential, the proposed development's score on the ARC's Air Quality Benchmark Test improved. However, the proposed development still does not meet many of the ARC's Regional Development Policies. The ARC staff has concluded that the modifications proposed for the development represent the minimum necessary to support a finding of In the Best Interest of the Region. It is strongly encouraged that the City of McDonough further improve the development by requiring additional uses and changes the scale and design of the project.

The proposed development does not contribute to accommodating growth as efficiently as the Regional Development Policies recommend. Although the revised site plan incorporates residential uses, the proposed development remains dominated by auto oriented commercial development that lacks pedestrian scale. The site is ideal for intense mixed use development due to its location at the convergence of two state highways and Interstate 75.

Major transportation corridors with low intensity, single use development, with uses, separated at distances where automobile travel is required, worsen our regional congestion. These corridors are the best places for new development because they typically have substantial infrastructure and services in place. More residential and office development throughout the project could help create unique opportunities along these corridors for accommodating growth efficiently and maximizing the use of existing infrastructure. Encouraging development intensities where infrastructure exists can help accommodate new population and employment growth while lessening the impact on existing neighborhoods or rural, less developed areas.

The City of McDonough completed a Livable Center Initiative (LCI) Study in 2004. Information submitted for the review, states that, although at this time the LCI study boundary does not include the proposed site area for the development, future expansions of the boundary to include the proposed development site will likely be examined. The LCI Boundary currently extends to the west of the City of McDonough to Interstate 75. Therefore, it is strongly encouraged that the proposed development meets not only a majority of ARC's Regional Development Policies, but also the goals set forth in the LCI Study.

The LCI Study strives to improve the quality of life in and around downtown McDonough by creating mixed use environments, opportunities for downtown residential and commercial development, and alternatives modes of transportation. The Study identified a market void for entertainment and other destination oriented retail in the McDonough trade area. The proposed development would satisfy this void; however, further analysis should be done by the city to determine the impacts of this scale of retail on downtown McDonough, the heart of the Livable Centers Initiative.

The Study also discusses mixed use areas within the city. Good mixed use developments include a combination of related uses, such as residential, office, retail, entertainment, civic space, and even government uses, in one place. Developments provide a significant portion of each use within the mix, and provide safe and convenient pedestrian connections within the development and to places outside of the development, according to ARC's Quality Growth Toolkit for Mixed Use. The size of this development lends itself to the desirability for becoming a mixed use development.

The ARC is working with local representatives in Henry County to prepare an overlay district along SR 20 from I-75 to SR 19-41. The work is being coordinated through a steering committee comprised of representatives from Henry County, the City of McDonough and the City of Hampton. The focus of this overlay district is to prepare design guidelines for properties that abut the SR 20 corridor. The overlay district will not specifically address land use or zoning, but the design guidelines will be drafted to ensure new development along the corridor, regardless of the use, is designed to be compatible with the goals of the overlay district.

The committee has identified three distinct character areas along the corridor: a more intense, urban scale character area located near I-75; a rural residential character area through the middle of the corridor; and a town center/village character in the City of Hampton. The specific design standards for each character area have not been finalized. However, a few overriding goals that have been discussed include: the need to plan for bike/pedestrian access throughout the corridor, include access management strategies, such as parallel access roads, interparcel access and limited curb-cuts along the corridor, landscaping, lighting and buffers (fences, berms, etc) to screen parking, trash bins, etc from the corridor, sign standards to ensure consistency and compatibility. As this proposed development will be the first major development along this corridor with the overlay district, it is strongly encouraged that the Southpoint development meet and exceed the guidelines and goals of the overlay district, once adopted.

The City of McDonough should consider design standards such as those being proposed in the downtown core by the LCI study and the Highway 20 Corridor Study. Information gathered during the review states that there are six outparcels along Highway 20 that are controlled by North American Properties. The outparcels along Hwy 20 should not be allowed direct access onto Hwy 20 or Roads A, B, and C. Access to

the outparcels should be from Road D, as seen on the site plan for outparcel 3. Road D should be built to the city/county road standards with a stub out for future connectivity into any future development that may occur west of the property along Hwy 20. Road B should also be built to city/county road standards and should be considered the major access point for any future development that may occur north of the property. A stub out should be included at the end of the road into the undeveloped land owned by Richfield 81 Partners, LLC. It is also recommended that the site plan be revised to include additional connections to the undeveloped land owned by Richfield 81 Partners, LLC. Road B includes one through lane with on street parking and raised crosswalks to create a main street in the development. Although the undeveloped parcel would potentially have access to Highway 81, the notion is to create multiple options for entering and exiting the development.

ARC staff also recommended that the proposed development create a true main street with a pedestrian focus along Street B. This would include extending the design concept in the center of the development to include the entire length of Street B. It was also recommended that the proposed development include second story office or residential along Street B to frame the street and improve the quality of the main street.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
HENRY COUNTY	HENRY COUNTY SCHOOLS	CITY OF STOCKBRIDGE
CITY OF HAMPTON	CITY OF LOCUST GROVE	CLAYTON COUNTY
GEORGIA CONSERVANCY	SPALDING COUNTY	MCINTOSH TRAIL RDC
NORTHEAST GEORGIA RDC	ROCKDALE COUNTY	BUTTS COUNTY
NEWTON COUNTY		

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:	September 26, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	South Point #902
Final Report Due:	October 26, 2005		Comments Due By:	October 10, 2005

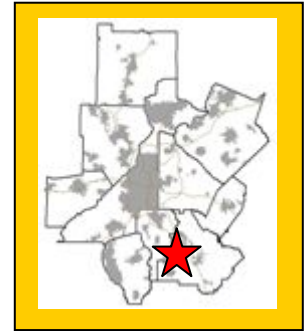
FINAL REPORT SUMMARY

PROPOSED ADDITION:

The originally proposed site plan was amended to include a 100 unit residential building on 1.13 acres in the northwest corner of the site beside Shops K.

PROPOSED DEVELOPMENT:

The proposed South Point development is located on 62.8 acres in the City of McDonough. The development will consist of 586,569 square feet of general commercial and retail uses with six outparcels. The site is located west of Interstate I-75 in the northwest corner of the intersection of State Route 20 and State Route 81. There are four access points proposed to the development: two along SR 81 and two along SR 20.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2007.

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 C-3, M-1, RA-200. The zoning application has been modified from its original submittal to account for the residential component added to the site plan during the review. The proposed zoning for the site is C-3 (highway commercial) and RCD (residential condominium). Information submitted for the review states that the proposed zoning is not consistent with the City of McDonough's Future Land Use Map, as the site was recently annexed into the City. However, the map will be updated to reflect this development.

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

Comments received during the review are attached to this report.

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

No comments were received during the review concerning impacts to the implementation of any local government's short term work program.

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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, the proposed development would increase the need for services in the area for existing and future residents. The improvements made to the transportation system, according to the traffic study, with the build out of the proposed development are listed below by intersection:

SR 81 at Old Highway 3 (Northern)

- Add an eastbound right turn lane on SR 81.

SR 20 at Industrial Parkway/ West Site Driveway

- A traffic signal is recommended at this intersection.
- The southbound approach to the intersection is recommended to have a dedicated left turn lane and a shared through/right turn lane.
- Add a dedicated westbound right turn lane and a dedicated eastbound left turn lane on SR 20 per Georgia DOT standards. The eastbound left turn movement is recommended to have protected + permissive phasing.

SR 81 at Old SR 81/North Site Driveway

- A traffic signal is recommended at this intersection.
- The eastbound approach to the intersection is recommended to have a dedicated left turn lane and a shared through/right turn lane.
- Convert the existing westbound right turn lane into a shared through/right turn lane.
- Add a dedicated southbound right turn lane and a dedicated northbound left turn lane on SR 81 per Georgia DOT standards. The northbound left turn movement is recommended to have protected + permissive phasing.

SR 20 at East Site Driveway

- A traffic signal is recommended at this intersection.
- The southbound approach to the intersection is recommended to have a dedicated left turn lane and a shared through/right turn lane.
- Add a dedicated westbound right turn lane and a dedicated eastbound left turn lane on SR 20 per Georgia DOT standards. The eastbound left turn movement is recommended to have protected + permissive phasing.

SR 20 at Right-in/ Right-out Driveway

- Add a westbound right turn lane on SR 20 per Georgia DOT Standards.
- Add a dedicated southbound right turn on the driveway approach.

SR 81 at Right-in/Right out Driveway

- Add a southbound right turn lane on SR 81 per Georgia DOT Standards.
- Add a dedicated southbound right turn in the driveway approach.

SR 81 at Mill Road

- A detailed signal warrant analysis is recommended prior to the installation of a traffic signal at this location.

Mount Carmel Road at Mill Road

- Add stop control to the eastbound and westbound approaches along Mount Carmel Road creating a 4-way stop condition.

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.

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YEAR	NAME
2005	Mill Road Tract
2003	McDonough Village Green
2003	Liberty Industrial Park
1999	Westridge
1999	Panattoni Industrial Development Exp
1999	Panattoni Industrial Development
1996	Adams Subdivision
1990	Wesley Lakes
1992	Nestle's Distribution Facility

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?

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The project property is located on a ridge line that roughly runs along Greenwood Road. The portion of the property to the west of the ridge line (the rest of the site) is within the Walnut Creek Water Supply Watershed, which is a small (less than 100-square mile) water supply watershed serving the City of McDonough. A tributary to Birch Creek, itself a tributary of Walnut Creek, is shown in the northwest corner of the property. The County has developed a watershed protection 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 means and river, creek, stream, reservoir or body of water located within the watershed protection district. The submitted site plan shows an

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approximately 75-foot buffer along the stream on the project property. The stream buffer must to conform to County requirements in the watershed district.

Grading of the site should be kept to a minimum where possible. 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.

Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed.

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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 the City of McDonough at the intersection of SR 20 and SR 81.

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 City of McDonough's boundaries; however, the site is adjacent to Henry County

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.

Much of the area surrounding the site to the north/northwest of the site is undeveloped, according to aerial photography, and is currently zoning low density residential. Areas to the south/southwest are currently zoned Industrial and to the east across Interstate 75, much of the area is zoned commercial.

Henry County has and continues to experience tremendous growth. From 2000- 2004, Henry County was the sixth fastest growth county in the nation and has captured 12.4% of the region's growth since 2000. Population in the county as increased 40% since 2000. That's the highest growth rate for the 10 county region. The county is also the second least dense county in the 10 county region.

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 \$100,000,000 with an expected \$1,500,000 (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?

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Yes.

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

The proposed development is expected to generate 1,247 retail and commercial jobs, according to information submitted for the review. The proposed residential component of the development will include 75 one bedroom units and 25 two bedroom units.

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 on a ridge line that roughly runs along Greenwood Road, which is also the line dividing Land Lots 191 and 192, 7th District. The portion of the property to the east of the ridge line (most of the portion of the site in Land Lot 191) is in the watershed of Camp Creek and is not in a water supply watershed. The portion of the property to the west of the ridge line (the rest of the site) is within the Walnut Creek Water Supply Watershed, which is a small (less than 100-square mile) water supply watershed serving the City of McDonough. A tributary to Birch Creek, itself a tributary of Walnut Creek, is shown in the northwest corner of the property. The County has developed a watershed protection 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 means and river, creek, stream, reservoir or body of water located within the watershed protection district. The submitted site plan shows an approximately 75-foot buffer along the stream on the project property. The stream buffer must to conform to County requirements in the watershed district. No impervious surface limit is specified for commercial use in the watershed district. The only impervious limit is on uses within the reservoir protection area within 750-feet of the McDonough reservoir. This property is outside the reservoir protection area.

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 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:

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Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	62.82	107.42	1093.07	6784.56	61752.06	77.27	13.82
TOTAL	62.82	107.42	1093.07	6784.56	61752.06	77.27	13.82

Total Estimated Impervious: 85% 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. An 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.

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?



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The site is proposed to have two full access driveways and one right-in/right-out driveway along SR 20. Additionally, one full access and one right-in/right-out driveway will be provided along SR 81.

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

A & R Engineering 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	P.M. Peak Hour			SAT. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
604,569 sq ft Retail	985	1068	2053	1450	1338	2788	21871
9,000 sq ft Quality Restaurant	45	22	67	57	40	97	810
3,500 sq ft Fast Food	63	58	121	106	101	207	1736
20 Pump Gas Station	134	134	268	134	134	268	3256
6,500 sq ft High Turnover Restaurant	43	28	71	82	48	130	826
14,000 sq ft Pharmacy	59	62	121	55	55	110	1234
Mixed-Use and Pass-By Reductions	-540	-552	-1092	-571	-577	-1092	-1962
Total:	789	820	1609	1313	1195	2508	27771

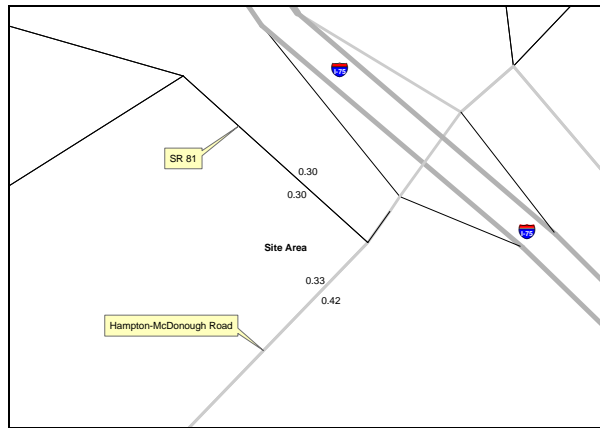
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

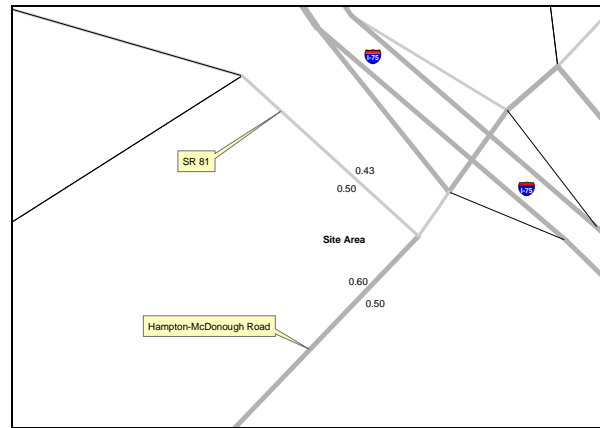
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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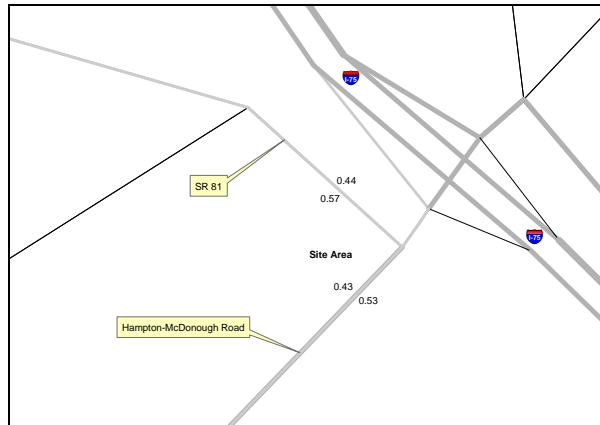
V/C Ratios



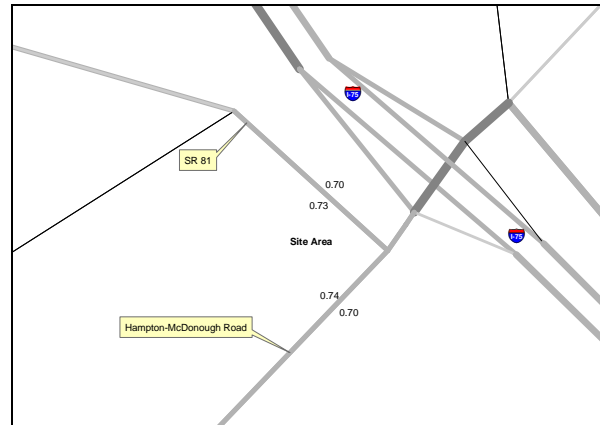
2005 AM Peak



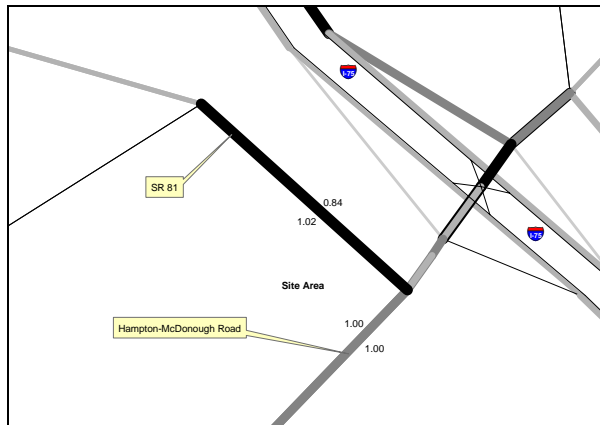
2005 PM Peak



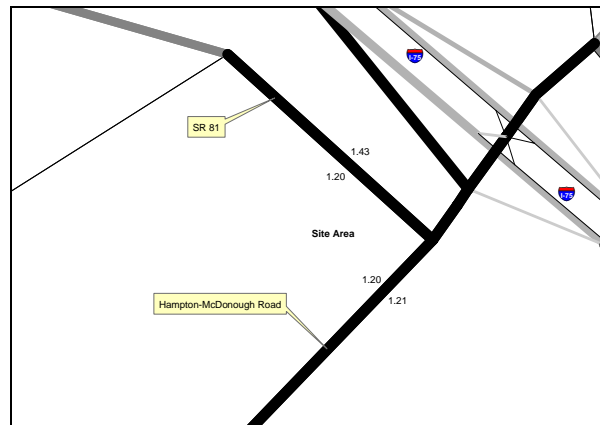
2010 AM Peak



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, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the

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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

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-052A, B	I-75 SOUTH HOV LANES	HOV Lanes	2024
HE-126A1	HAMPTON LOCUST GROVE RD: SEGMENT 1	Roadway Operations	2013
HE-164	OLD DIXIE HIGHWAY	Roadway Capacity	2015
HE-920B	SR 920 (MCDONOUGH ROAD / JONESBORO ROAD): SEGMENT 2	Roadway Capacity	2020

**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 South Point Retail Development.

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.

SR 20 at I-75 Southbound Ramp

- Add an additional eastbound through lane on SR 20.
- Add a dedicated eastbound right turn lane on SR 20 as per Georgia DOT standards.
- Add an additional southbound right turn lane creating dual right turn lanes.

SR 20 at Simpson Mill Road

- The southbound approach at the intersection is projected to operate at a LOS of E with a delay of 36.5 seconds during the PM peak hour. This delay is only slightly over the threshold for a LOS of D (35 seconds), plus there are only 6 vehicles turning southbound left, 3 traveling southbound through, and 1 turning southbound right. These traffic volumes are insignificant and do not justify signalizing the intersection or any other improvements.

SR 81 at Old Highway 3 (Southern)

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant is met at this intersection. The traffic conditions meet the peak hour signal requirement for the installation of a traffic signal for the Base 2007 traffic volumes. A detailed signal warrant analysis is recommended prior to the installation of a traffic signal at this location.

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- Add a westbound right turn lane on SR 81 as per Georgia DOT standards.

SR 81 at Mill Road

- Add a dedicated southbound right turn lane on Mill Road per Georgia DOT standards.

SR 155 at Industrial Parkway/Liberty Industrial Parkway

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant is met at this intersection. The traffic conditions do not meet the peak hour signal requirement for the installation of a traffic signal for the Base 2007 volumes. Due to the relatively low volumes at the intersection, a traffic signal is not recommended for the base conditions; however, the LOS standard can only be attained at this intersection if a signal is installed. It should be noted that this intersection has been identified as a candidate for a traffic signal as indicated in the McDonough Village Green DRI #400.
- Add a southbound right turn lane on Industrial Parkway per Georgia DOT standards.

SR 155 at Westridge Parkway

- As described in section 6.1 of the traffic study, a number of assumptions were applied to estimate the volumes for this intersection. The intersection will not have the required traffic volumes to satisfy even the peak hour signal warrant required for installation of a traffic signal using the Base 2007 traffic volumes. It is recommended that this intersection be reevaluated once Westridge Parkway extends to SR 155. The county should monitor the growth along the Westridge Parkway corridor and determine at which time this intersection will need a traffic signal.

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.

SR 81 at Old Highway 3 (Northern)

- Add an eastbound right turn lane on SR 81.

SR 20 at Industrial Parkway/ West Site Driveway

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant is met at this intersection. The projected future 2007 traffic volumes strongly meet the peak hour warrants required for installing a traffic signal at this location. Signal warrants will likely be satisfied strongly during all operating hours for the proposed development. Therefore a traffic signal is recommended at this intersection.
- The southbound approach to the intersection is recommended to have a dedicated left turn lane and a shared through/right turn lane.
- Add a dedicated westbound right turn lane and a dedicated eastbound left turn lane on SR 20 per Georgia DOT standards. The eastbound left turn movement is recommended to have protected + permissive phasing.

SR 81 at Old SR 81/North Site Driveway

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- A signal warrant analysis for the peak hours was performed to determine if signalization is needed at this intersection. The projected future 2007 traffic volumes strongly meet the peak hour warrants required for installing a traffic signal at this location. Signal warrants will likely be satisfied strongly during all operating hours for the proposed development. Therefore a traffic signal is recommended at this intersection.
- The eastbound approach to the intersection is recommended to have a dedicated left turn lane and a shared through/right turn lane.
- Convert the existing westbound right turn lane into a shared through/right turn lane.
- Add a dedicated southbound right turn lane and a dedicated northbound left turn lane on SR 81 per Georgia DOT standards. The northbound left turn movement is recommended to have protected + permissive phasing.

SR 20 at East Site Driveway

- A signal warrant analysis for the peak hours was performed to determine if signalization is needed at this intersection. The projected future 2007 traffic volumes strongly meet the peak hour warrants required for installing a traffic signal at this location. Signal warrants will likely be satisfied strongly during all operating hours for the proposed development. Therefore a traffic signal is recommended at this intersection.
- The southbound approach to the intersection is recommended to have a dedicated left turn lane and a shared through/right turn lane.
- Add a dedicated westbound right turn lane and a dedicated eastbound left turn lane on SR 20 per Georgia DOT standards. The eastbound left turn movement is recommended to have protected + permissive phasing.

SR 20 at Right-in/ Right-out Driveway

- Add a westbound right turn lane on SR 20 per Georgia DOT Standards.
- Add a dedicated southbound right turn on the driveway approach.

SR 81 at Right-in/Right out Driveway

- Add a southbound right turn lane on SR 81 per Georgia DOT Standards.
- Add a dedicated southbound right turn in the driveway approach.

SR 81 at Mill Road

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant is met at this intersection. The traffic conditions warrant at least the peak hour signal warrant required for installation of a traffic signal for the Future 2007 traffic volumes. A detailed signal warrant analysis is recommended prior to the installation of a traffic signal at this location.

Mount Carmel Road at Mill Road

- Add stop control to the eastbound and westbound approaches along Mount Carmel Road creating a 4-way stop condition.

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?

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GRTA Xpress route #430 provides service from the McDonough park and ride lot, within ½ mile of the proposed site, to Downtown Atlanta. Service is provided Monday through Friday from 5:45 am till 7:45 am in the morning and from 3:30 pm till 6:00pm in the evenings. Headways range from 30 to 45 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR .6-.8	4%	4%
Where Retail is dominant, 10% Residential or 10% Office	4%	4%
TMA or Parking Management Program	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
TOTAL		15%

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

The traffic study reports ten of the study intersections for this project will operate below LOS minimum standards prior to development. The area where this project is proposed is experiencing tremendous growth and suffers from increasing peak hour congestion. It is suggested that all recommended improvements be implemented prior to construction in order to minimize the impact this development will have on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.64 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Walnut Creek plant will provide wastewater treatment for the proposed development. Information submitted for the review states the sewer line will be extended by Henry County Water & Sewer Authority. The line and service will be operational by December 2006.

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

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The capacity of Walnut Creek Plant 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	4	0		0		New Plant. Projected inservice date of early 2004.

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.74 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 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.



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INFRASTRUCTURE

Other facilities

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

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

No comments were received identifying unusual intergovernmental impacts.

HOUSING

Will the proposed project create a demand for additional housing?

No. The development is proposing 100 residential 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 there is available housing of multiple price ranges within the immediate area of the development.

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* 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.



FILL

City of McDonough

136 Keys Ferry Street • McDonough, GA 30253 • (770) 957-3915 • Fax: (770) 957-7231

September 19, 2005

MAYOR
Richard E. Crade

COUNCIL MEMBERS
Monta Brown
Mike Crawford
Gail Notti
Roger Pruitt
B.P. Reeves
Rufus Stewart

CITY CLERK
Evelyn Craig

CITY
ADMINISTRATOR
James Lee

Fax: (770) 898-1086

Mr. Jeff Pape
c/o Dan Gordon
North American Properties – Atlanta Ltd.
1080 Holcomb Bridge Road
Building 200, Suite 150
Roswell, Georgia 30076

RE: GRTA Letter of Understanding (dated September 12, 2005)
SouthPointe Retail Facility
McDonough, Georgia

This is to provide documentation of the statements requested by GRTA on behalf of ARC for the preparation/submittal of DRI form 2 for the aforementioned development by North American Properties at Exit 218 Interstate Gateway Activity Center.

McDonough LCI:

The 2004 LCI program awarded to the City of McDonough would need to be expanded along the existing western boundary (I-75 Corridor) to accommodate the proposed South Point Commercial Village Retail development.

The proposed South Point development would assist in progressing the primary initiatives of the LCI program by:

- Assisting in expanding and providing a major anchor for the Exit 218 Interstate Gateway Activity Center located on the SR 20/81 Corridor that provides east-west vehicular circulation to Hampton and other major points of destination within Henry County;
- Assisting in expanding and providing multiple alternative modal transportation system opportunities (bicycle, pedestrian, multi-purpose (golf carts)) for the Exit 218 Interstate Gateway Activity Center, Avalon Development and SR 20/81 Corridor;
- Assisting in the preservation of historical significance of architecture through the use of at least one (1) architectural design element from the Historic Downtown Square District for connectivity and the natural environment through native specimen landscaping integrated into streetscape planting design.

Highway 20 Corridor Study: (Pending Review/Approval)

The proposed South Point development coupled with the expansion of the 2004 LCI program boundaries (see above) would assist in progressing the primary initiatives of the Highway 20 Corridor Study program by:

- Assisting in providing a major anchor in the form of new development in the first development zone of the SR 20/81 Corridor that provides east-west vehicular circulation to Hampton and other major points of destination within Henry County;
- Assisting in expanding and providing the initial start-up of multiple alternative modal transportation system opportunities(bicycle, pedestrian, multi-purpose (golf carts)) for the SR 20/81 Corridor that would be linked with the existing Avalon GRTA Express Bus facility and other system improvements;
- Assisting in establishing uniform architectural design standards which would allow the preservation of historical design elements from the Historic McDonough Downtown Square District and other designated place of Historical significance integrated into streetscape planting designs utilizing native plant species for similar preservation/protection purposes.

Regards,


Rodney C. Heard
Community Development Director

cc: Mayor Richard Craig
James Lee, City Administrator
Nan Lee, Economic Development Director
Scott A. Haeberlin, Assistant Community Development Director



City of McDonough
Community Development, 3rd Floor

136 Keys Ferry Street,
McDonough, GA 30253
Phone (770) 678-4622

October 25, 2005

Atlanta Regional Commission
Attn: Mike Alexander, DRI Director
40 Courtland Street
Atlanta, Georgia 30303

RE: Atlanta Regional Commission (ARC) Land Use/Project Summary
SouthPoint Regional Retail Development – DRI # 902
SR 20W, Exit 218 Gateway Activity Center

Provided herein are the items that you requested per our discussions on 10/24/05 pertaining to the scheduled final DRI review of the SouthPoint regional retail development.


Rodney C. Heard
Community Development Director

- Item 1 Zoning Petition with designated zoning categories (C-3/RCD)
- Item 2 Zoning District summaries
- Chapter 17.68 C-3 (Highway Commercial)
 - Chapter 17.48 RCD (Residential Condominium)
 - Table 17.84.010 Dimensional Setbacks
- Item 3 Notations on Variations needed for zoning process
- Increase in density by 92 DUA and height for seven (7) story residential building in RCD zoning per a specific location in a mixed-use development within an activity center adjacent to the I-75 interstate corridor in the northwest quadrant of Exit 218;
 - Reduction in number of parking spaces and size to encourage alternate modes of transportation;
 - Reduction in dimensional setbacks to allow placement of built structure(s) closer to pedestrian circulation pathways;

City of McDonough
Community Development, 3rd Floor
136 Keys Ferry Street
McDonough, Georgia 30253
Phone 678-432-4622/Fax: 678-432-4665

Tracking #: _____

ANNEXATION/ZONING/LAND USE MAP AMENDMENT APPLICATION

*Check appropriate box:

☐ ANNEXATION:

> County Zoning: _____

(Current)

City Zoning: _____

(Proposed)

☐ REZONING: City

> County Zoning: _____

C-3/M-1
(Current)

City Zoning: _____

C-3/BCD
(Proposed)☐ ANNEX/REZONE:

> County Zoning: _____

(Current)

City Zoning: _____

(Proposed)

* Acreage: approximately 70 acres (+/-)

Land Lot(s): _____

If pursuing an annexation petition then identify method being used.

Extension method requested (choose one):

1. ☐ 100% Annexation method (requires signatures from all owners of all non-public land proposed for annexation.)
2. ☒ 60% Annexation method (requires application(s) of not less than 60% of property owners of the total land area which is contiguous to the existing City Limits by at least one-eighth).
3. ☐ Other, Existing City Property

Project Location: South Point - Near the intersection of 20/83Project Name: South Point

Applicant(s):

Pape
(Last)Jeffrey
(First)

Address:

1080 Holcomb Bridge Road
(Street) (City)Roswell GA 30076
(State) (Zip)

Phone:

770-325-4913

Cell:

404-386-5710

Fax:

770-643-9540

Owner(s):

John Orens

Phone:

404 314 4575

Owner(s):

Richard Leyer

Phone:

770 480-8744 405 5254

The above named hereby request (complete all items within each request that applies):

- 1.
- ☐
- Land Use Plan Amendment/Proposed Designation(s): _____

(Proposed zoning and use)

- 2.
- ☐
- Official
- ☐
- Private Zoning Map Amendment

REQUIRED ATTACHMENTS: (Incomplete applications will drastically slow down processing)

1. ☐ Legal Description of Proposed Property (Exhibit "A")
2. ☐ Disclosure Report
3. ☐ Site Plan(s) and Drawings: (1 copy: 24"x 36" and 10 copies 11" x 17") (Rezone only)
4. ☐ Survey Plat of Property(ies) Proposed for Amendment (Exhibit "B")
** Georgia Registered Land Surveyor (1 copy: 24" x 36" & 5 copies: 11" x 17")**
5. ☐ Completed Façade Application (include all requested items) not necessary for
Annexation Only
6. ☐ Other (as may be required by Planning Commission/City Council): _____

ZONING

17.68.010

CHAPTER 17.68 C-3 HIGHWAY COMMERCIAL DISTRICT

Sections:

- 17.68.010 Purpose and permitted uses.
17.68.020 Special uses.

17.68.010 Purpose and permitted uses.

A. The C-3 Highway Commercial District is intended to promote suitable areas for those business and commercial uses which primarily serve the traveling public and benefit from direct access to major streets.

B. Within any C-3 Highway Commercial District, the following uses shall be permitted unless one or more of these uses are otherwise prohibited, not authorized, limited, or restricted by the city council when acting upon a zoning application and/or rezoning of a parcel(s) of property:

1. Ambulance service, provided there is no outside storage of vehicles, supplies, or equipment.
2. Animal hospitals or veterinary clinics, provided that all structures and activities shall be at least 100 feet from any property zoned or used for residential purposes.
3. Automobile repair garages, but excluding open storage of wrecked or nonoperative automobiles and trucks.
4. Auction gallery.
5. Automobile sales, new and used.
6. Banks, and related financial institutions.
7. Billiards or pool halls.
8. Boat sales, new and used.
9. Commercial indoor and outdoor recreation and amusement facilities.
10. Funeral homes and mortuaries.
11. Pawn shops.
12. Public works and public utility facilities such as distribution lines, transformer stations, transmission lines and towers, water tanks and towers, pumping stations, telephone exchanges, but not service or storage yards.
13. Radio and TV stations and transmission towers.
14. Restaurants, bars, grills and similar eating institutions including drive-ins provided that a pass lane of at least 12 feet has been provided for the drive through.
15. Retail businesses selling convenience goods and services to the traveling public and residents of adjacent neighborhoods, provided that any manufacturing of products sold on the premises is incidental to the retail business and occupies less than 30 percent of the total floor area.
16. Service stations, provided that:
 - a. All pumps and canopies shall be located at least 20 feet from any public right-of-way;
 - b. All buildings and appurtenances shall be located at least 100 feet from any residential district line; and
 - c. All fuel is stored underground outside any public right-of-way.
17. Theaters, drive-ins, provided that:
 - a. No part of the theater screen, projection booth, or other building shall be located closer than 500 feet to any residential district nor closer than 50 feet to any property line or public right-of-way; and
 - b. The theater screen shall not face a major street, highway, or interstate; and
 - c. Reserve parking space off the street shall be provided for patron awaiting admission in an amount of not less than 30 percent of the theater.
18. Florist shop.
19. Sign companies, with no outside construction or heavy manufacturing.
20. Automobile repair garages limited to minor routine maintenance with no overnight storage of any vehicles.

17.48.010

MCDONOUGH CODE

CHAPTER 17.48 RCD RESIDENTIAL CONDOMINIUM DISTRICT

Sections:

17.48.010	Purpose.
17.48.020	Density and spacing requirements.
17.48.030	Parking.
17.48.040	Recreation and buffer requirements.
17.48.050	Streets.
17.48.060	Plan review.
17.48.070	Permitted uses.
17.48.080	Dimensional requirements.
17.48.090	Special Uses.

17.48.010 Purpose.

This district is composed of certain lands in the city intended to be used primarily for medium density, multi-family dwellings. The development may be under condominium, individual or cooperative ownership with or without the subdivision of the land parcel into individual lots and blocks and where there may be commonly owned areas for the joint use of the residents.
(Ord. of 9-16-1985, (part))

17.48.020 Density and spacing requirements.

A maximum of eight multiple-family dwelling units per acre is permitted in an RCD district with a maximum of six units in any one contiguous building. A distance of thirty (30) feet is required between buildings and no building shall be located closer than thirty (30) feet from a property line. Provided, however, where a developer has a tract of land that contains some land that cannot be built upon, the developer may then build up to fourteen (14) units per acre on the land that is usable. However, in this case the maximum density shall be no more than seven units per acre of total land. For this purpose the total land that can be built upon shall not include rivers, streams and floodplain.
(Ord. of 9-16-1985, (part))

17.48.030 Parking.

Two off-street paved parking spaces shall be required per unit.
(Ord. of 9-16-1985, (part))

17.48.040 Recreation and buffer requirements.

Within an RCD district, at least thirty (30) percent of the total gross land area of the development shall be devoted to recreational area or open area suitable for recreation purposes. Areas utilized as streets, driveways, parking and yards may not be used in the computation of recreation and open space requirements in the district. A planted buffer strip shall be maintained on all boundaries of the RCD district except the street boundary line.
(Ord. of 9-16-1985, (part))

17.48.050 Streets.

In an RCD district, collector streets (as determined by the planning commission or the land use plan of the city) shall be public and constructed according to the subdivision regulations.
(Ord. of 9-16-1985, (part))

17.48.060 Plan review.

Before a building permit can be issued in an RCD district, a preliminary site plan shall be submitted to the secretary of the planning commission at least ten days prior to the regular meeting of the planning commission. The preliminary and final site plan shall follow the same procedure required of subdivision plats in the city. Utility, street and drainage plans shall be submitted to the appropriate department for approval prior to submission to the planning commission.
(Ord. of 9-16-1985, (part))

17.48.070 Permitted uses.

Within any RCD district, the following uses shall be permitted:

- A. Any use permitted in R-75 district;
 - B. Multi-family dwellings.
- (Ord. of 9-16-1985, (part))

17.48.080 Dimensional requirements.

The minimum floor areas are as follows:

- A. One-bedroom unit: one thousand two hundred (1,200) square feet;

17.84.010 Dimensional requirements.

The following table designates the dimensional requirements of each zoning district.

District	Minimum Lot Size in Square Feet (a)				Minimum Lot Width (Feet)	Minimum Heated Floor Area in Square Feet/Unit	Minimum Distance to bldgs. on same lot	Minimum Front Yard Setback from Street Right-of-Way		Yard Setbacks			
	One Family Structure	Two Family Structure	Multi-Family Structure	Other Uses				Major Streets	All Other Streets	Minimum Side Yard (Feet)	Minimum Rear Yard (Feet)	Maximum Height (Feet)	Maximum Lot Coverage in Percentage
RA-200	62,000			62,000	200	2,000(b)	20	60	50	20	40	35	20
R-100	21,780			22,000	100	2,000(b)	20	50	40	15	40	35	20
R-85	14,000			15,000	85	1,800(b)	20	50	40	10	40	35	30
R-75	12,000			12,000	75	1,600(b)	20	50	35	10	30	35	30
RM-75	11,000		(b)	12,000	75	(d)(f)	(c)	40	35	10(e)	35	35	30
RTD	12,000				20	1,200(f)	30	35	35	30	30	35	35
RCD	12,000				20	1,200(f)	30	35	35	30	30	35	35
R-60	8,000				80	1,600(b)	N/M	10	10	7.5	30	35	35
O-1	N/A				75	N/M	N/M	40	30	10(e)	30(e)	35	30
C-1	N/A	N/A	N/A		N/M	N/M	N/M	40	30	N/M(f)	N/M(f)	35	30
C-2	N/A	N/A	N/A		N/M	N/M	N/M	40	30	N/M(f)	N/M(f)	45	30
C-3	N/A	N/A	N/A		N/M	N/M	N/M	40	30	N/M(f)	N/M(f)	40	30
C-4	N/A	N/A	N/A		N/M	N/M	N/M	40	30	N/M(f)	N/M(f)	50	30
M-1	N/A	N/A	N/A		N/M	N/M	N/M	40	30	N/M(f)	N/M(f)	50	30
M-2	N/A	N/A	N/A	43,560	100	N/M	N/M	40	30	N/M(g)	N/M(g)	50	30
MU-CR													

Notes:

N/A Not applicable

N/M No minimum requirement

- a. If public sewer system is not accessible, an alternative method of sewage disposal for each lot, or a community sewerage system, may be used in compliance with the standards of the Henry County health department. Such standards may require a greater minimum lot area and/or width than specified in this title.
- b. Residential density cannot exceed eight (8) units per acre of developed land. For purposes of calculating this density and acreage, developable land shall not include any portion of the lot containing rivers, streams, and/or floodplains.
- c. The minimum distance between buildings located on the same lot, when so arranged shall be as follows:
- | | |
|------------------------|------------------|
| Front to front | fifty (50) feet |
| Front to rear | fifty (50) feet |
| Rear to rear | fifty (50) feet |
| Front to rear to side | thirty (30) feet |
| Side to side | twenty (20) feet |
| All other arrangements | thirty (30) feet |
- d. One family dwelling units shall have a minimum floor area of one thousand two hundred (1,200) square feet per unit. Multi-family units shall have the following minimum floor area based on the number of bedrooms:
- | | |
|---------------------------------|--|
| Efficiency or one-bedroom units | six hundred (600) square feet |
| Two-bedroom units | nine hundred (900) square feet |
| Three-bedroom units | one thousand two hundred (1,200) square feet |
- e. When and O-1 or RM district abuts a single-family district, a setback of fifty (50) feet shall be provided including a buffer strip.
- f. When a C or M-1 district abuts a residential district, a setback of fifty (50) feet shall be provided including a buffer strip.
- g. When an M-2 district abuts a residential district, a setback of one hundred (100) feet shall be provided including a buffer strip.
- h. In addition to the minimum heated floor area required, each single-family dwelling unit shall be provided with, at a minimum, an enclosed two-car garage.
- i. In addition to the minimum heated floor area required, each single-family unit shall be provided with, at a minimum, an enclosed two-car garage.
- j. One thousand two hundred (1,200) square feet of floor area shall be the minimum required for a one-bedroom unit; one thousand three hundred (1,300) square feet of floor area shall be the minimum required for a two-bedroom unit; one thousand four hundred (1,400) square feet of floor area shall be the minimum required for a three-bedroom unit.

(Ord. No. 97-8-28R-100; Ord. of 9-16-1985 (part); Ord. of 6-19-1995; Zoning Ord. Art. IX, 1979; Ord. No. 04-12-06-B, § XXXVII, 12-6-2004)

CD17:40

CD17:41

17.84.010

MCDONOUGH CODE

ZONING

17.84.010



Board of Commissioners

Jason T. Harper
Chairman

Warren E. Holder
District I

Elizabeth 'B.J.' Mathis
District II

Randy Stamey
District III

Gerry Adams
District IV

Lec Holman
District V

Rob Magnaghi
County Manager

Susan B. Craig
County Clerk

October 21, 2005

Mr. Mike Alexander
Review Coordinator
Atlanta Regional Commission
40 Courtland St. NE, Atlanta, GA 30303

Mr. Alexander:

Because the proposed SouthPoint Mall development was found by Atlanta Regional Commission (ARC) staff to fail to meet a majority of ARC's Regional Development Goals and Policies, and because the proposed SouthPoint Mall development was found by ARC staff to not be in the best interest of the region, please be advised that as District II Commissioner for Henry County, in which district the proposed SouthPoint Mall would be located, I am opposed to the development as presented. Henry County is an integral part of the Atlanta Region and Henry County intends to be a leader of quality growth and development on Atlanta's Southside.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth 'B.J.' Mathis".

Elizabeth 'B.J.' Mathis
District II Commissioner, Henry County

cc: Jason T. Harper, Chairman, Henry County Board of Commissioners
Tommy Smith, Executive Assistant to the Board of Commissioners
Stacey D. Jordan, Executive Assistant to the Board of Commissioners for
Planning and Economic Development

South Point DRI GDOT Comments

- The proposed mall development entrance is located within 1500 feet of the I-75 interchange with SR 20. The additional traffic generated by this development will overwhelm the operation of this interchange due to its proximity and will require a major reconstruction to handle this traffic. There are no projects proposed to improve this interchange in either the GDOT Construction Work Program or the ARC Constrained transportation plan. The cost of this reconstruction will be very high and no public funds are available.
- The Department only recently completed the widening of SR 20 to 4 lanes. The additional traffic projected for this development will require two additional lanes from I-20 to Parkside Place at a minimum and possibly as far as Westridge Industrial Boulevard to accommodate the truck movements to the Westridge Industrial Park.
- Henry County is developing major industrial parks along SR 155, part of development plan for 5000 acres in the County. Avalon Boulevard, opposite SR 81 provides needed alternate access to these developments due to the heavy congestion on SR 155. The truck traffic will mingle with commercial traffic near the I-75 interchange and will need special operational treatments to handle turning movements. Recommended improvements to the SR 20 at SR 81 intersection do not take these movements into consideration.
- The operation of the mall entrances is predicated on several projects to reconstruct intersections and install signals. Unless the developer is willing to pay for these improvements, the operation of the mall will require a significant public investment to support this private enterprise.
- The proposed development could require more than \$50 million in transportation improvements to maintain the level of service that the 2030 Mobility Plan provides.

June 8, 2005

Beth Spratt
310 Westover Court
McDonough, Georgia 30253

M. Haley Fleming
Atlanta Regional Commission
40 Courtland Street
Atlanta, Georgia 30303

Dear M. Haley Fleming,

Thank you for your response to my letter dated May 12, 2005. I am very interested in knowing when the meeting is scheduled so the community can express valid concerns the development will have on the surrounding area. So far the developers have not cared enough about the community to even present the proposed layout and plans to the community. If the proposed development is so good for the area, Henry County, and the State, then how come it is not going to be unveiled to the public until approval is made? Sounds to me like the community and surrounding area affected is being railroaded into a project that will cause more problems and headaches than it is worth! How can anyone who is supposed to represent the State's interest approve a proposal with more entrances/exits on a 2 lane STATE ROAD than on a newly widened 4 lane State road? Anyone can see that Highway 81 will have to be widened before the development even opens and the State and Taxpayers will carry that burden. Plus how many empty boxes will this development cause with businesses opening up stores there. Kohl's already has a store in Stockbridge and JC Penny's has stores in Morrow and Griffin. Not to mention the effect of this development on Henry Towne Center located 1 exit away.

I believe the concerns aired in the attached letter are valid and should be addressed before approval is granted. The best way to have concerns addressed is to schedule a Town Hall Meeting before ARC will approve the project!

I look forward to hearing from you concerning the date of the hearing!

Sincerely,



Beth Spratt

Harper Oglesby
309 Westover Court
McDonough, Georgia 30253

May 12, 2005

Atlanta Regional Committee
40 Courtland Street
Atlanta, Georgia 30303

Dear Mr. Alexander,

Last week in the Atlanta Journal/Constitution and the Henry Daily, there was an article about the proposed South Point Mall project at the corner of Highways 20 & 81 in McDonough. I live across the street from the proposed project and have a few concerns I wish to address before this project gets going too far.

The first problem is the number of entrances/exits on Highway 81. From the layout of the project that I found on northamericanproperties.com, there are only 2 proposed entrances/exits on Highway 20, and 5 entrances/exits on Highway 81 which does not take into account the entrances/exits for the proposed future development. As you well know, Highway 20 has just been widened to 4 lanes while Highway 81 is a 2 lane state road. Highway 81 cannot handle all the extra traffic placed on it by this proposed 1 Million S.F. Regional Center. The residents around this proposed development request that no approval be allowed until the traffic issue is resolved on Highway 81. There are three possible solutions. One would be to require the developers to widen Highway 81 through the entire project. Another solution is to put the project on hold until the State of Georgia decides to widen Highway 81, or have only 1 or 2 at the most entrances/exits on Highway 81. Tuesday of this week, it took me 30 minutes to go from my house to across the interstate to Wal-Mart that is less than 2 miles away. Imagine how bad it will be when the Regional Center is built! Something needs to be done NOW before the impact of the development is too bad on the surrounding community.

Secondly, this proposed Regional Center is adjacent to an Elementary School. This project is claiming to be a 1 Million S.F. Regional Center, and will cause a ton of traffic for the surrounding area. This will interfere with bussing to and from the school, plus give an opportunity for more people to have access to school property. What will be done to protect the school and students from harmful predators who will be accessible to the students? The country is having a rash of problems with these predators kidnapping

children and doing harm to them! A school should be located in a safe and quiet learning environment, and I don't see how that can be accomplished being beside a 1 Million S.F. Regional Center.

Finally, the developers have not even had the common courtesy to present the proposed development to the surrounding community. The only way I have any idea of the layout of the proposed development was to find it on the developers website. And I don't even know if the websites plans are the same plans that were actually submitted. The only meeting held by the developers was on June 29, 2004, and there were two plans presented, and the representative for the development said they were only in the preliminary study stage. There were no other meetings scheduled, and according to the newspapers, the City of McDonough and ARC both have applications made for approval of the project. We, the citizens of Henry County, have a vital interest in this project and we wish to be included so that we are treated with respect.

I am concerned that by the time the community has any say so in the proposed development, that it will already be a done deal and there will be absolutely nothing we can do to protect our peaceful and safe community. All of the neighborhoods around this development are located in the County, while this project is in the City. The community is looking for someone to listen to us. We have tried County Officials, our District Representative, the City of McDonough, and now we are asking ARC for help. I am not totally against this project, but the issues I have brought up need to be addressed before the project is approved to protect the quality of life for the community around this project. I would also like to be informed when the ARC hearing is scheduled so I can have the opportunity to attend, and see the plans and have my concerns voiced before the final vote is taken. I believe that would be the proper way to handle things.

Thank you for your time!

Sincerely,

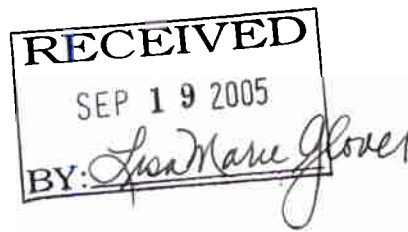


Harper Oglesby

Enclosure: Copy of Proposed Development found on northamericaproperties.com.

September 16, 2005

Nitin Joshi
Jay Petro Inc. dba CITGO
42 Hwy 81 West,
Mc Donough, GA 30253



To,
Mayor Richard Craig,
City of Mc Donough,
136 Keys Ferry St.
Mc Donough, GA 30253

Re: Proposed site of Race Trac Petroleum on
SR 20 W and SR 81

Dear Sir,

We own and operate a CITGO service station at the above address.

Municipal Planning Commission and City Council has approved the rezoning petition of above referenced site in their public review meetings on 23rd August 2005 and 12th September 2005 respectively. We had raised our concerned about the traffic congestion and public safety in both the meetings. However, as we understand from Community Development Director, during our meeting with him on Sept. 15, 2005, that the subject site is on State Routes and the issue/concerns about traffic congestion will be examined by the Development of Regional Impact (DRI) committee. We, therefore, request you to represent our following concern of traffic congestion and public safety to DRI or any appropriate authority/body keeping in view the present traffic conditions, traffic attracted by high traffic business like Race Trac and up coming developments of South Point mall and other BIG BOX retail businesses will bring on west side of I-75 in short term and long term.

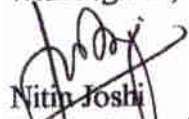
“ Our concern is about the traffic congestion, which may lead to public safety at the intersection of SR 20 W and SR 81. As it is SR 81 is a very busy road at peak hours and traffic is backed up from intersection to all the way up to Toyota dealership and some times beyond that up to Oakland Elementary School, which is only about 0.7 miles away from intersection. This is evident from the enclosed pictures taken on August 22, 2005 between 2.30pm and 4.30pm. This is the traffic situation at present. We have South Point mall and other commercial / retail developments coming up on SR 20 W as that road has been developed into four lane for about 6 miles from that intersection. These developments will bring more traffic west of I-75, which will increase traffic on SR 81 too. In addition the proposed business – Race Trac is also a high traffic business. They have 24 fueling points. As we are in the same kind of business, we estimate Race Trac will attract about 3000 to 4000 vehicles in a day and most of this traffic will be during the traffic peak hours, as their business peak hours and traffic peak hours are same i.e.

between 2.30pm and 6.30pm. During these hours on an average about 200-300 vehicles per hour will enter to this corner from Hwy 20 and exit to Hwy 81, as per their proposed plan, a copy of which is enclosed herewith. About 50-60% i.e. 150-200 vehicles exiting on Hwy 81 would try to merge in to the backed up traffic in order to get back to Hwy 20 or I-75 during traffic peak hours. This would create a very bad traffic situation on Hwy 81, as it is evident from the proposed plan that egress available on Hwy 81 is only about 400 feet away from the intersection of Hwys 20 and 81. We already have bad traffic congestion problem on east of I-75 at the intersection near QT, where two high traffic businesses viz. QT and Wal-Mart are located. This traffic congestion problem had lead to a fatal accident few months ago and one police officer had lost his life. Particularly the traffic congestion problem may become serious at the intersection of Hwys 20 and 81, as intersection is hardly about 3000 feet away from expressway ramp. The congestion may resultantly affect traffic on over bridge as well as in bound ramp of I-75 south."

Severe traffic congestion leading to traffic back up on expressway ramp and over the bridge will drive away business for the businesses located near intersection. We appreciate the efforts made by the local and county governments to develop west side of I-75 for overall development of that area. However, it is requested that instead of concentrating high traffic businesses on congested intersections or in a very close proximity of area, they may be harmoniously paced out keeping in view the traffic flow/pattern, traffic congestion and overall area to be developed, which may enhance the public safety. It would be pertinent to give few examples, which we are aware of, viz. Exit-71 on I-20 of Panola Road, which has Wal-Mart and QT, Exit-75 on I-20 that has Stone Crest mall and Exit-82 on I-20 that has Wal-Mart and Home Depot. All these locations face severe traffic congestion during traffic peak hours as either high traffic businesses are located in close proximity or on congested intersection or both, and incidentally they are all located very close to expressway ramps.

We hope that Mr. Mayor, all the council members and appropriate authorities will give due considerations to our concerns. For further information/clarifications please feel free to contact undersigned on 678-591-2500.

With regards,



Nitin Joshi
For Jay Petro Inc.

CC to: Mr. Rufus Stewart---City Council Member
Mr. Roger Pruitt--- City Council Member
Mr. Monta Brown---City Council Member
Mrs. Gail Notti--- City Council Member
Mr. B.P.Reeves--- City Council Member
Mr. James Lee--- City Administrator
Mr. Rodney Heard---Community Development Director
Chief of Police--- City of Mc Donough
Ms. Lisa Marie Glover--- Manager, Transportation Planning
Henry County



Your DRI ID NUMBER for this submission is: **902**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 8/31/2005 10:32:26 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:	City of McDonough
*Individual completing form and Mailing Address:	Rodney C. Heard, Community Development Director, Community Development Department, 136 Keys Ferry Street McDonough, Georgia 30253
Telephone:	678-432-4622
Fax:	678-432-4665
E-mail (only one):	ttmcdcity@charter.net

*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:	South Point	
Development Type	Description of Project	Thresholds
Commercial	South Point is a Retail Development that will include approximately 570000 sqft. of anchors and small shop space and nine out-parcels. There will also be a 60000 sqft. office building. The development covers approximately seventy (70) acres.	View Thresholds
Developer / Applicant and Mailing Address:	North American Properties - Atlanta, Ltd. 1080 Holcob Bridge Road, Bldg. 200, Suite 150 Roswell, Georgia 30076	
Telephone:	770-645-6565	
Fax:	770-643-9540	
Email:	jeff.pape@naproperties.com	
Name of property owner(s) if different from developer/applicant:	Richfield 81 Partners, LLC	
Provide Land-Lot-District Number:	Land Lot(s) 161, 162, 191 and 192, Seventh (7th) District	
What are the principal streets or roads providing vehicular access to the site?	Georgia State Route 20 and State Route 81 immediately west of Exit 218, Interstate 75	
Provide name of nearest street(s) or intersection:	Georgia State Route 20 and State Route 81 immediately west of Exit 218, Interstate 75	
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.):	
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?	Immediately adjacent along northwestern property boundary
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: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Henry County Water & Sewer Authority
What is the name of the wastewater treatment supplier for this site?	Henry County Water & Sewer Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Spring 2007 Overall project: Spring 2007

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?	Y
If amendments are needed, when will the plan/map be amended?	Spring/Summer 2005

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):	

Submitted on: 9/20/2005 3:21:32 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of McDonough
Individual completing form:	Rodney Heard, Community Development Department
Telephone:	678-432-4622
Fax:	678-432-4665
Email (only one):	rhmcddcity@charter.net

Proposed Project Information

Name of Proposed Project:	South Point
DRI ID Number:	902
Developer/Applicant:	North American Properties, Mr. Jeff Pape
Telephone:	770-645-6566
Fax:	770-643-9540
Email(s):	jeff.pape@naproperties.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:	\$95,935,350
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,355,758
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): N/A. The site is vacant. See Supplemental Information for details.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Henry County - Indian Creek
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.074 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: Proposed increase from 24 to 26 MGD with a new facility in S.E. Henry County at Butts County Line.	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	N/A. Waterline is at the site (SR 20)

Wastewater Disposal

Name of wastewater treatment provider for this site:	Henry County - Walnut Creek STP
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.064 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: Sewer line will be extended by Henry County Water & Sewerage Authority. The line / service is to be operational by December 2006.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	4.9 miles to northeast

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.)	2,508 Saturday peak hour trips.
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: All recommended transportation improvements are identified in the DRI Traffic Impact Study as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	24,907 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:	
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?	80% +/-
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Ocmulgee River Basin - no watershed protection district regulations are applicable.	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Storm water will be mitigate with appropriate buffer and detention. See Supplemental Information for details.	

Environmental Quality

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

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

