



# 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: Oct 3 2006

ARC REVIEW CODE: R607211

TO: Chairman Eldrin Bell  
ATTN TO: Beverly Ramsey, Commercial Planner  
FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

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

**Submitting Local Government:** Clayton County

**Name of Proposal:** Waldon

**Review Type:** Development of Regional Impact

**Date Opened:** Jul 21 2006

**Date Closed:** Oct 3 2006

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

**Additional Comments:** The original site plan submittal indicated five curb cuts along Tara Boulevard. Two of those curb cuts proposed median breaks and traffic signal lights along Tara Boulevard. ARC staff expressed concerns regarding the proposed curb cuts and median breaks along Tara Boulevard. ARC is currently conducting a Multi-modal Corridor Study along Tara Boulevard, expected to be completed in the spring of 2007. The intent of the corridor study is to access multi-modal and long term transportation needs along the corridor and present land use challenges along with future land use opportunities along the corridor. Preliminary findings will address access management issues along the corridor. ARC staff met with the developer and Clayton County to discuss access management and the proposed development along Tara Boulevard.

Despite revisions to the site plan, ARC recommends that significant consideration be given to the location of the proposed median break and traffic signal. A traffic signal warrant study should be conducted for the proposed location as well as for signalization at either Old Poston Road or Winding Way, where there are existing median breaks.

Alternatives to additional median breaks and traffic signalization along Tara Boulevard should be thoroughly explored.

From a regional perspective, it is important to consider the east-west movement across Tara Boulevard, as well as access to the developments along Tara Boulevard for local traffic and the capacity function and efficiency for the throughput, commuter traffic. Based on staff review, the proposed location of the traffic signal for the development would not maximize the east-west movement. Old Poston Road is better suited to maximize this particular movement due to the existing median break and connection over to Main Street.

Additional site plan revisions should include a frontage road that connects the commercial pods together with access onto both Old Poston Road and Winding Way. Based on discussions with the developer, additional land would need to be required to provide access onto Winding Way; therefore, a stub-out for a future connection from the frontage road to Winding Way should be provided.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF JONESBORO  
CITY OF MORROW  
CITY OF LAKE CITY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CLAYTON COUNTY SCHOOLS  
CITY OF LAKE CITY  
FAYETTE COUNTY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF RIVERDALE  
CITY OF FOREST PARK  
HENRY COUNTY

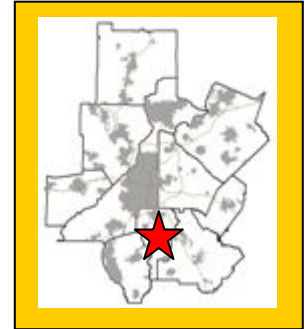
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website. The ARC review website is located at: <http://www.atlantaregional.com/landuse/>

Preliminary Report:	July 21, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Waldon #967
Final Report Due:	August 22, 2006		Comments Due By:	August 1, 2006

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Waldon development is a 167.8 acre mixed use development in Clayton County. The proposed development will include 210,000 square feet of commercial space, 522 townhome units, and 276 single family units. Site access is proposed at 9 locations along Tara Boulevard, Old Poston Road, and Poston Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2014.

### **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 AG (agricultural). The proposed zoning is PUD (planned unit development). Information submitted for the review states that the proposed zoning is not consistent with Clayton County's Future Land Use Map which designates the area as medium density residential.

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

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

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

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

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**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
2001	WB Casey WRF Exp/Pipeline & HUIF Const.
1987	GSA Warehouse

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

Based on information submitted for the review, there are two homes on the site that are currently being vacated.

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

No.

**Is the proposed development consistent with regional plans and policies?**

The original site plan submittal indicated five curb cuts along Tara Boulevard. Two of those curb cuts proposed median breaks and traffic signal lights along Tara Boulevard. ARC staff expressed concerns regarding the proposed curb cuts and median breaks along Tara Boulevard. ARC is currently conducting a Multi-modal Corridor Study along Tara Boulevard, expected to be completed in the spring of 2007. The intent of the corridor study is to access multi-modal and long term transportation needs along the corridor and present land use challenges along with future land use opportunities along the corridor. Preliminary findings will address access management issues along the corridor. ARC staff met with the developer and Clayton County to discuss access management and the proposed development along Tara Boulevard.

Revisions to the site plan included reducing the number of curb cuts along Tara Boulevard to three. However, a proposed median break and traffic signal remained as part of the proposal. After additional discussions, the developer has provided the attached statement at the end of this report to continue to work with Clayton County and address ARC's concerns.

Despite revisions to the site plan, ARC recommends that significant consideration be given to the location of the proposed median break and traffic signal. A traffic signal warrant study should be conducted for the proposed location as well as for signalization at either Old Poston Road or Winding Way, where there are existing median breaks. Alternatives to additional median breaks and traffic signalization along Tara Boulevard should be thoroughly explored. From a regional perspective, it is important to consider the east- west movement across Tara Boulevard, as well as access to the developments along Tara Boulevard for local traffic and the capacity function and efficiency for the throughput, commuter traffic. Based on staff review, the proposed location of the traffic signal for the development would not maximize the east-west movement. Old Poston Road is better suited to

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maximize this particular movement due to the existing median break and connection over to Main Street.

Additional site plan revisions should include a frontage road that connects the commercial pods together with access onto both Old Poston Road and Winding Way. Based on discussions with the developer, additional land would need to be required to provide access onto Winding Way; therefore, a stub-out for a future connection from the frontage road to Winding Way should be provided. Additionally, the east west movement through the development should be considered. It was discussed that Road II, labeled on the site plan, provided east-west movement from Poston Road to Tara Boulevard with access to the proposed traffic signal. Based on staff review, in order for Road II to maximize east-west movement and provide an alternative route to the proposed retail area for existing residents along Poston Road, the intersections must be reduced along Road II and direct alignment of the road through the site that would not be detrimental to the overall site plan should be explored.

Comments received from Fayette County are attached at the end of the report. As noted further in the report, the proposed development is located in the Flint River Large Water Supply Watershed, which provides a portion of Fayette County's raw water supply. Fayette County's withdrawal pump station is downstream from Walnut Creek, a tributary that would receive runoff from the development site. Therefore, the stormwater management controls found in the Georgia Stormwater Management Manual should be implemented and meet the stormwater management quantity and quality criteria outlined in the manual.

The proposed development includes a mix of residential and retail uses. The proposed development meets many of ARC's Regional Development Policies: providing development strategies and infrastructure investment to accommodate forecast population and employment growth more efficiently, increasing the share of new development to transportation corridors, and increasing mixed use development.

The proposed development is increasing mixed use development in a growing part of the region. ARC forecasts a population of over 94,000 residents in south Clayton County. The incorporation of retail services new and existing residential uses is essential to accommodating the expected growth efficiently.

The proposed development provides a mix of housing types. Townhomes and single family residential units are integrated throughout the development. Vehicle access to a majority of the townhomes is through rear-alley access which contributes to a pedestrian friendly atmosphere along the street-front. The amenity center is centralized within the development and easily accessible by all residents of the development. Additionally, the development takes advantage of an existing lake to create a large open space area. Trails connect the residential pods to the retail areas.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

### **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.

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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.

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

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

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

## BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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

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

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

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

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

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

## LOCATION

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

The proposed project is located in Clayton County in the southwest quadrant of the intersection of Tara Boulevard and Old Poston 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 Clayton County’s boundaries; however, the site is less than a mile from the City of Jonesboro.

### **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.**

Other residential, light industrial, and government office uses immediately surround the development.

## ECONOMY OF THE REGION

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

### **What new taxes will be generated by the proposed project?**

Estimated value of the development is \$180,000,000. New taxes generated by the proposed development was not submitted for the review.

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**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?**

None were 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.**

**Stream Buffers and Watershed Protection**

The proposed project property is in the Flint River Large Water Supply Watershed, which does not have a public drinking water supply reservoir on the main stem of the river. The only Part 5 criteria that apply in such watersheds restrictions on hazardous material handling within seven miles upstream of the intake and a prohibition on hazardous waste disposal in the watershed. The USGS Regional topographic coverage shows an intermittent blue line stream crossing the southwestern portion of the property. While no buffers are specifically indicated, the proposed project plan shows a stream with natural areas extending from 75 to 100 feet on both sides in the approximate area of the blue line stream. Natural areas are shown on either side of a stream on the north side of the property that is not shown on the USGS coverage. All streams on the property that meet ordinance criteria will be subject to the requirements of the Clayton County Tributary Buffer Ordinance, and any required buffers should be identified on the project plans. Any other waters of the state on the property will also be subject to the State 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from Georgia EPD.

**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, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. The approximate area of the amenity center was subtracted out of the forest/open classification and added into residential, to reflect the higher impervious area of that use. Actual loadings will vary

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depending on the specific activity and the overall impervious surface in the development. The following table summarizes the results of the analysis:

<b>Pollutant loads (lb./yr.)</b>							
<b>Land Use</b>	<b>Land Area (acres)</b>	<b>TP</b>	<b>TN</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Commercial	28.90	49.42	502.86	3121.20	28408.70	35.55	6.36
Forest/Open	51.70	4.14	31.02	465.30	12149.50	0.00	0.00
Townhouse/Apartment	87.22	91.58	934.13	5843.74	52768.10	66.29	12.21
<b>TOTAL</b>	<b>167.82</b>	<b>145.14</b>	<b>1468.01</b>	<b>9430.24</b>	<b>93326.30</b>	<b>101.83</b>	<b>18.57</b>

**Total Impervious: 40%**

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](http://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?**

The site is proposed to have five driveway access points onto Tara Boulevard, two driveway access points onto Old Poston Road and two driveway access points onto Poston Road.

- Driveway A is a right-in/right-out access point located on the northeast side of the proposed development with access from the northern retail parcel.
- Driveway B is a right-in/right-out access point located on the northeast side of the proposed development and south of Driveway A with access from the center parcel.

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- Driveway C is a full access driveway located on the center east side of the proposed development and south of Driveway B, with access from the center and main parcels.
- Driveway D is a full access driveway located on the southeast side of the proposed development and south of Driveway C, with access from the center and main parcels.
- Driveway E is a right-in/right-out access point onto Tara Boulevard, located on the southeast side of the proposed development and south of Driveway D, with access from the center and main parcels.
- Driveway F is a full access driveway located on the southwest side of the proposed development with access from the southwest residential parcel onto Poston Road.
- Driveway G is a full access driveway located on the northwest side of the proposed development and north of Driveway F with access from the main residential parcel onto Poston Road.
- Driveway H is a full access driveway located on the northwest side of the proposed development with access from the northwest and main residential parcels onto Old Poston Road.
- Driveway I is a full access driveway located on the northeast side of the proposed development and east of Driveway H with access from the northern retail parcel onto Old Poston Road.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> 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
210,000 sq ft Retail Space	149	95	244	491	531	1022	11000
280 Single Family Homes	51	154	205	171	100	271	2681
518 Town Houses	33	159	192	155	77	232	2598
Reductions	-21	-28	-49	-256	-259	-515	-5442
<b>TOTAL NEW TRIPS</b>	<b>212</b>	<b>380</b>	<b>592</b>	<b>561</b>	<b>449</b>	<b>1010</b>	<b>10837</b>

**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

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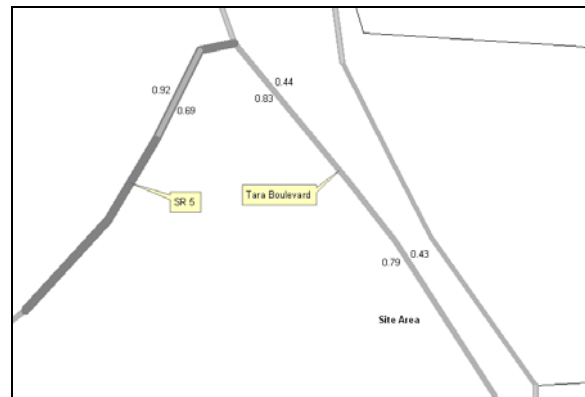
type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 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



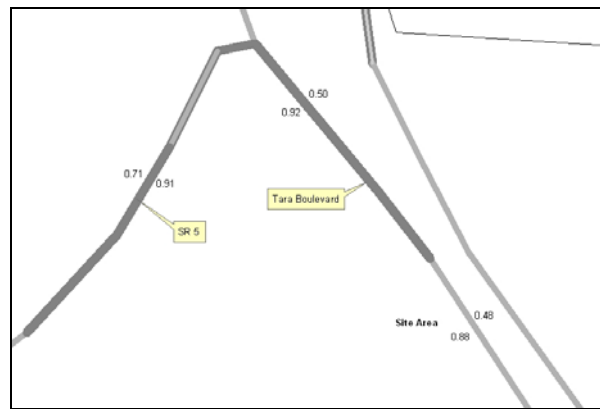
**2005 AM Peak**



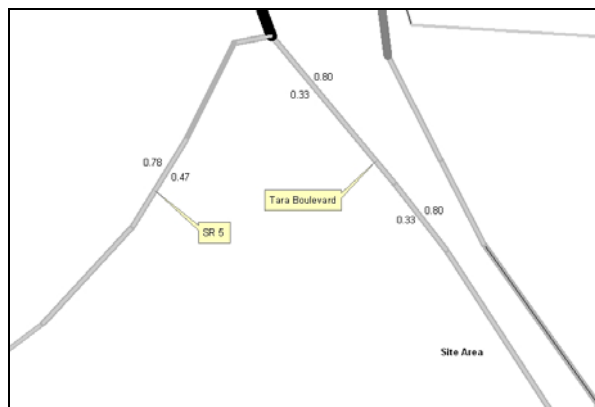
**2005 PM Peak**



**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend						
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3	LOS B: 0.31 - 0.5	LOS C: 0.51 - 0.75	LOS D: 0.76 - 0.90	LOS E: 0.91 - 1.00	LOS F: 1.01+

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.

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**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
AR-268B, C, F	COMMUTER RAIL SERVICE - ATLANTA / GRIFFIN / MACON (STATIONS AND PARK AND RIDE LOTS FOR LOVEJOY SECTION)	Transit Facility	2007

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-911	US 19/41 (TARA BOULEVARD) ARTERIAL BUS RAPID TRANSIT (BRT)	Transit Facility	2026
CL-AR-247	US 19/41 (TARA BOULEVARD)	Roadway Capacity	2025

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

**Summarize the transportation improvements as recommended by consultant in the traffic study for Waldon.**

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.

**Tara Boulevard at SR 138**

- Add dedicated eastbound left-turn and right-turn lanes.
- Add dedicated westbound left-turn and right-turn lanes.

**Tara Boulevard at Flint River Road**

- Add an additional northbound through lane.
- Add an additional southbound through lane.
- Add an eastbound through lane.
- Add a dedicated westbound right-turn lane.

**Tara Boulevard at Mundys Mill Road**

- Add an additional northbound through lane.
- Add an additional southbound through lane.

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.

**Tara Boulevard at Clayton County Justice Center Drive**

- Add a northbound through lane.



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- Add a southbound through lane.
- Add an eastbound dedicated right-turn lane.

Tara Boulevard at Poston Road

- Add a northbound through lane.
- Add a southbound through lane.

Tara Boulevard at Tara Road

- Add a northbound through lane.
- Add a southbound through lane.

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

C-Tran route 501 provides service within ½ mile of the site, Monday through Friday from 5:15 a.m. to 10:02 p.m. with headways between 30 minutes and one hour. Service is provided on Saturday from 5:47 a.m. to 10:47 p.m. with headways of one hour. Sunday service is provided from 6:47 a.m. till 9:47 p.m. with headways of one hour.

GRTA Xpress route 440 provides service from the Clayton County Justice Center, approximately 1 mile from the project site, to Downtown Atlanta. Service is provided Monday through Friday from 5:45 a.m. to 8:30 p.m. with headways from 20 to 70 minutes.

**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.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
<b>Total</b>		<b>11%</b>

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

The roadway network in this area suffers from high peak hour volume. As demonstrated in the impact section of the traffic analysis, the addition of the project's traffic onto the roadway network challenges the existing capacity. It is suggested that all recommended improvements be implemented prior to

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completion of this project. The dense, walkable, character of this development lends itself well to the use of transit, however, the nearest local transit stop is located ½ mile away from the site. It is recommended the developer work with C-Tran to provide a transit stop within the development, increasing transit rider-ship by reducing the distance to a stop and providing a pedestrian friendly environment with a dense cluster of housing and retail surrounding the stop.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.17 MGD.

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

The W. B. Casey facility will provide wastewater treatment for the proposed development.

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

The capacity of the W. B Casey Site is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
15	15	14.7	17.6	-2.6	Planned expansion to 24mgd by June 2005.	

*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 will be served by this plant.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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

Water demand also is estimated at 0.17 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?**

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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 2,040 tons of solid waste per year and the waste will be disposed of in Fulton County

**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?**

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No, the project will provide an additional 798 housing units that will include townhomes and single family residential.

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

No.

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

The site proposed for the development is located in Census Tract 406.07. This tract had a 29.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 87 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.

**Development • Homes • Neighborhoods • Realty**

October 2, 2006

Ms. Haley Fleming, AICP  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, Georgia 30303

Re: DRI #967 Waldon

Dear Haley:

This letter will provide information for our proposed resolution of the items discussed during the ARC meeting of September 20, 2006 with regard to DRI #967 as follows:

(a) Vehicle connection between Old Poston Road and Winding Way through the commercial pods and frontage road; and Future Connection to Winding Way from Pod 3 commercial area:

With regard to the vehicle connection between Old Poston Road and Winding Way, we propose to stub out right-of-way to the adjacent property that connects to Winding Way for future development of said property. This will create north / south traffic flow from retail parcels that front US Hwy 19/41 by providing interconnectivity for the retail parcels to traffic from Winding Way.

A continuous vehicle connection will be provided from Old Poston Road to the parcel that we do not own that fronts Winding Way.

(b) Increase flow of East to West traffic via connection through development along Road II:

We propose to increase flow east to west by minimizing access points onto Road II from within the proposed development. This will promote traffic flow from Poston Road to the proposed traffic light on 19/41 for maximum utilization of said traffic light.

We will continue to work with Clayton County to improve the east-west flow by utilizing the proposed traffic light on Tara Boulevard. We will continue to address the County's comments and consider their recommendations. As discussed in our most recent meeting and in my September 22, 2006 letter, in order to support ARC's and the County's concerns, it is my intention to reduce the number of access points onto Road II from 8 to

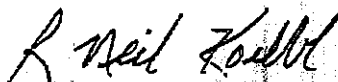
Ms. Haley Fleming  
October 2, 2006  
Page 2

no more than 4 access points. This will promote the use of Road II as an east-west access from Poston to the proposed light on 19/41.

With regard to the connection between Commercial Pods 1 and 2, the proposed connection is pending and subject to the environmental review as governed and regulated by state and federal government.

Thank you in advance for your assistance in this matter. Please feel free to contact my office if you should need any additional information.

Sincerely,



R. Neil Koelbl

cc: Laura Beall, GRTA  
Steve Fincher, Esq.



*Where Quality Is A Lifestyle*

## BOARD OF COMMISSIONERS

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Peter Pfeifer, Commissioner  
Christine L. Venice, County Administrator  
W. R. McNally, Attorney  
Carol Chandler, Executive Assistant

August 1, 2006

Mr. Haley Fleming  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, GA 30303

RE: DRI #967 - Waldon

Dear Ms. Fleming:

We are in receipt of the above-referenced DRI Review Report for Waldon, a proposed mixed-use development in Clayton County. Having examined the Review Report, Fayette County has the following comments:

- The proposed project is located in the Flint River Large Water Supply Watershed, which provides a portion of the Fayette County raw water supply. Fayette's withdrawal pump station is downstream from Walnut Creek, the tributary that would receive runoff from the project site. We agree with the ARC staff recommendations that "the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual and meet the stormwater management quantity and quality criteria outlined in the Manual."
- The project site plans should clearly indicate how storm water runoff will be handled. Storm water management is an integral part of the development and should be adequately discussed at this stage of design. Failure to properly design, construct and maintain storm water control measures will have perpetual downstream impacts on erosion, flood control and water quality.
- The ARC review states that the current site plan shows a total impervious surface area of 40 percent. Developments such as this will consume a greater proportion of the 25 percent impervious limit for the watershed, thus placing the burden on Fayette County and other local jurisdictions to limit future development to offset more intense development, such as this project. To protect this important water supply stream, we recommend that Clayton County place a limit on the impervious surface area for this project that is consistent with the 25 percent limits.

DRI#067 Review Comments  
August 1, 2006  
Page 2

Thank you for the opportunity to comment on this proposed development.

Sincerely,

FAYETTE COUNTY COMMISSION

Gregory M. Dunn  
Chairman

cc Fayette County Commission Members

DRI – Waldon  
Tara Blvd at Old Poston Rd

We offer the following comments for the proposed Waldon DRI development located on Tara Blvd at Old Poston Rd.

- During a recent meeting discussing the Tara Boulevard Corridor Study, it was agreed upon that future development with access to Tara Blvd. should be kept to a minimum. Developments such as the DRI Waldon shall provide one access to Tara Blvd. with internal frontage road access to other commercial / residential sites. Internal frontage road access will remove potential conflict locations scattered along Tara Blvd., providing safer passage along Tara Blvd. and the proposed site. Attending this meeting were representatives from GDOT, ARC, Clayton County Chairman Bell, and other Clayton County personal.
- Access to Tara Blvd. with improvements including median cut and potential traffic signal installation to be determined by GDOT.
- Provide interconnectivity between Winding Way Lane and Old Poston Rd. Interconnectivity shall provide direct passage from Pod's # 1, # 2, # 3. Consideration shall be taken for the potential acquisition of the northwest corner property of Winding Way Lane and Tara Blvd., allowing access from Winding Way Lane to proposed development.
- Table 6-2c as found in the Traffic Impact Study indicates several improvements along Tara Blvd. not shown in the RTP. This raises concerns as to the actual need, and who will be responsible for such improvements.
- A southbound right turn lane needs to be constructed on Tara Blvd. at Old Poston Rd.
- The alignment of Old Poston Rd. immediately east of its intersection with Poston Rd. needs to be corrected. This is to include the skew angle of the intersection also.
- The right-of-way of Old Poston Rd is defined as "the maintained portion." There needs to be a clearly defined right-of-way of 30 feet from the centerline.
- Potential improvements to Old Poston Rd will be determined during plan review.
- Provide sidewalk along the entire frontage of Poston Rd., Old Poston Rd., and Tara Blvd.

- Provide 5 foot wide sidewalks along both sides of all internal proposed streets with connectivity to commercial sites.
- All proposed streets shall have acceleration and deceleration lanes per County specifications from existing streets.
- Clarify street widths. Submitted plan indicated varied street widths.
- All County streets shall be 24 feet wide with 50 foot minimum right-of-way.
- Pod 8 should be revised to provide 90 degree alignment with intersecting streets.

Your DRI ID NUMBER for this submission is: **967**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 12/5/2005 2:19:57 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Clayton 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:	Clayton County
*Individual completing form and Mailing Address:	Beverly Ramsey (Commercial Planner) Clayton County Planning & Zoning 121 South McDonough Street Jonesboro, GA 30236
Telephone:	770-473-3835
Fax:	770-603-4039
E-mail ( <b>only one</b> ):	<a href="mailto:Beverly.Ramsey@co.clayton.ga.us">Beverly.Ramsey@co.clayton.ga.us</a>

\*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:	Waldon (The Knight Group)	
Development Type	Description of Project	Thresholds
Mixed Use	168 Acre Mixed Use 1)35 Acres Commercial 2)133 Acres Residential	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Knight Development, Inc. 9497 Thornton Boulevard Jonesboro, GA 30236	
Telephone:	770-471-8588	
Fax:	770-471-0835	
Email:	<a href="mailto:neikoelbl@knighthomes.com">neikoelbl@knighthomes.com</a>	
Name of property owner(s) if different from developer/applicant:	R. Harold Whitesides	
Provide Land-Lot-District Number:	LL 209 & 242 5th District	
What are the principal streets or roads providing vehicular access to the site?	Tara Boulevard (US Highway 19&41)	
Provide name of nearest street(s) or intersection:	Tara Boulevard (US Highway 19&41) Poston Road Forms the sites wesstern property line.	
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	N1272640.71 / E2240197.71	
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		

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?	Y
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?	Clayton County Water Authority
What is the name of the wastewater treatment supplier for this site?	Clayton County
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: November 2008 Overall project: March 2014

### 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?	After Rezoning

### 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):

Submitted on: 7/18/2006 4:18:37 PM

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

### Local Government Information

Submitting Local Government:	Clayton County
Individual completing form:	Beverly Ramsey
Telephone:	770-473-3835
Fax:	770-473-5707
Email ( <b>only one</b> ):	<a href="mailto:Beverly.Ramsey@co.clayton.ga.us">Beverly.Ramsey@co.clayton.ga.us</a>

### Proposed Project Information

Name of Proposed Project:	Waldon (The Knight Group)
DRI ID Number:	967
Developer/Applicant:	Knight Development, Inc.
Telephone:	770-471-8588
Fax:	770-471-0835
Email(s):	<a href="mailto:jayknight@knighthomes.com">jayknight@knighthomes.com</a>

### 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:	180,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Undetermined at this time.
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): N/A	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Clayton County Water Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.17 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: None Needed.	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	.4 miles

## Wastewater Disposal

Name of wastewater treatment provider for this site:	W.B. Casey
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.17 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: None needed.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

## 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.)	Volumns are listed in TIA
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: A detailed plan review will address improvements upon submittal.	

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,040
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: Not at this time.	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

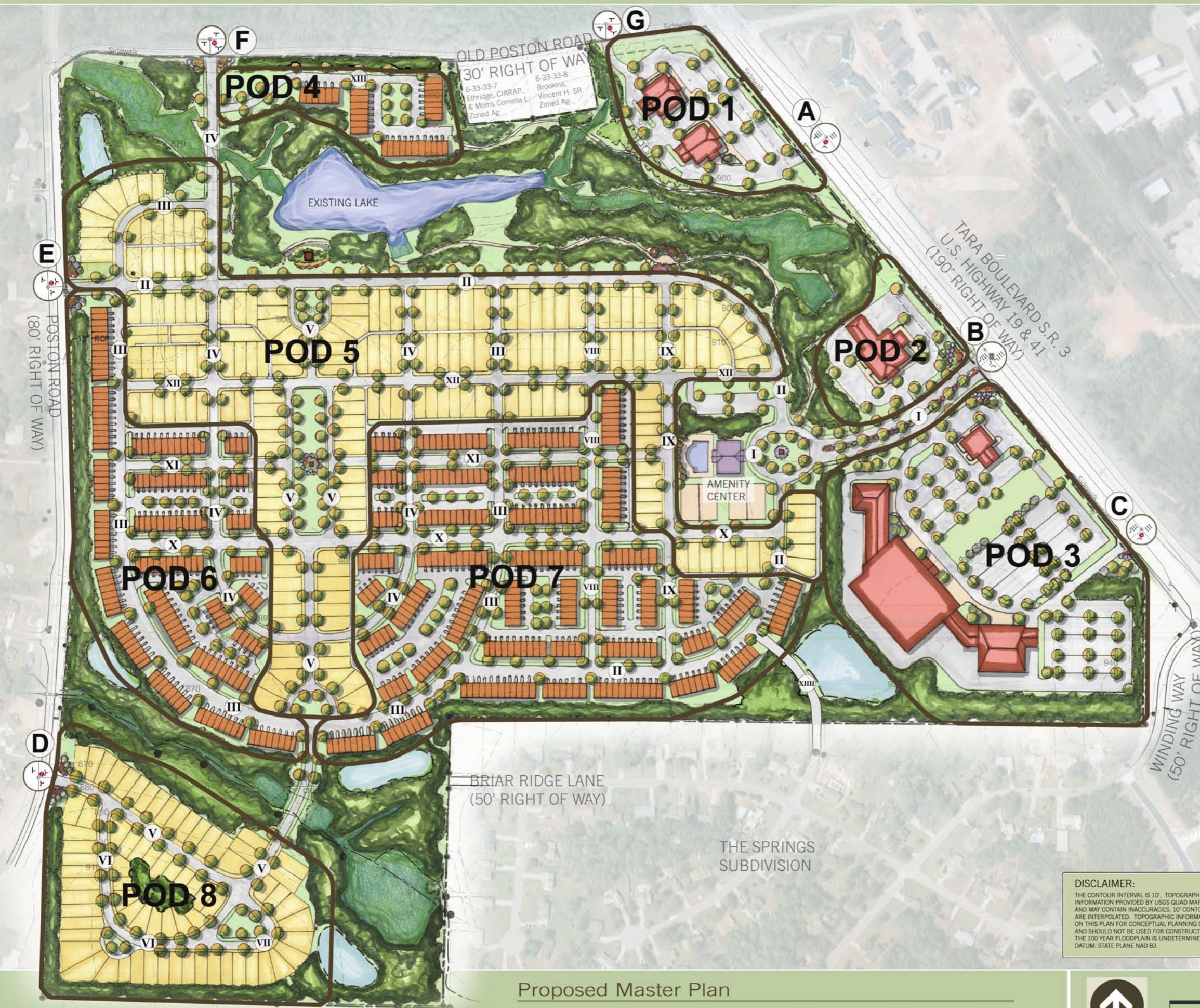
## Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	30%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 33% or 55 acres of the proposed project will be kept as buffers and greenspace. This acreage includes an existing 8 acre pond. In addition detention a& retention pond will be provided acordingl to local & state requirements.	

## Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
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:	

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:	



DEVELOPMENT SUMMARY	
TOTAL SITE ACREAGE: 167.82 +/-	
POD 1: COMMERCIAL; ACREAGE: 5.30 +/-	TOTAL COMMERCIAL: 30,000 SF +/-
BUILDING A: 2 STORY BUILDING MAX. 7,000 GSF (200 SEATS, 1 SPACE / 3 SEATS)	
67 REQUIRED PARKING SPACES, 70 PROPOSED PARKING SPACES	
BUILDING B: 2 STORY BUILDING MAX. 7,500 GSF (200 SEATS, 1 SPACE / 3 SEATS)	
67 REQUIRED PARKING SPACES, 70 PROPOSED PARKING SPACES	
POD 2: COMMERCIAL; ACREAGE: 3.60 +/-	TOTAL COMMERCIAL: 15,000 SF +/-
BUILDING C: 2 STORY BUILDING MAX. 15,000 GSF	
75 REQUIRED PARKING SPACES, 75 PROPOSED PARKING SPACES	
POD 3: COMMERCIAL; ACREAGE: 20.00 +/-	TOTAL COMMERCIAL: 165,000 SF +/-
BUILDING D: 2 STORY BUILDING MAX. 5,000 GSF	
25 REQUIRED PARKING SPACES, 25 PROPOSED PARKING SPACES	
BUILDING E: 2 STORY BUILDING MAX. 160,000 GSF	
800 REQUIRED PARKING SPACES, 850 PROPOSED PARKING SPACES	
POD 4: TOWNHOMES- 31 UNITS; ACREAGE 3.65 +/-	
POD 5: SINGLE FAMILY- 205 UNITS; ACREAGE 34.91 +/-	
POD 6: TOWNHOMES- 174 UNITS; ACREAGE 14.62 +/-	
POD 7: TOWNHOMES- 317 UNITS; ACREAGE 25.93 +/-	
POD 8: SINGLE FAMILY- 71 UNITS; ACREAGE 14.20 +/-	
TOTAL COMMERCIAL ACREAGE: 28.90 +/-	
TOTAL COMMERCIAL: 210,000 SF +/-	
TOTAL PROPOSED FAR (FLOOR AREA RATIO) = .17 +/-	
TOTAL OPEN SPACE: 55 ACRES	
(Includes Amenity Center, Parks, Detention Ponds, Lake & Wetlands)	
TOTAL TOWNHOME UNITS: 522	
TOTAL SINGLE FAMILY UNITS: 276	
TOTAL NUMBER OF RESIDENTIAL UNITS PER GROSS ACRE = 5.38 DU/AC	
TOTAL RESIDENTIAL UNITS: 798	
A. FRONT LOADED SINGLE FAMILY UNITS: 80	
B. ALLEY LOADED SINGLE FAMILY UNITS: 196	
C. FRONT LOADED TOWNHOMES: 177	
D. ALLEY LOADED TOWNHOMES: 345	
E. TOTAL GROSS RESIDENTIAL ACREAGE (INCLUDING OPEN SPACE): 148.31 +/-	

NOTES:

1. SITE IS LOCATED ENTIRELY WITHIN CLAYTON COUNTY, GEORGIA
2. SIDEWALKS ARE PROPOSED FROM PARKING AREAS TO BUILDINGS
3. SIDEWALKS ARE PROPOSED ALONG ONE SIDE OF ALL INTERNAL ROADS
4. TYPICAL PARKING REQUIREMENTS: RESIDENTIAL - 2 PER UNIT (SINGLE FAMILY & ATTACHED)
- COMMERCIAL - 5 PER 1,000 (LOADING - 1 FOR FIRST 5,000 SQ. FT., PLUS 1 FOR EACH ADDITIONAL 30,000 SQ. FT. OR FRACTION THEREOF)
- RESTAURANT - 1 PER EACH 3 SEATS, PLUS 1 SPACE FOR EACH EMPLOYEE ON LARGEST SHIFT.
- BANKS, PROFESSIONAL AND GENERAL OFFICES - 2.5 PER 1,000

OWNER:  
R. HAROLD WHITESIDES  
P.O. BOX 670  
LACEY'S SPRINGS, AL 35754  
(256) 498-3381

OWNER REP:  
**KNIGHT**  
The Knight Group  
9497 THORNTON BOULEVARD  
JONESBORO, GA 30236  
(770) 471-4751

**DISCLAIMER:**  
THE CONTOUR INTERVAL IS 10'. TOPOGRAPHIC INFORMATION PROVIDED BY USGS QUAD MAPS AND MAY CONTAIN INACCURACIES. 10' CONTOURS ARE INTERPOLATED. TOPOGRAPHIC INFORMATION ON THIS PLAN FOR CONCEPTUAL PLANNING ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION. THE 100 YEAR FLOODPLAIN IS UNDETERMINED. DATUM: STATE PLANE NAD 83.