REGIONAL REVIEW NOTIFICATION

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

DATE: Mar 16 2006 **ARC REVIEW CODE**: R603161

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

Name of Proposal: Emerald Shores
Review Type: Development of Regional Impact

Description: The proposed Emerald Shores mixed use development is located on 597.57 acres in southeast Henry County. The proposed development will consist of 1046 single family residential lots, 19,000 square feet of office, and 136,000 square feet of retail. Access to the development is proposed at four locations along Peeksville Road, New Hope Road, and Leguin Mill Road.

Submitting Local Government: Henry County
Date Opened: Mar 16 2006
Deadline for Comments: *Mar 30 2006*
Earliest the Regional Review can be Completed: Apr 14 2006

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
BUTTS COUNTY
GEORGIA CONSERVANCY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
MCINTOSH TRAIL RDC
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
HENRY COUNTY SCHOOLS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-03-30 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

REGIONAL REVIEW NOTIFICATION

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

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Emerald Shores** *See the Preliminary Report.*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

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

Return Date: *Mar 30 2006*

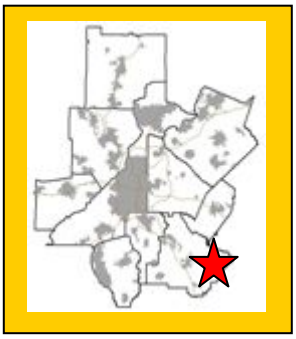
ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Mar 16 2006	**ARC REVIEW CODE**: R603161
TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs	
FROM: Mike Alexander, Review Coordinator, Extension: 3-3302	
Reviewing staff by Jurisdiction:	
Land Use: Lombard, Jared	**Transportation:** Morley-Nikfar, Kris
Environmental: Santo, Jim	**Research:** Skinner, Jim
Aging: Lawler, Kathryn	
Name of Proposal: Emerald Shores	
Review Type: Development of Regional Impact	
Description: The proposed Emerald Shores mixed use development is located on 597.57 acres in southeast Henry County. The proposed development will consist of 1046 single family residential lots, 19,000 square feet of office, and 136,000 square feet of retail. Access to the development is proposed at four locations along Peeksville Road, New Hope Road, and Leguin Mill Road.	
Submitting Local Government: Henry County	
Date Opened: Mar 16 2006	
Deadline for Comments: *Mar 30 2006*	
Earliest the Regional Review can be Completed: Apr 14 2006	
Response:	
1) □ Proposal is CONSISTENT with the following regional development guide listed in the comment section.	
2) □ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.	
3) □ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.	
4) □ The proposal does NOT relate to any development guide for which this division is responsible.	
5) □Staff wishes to confer with the applicant for the reasons listed in the comment section.	
COMMENTS:	

Preliminary Report:	March 16, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Emerald Shores #1025
Final Report Due:	April 14, 2006		Comments Due By:	March 30, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Emerald Shores mixed use development is located on 597.57 acres in southeast Henry County. The proposed development will consist of 1046 single family residential lots, 19,000 square feet of office, and 136,000 square feet of retail. Access to the development is proposed at four locations along Peeksville Road, New Hope Road, and Leguin Mill Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

GENERAL

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

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned RA (residential- agricultural). The proposed zoning for the site is PD (planned development). Information submitted for the review states that the proposed zoning is not consistent with Henry County's Future Land Use Map which designates the area as a residential-agricultural district.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

No other major developments have been reviewed within two miles of the proposed development.

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed plan submitted for review, according to information provided for the review, calls for 24% impervious surface. The development is proposing 236.2 acres of open space, which is 40% of the total site. Through the Community Choices Toolkit, ARC recommends for a conservation subdivision that a minimum of 40% of the land is open space. The proposed development meets this requirement of the conservation subdivision. Additionally, most of the preserved open space is located adjacent to the Tussahaw Reservoir and would be available for public uses. Also there is any opportunity to connect the proposed open space of this development with a county owned greenspace tract owned by Henry County Waster and Sewer Authority. It is recommended that the developer and the county coordinate efforts connect the open spaces between the properties.

The proposed development is contiguous to the Tussahaw reservoir. Information submitted for the review states that the developer has been working with the Henry County Water and Sewer Authority to ensure that all regulations and requirements are met concerning the development's impact on the reservoir. The development is proposing a 500' buffer along the shoreline of the reservoir. It is recommended that the buffer is no less than 500' along this shoreline, as is currently proposed.

The site plan proposes trails throughout the development with good connections to the public amenities, public access to the reservoir, public parks within the development, and the residential areas.

The site plan proposed several pocket parks or nature preserve areas between the residences. It is recommended that this space is dedicated to a homeowner's association or a third party for preservation.

The proposed internal road system provides good connectivity within the residential portion of the development. The road network minimizes stream crossing to 5 within the development.

Site plan recommendations include providing an adequate vegetative buffer between the commercial area and the residences located along Street Y, Street AA, and Driveway 2.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in southeastern Henry County.

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

It is entirely within Henry County's boundaries; however, the site is less than two miles from Butts County.

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

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $365,300,000 million with an expected $1,269,950 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Water Supply Watersheds and Stream Buffers

The project property is located in the Tussahaw Creek Water Supply Watershed adjoining the proposed Tussahaw Reservoir. The Tussahaw watershed is a proposed small (less than 100-square mile) water supply watershed that will serve Henry County when the reservoir is completed. The County has developed a watershed protection district for Tussahaw Creek under Article VIII, Section 3-7-159 of the Henry County Code. The District requirements include a 500-foot "critical area" along the banks of the reservoir and its perennial (blue line) tributaries, buffers and setbacks along the perennial tributaries and specific requirements for various land uses inside the watershed. The submitted plans show a 500-foot setback along the reservoir and 100-foot buffers along the streams in the property. The project will need to conform to all County Watershed District requirements including limits on impervious surface.

For any other streams on the property, the project must meet the requirements of the County's Stream Buffer Ordinance, which has been adopted as one of the stormwater ordinances required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. Any work in these buffers must meet ordinance requirements or a variance must be approved by the County.

For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, using impervious areas based on estimated averages for land uses in the Atlanta Region. The open space shown in the plans is factored into the residential density. Actual loadings will vary with the actual land use and the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	13.60	23.26	236.64	1468.80	13368.80	16.73	2.99
Low-Med. SF Res. (0.5-1 ac)	582.07	628.64	2747.37	19790.38	371942.73	157.16	34.92
Office/Light Industrial	1.90	2.45	32.55	216.60	1345.20	2.81	0.36
TOTAL	597.57	654.34	3016.56	21475.78	386656.73	176.70	38.28

Total Estimated Impervious: 21% in this analysis

The current site plan does not clearly indicate how stormwater runoff will be managed. In order to address post-construction stormwater runoff quality and quantity, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual.

Where possible, the project should utilize the stormwater better site design concepts included in the Manual. Stormwater runoff from the site must be treated to remove at least 80% of the average annual total suspended solids (TSS) loading. An Excel design tool (GSMM Site Development Review Tool) is available at www.northgeorgiawater.org that can be used to evaluate the site for meeting this requirement.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

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

Access to the development is proposed at four locations via five driveways. Driveway 1 and driveway 2 are proposed along Peeksville Road, approximately 600' west of its intersection with Collins Way. Driveway 3 is proposed along New Hope Road at its intersections with Peeksville Road. Driveway 4 is proposed along New Hope Road approximately 950' east of its intersection with Leguin Mill Road. Driveway 5 is proposed along Leguin Mill Road at its intersection with Old Leguin Mill Road and approximately 3,000' west of its intersection with New Hope Road.

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

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

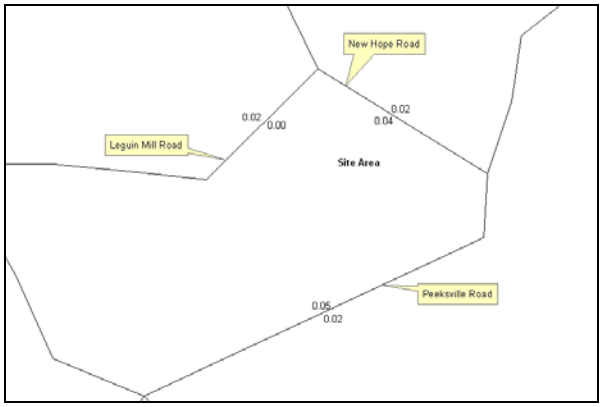
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
1,046 Single-Family Homes	186	556	742	559	328	887	9014
19,000 sq ft Office Space	44	6	50	17	83	100	370
136,000 sq ft Retail Space	115	73	188	368	399	767	8,294
Reductions	-	-	-	-95	-95	-190	-1804
TOTAL NEW TRIPS	**345**	**635**	**980**	**849**	**715**	**1564**	**15,874**

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

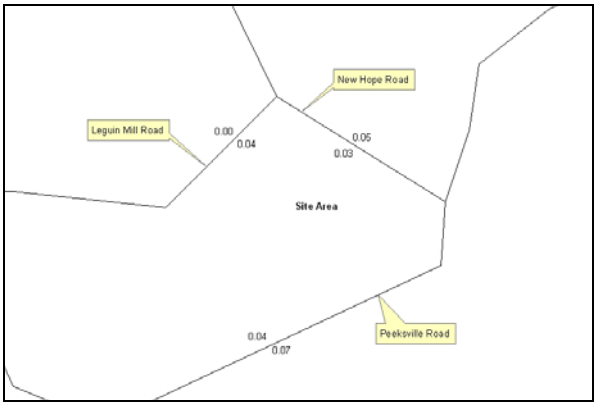
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

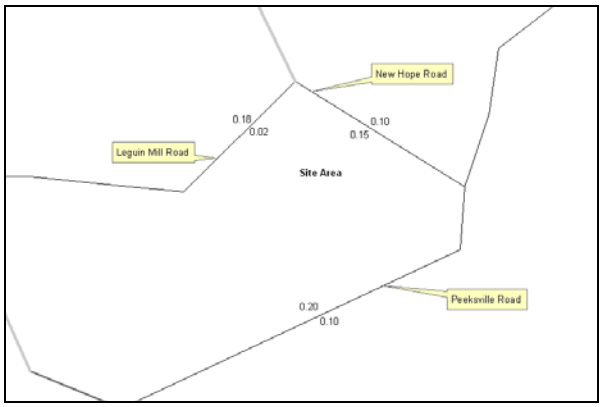
V/C Ratios



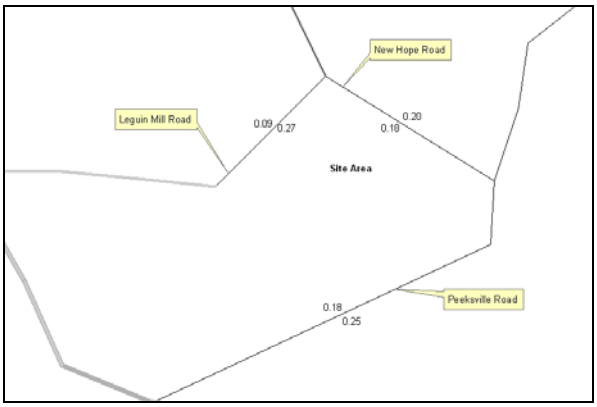
2010 AM Peak



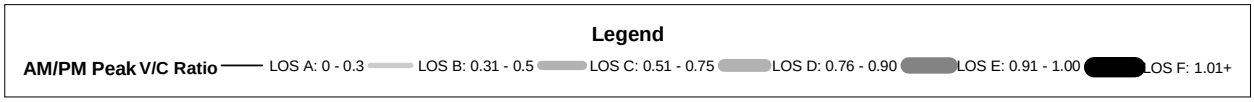
2010 PM Peak



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, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
HE-AR-BP020	LOCUST GROVE MULTI-USE PATH PROGRAM	Multi-Use Bike/Ped Facility	2010
HE-126B1, B2	HAMPTON LOCUST GROVE ROAD: SEGMENT 2	Roadway Operations	2008
HE-920A	SR 920 (JONESBORO ROAD): SEGMENT 1	Roadway Capacity	2008

HE-020A, B	SR 20/81 (HAMPTON STREET / KEYS FERRY ROAD)	Roadway Capacity	2010

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
HE-113	SR 155	Roadway Capacity	2030
AR-H-052A, B	I-75 SOUTH HOV LANES	HOV Lanes	2024
HE-118D	MCDONOUGH PKWY EXTENSION (MCDONOUGH BYPASS): PHASE IV	Roadway Capacity	2020

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Emerald Shores.

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

SR 81 at Racetrack Road

- Signalize this intersection.
- Add a northbound left-turn lane along SR 81 with protected-permissive left-turn phasing.
- Widen SR 81 to four lanes to provide an additional through lane on both the northbound and southbound approaches.
-

SR 81 at Old Jackson Road

- Widen SR 81 to four lanes to provide an additional through lane on both the eastbound and westbound approaches.
- Add an additional northbound left-turn lane along Old Jackson Road to form dual left-turn lanes.

SR 81 at New Hope Road

- Signalize this intersection.
- A westbound left-turn lane should be constructed along SR 81.
- An eastbound right-turn lane should be constructed along SR 81.
- An additional northbound approach lane should be constructed along New Hope Road to form an exclusive left-turn lane and an exclusive right-turn lane.

US 23/SR 42 at Peeksville Road

- Signalize this intersection.
- A southbound left-turn lane should be constructed along US 23/SR 42 with protected permissive left-turn phasing.
- An additional westbound approach lane should be constructed along Peeksville Road to form an exclusive left-turn lane and an exclusive right-turn lane.
- US 23/SR 42 should be widened to four lanes to provide an additional through lane on both the northbound and southbound approaches.

Peeksville Road at Leguin Mill Road

- Signalize this intersection.
- An eastbound left-turn lane should be constructed along Peeksville Road.
- A westbound left-turn lane should be constructed along Peeksville Road.
- A southbound right-turn lane should be constructed along Leguin Mill Road.

Old Jackson Road at Leguin Mill Road

- Signalize this intersection.
- A northbound left-turn lane should be constructed along Old Jackson Road.
- A southbound left-turn lane should be constructed along Old Jackson Road.
- An eastbound left-turn lane should be constructed along Leguin Mill Road.
- A westbound left-turn lane should be constructed along Leguin Mill Road.

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.

Peeksville Road at South Ola Road

- An additional westbound approach lane should be constructed along Peeksville Road to form a shared left-turn/through lane and an exclusive right-turn lane.

Old Jackson Road at Peeksville Road

- A southbound left-turn lane should be constructed along Old Jackson Road.
- A westbound right-turn lane should be constructed along Peeksville Road.

Leguin Mill Road at South Ola Road

- Signalize this intersection.
- An eastbound left0turn lane should be constructed along Leguin Mill Road.
- A westbound left-turn lane should be constructed along Leguin Mill Road.

Old Jackson Road at Leguin Mill Road

- Add protected-permissive left-turn phasing to the westbound approach along Leguin Mill Road.

New Hope Road at Leguin Mill Road

- Convert the intersection to operate under All-Way STOP control.

Old Jackson Road at Coan Drive

- A northbound left-turn lane should be constructed along Old Jackson Road.
- An additional eastbound approach lane should be constructed along Coan Drive to form an exclusive left-turn lane and an exclusive right-turn lane.

Peeksville Road at Proposed Driveway 1

- The proposed driveway southbound approach should have one ingress lane and two egress lanes.
- Construct an eastbound left-turn lane along Peeksville Road for eastbound vehicles turning left into proposed driveway 1.

Peeksville Road at Proposed Driveway 2
- The proposed driveway northbound approach should have one ingress lane and two egress lanes.

New Hope Road at Proposed Driveway 3
- The proposed driveway eastbound approach should have one ingress lane and one egress lane.

New Hope Road at Proposed Driveway 4
- The proposed driveway northbound approach should have one ingress lane and one egress lane.
- Construct an eastbound right-turn lane along New Hope Road for eastbound vehicles turning right into Proposed Driveway 4.

Leguin Mill Road at Proposed Driveway 5
- The proposed driveway northbound approach should have on ingress lane and one egress lane.
- Construct an eastbound right-turn lane along Leguin Mill Road for eastbound vehicles turning right into Proposed Driveway 5.

New Hope Road, approximately 900 ft east of Leguin Mill Road to Peeksville Road
- Pave this roadway which is currently a dirt road.

Peeksville Road, approximately 1,300 ft east of Old Jackson Road to New Hope Road
- Pave this roadway which is currently a dirt road.

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?

The GRTA Xpress park and ride lot is located approximately 9 miles from the site of the development. Xpress route # 440 serves this park and ride lot Monday through Friday from 5:45 a.m. till 7:10 p.m. with headways every 30 minutes between 5:45 a.m. and 7:45 a.m. and between 4:35 p.m. and 7:10 p.m..

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
SF Detached Dwellings **With all of the below:**		15%

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?		
Total		**15%**

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

The area surrounding the proposed site is quickly developing and according to the traffic study, several key intersections will be performing at a level of service of D or worse in the build out year without the completion of this project. It is highly suggested that all recommended improvements be implemented prior to completion of this project. Additionally, it is recommended the developer work with GRTA to establish a park and ride lot closer to the site of the proposed development

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.31 MGD.

Which facility will treat wastewater from the project?

The proposed site is does not currently have sewer. The developer has been working with the Henry County Water and Sewer Authority to have an on-site plant. Information submitted for the review states that 12.5 acres of the property is being reserved for a plan on the northwest side of the property. The type of facility being considered is to be a membrane bioreactor waste water treatment plan to Urban Reuse standards for land application in common areas and residential property.

The planned location of the plant is outside of the 500' Water Quality Critical Area and is a stand-along parcel, not adjacent to any residential parcels, and will be separated by a stream or roads from the development and nearby Henry County greenspace tract.

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

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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 have been served by the HCWSA.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.345 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 946 tons of solid waste per year and the waste will be disposed of by a private waste management company.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1,046 housing units that will include multi-family residential.

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 704.02. This tract had a 30.8 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 99 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 1025
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/1/2006 3:14:51 PM

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

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

Local Government Information

Submitting Local Government:	Henry County
*Individual completing form and Mailing Address:	Cheri Hobson-Matthews 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:	Emerald Shores

Development Type	Description of Project	Thresholds
Mixed Use	Development of 597+/- actres with a variety of uses including but not limited to residential commercial and office/institutional land uses.	View Thresholds

Developer / Applicant and Mailing Address:	John A. Bonanno Tussahaw Development, LLC 681 Trinity Place Suwannee, GA 30024
Telephone:	678.714.4752
Fax:	678.714.4002
Email:	jabonanno@crescent-resources.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	242, 243, 244, 237 of the 1st District and 242, 243, and 244 of the 8th District
What are the principal streets or roads providing vehicular access to the site?	Peeksville, Leguin Mill and New Hope Roads
Provide name of nearest street(s) or intersection:	Peeksville and New Hope Roads
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	33 23'6.01"N / 84 01'4.29"W
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?	<1 mile (Butts County)
If no, provide the following information:	
In what additional jurisdictions is the project located?	N/A
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Henry County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: N/A
	Project ID: N/A
	App #: N/A
The initial action being requested of the local government by the applicant is:	Rezoning, Other Concept Plan Review
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?	HCWSA or Private
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?	N/A
Estimated Completion Dates:	This project/phase: N/A Overall project: 2012

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): DOT/SPLOST will have to confirm road improvements and/or proposed projects.	

Submitted on: 3/10/2006 8:07:34 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Henry County
Individual completing form:	Cheri Hobson-Matthews 140 Henry Parkway, McDonough, GA 30253
Telephone:	770.954.2457
Fax:	770.954.2958
Email (**only one**):	cmatthews@co.henry.ga.us

Proposed Project Information

Name of Proposed Project:	Emerald Shores
DRI ID Number:	1025
Developer/Applicant:	Tussahaw Development, LLC - John A. Bonanno, PE - VP
Telephone:	678.714.4752
Fax:	678.714.4002
Email(s):	jabonanno@crescent-resources.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$365,300,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,269,950
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): No existing uses will be dislaces . The property is undeveloped with no structures and no active uses.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	HCWSA
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.345 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?	Water at Site. No extension required.

Wastewater Disposal

Name of wastewater treatment provider for this site:	HCWSA or Private
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.31 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: Applicant proposes to convey wastewater by regional pump station to existing Henry County plant or to permit and construct a private Membrane Batch Reactor plant to urban reuse standards.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	6 mile forcemain if to HCWSA

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.)	944 Peak PM entry
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: Build out year 'No-Build' and build out year 'Build' improvements are detailed in the Kimley Horne Traffic Analysis of .	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	946 tons annually
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?	24% consistent with Henry watershed regs
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Tussahaw Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The Emerald Shores development is planned to be consistent with Federal, State and local requirements of Henry County. Specific measures will be determined during site plan review but will be consistent with Henry County's Erosion and Sediment Control, Stormwater Runoff, Stream Buffer Protection, Post Development, Flood Plain Management and Watershed Protection Ordinances.	

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?	Y
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:
1 - Impact to the Tussahaw water supply watershed will be minimal through use of a sewered subdivision design and careful planning techniques consistent with Henry County Watershed Protection Ordinance and good environmental practice. 2. Impact to the groundwater recharge area will be minimal. The area is possibly a groundwater recharge area as is much of Henry County. The area is considered 'low pollution susceptibility'. Further, the proposed sewered plan has less impacts than the currently vested septic system plan on the property. Development will be consistent with GA EPD 391-3-16.01 and .02 and applicable Henry County ordinances. 3. Impact to wetlands will be minimal and are significantly less than under the currently vested development plan for the property. Streams and wetlands were field delineated and located before site design. Development has been pulled away from wetland areas and stream channels. Roadway and utility crossings have been minimized. Streams are proposed for crossing perpendicularly to the degree possible. Archspan structures are proposed in lieu of some culverts.

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: