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: 6/27/2005 **ARC REVIEW CODE**: R506272

TO: Chairman Jason Harper
ATTN TO: Cheri Hobson-Matthews, Chief Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

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

Submitting Local Government: Henry County
Name of Proposal: **Walker Drive**

Review Type: Development of Regional Impact	**Date Opened:** 6/27/2005	**Date Closed:** 7/27/2005

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 proposed Walker Drive mixed use development is consistent with several of ARC's Regional Development Policies. The development offers retail and neighborhood services to the residents of the development and provides good connectivity between the various land uses on site. It is strongly recommended that convenient, safe access is provided to both the elementary and high schools across Walker Drive. The developer should work with the school district to ensure the proper measures are taken to ensure safe access to the schools.

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
CITY OF MCDONOUGH	CITY OF HAMPTON	HENRY COUNTY SCHOOLS
CITY OF LOCUST GROVE	CLAYTON COUNTY	CITY OF STOCKBRIDGE

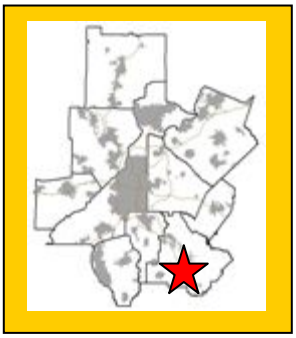
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	June 27, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Walker Drive #749
Final Report Due:	July 27, 2005		Comments Due By:	July 11, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



Walker Drive is a proposed mixed use development on 232.76 acres that will include 545 single family homes, 86 townhouse, and 100,000 square feet of retail space. The site for the proposed development is located in south central Henry County along Walker Drive, west of State Highway 155 The residential portion of the proposed development will have two access points along Walker Drive. The retail proportion of the proposed development will have two driveway access points onto Walker Drive and three access points on internal roadways.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

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 PD (planned development). The site does not need to be rezoned. The DRI trigger for the site was a modification to the master development plan. Information submitted for the review states that the proposed development is not consistent with the Henry County's Future Land Use Plan, which designates the area as low density residential (1.25-2.5 dwelling units per acre, if on county water and sewer, and on an arterial road and sidewalks are provided).

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

No comments concerning inconsistencies with affected local government's comprehensive plans were received.

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

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

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 is estimated to generate a site population of approximately 1,830 persons.

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 two miles radius of the proposed project.

2003	**Greenwood Industrial Park**
2003	**Prologis Park @ Greenwood**
2003	**McDonough Village Green**
2003	**DSC Logistics**
2001	**White Oak Business Park**
2000	**Minerva Coal Tract**
1999	**Westridge**
1999	**Panattoni Industrial Park**
1999	**Eagle Creek Country Club**
1996	**Southgate**
1996	**Adam's Subdivision**
1993	**Gone With the Wind Country**

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, there are two mobile home parks and three gas stations on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed Walker Drive mixed use development is consistent with several of ARC's Regional Development Policies. The development offers retail and neighborhood services to the residents of the development and provides good connectivity between the various land uses on site.

The site plan submitted for review outlines a proposed mulched nature trail through the development, particularly the stream buffer area. It is recommended that the nature trail be refined to include greater connectivity to the sidewalk system. Residents living on Streets M, S, U, V should be able to access the trail at various points south of Street M. Currently, the trail can only be access from the north side of Street M. Residents along Street A should also be able to access the trail from various points. Future connections to adjoining future developments should also be considered to create a greater greenspace and trail network.

Besides sidewalks along streets, pedestrian only connections should be established to the retail portion of the development.

The retail portion of the development is auto oriented and should be redesigned to reflect more of a neighborhood village square with emphasis on the pedestrian. Clustering the retail component would also allow for more greenspace and buffering along Walker Drive. Although the proposed development meets the parking requirements by Henry County, consideration should be given by the county to minimize the parking in exchange for a more pedestrian friendly design and parking provided for alternative modes of transportation, such as biking.

It is also recommended that the townhome portion of the development include greenspace and buffering from Walker Drive. It is recommended that the any garages associated with the townhomes be rear entry.

Adequate buffering between the retail and single family homes (1-15) should be provided.

Finally, it is strongly recommended that convenient, safe access is provided to both the elementary and high schools across Walker Drive. The developer should work with the school district to ensure the proper measures are taken for safe access to the schools.

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.

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 project is located in south central Henry County. The proposed development is 232.76 acres on Walker Drive, west of Highway 155.

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

The proposed development is entirely within Henry County. The proposed development is approximately three miles from the City of McDonough.

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

To the immediate south of the site, across Walker Drive is a new elementary school and residences under construction. Adjacent to the west of the elementary school is a high school and to the east is daycare facility. Immediately to the north and east of the site are single family home developments, and agricultural and undeveloped areas to the immediate west of the development.

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 million. Expected annual local tax revenues was not submitted for the review..

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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 adding residential and retail uses in an area of Henry County that is reasonably anticipated for development of these uses.

NATURAL RESOURCES

Water Supply Watersheds

The proposed project is located within the Indian Creek watershed, a small (under 100-square mile) water supply watershed serving Henry County. The property is crossed by a perennial tributary of Indian Creek, which is shown as a solid blue line on the USGS 1:24,000 McDonough quad map, which includes the project area. Under the Georgia Planning Act, all jurisdictions within a water supply watershed must develop watershed plans that either incorporate the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01 Criteria for Water Supply Watersheds) or that include alternate criteria, which are subject to approval by EPD and DCA. The County has a designated the Indian Creek watershed as one of its Water Supply Watershed Protection Districts. All development on the property must conform to the requirements of Henry County's Indian Creek Watershed Protection District, including all buffer, impervious surface, stormwater management and open space requirements.

Stream Buffers

For all streams and any other waters of the State on the property, the State 25-foot erosion and sedimentation buffer is required. Any work within that buffer area must conform to State erosion and sedimentation 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. Estimates of the amount of pollutants that will be produced after construction of the proposed project have been developed. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data in the Atlanta Region. The impervious areas are based on typical land use development in the Region. Actual loadings may be different if the total impervious area differs from those used in this estimate. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	18.50	31.64	321.90	1998.00	18185.50	22.76	4.07
Med. Density SF(0.5-0.25 ac)	205.54	277.48	1214.74	8838.22	164637.54	69.88	16.44
Townhouse/Apartment	8.72	9.16	93.39	584.24	5275.60	6.63	1.22
Total	232.76	318.27	1630.03	11420.46	188098.64	99.27	21.73

Total percent impervious **32%**

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

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

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

Four access points will be associated with this development. The West Drive is the most southwestern access point on Walker Drive. The East Drive is the most southeastern access point on Walker Drive. The Southwest Retail Driveway is the western retail access point on Walker Drive and the Southeast Retail Driveway is the eastern retail access point on Walker Drive.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential	102	326	428	308	172	480	4,834
Retail	91	57	148	266	280	546	5,959
TOTAL NEW TRIPS	**193**	**383**	**576**	**574**	**452**	**1026**	**10,793**

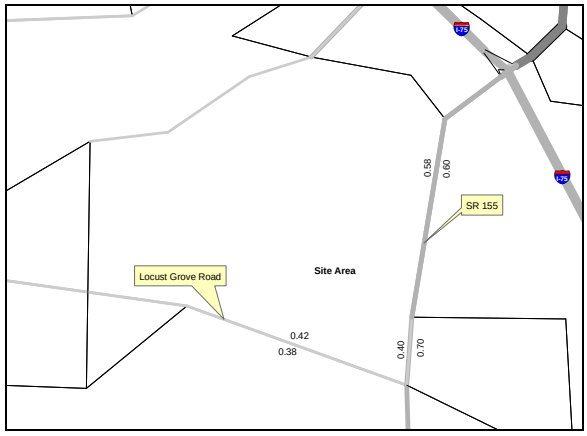
* Above data represent net trip generation numbers.

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

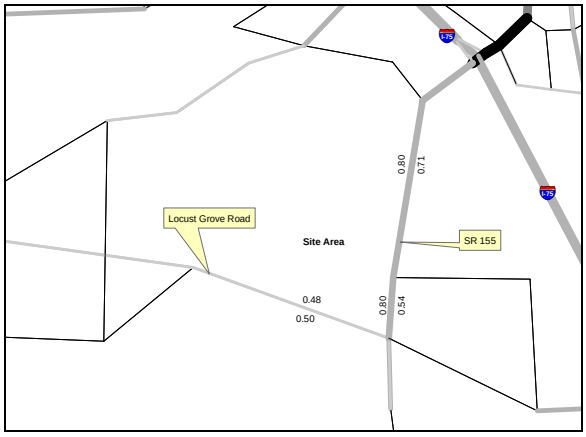
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

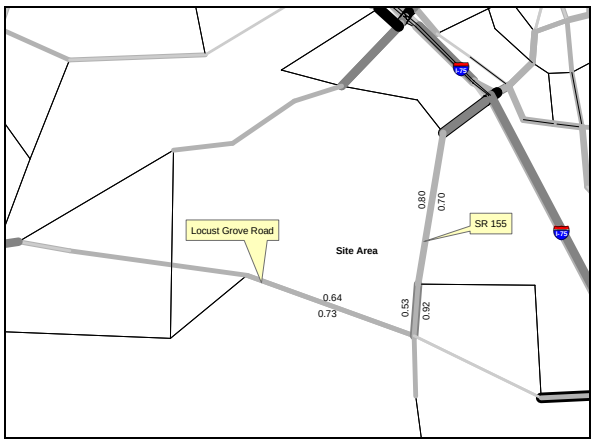
V/C Ratios



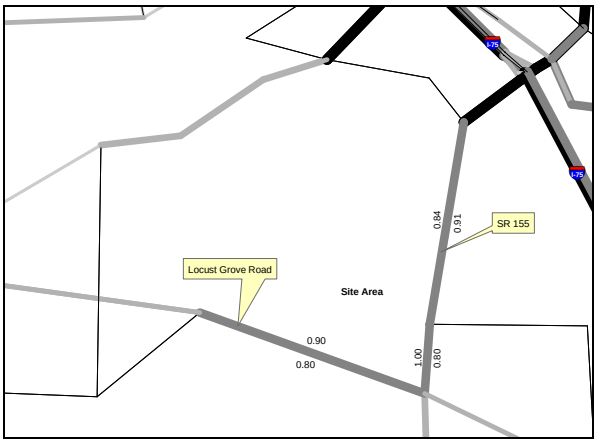
2010 AM Peak



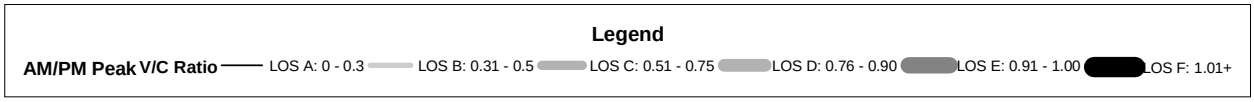
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-126A1	HAMPTON LOCUST GROVE RD: SEGMENT 1	Roadway Operations	2013
HE-126B1	HAMPTON LOCUST GROVE ROAD: SEGMENT 2	Roadway Operations	2008
HE-126B2	HAMPTON LOCUST GROVE ROAD: SEGMENT 2	Roadway Operations	2008
HE-104A	US 19/41-SR 3 TO WEST OF TOWALIGIA RIVER	Roadway Capacity	2005
HE-104B	FROM WEST OF TOWALIGIA RIVER TO I-75 SOUTH NEAR SR 81	Roadway Capacity	2005

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

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 Walker Drive Mixed-Use Site.

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.

Northbound I-75 Ramps at SR 155

- Add dual through, left-turn and right-turn lanes on SR 155.

Southbound I-75 Ramps at SR 155

- Add dual through lanes (both directions) on SR 155 and dual left-turn and right-turn lanes on the ramp.

Liberty Industrial Parkway at SR 155

- Add traffic signal and dual through lanes (both directions) on SR 155 and separate southbound left and right turn lanes.

Walker Drive at SR 155

- Add a traffic signal and northbound and eastbound left-turn lanes.

The Elementary School Driveway at Walker Drive

- Add a traffic signal.

Hampton Locust Grove Road at Walker Drive

- Add 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.

Walker Drive at SR 155

- Add southbound right-turn lane.

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 from the McDonough Park and Ride lot provides service to the Five Points MARTA station and Peachtree Center MARTA station in Downtown Atlanta with headways every 30 minutes. This service is available weekdays from 5:45am till 8:35am for the morning rush and from 3:30pm till 6:50pm for the evening rush.

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

None proposed

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	**Credits**	**Total**
SF Detached Dwellings		
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		**15%**
Bike/ped networks connecting to land uses within and adjoining the site		**4%**
Total		**19%**

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

The developer is proposing to provide sidewalks on both sides of all internal access roads as well as along the Walker Drive retail frontage. This extensive sidewalk system combined with the mixed-use character and layout of the development may reduce vehicle trips required in this area. Though these aspects may reduce the number of vehicle trips required within the development, the area surrounding the project has a rapidly increasing congestion problem. Suggested transportation improvements must be completed to minimize the stress this development will place on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.252 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Indian Creek plant will provide wastewater treatment for the proposed development.

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

The capacity of Indian Creek is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
1.5	1.5	0.0	4	-2.5	Expansion to 3.0 mgd by 2005 and 6.0 mgd by 2008.	Implementable plan in place to satisfy short term capacity needs.

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 0.378 MGD based on regional averages.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 3,800 tons of solid waste per year.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

The location of the development is within the current enrollment zones of Luella Elementary, Luella Middle, and Luella High School. Enrollment is expected to increase over the next several years in each of these schools. Additional school facilities are planned in adjacent enrollment zones over the next three to eight years. The proposed development will further impede the likelihood of the Henry County Board of Education housing all students in this area in permanent classroom structures. See attached information at the end of this report.

HOUSING

Will the proposed project create a demand for additional housing?

No. The proposed development will add an additional 630 housing units to the area.

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

No.

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

The site proposed for the development is located in Census Tract 705. This tract had a 13.5 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 84 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 749
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/28/2005 11:22:54 AM

DEVELOPMENT OF REGIONAL IMPACT
Henry County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	Henry County
*Individual completing form and Mailing Address:	Cheri Hobson-Matthews,Chief Planner 140 Henry Parkway McDonough, GA 30253
Telephone:	770-954-2457
Fax:	770-954-2958
E-mail **(only one)**:	cmatthews@co.henry.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Walker Drive

Development Type	Description of Project	Thresholds
Mixed Use	Residential and Multi-family dwelling units comprising approximately 233+/- acres. Single-family units (545-units); Multi-family units (86-units). There is a commercial component comprising 17.19 +/- acres.	View Thresholds

Developer / Applicant and Mailing Address:	John McGarity 70 Macon Street McDonough, GA 30253
Telephone:	770-954-0088
Fax:	770-957-1134
Email:	jdmcgarity@bellsouth.net
Name of property owner(s) if different from developer/applicant:	Walker Family Farm, LLC
Provide Land-Lot-District Number:	241 of the 2nd District; 256 of the 7th
What are the principal streets or roads providing vehicular access to the site?	Walker Drive(northen side)
Provide name of nearest street(s) or intersection:	West of State Route 155, east of Strickland Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	HTTP://www.mapquest.com

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Henry County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	Y
If yes, provide the following information (where applicable):	Name: Gone With the Wind
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Other Modification to Master Development Plan
What is the name of the water supplier for this site?	Henry County Water and Sewerage Authority
What is the name of the wastewater treatment supplier for this site?	Henry County Water and Sewerage Authority
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	Unknown-due to different developers
Estimated Completion Dates:	This project/phase: Overall project:

Local Government Comprehensive Plan

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

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?	N
Other (Please Describe):	

Submitted on: 6/14/2005 11:20:52 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Henry County
Individual completing form:	Cheri Hobson-Matthews, Chief Planner
Telephone:	770-954-2457
Fax:	770-954-2958
Email (**only one**):	cmatthews@co.henry.ga.us

Proposed Project Information

Name of Proposed Project:	Walker Drive
DRI ID Number:	749
Developer/Applicant:	John McGarity-70 Macon Street-McDonough, GA 30253
Telephone:	770-954-0088
Fax:	770-957-1134
Email(s):	jdmcgarity@bellsouth.net

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	100 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Henry County Water and Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.378 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.252 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	Not provided by applicant

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	AM-594 and PM-1172
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: Please refer to traffic study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3.800 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?	32%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Indian Creek Watershed Drainage Basin Towaliga Watershed Drainage Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers, detention ponds in compliance with the Blue Book requirements for filtration.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: -Watershed protection requirements will be met in an effort to protect the downstream reservoir, per Henry County Water and Sewer Authority requirements. -All wetland impacts will be permitted through the UGACOE.	

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: The development is proposed outside of the the floodplainb areas located onsite.	

Figure 2.3 Site Plan