



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: Apr 18 2006

ARC REVIEW CODE: R504182

TO: Mayor Lorene Lindsey
ATTN TO: Tim Young, Director, Community Development
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Strong Rock

Review Type: Development of Regional Impact

Meeting Date: *Wednesday, May 3rd*

Time: *1:30pm*

Location: *Chattahoochee Conference Room 2nd Level, ARC Offices*

Description: 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.

Submitting Local Government: City of Locust Grove

Date Opened: Apr 18 2006

Deadline for Comments: *May 2 2006*

Earliest the Regional Review can be Completed: May 18 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
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.



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Review Type: Development of Regional Impact

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MCINTOSH TRAIL RDC
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 2006-05-02 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of 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: **Strong Rock** *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

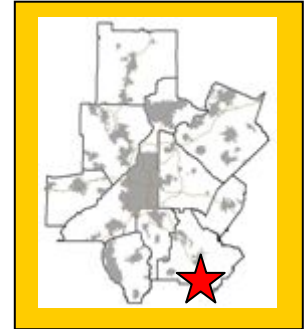
Return Date: May 2 2006

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

PRELIMINARY 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.

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?

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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?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) 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?

ARC staff preliminary finding is that the proposed development is not in the Best Interest of the Region and staff would like to meet with the developer and the City of Locust Grove to discuss how the development is meeting the criteria for small water supply watersheds.

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

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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.

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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.

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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.

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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.

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 \$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?

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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 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.

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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

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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:

Land Use	Land Area (acres)	Pollutant loads (lb./yr.)					
		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

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 (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.

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.

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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 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
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	5,270
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.

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V/C Ratios

To be determined during the review.

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 Pkwy

- Provide for a northbound dual, right-turn movement from I-75.
- Provide for a westbound dual, right-turn movement along Bill Gardner Pkwy.



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- 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 @ Peeksville Road

- Provide for northbound and southbound right-turn bays 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.
- 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



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- 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 to the Atlanta Motor Speedway, approximately 8 miles from the site of this development. 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 development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting uses w/in the		2%



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site		
Total		2%

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

To be determined during the review.

INFRASTRUCTURE

Wastewater and Sewage

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

Which facility will treat wastewater from the project?

The Indian Creek 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, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
1.5	1.5	0.0	4	-2.5	3.0 mgd by 2005 and 6.0 mgd by 2008.	

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 this plant.

INFRASTRUCTURE

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.

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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.)?

To be determined during the review.

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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.

* 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: **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	
Development Type	Description of Project	Thresholds
Mixed Use	Private Schools Complex Hospital Daycare Assisted Living Facility and office space greater than 400000 sf	View Thresholds
Developer / Applicant and Mailing Address:	DRA Development 45 Parkland Drive Stockbridge, GA 30281	
Telephone:	770-507-0013	
Fax:		
Email:	asproperties@bellsouth.net	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	LL 169 and 170 of the 2nd District	
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:	Price Drive and Bill gardner Parkway. Near Interchange 212 on I-75	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	32.20'31.87"N / 84.07'52.03"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://can send image file or Google Earth Link	

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	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

Y

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 (only one):	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

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:	\$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

Name of wastewater treatment provider for this site:	City of Locust Grove Indian Creek WWTP
What is the estimated sewage flow to be generated by the project, measured in Millions of 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 peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	18,113 ADT/3,966 AM/2,681 PM
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:	N
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

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:	

