

**DATE:** March 17, 2023

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**TO:** Chairwoman Carlotta Harrell, Henry County Commission  
**ATTN TO:** Yaritza Nieves, Planner III, Henry County  
**FROM:** Mike Alexander, Director, ARC Center for Livable Communities  
**RE:** Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

**Name of Proposal:** North Bridges Road Mixed Use DRI 3866

**Submitting Local Government:** Henry County

**Date Opened:** February 21, 2023

**Date Closed:** March 17, 2023

**Description:** A DRI review of a proposal to construct 862 multi-family residential units and 5,000 SF of commercial space on a 54 acre site off of North Bridges Road in Henry County.

**Comments:**

**Key Comments**

*The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is partially aligned with Developing Suburbs policy recommendations which state "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned through retention of additional undisturbed areas around Crittle Creek.*

*The project's provision of 12 acres of open space is strongly supportive of regional environmental and open space policies.*

*A total of 1,610 parking spaces are provided which is less than the 1,724 spaces required which will require a variance. Regional multi-modal transportation policies are supportive of reduced parking and a further modest parking reduction may be warranted.*

*No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.*

*The project is expected to generate approximately 4,292 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.*

*Incorporation of green stormwater and heat island mitigation designs for the large number of surface car parking spaces proposed would be supportive of regional environmental policies.*

*There are substantial opportunities for improving the proposed minimal internal sidewalk/pedestrian system.*

*Some discussion was held regarding adding a substantial additional retail component to the project on the adjacent parcel to the north of the site but that element is not included in this review. If that additional development moves forward, a new DRI of the combined areas will be required at the time of permitting for the additional component.*

### **General Comments**

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

The project's mixture of rental housing in multi-story buildings and townhomes provides a range of housing types which is in keeping with regional housing goals. The provision of a small amount of neighborhood retail space offers some opportunity for reduced car trips and increased walkability.

### **Transportation and Mobility Comments**

ARC's Transportation Access and Mobility Group comments are attached.

A total of 1,610 parking spaces are provided which is less than the 1,724 spaces required which will require a variance. Regional multi-modal transportation policies are supportive of reduced parking and a further modest parking reduction may be warranted.

No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The project is expected to generate approximately 4,292 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

### **ARC Natural Resources Comments**

ARC's Natural Resources Group comments are attached.

The proposed project property is located entirely within the Walnut Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the City of McDonough. Henry County has a watershed protection ordinance for all water supply watersheds in the County, with specific criteria for the individual watersheds, including the unincorporated County sections of Walnut Creek. All development in the watershed, including this project, is subject to all applicable requirements of that ordinance as specified in the Henry County Code.

The USGS coverage for the project area shows Crittle Creek, a perennial blue-line stream, running across the southwestern portion of the property. All required stream buffers, including the 50-foot vegetative buffer and 75-foot impervious setback required under the County Stream Buffer Ordinance, the 100-foot vegetative buffer and 200-foot impervious setback from perennial streams required under the County's Walnut Creek Watershed Protection Area, and the 25-foot State Erosion and Sedimentation Act buffer are shown on the plans. The stream runs through an undeveloped portion of the property and no intrusions into the buffers are shown on property on the submitted plans. Any unmapped streams on the property may also be subject to the requirements of the Henry County watershed protection ordinance, the County stream buffer ordinance and the 25-foot State Erosion and Sedimentation Act buffer. Any unmapped waters of the state on the property will also be subject to the 25-foot State Erosion and Sedimentation Act buffer.

### **Other Environmental Comments**

A significant amount of forested, wetland, and stream buffer area associated with Crittle Creek is proposed to be retained. Additional retention of these areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. Designation of this area as managed open/conservation space could meaningfully reduce the overall impact of the project. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project can support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Incorporation of green stormwater and heat island mitigation designs for the large number of surface car parking spaces proposed and use of an ecosystem-based design for the large stormwater detention area would be supportive of regional environmental policies.

### **City of Hampton Comments**

Comments provided by the city of Hampton are attached. The comments include the following major points:

The overall density appears to exceed what is currently allowed and should be carefully reconfirmed with Henry County.

The preserved natural areas are in fact undevelopable by regulation rather than provided as an additional environmental amenity. The plan could be improved with additional preservation of environmentally valuable land and through the use of context sensitive design.

The use of street-facing architecture for townhomes along perimeter would help better establish the public realm of the project and ideally include on-street parking and bike/ped. facilities.

The pedestrian system could be substantially approved with the development of a 300' block grid as shown in the attached image that would provide safe and walkable pedestrian connectivity to amenities and parking areas. The interior roadway for townhomes adjacent to apartments could be removed and replaced with linear greenspace as shown.

Possible future connectivity by others to undeveloped commercial property along Jonesboro Road should be considered as shown on the attached image.

A multi-use path consistent with other projects in the County should be located on the proposed N. Bridge Rd.

The potential for North Bridges to become a significant parallel connector north/south may necessitate wider than 60' R/W dedication to accommodate multi-modal complete street section. Mt. Carmel bridge will limit widening for east/west movement and addition of bike/pedestrian facilities. This would be a great potential for direct access to employment area via Mt. Carmel to Mill Road if Mill Road were better fitted for increased volume and pedestrian facilities.

### **Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs**

The Atlanta Region's Plan identifies Developing Suburbs as areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The project is partially aligned with Developing Suburbs policy recommendations which state “There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses.” It could be better aligned through retention of additional undisturbed areas around Crittle Creek and utilization of green infrastructure in surface parking areas. Henry County leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF STOCKBRIDGE
CITY OF McDONOUGH	CITY OF HAMPTON	CITY OF LOVEJOY

For questions, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto:dshockey@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## Developments of Regional Impact

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### DRI #3866

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Henry

Individual completing form: Yaritza Nieves, Planner III

Telephone: 770-288-6415

E-mail: [ynieves@co.henry.ga.us](mailto:ynieves@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: North Bridges Road Mixed Use

Location (Street Address, Parcel 073-01020000, Land lot 113 & 114 of the 6th district GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project: Mixed multifamily residential and commercial development.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): 600 multifamily units and 5,000 sq. ft. commercial space

Developer: Charles Moore, TPA Residential

Mailing Address: 1776 Peachtree Road NW

Address 2:

City: Atlanta State: GA Zip: 30309

Telephone: 912-507-6978

Email: [cmoore@tpa-res.com](mailto:cmoore@tpa-res.com)

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: McGarity Commercial Prop., LLC & Et al.

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)

Yes

No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

Rezoning

Variance

Sewer

Water

Permit

Other

Administrative waiver for parking reduction

Is this project a phase or part of a larger overall project?

(not selected)

Yes

No

If yes, what percent of the overall project does this project/phase represent?

70

Estimated Project Completion Dates:

This project/phase: 2024

Overall project: 2027

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## Developments of Regional Impact

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### DRI #3866

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Henry  
Individual completing form: Yaritza Nieves, Planner III  
Telephone: 770-288-6415  
Email: [ynieves@co.henry.ga.us](mailto:ynieves@co.henry.ga.us)

#### Project Information

Name of Proposed Project: North Bridges Road Mixed Use  
DRI ID Number: 3866  
Developer/Applicant: Charles Moore, TPA Residential  
Telephone: 912-507-6978  
Email(s): [cmoore@tpa-res.com](mailto:cmoore@tpa-res.com)

#### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)  
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?  
☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

#### Economic Development

Estimated Value at Build-Out: Approx. \$260,000,000 at final build out (end of Ph  
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approx. \$3,500,000 in property taxes at final build out (end of Phase II)  
Is the regional work force sufficient to fill the demand created by the proposed project? ☐ (not selected) ☒ Yes ☐ No  
Will this development displace any existing uses? ☐ (not selected) ☐ Yes ☒ No  
If yes, please describe (including number of units, square feet, etc):

#### Water Supply

Name of water supply provider for this site: Henry County Water Authority



What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

TBD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?  
Less than one (1) mile.

### Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.282 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

4,234

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☐ Yes ☒ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: It is expected that improvements will be warranted upon completion of the traffic study.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

Approx. 1,400 tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the

Approx. 46%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers are required as per the Henry County ULDC and zoning conditions. Detention ponds will also be incorporated as required by code and zoning conditions.

Environmental Quality

Is the development located within, or likely to affect any of the following:

- 1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No
- 2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
- 3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
- 4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
- 5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
- 6. Floodplains? ☐ (not selected) ☒ Yes ☐ No
- 7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
- 8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:  
This project is located within the Walnut Creek Watershed Protection Area and development must comply with ULDC regulations regarding development within watershed protection areas. There is a small area of wetlands and floodplains on the property. The project has been designed to locate all proposed development outside of those areas and in compliance with applicable state and local buffer requirements.

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**NORTH BRIDGES MIXED USE DRI**  
**Henry County**  
**Natural Resources Review Comments**

**March 1, 2023**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Water Supply Watershed Protection**

The proposed project property is located entirely within the Walnut Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the City of McDonough.

Henry County has a watershed protection ordinance for all water supply watersheds in the County, with specific criteria for the individual watersheds, including the unincorporated County sections of Walnut Creek. All development in the watershed, including this project, is subject to all applicable requirements of that ordinance as specified in the Henry County Code.

**Stream Buffer Protection**

The USGS coverage for the project area shows Crittle Creek, a perennial blue-line stream, running across the southwestern portion of the property. All required stream buffers, including the 50-foot vegetative buffer and 75-foot impervious setback required under the County Stream Buffer Ordinance, the 100-foot vegetative buffer and 200-foot impervious setback from perennial streams required under the County's Walnut Creek Watershed Protection Area, and the 25-foot State Erosion and Sedimentation Act buffer are shown on the plans. The stream runs through an undeveloped portion of the property and no intrusions into the buffers are shown on property on the submitted plans. Any unmapped streams on the property may also be subject to the requirements of the Henry County watershed protection ordinance, the County stream buffer ordinance and the 25-foot State Erosion and Sedimentation Act buffer. Any unmapped waters of the state on the property will also be subject to the 25-foot State Erosion and Sedimentation Act buffer.

**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

## Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

### DRI INFORMATION

**DRI Number** #3866  
**DRI Title** North Bridges Road  
**County** Henry County  
**City (if applicable)** N/A  
**Address / Location** Along the west side of North Bridges Road, north of Mt Carmel Road and south of Jonesboro Road.

**Proposed Development Type:**

**A DRI review of a proposal to construct 862 multi-family residential units and 5,000 SF of commercial space on a 54 acre site off of North Bridges Road in Henry County.**

**Build Out: 2027**

**Review Process** ☐ EXPEDITED  
☒ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Reginald James  
**Copied** Marquitrice Mangham  
**Date** March 1, 2023

### TRAFFIC STUDY

**Prepared by** Marc R. Acampora, PE, LLC  
**Date** January 25, 2023

## **REGIONAL TRANSPORTATION PLAN PROJECTS**

**01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

Page 21 of the traffic study.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

## **REGIONAL NETWORKS**

**02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

No access is provided via a roadway identified as a Regional Thoroughfare.

**03. Will the development site be directly served by any roadways identified as Regional Truck Routes?**

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

No access is provided via a roadway identified as a Regional Truck Route.

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance\*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access\*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

*\* Following the most direct feasible walking or bicycling route to the nearest point on the development site*

**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)



**06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance\* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

**07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.*

☐ NO

☒ YES

GRTA Xpress

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access\*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

### **09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ OTHER ( Please explain)

### **10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

*The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.*

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER ( Please explain)

### **11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?**

*The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

**12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

*The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.*

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

## **RECOMMENDATIONS**

**13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)

☐ NO *(see comments below)*

[Click here to enter text.](#)

**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

[Click here to enter text.](#)

**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

None at this time.

## Donald Shockey

---

**From:** Wanda Moore <wmoore@HAMPTONGA.GOV>  
**Sent:** Monday, March 6, 2023 10:45 AM  
**To:** Donald Shockey  
**Subject:** RE: 2022 North Bridges Road DRI 3866 - Preliminary Report+Comments Request  
**Attachments:** Bridges.png; Henry County FLUM.pdf; Mixed Use Net Density.pdf

Donald,

The indicated overall density is 16 du/gross density. Applicant should provide accurate calculations to reflect compliance with Comp Plan as Mixed Use per Henry County FLUM max. net density is 16 du/nua for this property. Net acres is less floodplain, R/W, and detention ULDC Appendix A. Master list of definitions. Gross acres = 54 less +/- 7.5 acs. Floodplain = 46.5 Net Acres; 862 units / 46.5 nua = +/- **18.54 Net Density** (Conservative numbers used for quick calculations).

*Density, net means the number of dwelling units per acre of land when the average involved includes only the land devoted to residential uses and excludes such areas as street rights-of-way, parks, common open space, flood hazard areas, steep slopes (greater than twenty-five (25) percent) and public land. For mixed use and interchange activity center zoning districts net density can include open space in the calculation as long as open space is used for passive recreation.*

The density is *more* than allowed. Calculations stated as Net Density, which they are not. Again, the maximum density for Mixed Use is 16 du/nua. As shown, it is not compliant and the applicant should provide correct calculations and if desired, a Comp Plan amendment filed as the density is not consistent with the Comp Plan for this property.

(An aside, the applicant is setting aside floodplain as preserved because it is undevelopable. To state that this project is partially aligned with Developing Suburbs re: preservation of critical environmental locations and resources is hard to understand. The applicant has set it aside because they can't develop floodplain; there is no other evidence of preserved open space in the natural drainage system leading to the floodplain / creek area or other designed park or open space areas that are strategically located. Where are the additional measures or preservation? Without you noting possible green infrastructure, etc. this plan doesn't demonstrate content sensitive design or further preservation other than what can't be developed.)

- Applicant should commit to street facing architecture for townhomes along perimeter and establish public realm with on-street parking and bike/ped. facilities.
- 300' block grid for pedestrian access is shown in green. Though conceptual, pedestrian connectivity to amenities and from parking facilities should be safe and walkable. Currently not depicted. The interior roadway for townhomes adjacent apts. could be removed and replaced with linear greenspace as shown. FYI, as point of scale, the parking area in the apts. is the size of (2) football fields side by side.
- Possible future connectivity by others to undeveloped commercial property along Jonesboro Road. Future R/W stub out would allow much needed street connectivity and walkable access to commercial / employment areas, light yellow and green dashed lines.
- If project has potential to increase other uses, commercial entertainment as labeled, then the road highlighted in dash dark yellow should all be public R/W instead of private street to avoid issues of platting / subdividing lots, as they each are required to have frontage along public right-of-way.

- Multi-use path consistent with other projects in the County should be located on the proposed N. Bridge Rd. not sure if the 6' wide sidewalk is comparable to what has been standard along Jonesboro Road and other significant projects in the County.

Will signalization occur at Jonesboro Road and Mt. Carmel? From CTP appears this area has high AADT per GDOT. Transit access and possible stops provided for development? Traffic analysis certainly will address impact of added trips. The potential for North Bridges to become a significant parallel connector north/south may necessitate wider than 60' R/W dedication to accommodate multi-modal complete street section. Mt. Carmel bridge will limit widening for east/west movement and addition of bike/pedestrian facilities. This would be a great potential for direct access to employment area via Mt. Carmel to Mill Road if Mill Road were better fitted for increased volume and ped facilities.

Thank you for the opportunity to share comments re: land use and planning.

Wanda Moore  
City of Hampton

---

**From:** Donald Shockey <DShockey@atlantaregional.org>

**Sent:** Tuesday, February 21, 2023 6:45 PM

**To:** acamporatraffic@comcast.net; cmoore@tpa-res.com; dcunningham@tpa-res.com; jchristman@moorebass.com; kcarlton@tpa-res.com; Kelley@blueriverdevelopment.com; smooore@moorebass.com; tkirk@co.henry.ga.us; ynieves@co.henry.ga.us; Wanda Moore <wmoore@HAMPTONGA.GOV>; m\_whitley@cityoflovejoy.com; chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA (zane.grennell@dca.ga.gov) <zane.grennell@dca.ga.gov>; Andrew Smith <ASmith@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Donald Shockey <DShockey@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Lauren Blaszyk <LBlaszyk@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Patrick Bradshaw <PBradshaw@atlantaregional.org>; Reginald James <RJJames@atlantaregional.org>; Samyukth Shenbaga <SShenbaga@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>; December Weir <dweir@atltransit.ga.gov>; Elizabeth Davis <edavis1@atltransit.ga.gov>; Charles Reese <CReese@mcdonoughga.org>; Christy Taylor <CTaylor@McDonoughGa.org>; Mike Clark <MClark@McDonoughGa.org>; bcarter@cityofstockbridge-ga.gov  
**Cc:** ahood@dot.ga.gov; ccomer@dot.ga.gov; chrobinson@dot.ga.gov; cjames@dot.ga.gov; cwoods@dot.ga.gov; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; eregis@dot.ga.gov; glynych@hntb.com; jomcloyd@dot.ga.gov; mcanizares@dot.ga.gov; mfowler@dot.ga.gov; MWeiss@dot.ga.gov; mwilson@dot.ga.gov; nrogers@dot.ga.gov; ppeevy@dot.ga.gov; Daniel J. Trevorow - GDOT District 3 <DTrevorow@dot.ga.gov>; stataylor@dot.ga.gov; tpeek@dot.ga.gov; Wilkerson, Donald <dowilkerson@dot.ga.gov>

**Subject:** 2022 North Bridges Road DRI 3866 - Preliminary Report+Comments Request

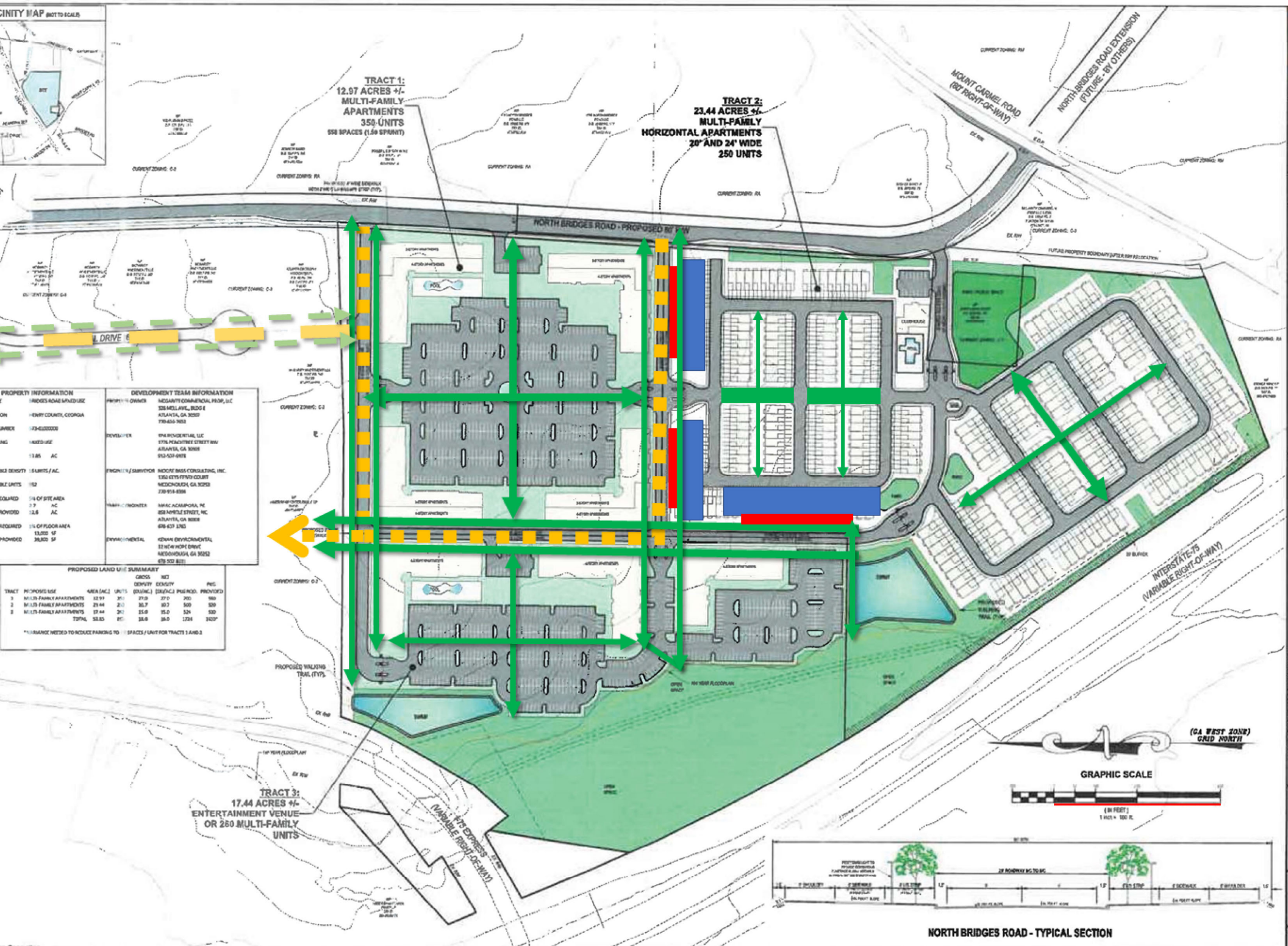
### **Development of Regional Impact (DRI) – Preliminary Report/Comments Request**

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a DRI review of **2022 North Bridges Road DRI 3866** as detailed in the attached **Preliminary Report/Comments Request**.

As a representative of a nearby local government or other potentially affected party, ARC requests that you or your staff review the **Report** and provide ARC any comments no later than **Wednesday March 8, 2023**.

**Project Description:** A DRI review of a proposal to construct 862 multi-family residential units and 5,000 SF of commercial space on a 54-acre currently wooded site off of North Bridges Road in Henry County.





PROPERTY INFORMATION		DEVELOPMENT TEAM INFORMATION	
PROJECT NAME	BRIDGES ROAD MIXED USE	PROPERTY OWNER	MCCOY COMMERCIAL, INC., LLC
LOCATION	EMERY COUNTY, GEORGIA	DEVELOPER	EMERSONIAL, LLC
OWNER	EMERY COUNTY, GEORGIA	PROJECT MANAGER	EMERSONIAL, LLC
LAND USE	MIXED USE	DESIGNER	EMERSONIAL, LLC
AREA	13.85 AC	CONSTRUCTION MANAGER	EMERSONIAL, LLC
UNIT DENSITY	15 UNITS / AC	GENERAL CONTRACTOR	EMERSONIAL, LLC
TOTAL UNITS	150	ARCHITECT	EMERSONIAL, LLC
COULDED	1/3 OF SITE AREA	ENVIRONMENTAL	EMERSONIAL, LLC
NOVED	1.8 AC		
ACQUIRED	1/3 OF FLOOR AREA		
PROPOSED	13,850 SF		

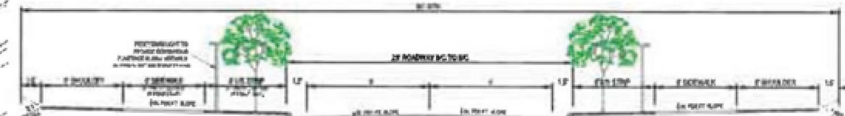
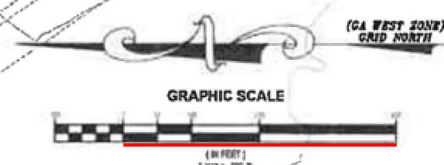
  

PROPOSED LAND USE SUMMARY	
TRACT	PROPOSED USE
1	MULTI-FAMILY APARTMENTS
2	MULTI-FAMILY APARTMENTS
3	MULTI-FAMILY APARTMENTS
TOTAL	

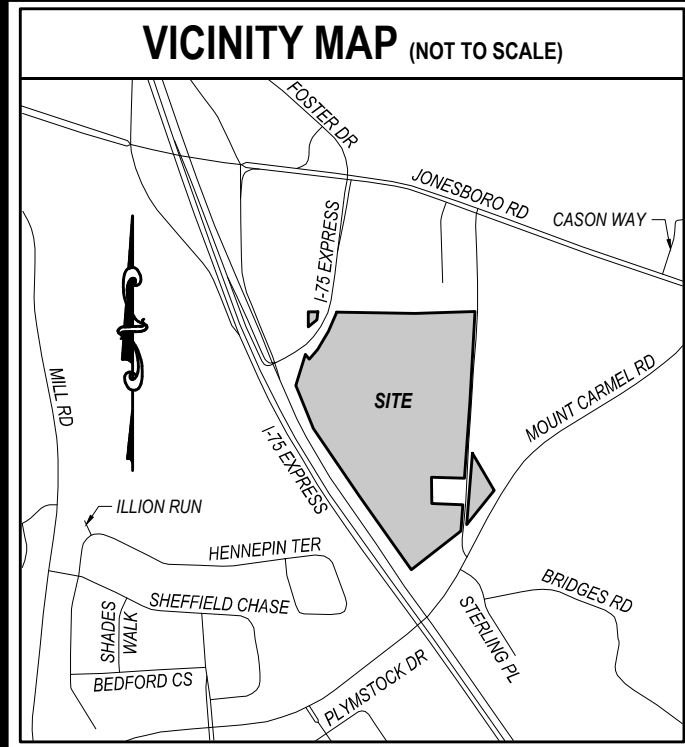
TRACT	AREA (AC)	UNITS	DEVELOPER	PERIOD	PROVIDED
1	12.97	350	EMERSONIAL, LLC	2020	500
2	23.44	250	EMERSONIAL, LLC	2020	500
3	17.44	260	EMERSONIAL, LLC	2020	500
TOTAL	53.85	860	EMERSONIAL, LLC	2020	1500

\* VARIANCE NEEDED TO REDUCE PARKING TO 1 SPACE / UNIT FOR TRACTS 1 AND 2



NORTH BRIDGES ROAD - TYPICAL SECTION





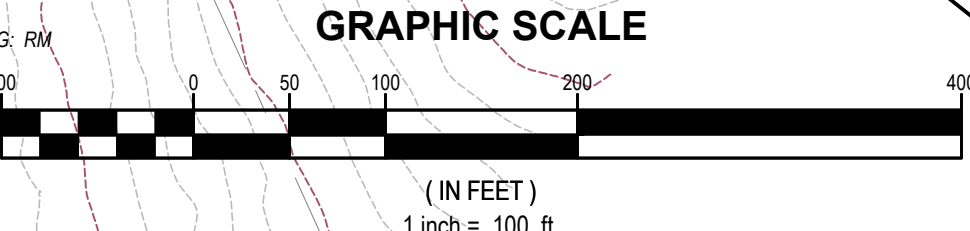
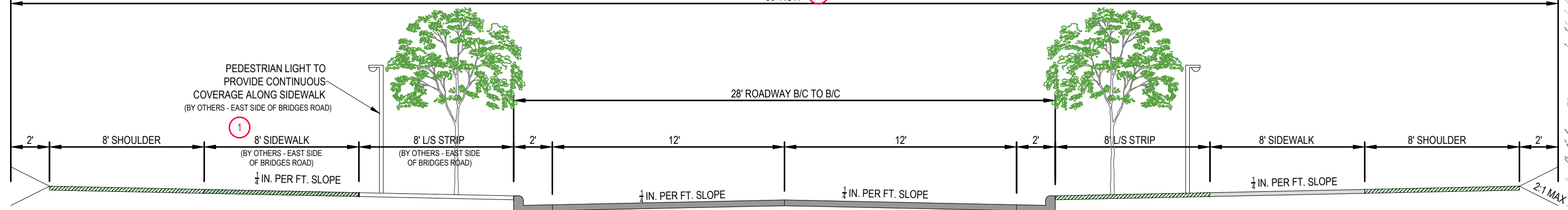
**TRACT 3:**  
**17.44 ACRES +/-**  
**ENTERTAINMENT VENUE**  
**OR 260 MULTI-FAMILY UNITS**

**TRACT 1:**  
**12.97 ACRES +/-**  
**MIXED USE**  
**350 APARTMENTS**  
**5,000 SF - COMMERCIAL**  
**560 SPACES (1.6 SP/UNIT)**

**TRACT 2:**  
**23.44 ACRES +/-**  
**MULTI-FAMILY**  
**HORIZONTAL APARTMENTS**  
**20' AND 24' WIDE**  
**250 UNITS**

**NORTH BRIDGES ROAD - TYPICAL SECTION**

SCALE: 1"=5'



**Moore Bass Consulting, Inc.**

- Civil Engineering
- Land Surveying
- Development Consulting
- Landscape Architecture
- Environmental Permitting

**www.moorebass.com**  
**TALLAHASSEE • ATLANTA**

1350 Keys Ferry Court  
McDonough, GA 30253  
770.914.9394

**PROJECT NAME**  
BRIDGES ROAD  
MIXED USE  
HENRY COUNTY, GA

**CLIENT NAME**  
ATLANTA, GA 30309  
1776 PEACHTREE STREET NW, SUITE 2205  
T.P.A. RESIDENTIAL

REVISIONS	DATE	BY	APP'D
1. REVISED PER GRTA COMMENTS 10-27-22-SJM	10-27-22	SJM	
2. REVISED PER GRTA COMMENTS 10-06-2023	10-06-23	SJM	

A3868.0001-GRTA-SP

DATE 10-06-2022

CONTRACT #

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MCDONOUGH, GA 30253  
(770) 914-9394

SEAL

SHEET TITLE

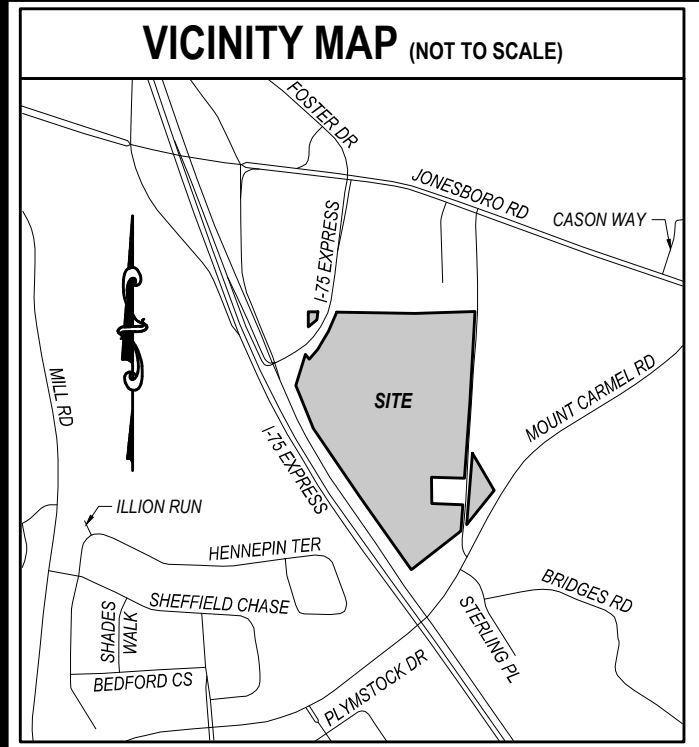
GRTA SITE PLAN

SHEET

**1**

G:\A3868.0001\Engineering\Planning\Drawings\A3868.0001-GRTA-SP.dwg, SP: emcncr, Mar 08, 2023 - 2:48:02pm

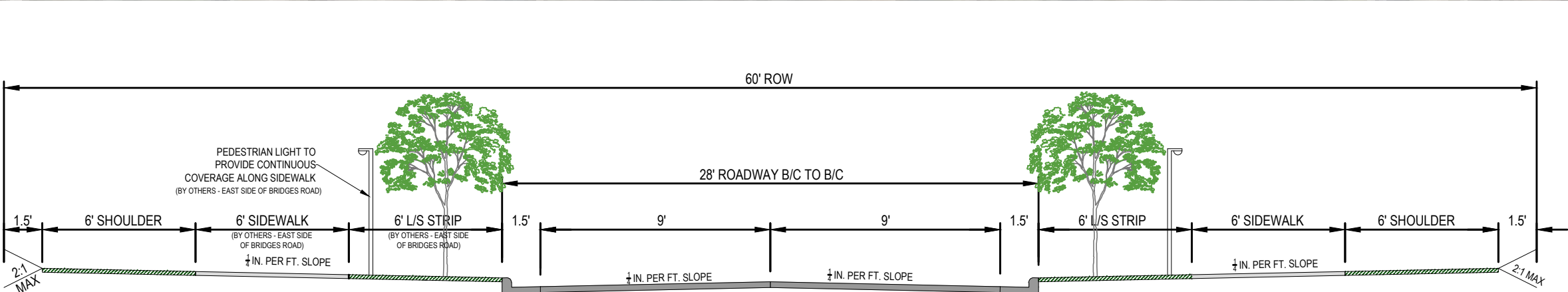




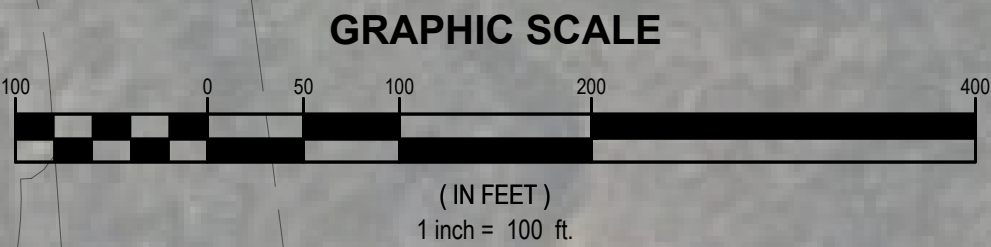
PROPERTY INFORMATION		DEVELOPMENT TEAM INFORMATION	
PROJECT NAME	BRIDGES ROAD MIXED USE	PROPERTY OWNER	MCGARITY COMMERCIAL PROP, LLC 328 MELL AVE., BLDG E ATLANTA, GA 30307 770-616-7652
SITE JURISDICTION	HENRY COUNTY, GEORGIA	DEVELOPER	TPA RESIDENTIAL, LLC 1776 PEACHTREE STREET NW ATLANTA, GA 30309 912-507-6978
TAX PARCEL NUMBER	073-01020000	ENGINEER / SURVEYOR	MOORE BASS CONSULTING, INC. 1350 KEYS FERRY COURT MCDONOUGH, GA 30253 770-914-9394
CURRENT ZONING	MIXED USE	TRAFFIC ENGINEER	MARC ACAMPORA, PE 858 MYRTLE STREET, NC ATLANTA, GA 30308 678-637-1763
SITE AREA	53.85 AC	ENVIRONMENTAL	KENAN ENVIRONMENTAL 52 NEW HOPE DRIVE MCDONOUGH, GA 30252 678-502-8231
MAX. ALLOWABLE DENSITY	16 UNITS / AC.		
MAX. ALLOWABLE UNITS	862		
OPEN SPACE REQUIRED	5% OF SITE AREA		
OPEN SPACE PROVIDED	2.7 AC		
PUBLIC SPACE REQUIRED	1% OF FLOOR AREA		
PUBLIC SPACE PROVIDED	13,000 SF		

PROPOSED LAND USE SUMMARY		GROSS		NET		PKG.	
TRACT	PROPOSED USE	AREA (AC.)	UNITS (RES)	AREA (SF)	DENSITY (DU/AC.)	AREA (SF)	DENSITY (DU/AC.)
1	MIXED USE	12.97	350	5,000	27.0	700	560
2	MULTI-FAMILY APARTMENTS	23.44	250		10.7	500	520
3	MULTI-FAMILY APARTMENTS	17.44	262		15.0	524	530
	TOTAL	53.85	862	5,000	16.0	1,724	1610*

\* VARIANCE NEEDED TO REDUCE PARKING TO 1.5 SPACES / UNIT FOR TRACTS 1 AND 2



NORTH BRIDGES ROAD - TYPICAL SECTION



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- Development Consulting
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- Environmental Permitting

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PROJECT NAME

BRIDGES ROAD MIXED USE  
HENRY COUNTY, GA

CLIENT NAME

ATLANTA, GA 30309  
1776 PEACHTREE STREET NW, SUITE 2205  
T.P.A. RESIDENTIAL

REVISIONS

1.	REVISED PER GRTA COMMENTS 10-27-22-SDM
2.	REVISED PER GRTA COMMENTS 10-05-2023

A3868.0001-GRTA-SP

DATE 10-06-2022

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SEAL

SHEET TITLE

GRTA SITE PLAN WITH AERIAL OVERLAY

SHEET

1

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