REGIONAL REVIEW NOTIFICATION

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

DATE: Sept 26 2005 **ARC REVIEW CODE**: R509261

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

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Southpoint Mall
Review Type: Development of Regional Impact

Description: 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.

Based on staff review and pending comments from affected jurisdictions, this proposed development does not meet a majority of the ARC's Regional Development Goals and Policies. The proposed development also received a score of 7 out of a required 15 points on ARC's Air Quality Benchmark Test. Based on the low score on ARC's Air Quality Benchmark Test and inconsistencies with the majority of ARC's Regional Development Policies, the preliminary staff finding is that this development is not in the Best Interest of the Region, and therefore, of the State. ARC staff would like to discuss their concerns with the developer and the City of McDonough.

Submitting Local Government: City of McDonough
Date Opened: Sept 26 2005
Deadline for Comments: *Oct 10 2005*
Earliest the Regional Review can be Completed: Oct 26 2005

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2005-10-10 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Re (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdict the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this propos development in our DRI review process. Therefore, please review the information about the project included on this form and give us you in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Southpoint Mall** *See the Preliminary Report* .

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

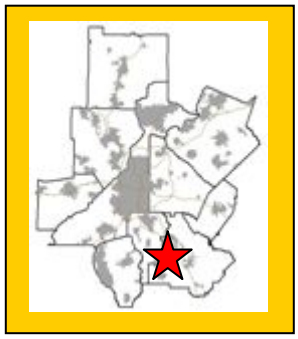
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Oct 10 2005*

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

PRELIMINARY REPORT SUMMARY

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 proposed zoning for the site is C-3 (highway commercial). 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.

To be determined during the review based on comments received by affected local governments.

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

To be determined during the review based on comments received by affected local governments.

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

- Atraffic signal is recommended at this intersection.
- The southbound approach to the intersection is recommended to have a dedicated left turn land 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

- Atraffic 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 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

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?

Based on staff review and pending comments from affected jurisdictions, this proposed development does not meet a majority of the ARC's Regional Development Goals and Policies. The proposed development also received a score of 7 out of a required 15 points on ARC's Air Quality Benchmark Test. Based on the low score on ARC's Air Quality Benchmark Test and inconsistencies with the majority of ARC's Regional Development Policies, the preliminary staff finding is that this development is not in the Best Interest of the Region, and therefore, of the State. ARC staff would like to discuss their concerns with the developer and the City of McDonough.

The proposed development does not meet a majority of ARC's Regional Development Policies. The proposed development is not providing opportunities for new mixed use development within an activity center or along a major transportation corridor by proposing a single use commercial development. The proposed development is not providing a variety of housing choices and prices, which is critical for continued economic vitality and quality of life. Lack of pedestrian scale and focus further diminishes accommodating new growth efficiently in activity centers where existing infrastructure make the site ideal for development.

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, the development should meet 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 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 Study also discusses Village and Neighborhood Centers within the study boundary. The commercial area to the east of Interstate 75 along Hwy 20 is designated as a village/neighborhood area. The proposed development certainly ties into the commercial node at the intersection of Interstate 75 and Hwy 20; however, it is unclear as to how the proposed development would meets the goals that the Study proposes for village and neighborhood centers by creating mixed use character at a neighborhood/village scale. The proposed development is regional, by size and nature

The proposed development is characteristic of auto oriented development that does not lend itself to creating an environment that encourages pedestrian activity or travel. ARC strives to promote developments that are pedestrian scale and include design features that encourages walking for short trips. As stated in information submitted for the review, the proposed development will assist in "expanding and providing multiple alternative modal transportation system opportunities," a goal set forth in the LCI Study. ARC staff is unclear as to how the proposed development meets this goal of the LCI Study.

City of McDonough should consider several design standards, as well as the architectural design standards being proposed in the downtown core by the LCI study. 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 L should also be built to city/county road standards. The 130 parking spaces located along Road L should be removed to allow for clear movement of traffic. 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. Finally, Road E should be built to city/county road standards and connect through the development to the undeveloped land to the west.

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 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.

PRELIMINARY 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.

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.

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.

The proposed development is expected to generate 1,279 retail and commercial, according to information submitted for the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $95,935,350 with an expected $1,355,758 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Water Supply Watersheds 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:

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?

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:

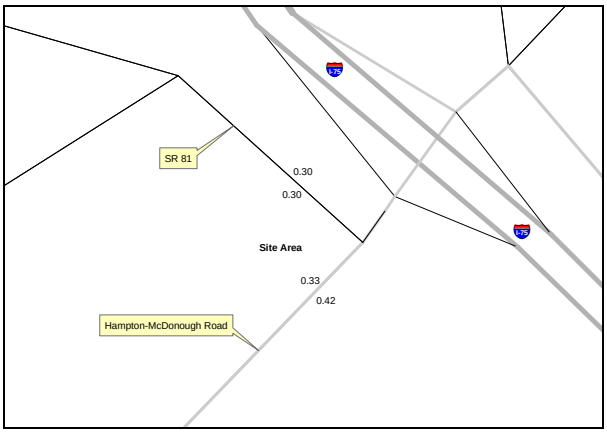
Land Use	P.M. Peak Hour			SAT. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
604,569 sq ft Retail	985	1068	2053	1450	1338	2788	21871
9,000 sq ft Quality Restaurant	45	22	67	57	40	97	810
3,500 sq ft Fast Food	63	58	121	106	101	207	1736
20 Pump Gas Station	134	134	268	134	134	268	3256
6,500 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?

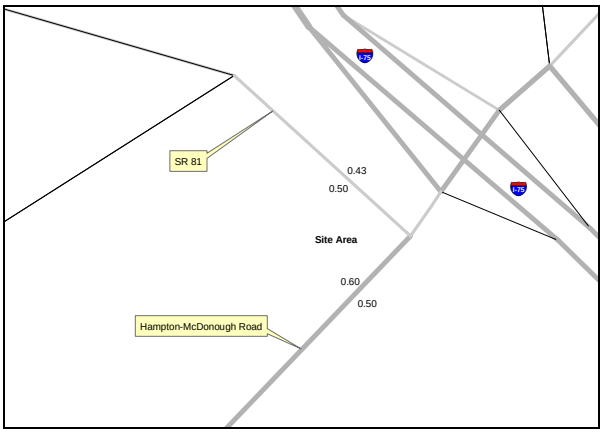
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

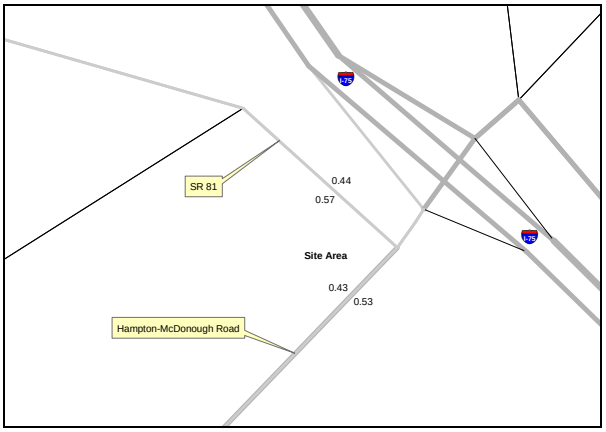
V/C Ratios



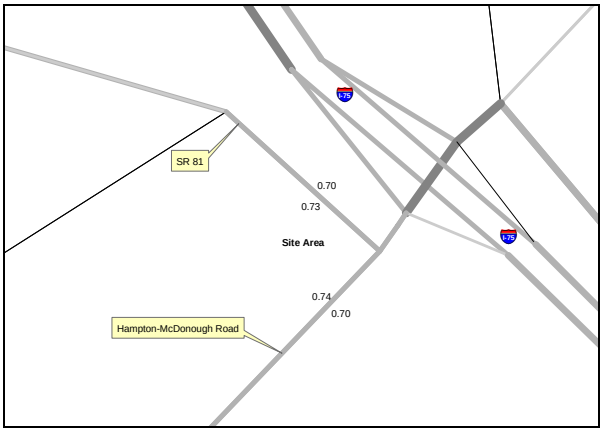
2005 AM Peak



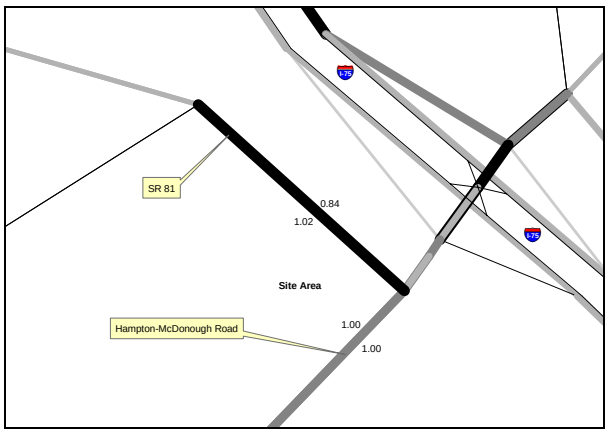
2005 PM Peak



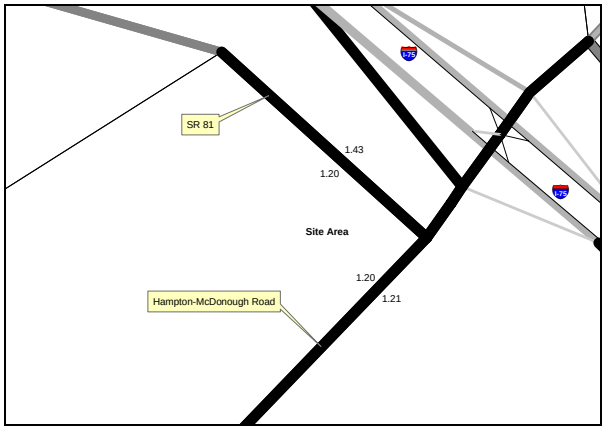
2010 AM Peak



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 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.
- 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 land 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 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?

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
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
TMA or Parking Management Program (preferred parking spaces for hybrid vehicles)	3%	3%
TOTAL		**7%**

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?

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.

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

Yes.

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.

* 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.

FILE

City of McDonough

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

MAYOR
Richard E. Craig

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

CITY CLERK
Evelyn Craig

CITY ADMINISTRATOR
James Lee

Fax: (770) 898-1086

September 19, 2005

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

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 amd 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**):	rhmcdcity@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:	

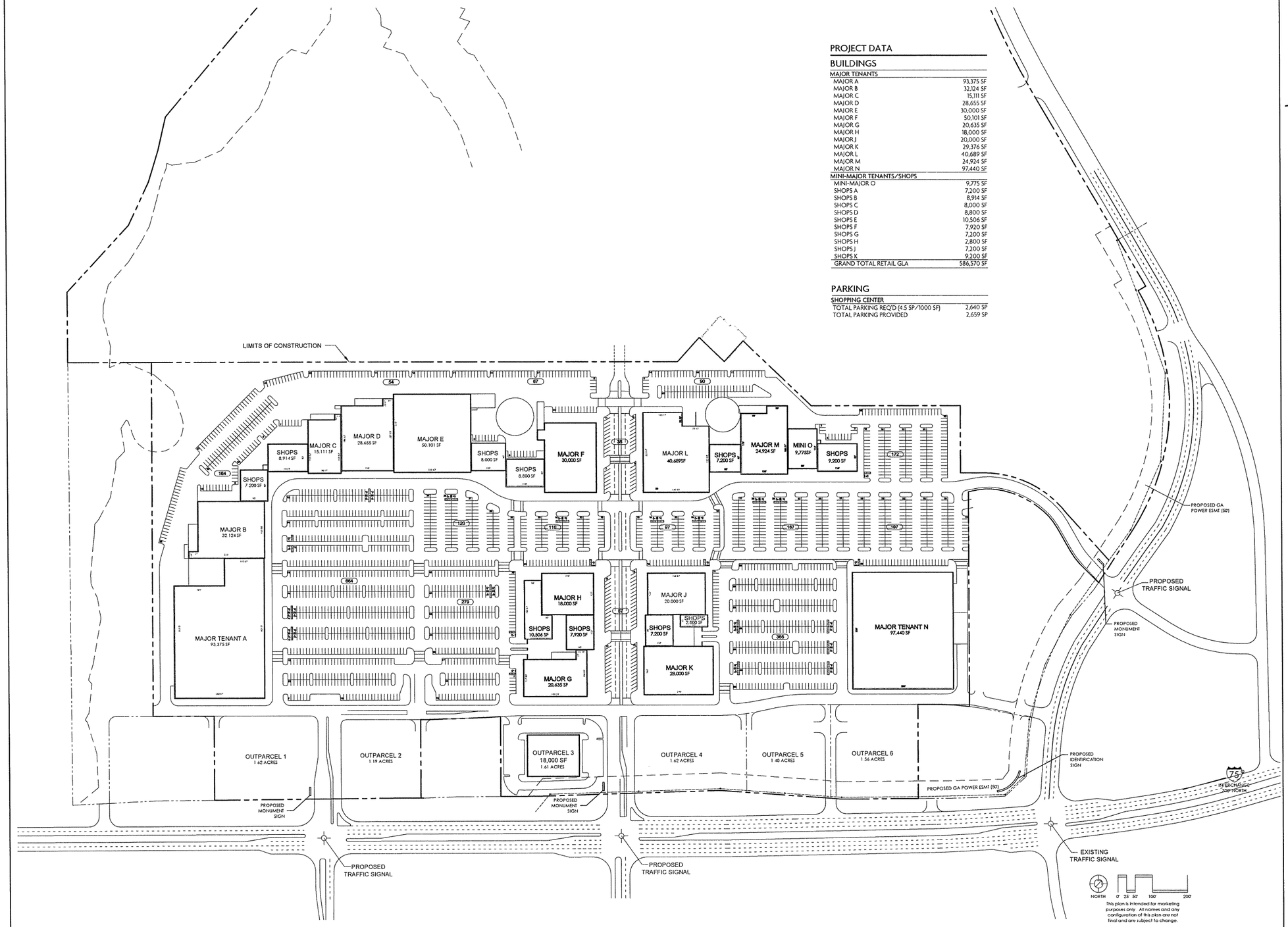
PROJECT DATA

BUILDINGS

MAJOR TENANTS	
MAJOR A	93,375 SF
MAJOR B	32,124 SF
MAJOR C	15,111 SF
MAJOR D	28,655 SF
MAJOR E	30,000 SF
MAJOR F	50,101 SF
MAJOR G	20,635 SF
MAJOR H	18,000 SF
MAJOR J	20,000 SF
MAJOR K	29,376 SF
MAJOR L	40,689 SF
MAJOR M	24,924 SF
MAJOR N	97,440 SF
MINI-MAJOR TENANTS/SHOPS	
MINI-MAJOR O	9,775 SF
SHOPS A	7,200 SF
SHOPS B	8,914 SF
SHOPS C	8,000 SF
SHOPS D	8,800 SF
SHOPS E	10,506 SF
SHOPS F	7,920 SF
SHOPS G	7,200 SF
SHOPS H	2,800 SF
SHOPS J	7,200 SF
SHOPS K	9,200 SF
GRAND TOTAL RETAIL GLA	586,570 SF

PARKING

SHOPPING CENTER	
TOTAL PARKING REQ'D (4.5 SP/1000 SF)	2,640 SP
TOTAL PARKING PROVIDED	2,659 SP



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PHILLIPS
PARTNERSHIP
Architecture • Interior Design • Planning

Phone 770.394.1616 Fax 770.394.1314

CONSULTANT

SEAL

REVISIONS

#	DATE	DESCRIPTION

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PROJECT

SouthPoint
McDONOUGH GEORGIA

CLIENT

CLIENT

NORTH AMERICAN PROPERTIES

NORTH AMERICAN PROPERTIES - ATLANTA
9755 DOGWOOD ROAD SUITE 150
ATLANTA, GEORGIA 30075
TEL (770) 643-6598 FAX (770) 643-6540

PHILLIPS JOB NUMBER 0208610

ISSUE DATE 08/29/05

DRAWN BY/CHECKED BY MRE/RF

DRAWING TITLE
PRELIMINARY SITE PLAN

SHEET NUMBER
DP.24

9000 CENTRAL PARK WEST
SUITE 400
ATLANTA, GEORGIA 30328