**REGIONAL REVIEW FINDING** 

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

#### DATE: May 5 2006

ARC REVIEW CODE: R504182

TO:Mayor Lorene LindseyATTN TO:Tim Young, Director, Community DevelopmentFROM:Charles Krautler, Director



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

#### Submitting Local Government: City of Locust Grove Name of Proposal: Strong Rock

**<u>Review Type:</u>** Development of Regional Impact

Date Opened: Apr 18 2006

Date Closed: May 5 2006

**<u>FINDING</u>**: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

<u>Additional Comments</u>: In comments attached at the end of this report, the City of Locust Grove has coordinated with Henry County Water and Sewer Authority concerning the impacts of the development on the S.H. Gardner Reservoir along the Indian Creek Basin. Comments received by Henry County Water and Sewer Authority state that the site plan proposed meets the criteria of the Henry County Watershed Protection Ordinance.

Recently, the City of Locust Grove has adopted an interim Future Land Use Plan that establishes the area along Interstate 75, including the site of the proposed development, as a mixed use corridor. The corridor is established as a mix of commercial and office/institutional uses while limiting areas for residential development. It has been indicated in comments received from the City of Locust Grove, that the Strong Rock development is consistent with this newly adopted interim Future Land use Plan.

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

ARC LAND USE PLANNING ARC DATA RESEARCH GEORGIA DEPARTMENT OF NATURAL RESOURCES GEORGIA CONSERVANCY BUTTS COUNTY CITY OF MCDONOUGH ARC TRANSPORTATION PLANNING ARC AGING DIVISION GEORGIA DEPARTMENT OF TRANSPORTATION HENRY COUNTY SPALDING COUNTY CITY OF HAMPTON ARC Environmental Planning Georgia Department of Community Affairs Georgia Regional Transportation Authority McIntosh Trail RDC Henry County Schools

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

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

## FINAL REPORT SUMMARY

## PROPOSED DEVELOPMENT:

The proposed Strong Rock development is a mixed use development located in the City of Locust Grove on 210 acres. The proposed development will include a private school that will accommodate 3,356 elementary, middle, high school, and post secondary students, a 120,000 square foot hospital facility with associated office space, 457,592 square feet of office space, a 14,000 square foot daycare facility, and a 36,000 square foot assisted living facility that will consist of 100 beds. Access to the proposed development is proposed as a four lane divided roadway that connects with Hampton Locust Grove Road.

## PROJECT PHASING:

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

## **GENERAL**

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

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

The project site is currently zoned M1, R2, and C2. The proposed zoning for the site is C3 and O&I. Information submitted for the review states that the proposed zoning is not consistent with the City of Locust Grove's Future Land Use Map. The City is currently in the process of updating the Joint Future Land Use Plan with Henry County and has indicated that the update will take into account the proposed development.

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

No comments were received during the review identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

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

### Will the proposed project generate population and/or employment increases in the Region?



Preliminary	April 18,
Report:	2006
Final Report	May 18,
Due:	2006

Preliminary Poport:	April 18,	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Final Donart	2000 Mov 19	REVIEW REPORT	Commonte	May 2, 2004
Due:	2006		Due By:	Way 2, 2000

## If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

This is a service oriented development that will provide employment opportunities, as well as educational and medical facilities.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2005	Kingston Village
2003	Bridle Creek
2002	Indian Creek Plantation
2002	Locust Grove Station
2000	Minerva Cole Tract
1999	Eagle Creek Country Club
1996	Southgate

## 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?

In comments attached at the end of this report, the City of Locust Grove has coordinated with Henry County Water and Sewer Authority concerning the impacts of the development on the S.H. Gardner Reservoir along the Indian Creek Basin. Comments received by Henry County Water and Sewer Authority state that the site plan proposed meets the criteria of the Henry County Watershed Protection Ordinance.

Recently, the City of Locust Grove has adopted an interim Future Land Use Plan that establishes the area along Interstate 75, including the site of the proposed development, as a mixed use corridor. The corridor is established as a mix of commercial and office/institutional uses while limiting areas for residential development. It has been indicated in comments received from the City of Locust Grove, that the Strong Rock development is consistent with this newly adopted interim Future Land use Plan.

It is strongly recommended that the proposed development include internal pedestrian connections.



Preliminary Penort:	April 18,	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Final Report	2000 May 18,	<b>REVIEW REPORT</b>	Comments	May 2, 2006
Due:	2006		Due By:	

Grading of the site should be kept to a minimum where possible. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible. Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. The developer should consider pervious pavement and reflective roofing where possible. It is recommended that resources and information from the U.S Green Building Council, American Planning Association, U.S. EPA, Cool Communities, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed. The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

## FINAL REPORT

#### **Regional Development Plan Policies**

- 1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
- 2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
- 3. Increase opportunities for mixed-use development, infill and redevelopment.
- 4. Increase transportation choices and transit-oriented development (TOD).
- 5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
- 6. Preserve and enhance existing residential neighborhoods.
- 7. Advance sustainable greenfield development.
- 8. Protect environmentally sensitive areas.
- 9. Create a regional network of greenspace that connects across jurisdictional boundaries.
- 10. Preserve existing rural character.
- 11. Preserve historic resources.
- 12. Inform and involve the public in planning at regional, local and neighborhood levels.
- 13. Coordinate local policies and regulations to support the RDP.
- 14. Support growth management at the state level.

### BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation. Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing. Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones. Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.



Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

## BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking. Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression. Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets. Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

### BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape<sup>TM</sup> landscaping. Xeriscaping<sup>TM</sup> is water conserving landscape methods and materials.

#### **BEST HOUSING PRACTICES**

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



Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

## **LOCATION**

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

The proposed project is located in the City of Locust Grove in the southwest portion of Henry County. The site is located west of Interstate 75 and south of Hampton Locust Grove Road.

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 the City of Locust Grove's boundaries; however, the site is adjacent to Henry County.

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

The proposed development is adjacent to the S.H. Gardner Reservoir.

## **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 \$300,000,000 million with an expected \$4,285,200 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?



Preliminary Peport:	April 18,	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Final Report	2000 May 18,	<u>Review Report</u>	Comments	May 2, 2006
Due:	2006		Due By:	· <b>,</b> · · · ·

None were determined during the review.

## NATURAL RESOURCES

The developer has agreed to any additional watershed or stormwater quality requirements by Henry County Water and Sewer Authority.

# 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 adjacent to the Gardner Reservoir, a water supply reservoir for Henry County located on Indian Creek and therefore is entirely within the Indian Creek Water Supply Watershed, which is a small (less than 100-square mile) water supply watershed. The property is also crossed by a perennial tributary to the reservoir (solid blue line on USGS coverage). Under the State Part 5 criteria, all development within a small water supply watershed must meet the DNR minimum criteria for small water supply watersheds unless alternate criteria are developed by all jurisdictions in a watershed and approved by EPD. Henry County has developed criteria for the Indian Creek Watershed (County Code section 3-7-159), but it is not known by staff if Locust Grove has adopted those criteria, adopted their own or is using the state minimums. The submitted plans show a 500-foot critical area zone round the reservoir, a 150-foot vegetative buffer along the reservoir and a 100-foot vegetative buffer along the perennial stream, all of which are required under the County watershed criteria. The County criteria also require no more than 20 percent impervious surface in the critical area and 25 percent impervious surface elsewhere on the property. Higher percentages can be allowed if a stormwater management plan showing stormwater control measures approved by the County is include in the proposed plans. The State minimum criteria require a 100-foot buffer around the reservoir, a 150-foot impervious setback and 100-foot buffer on perennial streams, as well as a maximum of 25 percent impervious surface in the entire watershed.

If the City is using the County criteria, the proposed project will need to meet all applicable criteria. The project plans show ball fields extending into the reservoir 150-foot buffer and part of the rodeo area and barn extend into the 500-foot critical area (animal feeding is not permitted in the critical area under the County criteria). The City will need to determine if these activities meet the requirements.

If the City is using the State minimum criteria, the project plans will need to include a 150-foot impervious setback along the perennial stream, have no intrusions within 100-feet of the reservoir and either reduce the impervious surface to 25 percent of the property or show how the impervious surfaces in excess of 25 percent are offset elsewhere in the watershed.

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.



Preliminary Poport:	April 18,	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Report.	2000			
Final Report	May 18,	<u>REVIEW REPORT</u>	Comments	May 2, 2006
Due:	2006		Due By:	-

#### 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 for each use based on estimated averages for land uses in the Atlanta Region. Actual loadings will vary with the actual amount of impervious coverage. The following table summarizes the results of the analysis:

Poliutant loads (lb./yr.)							
Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Office/Light Industrial	208.91	269.49	3578.63	23815.74	147908.28	309.19	39.69
TOTAL	208.91	269.49	3578.63	23815.74	147908.28	309.19	39.69

## Pollutant loads (lb./yr.)

#### **Total Estimated Impervious: 70% in this analysis**

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

#### 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 subject property will be provided through the construction of a four-lane divided roadway intersecting with Hampton Locust Grove Road at Price Road. The proposed roadway has been directly aligned with the future re-alignment of Price Road, which is to be completed during the widening of Hampton Locust Grove Road.



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

PBS&J 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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

I and Usa	A.N	A. Peak Ho	our	P.N	24-Hour		
Land Use	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
756 Student Elementary							
School	393	249	642	52	76	128	1874
1,000 Student Middle School	520	330	850	70	100	170	2480
1,200 Student High School	624	396	1020	84	120	204	2976
400 Student College	211	46	257	147	821	968	715
120,000 sq ft Hospital	170	84	254	105	214	319	3411
457,592 sq ft Office Space	665	90	755	127	622	749	5270
13,902 sq ft Daycare	94	84	178	56	64	120	1102
100 Bed Assisted Living	9	5	14	10	12	22	284
TOTAL NEW TRIPS	2686	1284	3970	651	2029	2680	18112

\*No alternative mode or pass by reductions were taken for this traffic study.

## 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.



Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Final Report Due:	May 18, 2006	<u>Review Report</u>	Comments Due By:	May 2, 2006



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 2006-2011 TIP, approved in March of 2006. 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.

### 2006-2011 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-126B	HAMPTON LOCUST GROVE ROAD: SEGMENT 2	Roadway Operations	2008
SP-012	SR 155 NORTHBOUND PASSING LANES	Roadway Operations	2007



#### 2030 RTP\*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
SP-048	SR 155	Roadway Capacity	2020

\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.

## Summarize the transportation improvements as recommended by consultant in the traffic study for Strong Rock.

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 42 @ Peeksville Road

- Provide northbound and southbound left-turn bays along SR 42.
- Signalize this intersection.
- •

Hampton Locust Grove Road @ Lester Mill Road

• Provide eastbound and westbound left and right-turn bays along Hampton Locust Grove Road.

I-75 Southbound Ramp @ Bill Gardner Pkwy

- Provide for a westbound dual, left-turn movement along Bill Gardner Pkwy.
- Provide an eastbound right-turn bay along Bill Gardner Pkwy.
- Provide for an additional lane on the I-75 southbound entrance ramp.
- Provide for an additional westbound travel lane (from 1 to 2 travel lanes).

I-75 Northbound Ramp @ Bill Gardner Pkway

- Provide for a northbound dual, right-turn movement from I-75.
- Provide for a westbound dual, right-turn movement along Bill Gardner Pkwy.
- Provide for an additional lane on the I-75 northbound entrance ramp.

Tanger Boulevard @ Bill Gardner Pkwy.

- Provide for a northbound right-turn bay along Tanger Boulevard.
- Provide for eastbound left and right-turn bays along Bill Gardner Pkwy.

Bill Gardner Pkwy @ SR 42

- Provide for an eastbound dual, right-turn movement along Bill Gardner Pkwy.
- Provide for a northbound dual, left-turn movement along SR 42.

SR 42 @ Locust Grove Griffin Road

- Provide for a southbound right-turn bay along SR 42.
- Provide for a northbound left-turn bay along SR 42.



Preliminary Penort:	April 18,	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Final Report	2000 May 18,	<u>Review Report</u>	Comments	May 2, 2006
Due:	2006		Due By:	

- Provide for an eastbound dual, left-turn movement and right-turn bay along Locust Grove Griffin Road.
- Signalize this intersection.

SR 42 @ Roberts Grove Road

- Provide for left and right-turn bays for each approach.
- Signalize this intersection.

SR 42 @ Tanger Boulevard

- Provide for a northbound left-turn bay along SR 42.
- Provide for a southbound right-turn bay along SR 42.
- Signalize this intersection.

Locust Grove Griffin Road @ Shoal Creek/Roberts Road

• Signalize this intersection.

Widen Hampton Locust Grove Road from 2 to 4 lanes.

Widen SR 42 from 2 to 4 lanes.

Widen eastbound travel lanes along Bill Gardner Pkwy from 2 to 3 lanes from the I-75 southbound ramp to SR 42.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

SR 155 @ Hampton Locust Grove Road

- Lengthen left-turn bays for each approach to 250 ft.
- Provide right-turn bays for each approach.
- Re-time signal.

SR 155 @ Hampton Locust Grove Road.

• Provide for a southbound, dual left-turn movement.

Hampton Locust Grove Road @ Price Rd/Proposed Roadway

- Provide for a northbound dual, left-turn movement and a shared thru/right turn lane.
- Provide for an eastbound left-turn bay and right-turn bay.
- Provide for a westbound triple, left-turn movement and right-turn bay.

I-75 Southbound Ramp @ Bill Garder Pkwy

• Provide for a southbound triple, left-turn movement and a dual, right-turn movement.

I-75 Northbound Ramp @ Bill Gardner Pkwy

• Provide for an eastbound dual, left-turn movement.



Tanger Blvd @ Bill Gardner Pkwy

- Provide for an eastbound dual, right-turn movement.
- Widen westbound approach to three travel lanes.
- Provide a westbound right-turn bay.

Proposed Roadway @ Indian Creek Rd

- Provide eastbound left-turn bay along Indian Creek Road.
- Provide westbound right-turn bay along Indian Creek Road.
- Signalize this intersection.

## Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

GRTA Xpress route # 430 provides weekday service from McDonough to Atlanta. This service is provided from 5:00 a.m. till 8:00 a.m. during the morning and from 3:30 p.m. till 6:00 p.m. in the evening.

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

None proposed.

The ARC's Air Quality Benchmark test is not applicable to this development.

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

According to the traffic study, the proposed development demonstrates a burden onto the surrounding roadway system. It is suggested that all recommended improvements be implemented prior to construction completion. It is also recommended the developer work with GRTA to establish an Xpress route within closer proximity to the proposed development.

## **INFRASTRUCTURE**

### Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.21 MGD.

### Which facility will treat wastewater from the project?

The Locust Grove LAS (west) facility will provide wastewater treatment for the proposed development.

### 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
0.3	0.3	0.06	0.3	0.0	Upon completion of new Skyland plant, divert flow to Skyland plant and decommission Locust Grove-West.	

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

<sup>1</sup> 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 this plant.

#### **<u>INFRASTRUCTURE</u>** Water Supply and Treatment

#### How much water will the proposed project demand?

Water demand also is estimated at 0.25 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 1,200 tons of solid waste per year and will be disposed on in Henry County.

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

No.

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



None stated.

INFRASTRUCTURE Other facilities

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

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

None were determined during the review.

## **HOUSING**

## Will the proposed project create a demand for additional housing?

No.

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 704.01. This tract had a 61.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 86 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.



Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Strong Rock #999
Final Report Due:	May 18, 2006	<u>Review Report</u>	Comments Due By:	May 2, 2006

\* 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.



MAYOR Lorene M. Lindsey

COUNCIL Keith D. Boone W. L. (Billy) Carter Viann Doerr Wilson Henley Willie M. Roberts Frances Ward

CLERK Theresa Breedlove

CITY MANAGER Rick Jeffares

## **CITY OF LOCUST GROVE**

P. O. Box 900 • Locust Grove, Georgia 30248-0900 Telephone (770) 957-5043 Fax (770) 954-1223

April 27, 2006

Atlanta Regional Commission Attention: Mike Alexander 40 Courtland Street, NE Atlanta, Georgia 30303

RE: Strong Rock DRI #999, letter of clarification and support

Dear Mr. Alexander:

In response to items brought forth in the preliminary report of findings for this Development of Regional Impact, the City of Locust Grove would like to clarify items of concern to you regarding water quality, transportation, and land use.

Water Quality. We communicated to you earlier that the city has adopted and currently enforces protection regulations for wetland areas and for small water supply watersheds. The concept plan respects the required 150' buffer within the 500' Water Quality Critical Area of the plan. We have coordinated our efforts with the Henry County Water and Sewerage Authority, as the development directly impacts the S. H. Gardner Reservoir along the Indian Creek Basin. They have been very supportive of the project. All aspects of the ordinance must be addressed and reviewed by both the city and HCWSA. Further, the site will be inspected by both development staff of the city and of the Water Authority through all phases for compliance.

**Transportation.** Transportation is a critical issue for all DRI projects, and Strong Rock is no different. We support the need for a boulevard street connecting Hampton-Locust Grove Road (aka Bill Gardner Parkway) to Indian Creek Road, as it allows for traffic to be distributed north and south on the city's east and west side in a better manner. That link is justified by our own transportation element of our Impact Fee Methodology Report. Additionally, the large employment base would contribute towards the city's desire to have a employment centers near residential portions of the city to allow for alternatives to commuting into adjoining counties in the Atlanta Region.

Land Use. The Strong Rock project promises fulfillment of our recently-adopted Future Land Use Plan (Interim) that establishes the area along Interstate 75 as a "Mixed Use Corridor". Under the text of that amendment, the corridor is likely to be a mixture of commercial and office/institutional uses with only limited areas for residential development. We accounted for the Strong Rock DRI in the designation of that SW quadrant of the Exit #212 Interchange.

The City of Locust Grove supports the proposal for the construction of the proposed DRI development, as it provides benefits to both the residents within the city and in the adjoining county (counties) to this project. It affords an alternative to extensive commuting to the Core Counties of Atlanta and will institutionalize an area to instruct the region's youth on the need for protection of water resources. We urge you to consider these points in your evaluation of this project.

Respectfully,

Lorene M. Lindsey, Mayor

Cc:

Rick Jeffares, City Manager File Apr. 25. 2006 5:46PMHenry County Water

Ρ.

Na y Kong

;77°No. 0405'



Engineering Department 1695 Highwey 20 West McDonough, GA 30253 (770) 914-3688 (770) 914-3359 Fax

April 25, 2006

Re: Water Service - Availability Proposed Development: Property Information:

Strong Rock Development East of Gardner Reservoir @ Price Drive LL's 169 & 170; District 2 PUD Gardner Reservoir

Proposed Zoning: Basin:

#### TO WHOM IT MAY CONCERN:

Henry County Water & Sewerage Authority has reviewed the conceptual layout dated January, 18, 2006, for the proposed Strong Rock Development. The conceptual layout meets the criteria of the Henry County Watershed Protection Ordinance.

The developer and the City of Locust Grove has committed to getting HCWSA approval on each phase of the project prior to issuance of all land disturbance permits. The developer will be required and has committed to implementation of all additional water quality measures that may be required by HCWSA.

Registrate

If you have any questions, please feel free to contact us.

HENRY COUNTY WATER and SEWERAGE AUTHORITY

Tony V. Carnell Engineering Manager

Cc: Lindy Farmer, Jr., General Manager Rick Jeffares, City of Locust Grove Adam Price, PE, Falcon Design Consultants, Inc.



April 21, 2006

Mike Alexander, Review Coordinator Atlanta Regional Commission 40 Courtland Street, NE Atlanta, Georgia 30303

In Reference To:ARC Review Code R504182Proposal Name:Strong Rock

and and the start data of the second start and the second start of the second start of the second start of the An and the second start and the second start of the second start of the second start of the second start of the

Dear Mr. Alexander:

The purpose of this correspondence is to respond to your request for information related to the above referenced development. I received your memorandum regarding the above referenced project on April 19, 2006. Your memorandum requests information relating to this project by May 2, 2006

From the perspective of the Henry County Board of Education, this proposed development will most likely not result in an increase in the number of students enrolled in public schools in this area. As such, this proposed development will not likely add to the need for additional school facilities beyond those already in place and those planned for this area. A proposed private school with a combined K-12 capacity of almost 3000 students may assist the Henry County Board of Education in housing public school students in permanent classroom structures.

e ta la sta

a and a second a second se

Sincerely,

Preston Malcom, Ed.D. Assistant Superintendent, Administrative Services

Administrative Services 33 N. Zack Hinton Parkway McDonough, Georgia 30253 770.957.6601 770.898.7912 Fax www.henry.k12.ga.us Developments of Regional Impact

RDC Name: Atlanta Regional Commission Address: 40 Courtland Street NE, Atlanta, Georgia 30303 Phone: (404)-463-3100 Contact: M. Harley Fleming, AICP, Senior Planner

Project ID: DRI – 999 – Strong Rock, Henry County, City of Locust Grove

Name of Commenting Organization: Georgia Department of Transportation District 3 Traffic Operations 715 Andrews Drive Thomaston, Georgia 30286

Contact Person : Mike England Telephone: (707)-646-6557

Do you believe your jurisdiction will be affected by the proposed development ? District3, Yes

This development is located in District 3, Henry County, City of Locust Grove.

Describe effects: Information provided on this development describes a large mixed use facility located on Bill Gardner Parkway/Hampton Locust Grove Road, adjacent to an existing interstate interchange. The development is described to be completed in a single phase with completion date of 2012.

We concur with the overall recommended physical improvement detailed in the ARC preliminary report, including those noted as requirements in a no build condition.

The Department's Third District Traffic Operations staff met previously with the City of Locust Grove to discuss current conditions along the State Route 42 corridor, and proposals the District staff made at intersections included within the scope of this development's impact. City Manager Rick Jefferies discussed and agreed to proposals presented by District Staff.

**State Route 42 and Peeksville Road**: Henry County is currently preparing plans for construction of intersection improvements at State Route 42 and Peeksville Road as noted in this study. Planned improvements include a dedicated right turn lane and shared through, right lane on Peeksville, north and southbound left turn lanes on State Route 42 and a dedicated right turn lane, northbound. The intersection will be signalized as part of this project and include signal pre-emption with the at-grade railroad crossing indications at this intersection.

Hampton Locust Grove Road at Lester Mill Road: In addition to the listed recommendations, add dedicated left and right turn lanes for north and southbound Lester Mill Road.

DRI – 999 – Strong Rock, Henry County, City of Locust Grove April 27, 2006 Page 2

**I-75 Northbound at Bill Gardner Parkway:** In addition to the improvements listed for this intersection, add a second northbound exit lane to create dual left turn lanes in addition to the proposed dual right turn lanes. The northbound entrance ramp will require widening to accept the dual east to north I-75 entrance ramps and configured to allow a northbound through movement from the number 2 northbound left turn to westbound Bill Gardner Parkway.

**Bill Gardner Parkway at Tanger Boulevard:** Add to the listed recommendations, creation of a dual westbound left turn lane configuration for traffic accessing Tanger Boulevard.

Bill Gardner Parkway at State Route 42: The listed recommendations do not reflect the current limited State Route 42. The current configuration is a single north and southbound lane through the City of Locust Grove, with a northbound left turn lane at State Route 42 at bill Gardner. As proposed, the eastbound dual right would require significant taking of buildings along the State Route 42 corridor. The existing Norfork Southern Railroad track and right of way falls within the limits of State Route 42 in most of the Locust Grove City Limits. The same applies to the proposed dual left to go north on State Route 42. The southbound lane configuration is currently single north and southbound through lanes, with a dedicated right turn lane southbound. Physical and right-of-way restriction would limit a three lane configuration for any distance. eliminating a dual east to north movement. Discussions with Locust Grove management included initial consideration to three lane State Route 42 through Locust Grove and create a secondary tie to Tanger Boulevard at Bill Gardner Parkway, to create a by-pass system or roads with future consideration given to creating a one way system or roads utilizing Tanger Boulevard for southbound traffic, and State Route for northbound traffic configured as three northbound lanes with applicable dual lefts onto Bill Gardner Parkway.

State Route 42 at Locust Grove Griffin Road: Discussions with Locust Grove management included the listed improvements in this study with provisions to ultimately cul-de-sac Roberts Road and signalize this intersection. A traffic signal permit has been requested for this location. However, the dual left turn movement from Locust Grove Griffin Road cannot be implemented as recommended with current limitations of existing right-of-way and the Norfork Southern Railroad. See note above regarding creation of one-way pair roadways.

**State Route 42 at Tanger Boulevard** (south of the city). The configuration recommended presently exists. District and City meetings have been held to review this location for signalization. The conversation also included aligning Jackson Street on the north side of State Route 42 with Tanger Boulevard, and improving the current at grade railroad crossing, and turning Locust Grove into Tanger Boulevard

**Traffic Demand Strategies:** Strong consideration should be given to sponsoring or entering agreements with the Tanger Outlet Mall and the City of Locust Grove to provide

localized shuttle services between this development, the mall and other city retail, professional buildings.

DRI – 999 – Strong Rock, Henry County, City of Locust Grove April 27, 2006 Page 2

**General Comment:** The Department recommends inclusion of pedestrian amenities and traffic calming measures within this proposed development. Recommended improvements described detail the significant impact of this development and will require Department permitting procedures for impacts to the interstate and State Route roads within the scope of this study. Recommended improvements will require federal oversight and approval for improvements to the interstate ramps and bridges. Planning for improvements to the interchange should include exclusive pedestrian walkways along Bill Gardner included in bridge and ramp modifications. With the present function of the roads within this study area, this interchange will develop significantly and provide a primary access point for southside traffic demands and commuter activities, Intelligent Transportation System (ITS) equipment and management strategies should be included in the concept and planning stages for this development and area.

Your DRI ID NUMBER for this submission is: 999 Use this number when filling out a DRI REVIEW REQUEST. Submitted on: 1/26/2006 11:27:44 AM

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

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

## **Local Government Information**

Submitting Local Government:	City of Locust Grove
*Individual completing form and Mailing Address:	Tim Young, Director Community Development Department PO Box 900 Locust Grove, GA 30248
Telephone:	770-692-2328
Fax:	770-692-2327
E-mail (only one):	tyoung@locustgrove-ga.gov

\*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:		Strong Rock		
	Description of Project	Thresholds		
Mixed Use Private Assiste than 40		View Thresholds		
	DRA Development 45 Parkland Drive Stockbridge, GA 30281			
	770-507-0013			
	asproperties@bellsouth.net			
Name of property owner(s) if different from developer/applicant:				
Provide Land-Lot-District Number:				
What are the principal streets or roads providing vehicular access to the site?		Bill Gardner Parkway (AKA Hampton-Locust Grove Road) and Price Drive (to be reconfigured, currently unimproved).		
Provide name of nearest street(s) or intersection:		terchange 212 on I-75		
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):				
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www. mapblast.com are helpful sites to use.):		ink		
	Private Assiste than 40 iding ection: ject iding a ct	Strong F   Description of Project   Private Schools Complex Hospital Daycare   Assisted Living Facility and office space greater   than 400000 sf   DRA Development 45 Parkland Drive Stockburg   770-507-0013   asproperties@bellsouth.net   It   16   170-507-0013   170-507-0013   170-507-0013   170-507-0013   170-507-0013   170-507-0013   170-507-0013   180   190   191   191   192   192   192   192   192   192   192   192   192   192   193   193   193   193   194   194   195   195   195   195   195   195   195   195   195		

Is the proposed project entirely located within your local government's jurisdiction?	Υ
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	Ν
	Name:
If yes, provide the following information (where applicable):	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Locust Grove
What is the name of the wastewater treatment supplier for this site?	City of Locust Grove
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?	approximately one-half
Estimated Completion Dates:	This project/phase: 2016 Overall project: 2021

## Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	March 2006

## Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

## Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y

#### Other (Please Describe):

In our Impact Fee Methodology Report/CIE for entire program. To be incorporated into our STWP

Submitted on: 4/12/2006 3:20:59 PM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information		
Submitting Local Government:	City of Locust Grove	
Individual completing form:	Tim Young, Director, Community Development	
Telephone:	770-692-2328	
Fax:	770-692-2327	
Email ( <b>only one</b> ):	tyoung@locustgrove-ga.gov	

Proposed Project Information		
Name of Proposed Project:	Strong Rock	
DRI ID Number:	999	
Developer/Applicant:	DRA Development	
Telephone:	770-507-0013	
Fax:		
Email(s):	aprice@falcondesignconsultants.com	

## **DRI Review Process**

Y

Υ

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

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

## **Economic Impacts**

Estimated Value at Build-Out:	\$300,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$4,285,200
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): Land is currently undeveloped

## **Community Facilities Impacts**

## Water Supply

Name of water supply provider for this site:	City of Locust Grove
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.25 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?	0.56 mile
Wastewater Disposal	

http://www.georgiaplanning.com/planners/dri/view\_form2.asp?id=999 (1 of 3)4/18/2006 12:10:54 PM

DRI Record

lame of wastewater treatment provider for this site:		City of Locust Grove Indian Creek WWTP			
Vhat is the estimated sewage flow to be generated by the project, measured in Millions if Gallons Per Day (MGD)?		0.21 MGD			
Is sufficient wastewater treatment capacity available to serve this proposed project?		Y			
If no, are there any current plans to expand existing wastewater treatment capacity?					
If there are plans to expand existing wastewater treatment capacity, briefly describe below:					
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?		0.49 mile			
Land Transportation					
How much traffic volume is expected to be generated by the proposed development, in pervehicle trips per day? (If only an alternative measure of volume is available, please provide			18,113 ADT/3,966 AM/2,681 F	ΡМ	
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: See Strong Rock Traffic Impact Study for detail of improvements needed.					
Solid Waste Disposal					
How much solid waste is the project expected to generate annually (in tons)?		1,200 tons			
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:		Ν			
None is expected for the school site, although there is likely a very limited amount hazardous waste from the proposed hospital due to nature for medical treatment, including radioactive isotopes and other medical wastes. The site for the proposed hospital lies outside the water supply watershed and would require disposal as required for such activities.					
Stormwater Management					
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50% per developer engineer				
Is the site located in a water supply watershed?	Y				
If yes, list the watershed(s) name(s) below: Indian Creek - S H Gardner Reservoir (portion of the site) operated by the HCWSA					
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 150-foot undisturbed buffer along reservoir, pervious (grassed) parking area consisting of 2.5 acres, water quality and detention facilities, limited impervious surfaces within the 500-foot critical area of the reservoir					
Environmental Quality					
Is the development located within, or likely to affect any of the following:					
1. Water supply watersheds?				Y	

DRI Record

2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: less than half the site lies within the water supply watershed, and there are limited wetland areas on the site	
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:	

