



# REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)

DATE: Aug 14 2007

ARC REVIEW CODE: R707061

TO: Chairman Jason Harper  
ATTN TO: Stacey Jordan, Chief 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:** Henry County  
**Name of Proposal:** Lovejoy FBO

**Review Type:** Development of Regional Impact

**Date Opened:** Jul 6 2007

**Date Closed:** Aug 14 2007

**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 not in the best interest of the Region, and therefore, of the State.

**Additional Comments:** The proposed development is adjacent to the Tara Field Airport, which is owned by Clayton County.

In 2006, the FAA came to the position that residential airparks on or adjacent to federally obligated airports is an incompatible land use and that permitting airpark development is inconsistent with the terms, conditions, and restrictions contained in airport improvement program (AIP) funding grant, resulting in a violation of Clayton County's Federal grant obligations and will jeopardize Federal airport improvement funding at Tara Field, according to comments received by the FAA.

The large retention ponds located within the development is also considered incompatible land use due to the ability of these ponds to attract wildlife, such as birds and deer. Due to the fact that the proposed development is located 'beyond and adjacent to the end of the runway at Tara Field,' it is the FAA's position that the proposed 'retention ponds could cause wildlife to move into and across the approach and departure airspace.'

Finally, the proposed development will need to include a Through The Fence (TTF) agreement from the proposed development to the airport. The FAA does not currently prohibit TTF access; however, it is strongly discouraged, as the access can cause the airport owner, Clayton County in this case, to violate federal obligations in several ways and may be inconsistent with security guidance issued by the Transportation Security Administration (TSA).

Comments received from Clayton County indicate that the County does not intend to violate any of the FAA grant assurances that could potentially put any future federal funding for the airport at risk.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
HENRY COUNTY  
CLAYTON COUNTY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF HAMPTON  
HENRY COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
FEDERAL AVIATION ADMINISTRATION  
GEORGIA DEPARTMENT OF TRANSPORTATION AVIATION PROGRAMS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION CONCERNING  
THE LOVEJOY REALTY FBO DEVELOPMENT OF REGIONAL IMPACT**

**WHEREAS**, pursuant to the Georgia Planning Act of 1989, and Georgia Department of Community Affairs Rules for the Review of Developments of Regional Impact (DRI), the Atlanta Regional Commission (ARC) has reviewed the proposed Lovejoy Realty FBO; and

**WHEREAS**, the development is a proposed 96.63 acre development that will consist of 20,000 square feet of fixed based operations (FBO), 873,600 square feet of hanger space, 352 residential units, and 45,544 square feet of retail space; and

**WHEREAS**, the proposed development is located in southwest Henry County along Selfridge Road, adjacent to the Tara Field Airport; and

**WHEREAS**, Tara Field Airport is owned by Clayton County; and

**WHEREAS**, comments received from the Federal Aviation Administration (FAA) identify incompatible land uses and agreements associated with the airport that will jeopardize federal airport improvement funding at Tara Field:

- Residential airparks and residential development, grant assurance 21 contained in airport improvement program (AIP) funding grants, and 29 USC 47107 (a) (10),
- Retention ponds, FAA advisory circular 150/5200-33A "Hazardous Wildlife Attractants on or Near Airports,"
- Through The Fence (TTF) Access;

**WHEREAS**, comments received from Clayton County indicate that future federal grant funds would be needed to fund critical airport projects; and

**WHEREAS**, comments received from Clayton County indicate that Clayton County does not intend to violate any of the federal grant assurances that would jeopardize future federal funding for Tara Field.

**NOW THEREFORE BE IT RESOLVED** by the Atlanta Regional Commission that the proposed Lovejoy Realty FBO DRI is not in the best interest of the Region, and therefore of the State, at this time.

**I do hereby certify that the foregoing resolution was adopted by the Environment and Land Use Committee on behalf of the Atlanta Regional Commission on August 9, 2007.**



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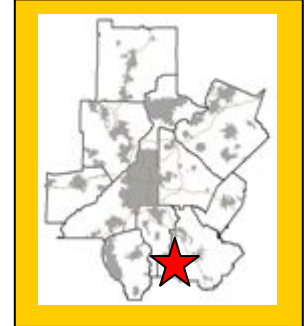
Robin Rutherford, ARC Assistant Secretary

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Lovejoy FBO is located on 96.63 acres in Henry County adjacent to Clayton County's Tara Field. The proposed development plans to develop 20,000 square feet of Fixed Base of Operations (FBO), 873,600 square feet of hanger space, 352 residential units, and 45,544 square feet of retail space. The development is proposing automobile access at three driveways along Selfridge Road and will have aircraft access to Tara Field.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2009.

### **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 Residential Agricultural. Proposed zoning is Planned Development. The proposed zoning is inconsistent with the Future Land Use map which designates this area as Light Industrial.

**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?**

No, the proposed development would not increase the need for services in the area.

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

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

**YEAR NAME**

2001 South Hampton Place  
2001 Villages of Hampton  
2000 Shoal Creek WRF Replacement  
1991 Atlanta International Raceway  
1986 River's Edge Plantation

**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, it 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?**

According to the Unified Growth Policy Map, the proposed development is located in an area designated as suburban development that recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use. However, the proposed development is adjacent to Tara Field, which is designated as a freight corridor. The proposed development expands hanger space at the airport in addition to the residential and commercial uses. The Atlanta Motor Speedway is within a mile of the airport and proposed development. Undeveloped land surrounds the site. The Draft Henry County Future Development Map indicates the area surrounding the speedway as specialty use center which includes low density residential and commercial services.

The proposed development is adjacent to the Tara Field Airport, which is owned by Clayton County. In 2006, the FAA came to the position that residential airparks on or adjacent to federally obligated airports is an incompatible land use and that permitting airpark development is inconsistent with the terms, conditions, and restrictions contained in airport improvement program (AIP) funding grant, resulting in a violation of Clayton County's Federal grant obligations and will jeopardize Federal airport improvement funding at Tara Field, according to comments received by the FAA.

The large retention ponds located within the development is also considered incompatible land use due to the ability of these ponds to attract wildlife, such as birds and deer. Due to the fact that the proposed development is located 'beyond and adjacent to the end of the runway at Tara Field,' it is the FAA's position that the proposed 'retention ponds could cause wildlife to move into and across the approach and departure airspace.'

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

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Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

## **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.

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

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.

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

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 western Henry County along West Selfridge Rd at the northwest intersection of Lower Woolsey Rd. It is aligned southwest of Clayton County Tara Field.

### **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 located entirely within Henry County; however, the proposed project is less than 2 miles from Clayton County and the City of Hampton.

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

The proposed development is adjacent to the Tara Field airport, a federally obligated airport owned by Clayton County. The permitting and development of this project could violate Clayton County's federal grant obligations and jeopardize Federal airport improvement funding at Tara Field.

## 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?**



Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

Estimated value of the development is \$201,159,600 with an expected \$3,018,118 in annual tax revenue.

**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?**

This project is being marketed to aviation enthusiasts and racing teams at the adjacent Atlanta Motor Speedway.

**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 drains to Bear Creek, a tributary of the Flint River. The project is not within any water supply watershed in the Atlanta Region or the Metropolitan North Georgia Water Planning District.

The site plan and the USGS coverage for the area show a stream crossing the southern portion of the property. It and any other affected streams on the property are subject to the requirements of the Henry County Stream Buffer ordinance. No buffers are shown on the plans. It appears that part of the proposed project will be built over a portion of the stream. Any intrusion into the County buffers will require a variance from Henry County. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD. Any piping of streams will require approval from the US Army Corps of Engineers and from Georgia EPD. Any other state waters that may be on the property will also be subject to the 25-foot Erosion and Sedimentation buffer requirement.

**Storm Water/Water Quality**

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

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

Land Use	Land Area (acres)	Pollutant loads (lb./yr.)					
		TP	TN	BOD	TSS	Zinc	Lead
Commercial	96.63	165.24	1681.36	10436.04	94987.29	118.85	21.26
TOTAL	96.63	165.24	1681.36	10436.04	94987.29	118.85	21.26

**Total Estimated Impervious: 85% in this analysis**

The current site plan does not clearly indicate how stormwater runoff will be managed. In order to address post-construction stormwater runoff quality and quantity, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](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. Stormwater runoff from the site must be treated to remove at least 80% of the average annual total suspended solids (TSS) loading. An Excel design tool (GSMM Site Development Review Tool) is available at [www.northgeorgiawater.org](http://www.northgeorgiawater.org) that can be used to evaluate the site for meeting this requirement.

## **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

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

There will be three full access driveways along Selfridge Road. Direct aircraft access will be provided via a taxiway from the southeast section of Tara Field.

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

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

A& R Engineering 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:

**What are**

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
General Aviation Airport <i>873,600 square feet</i>	35	35	70	51	42	93	952
Residential Condominium/Townhouse <i>352 units</i>	24	117	141	113	56	169	1,871
Shopping Center <i>45,544 square feet</i>	60	38	98	179	194	373	4,073
<b>TOTAL NEW TRIPS</b>	<b>119</b>	<b>190</b>	<b>309</b>	<b>343</b>	<b>292</b>	<b>635</b>	<b>6,896</b>

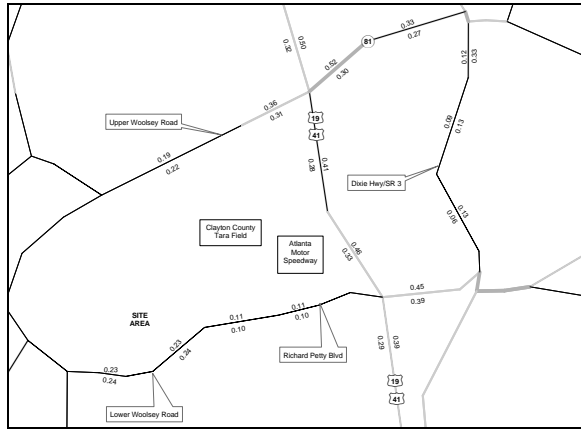
**How do the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

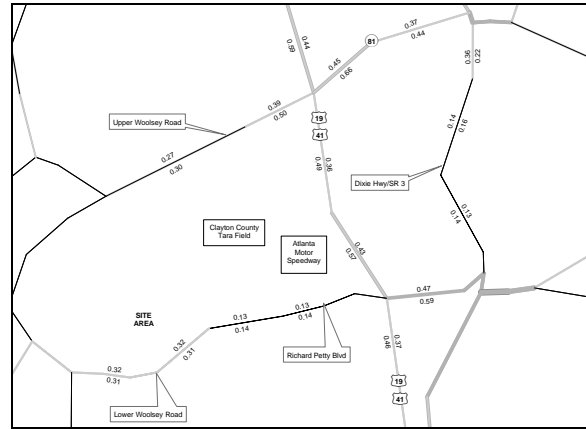
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

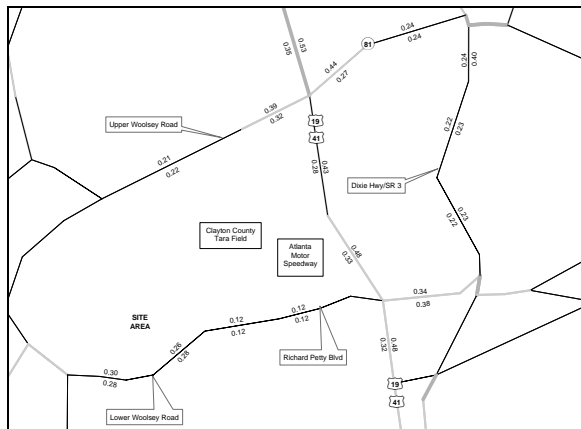
## V/C Ratios



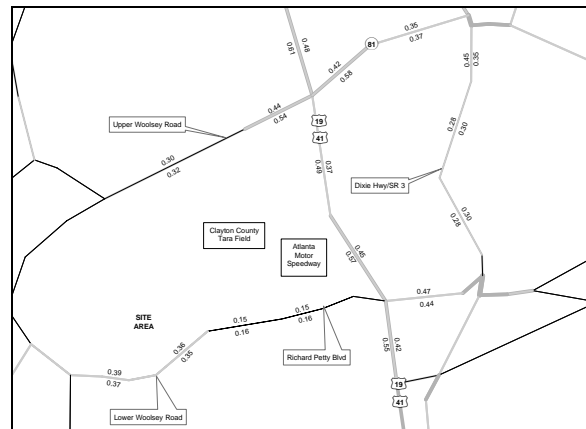
**2005 AM Peak**



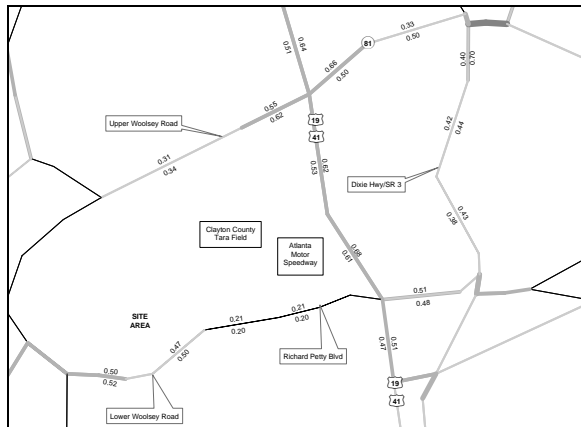
**2005 PM Peak**



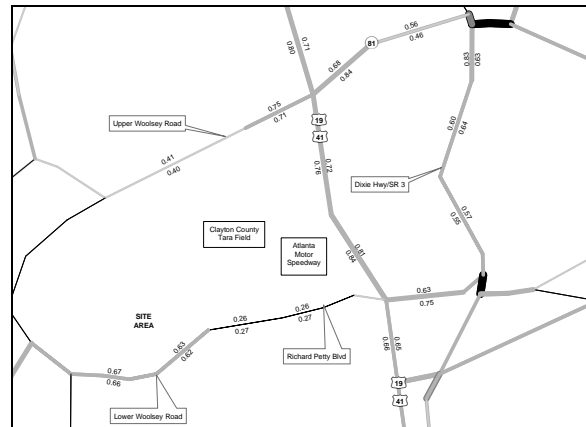
**2010 AM Peak**



**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 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

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

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

**2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-166	US 19/41 (Herman Talmadge Highway) From Laprade Road in Spalding County to SR 20 (Richard Petty Boulevard/Woolsey Road) in Henry County	Roadway Capacity	2015

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Lovejoy Realty FBO.**

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

*US 19/Speedway Boulevard/Revolutionary Drive*

- Installation of signal
- Re-striping of existing eastbound and westbound approaches on Speedway Boulevard and Revolutionary Drive to include a dedicated left turn lane and a shared through/right-turn 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?**

There is no local transit service available within immediate vicinity of the site area. However, GRTA Xpress Route 440 offers weekday AM and PM peak service from the Atlanta Motor Speedway Park and Ride Lot to Downtown Atlanta, approximately a mile and a half from the site.

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

None proposed.

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

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>
<i><b>Mixed Use Targets</b></i>		
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
<i><b>Bicycle or Pedestrian facilities within the site</b></i>		
Bike/ped networks that meet Mixed Use or Density target	4%	4%
<i><b>Transportation Service Enhancements</b></i>		
PMP= reserved spaces for carpool vehicles, and monthly discount voucher raffles	3%	3%
<b>Total</b>		<b>11%</b>

This project is being marketed to aviation enthusiasts and racing teams at the adjacent Atlanta Motor Speedway; therefore, it is expected to have limited full time residents. Cart paths are provided between the residential units and the commercial and hanger spaces.

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

According to the study findings and the V/C ratios presented in this review, US 19/41 has capacity issues that must be mitigated to appropriately accommodate new trips generated from the proposed development. The V/C ratio graphics in this review show the rise in congestion by 2030 on surrounding roadway networks. It is suggested that the consultant's recommendations be carried out to resolve any further traffic operations issues.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.129 MGD.

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

The Bear Creek 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 Bear Creek site is listed below:

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

PERMITTED CAPACITY MMF, MGD <sub>1</sub>	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
0.25	0.25	0.026	0.5	-0.25	Expansion to 3.0 MGD by 2004	Implementation plan in place to satisfy short-term capacity needs

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

<sub>1</sub> 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?**

Not applicable.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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

Water demand also is estimated at 0.149 MGD based on regional averages.

**How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

## **INFRASTRUCTURE**

### **Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 2,077 tons of solid waste per year and the waste will be disposed of in Henry 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.

Preliminary Report:	July 6, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Lovejoy FBO #1451
Final Report Due:	August 14, 2007		Comments Due By:	July 20, 2007

## **INFRASTRUCTURE**

### **Other facilities**

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

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

None were determined during the review.

## **HOUSING**

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

No.

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

No.

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

The site proposed for the development is located in Census Tract 705. This tract had a 42 percent increase in the number of housing units from 2000-2006 according to ARC's Population and Housing Report. The report shows that 88 percent of the housing units are single family compared to 68 percent of 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.





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Airports District Office, FAA  
Campus Building  
1701 Columbia Avenue, Suite 2-260  
College Park, Georgia 30337-2747  
(404) 305-7150 FAX: (404) 305-7155

July 18, 2007

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

RE: DRI Review Notification Lovejoy Realty #1296

Ms. Fleming,

The Federal Aviation Administration (FAA) has reviewed the proposed development adjacent to Clayton County's Tara Field and objects to the proposed development based on the following:

1. This proposal represents a residential airpark and residential development adjacent to Tara Field. In 2006, the FAA came to a position that a residential airpark whether on or adjacent to a federally obligated airport is an incompatible land use and that permitting airpark development is inconsistent with the terms, conditions, and restrictions contained in federal land transfer documents, grant assurance 21, *Compatible Land Use*, contained in airport improvement program (AIP) funding grants, and 49 United States Code (USC) 47107 (a) (10). This is a violation of Clayton County's Federal grant obligations and will jeopardize Federal airport improvement funding at Tara Field. Regardless of the aircraft, residential development on or adjacent to a federally obligated airport is also considered an incompatible land use for the same reasons previously mentioned. However, the FAA's position on residential development adjacent to federally obligated airports has been longstanding, and was included in the original terms and conditions for acceptance of Federal AIP funding grants.
2. Additionally, it appears that the development has several large retention ponds located within the proposed development. This is also considered incompatible land use due to the ability for these ponds to attract wildlife (birds, deer, etc...). FAA advisory circular 150/5200-33A "Hazardous Wildlife Attractants on or Near Airports" addresses this issue, by providing guidance and standards for wildlife attractants near airports. This guidance is applicable to all airports that have received Federal grant-in-aid assistance. There have been many documented cases throughout the FAA and the National Transportation Safety Board (NTSB) where trash facilities, crops, and areas of standing water have attracted large

flocks of birds and other wildlife to the vicinity of a neighboring airport. In many of these cases, these situations have resulted in a wildlife/aircraft incident, some of which have been fatal to the aircraft pilots and passengers. The aforementioned advisory circular indicates that wildlife attractants near airports should be located at least 5000 feet away from an airport that serves piston-powered aircraft and 10,000 feet away from an airport that serves turbine-powered aircraft. Since Tara Field sells Jet A fuel for turbine-powered aircraft, they would fall into the 10,000 foot separation category. However, the advisory circular further states that if the attractant has the potential to attract wildlife into or across the approach/departure airspace, the FAA recommends a distance of 5 statute miles between the farthest edge of the air operations area and the wildlife attractant. Because this proposal is located beyond and adjacent to the end of the runway at Tara field, it is the FAA's position that the retention ponds could cause wildlife to move into and across the approach/departure airspace. Therefore, the 5-statue mile rule would apply for this proposal. The location of a wildlife attractant within the previously described limits could result in a violation of the Federal obligations, and would jeopardize Federal AIP funding at Tara Field.

3. Finally, the proposed development includes through the fence access from the proposed development to the airport. Through the fence access is where an adjacent landowner gains a right of access from private property to airport property for the purposes of conducting aeronautical activities, regardless if an actual fence exists. The FAA does not currently prohibit through the fence access; however, we strongly discourage it because through the fence access can cause an airport owner to violate their Federal obligations in many ways. The obligation to make an airport available for the use and benefit of the public does not impose any requirement to permit access by aircraft from adjacent property. Through-the-fence access may also be inconsistent with security guidance issued by the Transportation Security Administration (TSA). TSA created security guidelines for general aviation airports, Information Publication (IP) A-001, *Security Guidelines for General Aviation Airports*.

Please see the enclosed letters to Clayton County regarding the FAA's position on this proposal. Also enclosed, is copy of a letter that was drafted and sent out by the FAA Southern Region - Airports Division and the Atlanta Airports District Office regarding residential airparks and through the fence access at Federally obligated airports. Should you have further questions or comments regarding this matter, please feel free to contact me at (404) 305-7162 or by e-mail at William.Garrison@faa.gov.

Sincerely,

*Original Signed By:*

William C. Garrison  
Civil Engineer/Program Manager  
FAA Atlanta Airports District Office

cc: Ms. Carol Comer, Aviation Development Engineer, Georgia DOT  
Mr. Wayne Patterson, Clayton County

Enclosure: 4A7 (Tara Field) Through the Fence Letter – 12/18/06  
4A7 (Tara Field) Through the Fence Appeal Letter – 12/29/06  
Residential Airpark Letter – 6/27/07



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation Administration  
Atlanta Airports District Office

1701 Columbia Avenue  
Campus Building, Suite 2-260  
College Park, GA 30337

June 27, 2007

Dear Airport Owner:

Subject: Residential Airparks on or Adjacent to Federally Obligated Airports

There is growing pressure regionally and nationally for owners of federally obligated airports to permit development of residential airparks either on airport property or on land adjacent to airport property. Concepts for development of airparks on adjacent land generally include permitting pilots to taxi their aircraft “through-the-fence”. We would like to make clear the Federal Aviation Administration (FAA) does not oppose residential airparks at private use airports. Private use airports are operated for the benefit of their private owners, and the owners are free to make any use of airport land they like.

A federally obligated airport is different because it is operated for the benefit of the general public. In 2006, the FAA came to a position that a residential airpark whether on or adjacent to a federally obligated airport is an incompatible land use and that permitting airpark development is inconsistent with the terms, conditions, and restrictions contained in federal land transfer documents, grant assurance 21, *Compatible Land Use*, contained in AIP funding grants, and 49 USC 47107 (a) (10). Since 1982, the FAA has emphasized the importance of avoiding the encroachment of residential development on public airports, and the Agency has spent more than \$300 million in AIP funding to address land-use incompatibility issues.

There are several reasons the FAA came to oppose residential airparks on or in proximity to federally obligated airports. They are:

- (1) These developments are residential. The co-location of aircraft with residences does not diminish the residential character of these developments.
- (2) Permitting residential airparks on or in proximity to an airport diminishes airport safety and security due to the presence of non-resident individuals, family members, and domestic animals.
- (3) Airpark residents have complained about airport noise and have tried to restrain growth of airports or impose operating restrictions.
- (4) Airpark-related development has adversely impacted the airport owner’s ability to maintain control of airport operations, and plan for and accommodate aeronautical change, growth, and increased utility at the airport.

We also discourage airport owners from allowing through-the-fence access to aeronautical enterprises associated with commercial airparks. Enterprises operating via through-the-fence access can adversely impact obligated airports. Possible issues are:

- Complaints of unfair competition from on-airport aeronautical businesses,
- Complications in allocating airport costs to user groups, and
- Impacts to the airport owner's ability to plan for and accommodate aeronautical change, growth, and increased utility at the airport.

Through-the-fence access may also be inconsistent with security guidance issued by the Transportation Security Administration (TSA). TSA created security guidelines for general aviation airports, Information Publication (IP) A-001, *Security Guidelines for General Aviation Airports*. These guidelines were drafted in cooperation with several aviation user groups including the Aircraft Owners and Pilots Association and recommend better control of the airport perimeter with fencing and tighter access controls.

Please do not allow the development of residential airparks near your airport because it adversely impacts compatible land-use and could jeopardize your eligibility for federal funding support. We will object to using airport property for airparks or granting through-the-fence access for airparks, whether such use is for single or multi-residence development. Should you have any questions about our position concerning residential or commercial airparks, please let us know.

Sincerely,

*Original Signed by  
Scott L. Seritt*

Scott L. Seritt  
Manager



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation Administration  
Atlanta Airports District Office

1701 Columbia Avenue  
Campus Building, Suite 2-260  
College Park, Georgia 30337

December 29, 2006

Mr. A. Wayne Patterson, Director  
Department of Transportation and Development  
7960 N. McDonough Street  
Jonesboro, GA 30236

Subject: Development of residential airpark (Appeal)

Dear Mr. Patterson:

Subsequent to our meeting and my letter of December 18<sup>th</sup>, we have received a letter from Mr. Crandle Bray appealing the ADO's determination (copy enclosed). The core principles involved in this issue are rooted in the contractual obligations existing between Clayton County and the U. S. Government. Any appeal to our determination should be made by Clayton County. In the absence of such communication, we would assume that the County is in agreement with our position. However, with that said, let me speak to the appeal.

The Atlanta ADO has reviewed Mr. Bray's information and finds nothing new that would change our determination. In addition, we have provided all available information, including the "appeal", to our regional staff and Washington Headquarters staff. Both are in complete agreement with the ADO's position.

Residential properties are simply not compatible with airports for numerous reasons. While we have no relationship with Henry County or their zoning board, we would certainly hope that Clayton County would exert all appropriate influence on that zoning board. In fact, Clayton County's grant assurances require such an effort in order to at least attempt to maintain compatible environs around the airport.

While we certainly understand the uniqueness of Clayton County's airport and the challenges to being financially self sufficient, we believe that the need to protect the airport from incompatible encroachment is paramount. Please know that we are committed to the continued success of your airport and will support you in all legal and appropriate ways.

Sincerely,

*Original signed by*

Scott L. Seritt  
Manager

cc: Mr. Ed Ratigan, GA DOT  
[Mr. C. Crandle Bray](#)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation Administration  
Atlanta Airports District Office

1701 Columbia Avenue  
Campus Building, Suite 2-260  
College Park, Georgia 30337

December 18, 2006

Mr. A. Wayne Patterson, Director  
Department of Transportation and Development  
7960 N. McDonough Street  
Jonesboro, GA 30236

Subject: Development of residential airpark

Dear Mr. Patterson:

This is to confirm our conversation of today's date. It is our understanding that a residential development is proposed adjacent to the Clayton County Airport -Tara Field. Per our conversation and a review of the plan, it is clear that this 90 acres development will contain aircraft hangars, hangars/condos, and standalone condos. It is also our understanding that Clayton County is proposing to provide access to the airport (through the fence) to this development.

As we discussed, allowing such a land use is inconsistent with 49 USC 47104 (a) (10) and the associated FAA Grant Assurance 21, *Compatible Land Use*. Allowing a non-compatible land use in proximity of the airport can create a number of undesirable conditions. These conditions include diminished security, noise complaints, efforts by residential neighbors to restrain the growth of the airport or impose restrictions, diminished safety, unfair competition with on-airport business operators, and wildlife issues. We expect that it would be difficult for Clayton County to lobby against future residential development with the zoning board when their own actions are helping to facilitate such development.

As you know, the owner of a federally obligated airport cannot sell, lease, encumber, or otherwise transfer any interest in the title to the airport without approval of the FAA (Grant assurance #5). Allowing an off airport user to access the airport through a previously nonexistent easement would constitute such an action. In addition, allowing or facilitating a residential development in close proximity to the airport clearly violates grant assurance #21, as discussed above. Therefore, we will not concur in the access rights necessary. Further, if Clayton County chooses to facilitate this non-compatible development, it will certainly put at risk any future federal funding.

We recognize that Clayton County is in a unique situation with the ownership of this airport. However, we feel it imperative that we protect the federal investment and this valuable asset to the national airspace system.

We are available to discuss this further if you desire.

Sincerely,

*Original signed by*

Scott L. Seritt  
Manager

cc: Mr. Ed Ratigan, GA DOT



ELDRIN BELL  
CHAIRMAN  
SONNA SINGLETON  
VICE CHAIRMAN  
VIRGINIA BURTON GRAY  
COMMISSIONER  
WOLF RALPH  
COMMISSIONER  
MICHAEL L. EDMONDSON  
COMMISSIONER

## Clayton County Commissioners

112 SMITH STREET  
JONESBORO, GEORGIA 30236  
PHONE: (770) 477-3208  
FAX: (770) 477-3217  
[www.co.clayton.ga.us](http://www.co.clayton.ga.us)



Via US Mail and Facsimile No. 404-463-3254

August 3, 2007

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

Re: Lovejoy FBO Development Of Regional Impact ARC Review Code R707061

Dear Ms. Fleming:

On behalf of Clayton County I would like to offer the following comments regarding the above-referenced proposal. As the proposal indicates while Clayton County is not the host jurisdiction for the project, Clayton County is located within two miles of the project and further the Clayton County Airport Authority/Clayton County is the owner of Tara Field Airport.

The proposal indicates that the project will have access to Tara Field. On December 11, 2006 at a Special Call meeting a quorum of the Board voted to grant Lovejoy LLC access to Tara Field. However the next day at the regular meeting of the Board of Commissioners the Board voted to rescind the previous resolution and notified Lovejoy LLC that the legislation authorizing the access had been rescinded. In addition to concerns the Board had which led them to reconsider the matter, the county has received two communications from the Regional Office of the Federal Aviation Administration that if the county were to convey access to the project as proposed, the county would be in violation of its Grant Assurances due to the incompatibility of residential uses to the operation of the airport. Further FAA indicated that violating grant assurances would subject the airport to loss of future grant funds, which would be needed to fund critical airport projects. Therefore, Clayton County does not intend to grant access to the project that would indeed violate Federal grant assurances.

Should you have further questions regarding Clayton County's position please let me know.

Yours for Clayton County,

A handwritten signature in black ink, appearing to read "Eldrin Bell".

Eldrin Bell, Chairman  
Clayton County Board of Commissioners

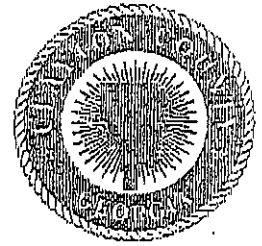
Enclosures

Cc: Clayton County Board of Commissioners  
Hon. Jason Harper, Chairman Henry County Board of Commissioners

*file*  
ELDRIN BELL  
CHAIRMAN  
VIRGINIA BURTON GRAY  
COMMISSIONER  
I. CHARLEY GRISWELL  
COMMISSIONER  
CARL RHODENIZIER  
COMMISSIONER  
WOLE RALPH  
COMMISSIONER

## Clayton County Commissioners

112 SMITH STREET  
JONESBORO, GEORGIA 30236  
PHONE: (770) 477-3208  
FAX: (770) 477-3217  
www.co.clayton.ga.us



December 21, 2006

Mr. Scott L. Seritt  
Manager, Federal Aviation Administration  
Atlanta Airports District Office  
1701 Columbia Avenue  
Campus Building, Suite 2-260  
College Park, Georgia 30337

Re: Clayton County Airport- Tara Field; Development of Residential Airpark

Dear Mr. Seritt:

The County is in receipt of your letter dated December 18, 2006, addressed to Wayne Patterson, Director, Department of Transportation and Development, regarding the above-referenced matter. We understand from your letter that your agency, after reviewing the plan as well as conversations with Mr. Patterson regarding a proposal to permit access to the airport, that such action would violate one or more of the FAA Grant Assurances and would put any future federal funding for the airport at risk. Specifically, you noted Assurance #5, which requires approval of the FAA prior to the transfer of any interest in the airport, and Assurance #21 regarding Compatible Land Use and the undesirable conditions that could arise from such a project, such as noise complaints, efforts to restrain growth by residential neighbors, and unfair competition with on-airport business operators.

The day following the Special Called Meeting, with the full Board present, the County Commission voted to rescind legislation passed at a Special Called Meeting of the Board which authorized the signing of a revised agreement. A copy of the rescinding resolution is attached for your records, as well as a copy of the letter written by the County Attorney notifying the property owner's attorney that the County did not consider the agreement to be valid and would not honor any terms or conditions in the agreement.

The County has no intention of violating any of the Grant Assurances, and certainly does not wish to place in jeopardy future federal funding for the airport. The County appreciates the relationship and support received from your agency, as well as the State of Georgia as it has developed the airport, and will continue to work with your agency to protect this valuable asset.

Yours for Clayton County,

A handwritten signature in cursive script, appearing to read "Eldrin Bell".  
Eldrin Bell

Enclosures:

EB:mls:dk

cc: Members Clayton County Board of Commissioners (w/enclosures)  
Members Clayton County Airport Authority (w/enclosures)  
Mr. Ed Ratigan, GA DOT(w/enclosures)

# Clayton County Commissioners

112 SMITH STREET  
JONESBORO, GEORGIA 30236  
PHONE: (770) 477-3207  
FAX: (770) 473-5969



Michael L. Smith  
Staff Attorney

Via US Mail and Facsimile No. 404-366-0444

December 13, 2006

C. Crandle Bray, Esq.  
C. Crandle Bray, PC  
519 Forest Parkway  
Suite 220  
Forest Park, Georgia 30297

Re: Tara Field Airport Access Easement, Lease and Permit Recession of Authority to Enter  
Into Agreement

Dear Mr. Bray:

On yesterday, December 12, 2006, the Clayton County Board of Commissioners voted at its regular scheduled board meeting to rescind Resolution 2006-181 which was approved at a special called meeting held the previous day, December 11, 2006. As you are aware, Resolution 2006-181 authorized the County to enter into a "Through-the-Fence" agreement with your client, Lovejoy Realty, LLC, and further authorized the Chairman or Vice-Chairman of the Board of Commissioners to execute the agreement. At yesterday's board meeting, which was attended by the full board, Resolution 2006-193 was called for and was approved rescinding the previous authority to enter into the agreement.

The Board of Commissioners had a number of concerns regarding the approval of Resolution 2006-181 including, but not limited to, the propriety of the special called meeting, the granting of authority to the Vice-Chairman as well as the Chairman to sign the agreement, and whether the Clayton County Airport Authority had approved the latest terms and conditions in the agreement.

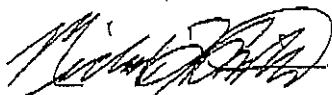
I'm aware that the Vice-Chairman did execute the agreement almost immediately after the special called meeting and presented the agreement to you on behalf of your client. However, based on the actions taken by the Board of Commissioners, this letter shall serve as notice that the County does not consider the agreement to be a valid agreement, and does not intend to honor any of the terms of the agreement. Further, I would urge you to advise your client not to rely on the agreement nor take any action which would change your client's position in any manner, nor enter into any other contracts in reliance on the agreement.

Letter to C. Crandle Bray, Esq.  
Through-the-Fence Agreement  
December 13, 2006  
Page 2

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Should you have any questions, please feel free to contact me.

Very truly yours,



Michael L. Smith

MLS:dk

cc: Members Clayton County Board of Commissioners  
Members Clayton County Airport Authority

STATE OF GEORGIA

COUNTY OF CLAYTON

RESOLUTION NO. 2006 - 192

A RESOLUTION TO RESCIND RESOLUTION 2006-181 AUTHORIZING CLAYTON COUNTY TO ACCEPT A PROPOSAL AND ENTER INTO A REVISED THROUGH THE FENCE AGREEMENT, PROPERTY LEASE AND SUBLEASE OF IMPROVED PROPERTY FOR PROJECTS AND IMPROVEMENTS ASSOCIATED WITH THE PROPOSAL FROM WILLIAM ABBATE OF EXECUTIVE AIRCRAFT STORAGE, LLC AND LOVEJOY REALTY, LLC AT CLAYTON COUNTY AIRPORT, TARA FIELD; AUTHORIZING THE CHAIRMAN TO EXECUTE THE AGREEMENT, AND OTHERWISE TO PERFORM ALL ACTS NECESSARY TO ACCOMPLISH THE INTENT OF THE RESOLUTION; TO AUTHORIZE THE FINANCE DIRECTOR TO AMEND THE BUDGET WHERE NECESSARY TO REFLECT AN APPROPRIATE REVENUE SOURCE AND EXPENSE, TO PROVIDE AN EFFECTIVE DATE OF THIS RESOLUTION; AND FOR OTHER PURPOSES.

WHEREAS, the Board of Commissioners enacted Resolution 2006-127 and 2006-181 authorizing the County to accept a proposal to enter into a revised through the fence agreement, lease and sublease at Clayton County Airport, Tara Field with William Abbate of Executive Aircraft Storage, LLC and Lovejoy Realty, LLC; and

WHEREAS, the Board of Commissioners desires to rescind Resolution 2006-181 in order to provide the County with additional time to review the terms, conditions and circumstances upon which the proposal was submitted; and

WHEREAS, the Board of Commissioners deems it in the best interest of Clayton County, and the County will be best served by rescinding Resolution 2006-181.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS

OF CLAYTON COUNTY, GEORGIA AND IT IS HEREBY RESOLVED


Section 1. The Board of Commissioners hereby rescinds Resolution 2006-181 which authorized the County to accept a proposal and enter into a revised through the fence agreement, property lease and sublease of improved property for projects and improvements associated with the proposal from William Abbate of Executive Aircraft Storage, LLC and Lovejoy Realty, LLC.

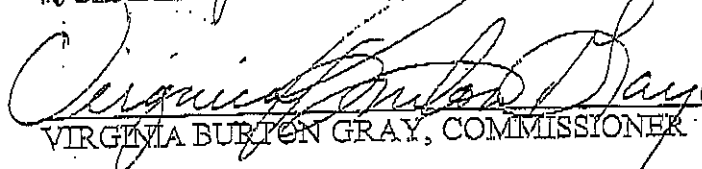
Section 2. This Resolution shall be effective on the date of its approval by the Board of Commissioners.

SO RESOLVED, this the 12<sup>th</sup> day of December, 2006.

CLAYTON COUNTY BOARD OF COMMISSIONERS

  
ELDON BELL, CHAIRMAN

 (OPPOSED)  
J. CHARLEY GRISWELL, VICE CHAIRMAN

 (OPPOSED)  
VIRGINIA BURTON GRAY, COMMISSIONER

  
CARL RHODENIZER, COMMISSIONER

  
WOLE RALPH, COMMISSIONER

ATTEST:

  
SHELBY D. HAYWOOD, CLERK

**Haley Fleming**

---





**From:** Billy Abbate (QPS) [wlabbate@qualityphysiciansvcs.com]  
**Sent:** Wednesday, August 01, 2007 12:52 PM  
**To:** Haley Fleming  
**Subject:** FAA vs Noise  
**Importance:** High

Dear Ms. Fleming:

I am preparing the summary letter we discussed after yesterday's meeting and will have for you by the end of the day. However, in light of the emphasis the FAA placed on its position of noise at the airport, I thought you would find the following helpful for discussion with ARC staff. Please read the following in its entirety:

The FAA's Guide for Land Use Compatibility and Airports (1998), produced by the FAA's Southern Region Compatible Land Use Planning Task Force contains the following:

- 1) **Page 1-2:** "While the FAA can provide assistance and funding to encourage compatible land development Around airports, it has no regulatory authority for controlling land uses to protect airport capacity. The FAA recognizes that state and local governments are responsible for land use planning, zoning, and regulation including that necessary to provide land use compatibility with airport operations. "
- 2) **Page III-4:** The Aviation Safety and Noise Abatement Act of 1979, "ASNA does not allow the federal government to interfere with or override local government zoning, subdivision building, and health authority."
- 3) **Page V-9:** "Most commercial and industrial uses, especially those associated with the airport, are good neighbors to airports. Land uses where the airport creates the demand, such as motels, restaurants, warehouses, shipping agencies, aircraft-related industries, and industries that benefit from the access to an airport, are compatible land uses."
- 4) **Page V-10: LAND USE SENSITIVITY MATRIX (Exhibit V-3):**

 <h1>Land Use Noise Sensitivity Matrix</h1>		55-65 DNL	65-75 DNL	75+ DNL
 <b>Residential</b>	1-2 Family			
	Multi-Family			
	Mobile Homes			
	Dorms, etc.			
 <b>Institutional</b>	Churches			
	Schools			
	Hospitals			
	Nursing Homes			
	Libraries			
 <b>Recreational</b>	Sports/Play			
	Arts/Instructional			
	Camping			
<b>Commercial</b>	All Uses			
<b>Industrial</b>	All Uses			
<b>Agricultural</b>	All Uses			

PER FAR PART 150	COMPATIBLE	
	INCOMPATIBLE	

X:\FAA\LANDUSE\TFLAND USE MATRIX.CDR DATE: OCT, 1998

5) Page V-18: “(**Exhibit V-3**) shows the land use categories which are considered to be compatible/incompatible with aircraft noise levels between 55-65 DNL, 65-75 DNL, and 75 DNL and greater.)”

6) Page V-14-15: “No noise analysis is needed for proposals involving Design Group I and II airplanes on utility (reference



Advisory Circular 150/5300 4B) or transport (reference Advisory Circular 150/5300 12) type airports whose forecast operations in the period covered by the environmental assessment do not exceed 90,000 annual propeller operations or 700 annual jet operations. These numbers of propeller aircraft operations result in cumulative noise levels not exceeding 60 Day/Night Level (DNL<sup>1</sup>) more than 5,500 feet from start of takeoff roll or 65 DNL on the runway itself. Jet operations of 700 or less do not produce a 60 DNL contour using this method. Note that the Cessna Citation 500, the Gates Learjet 35A, and any other jet aircraft producing equivalent or less levels of noise are quieter than many propeller aircraft under 12,500 pounds and therefore may be counted as propeller aircraft rather than jet aircraft.

Generally, when annual operations are below 90,000 propeller operations or below 700 jet operations, the cumulative noise levels of greater than 65 DNL typically would remain within the airport's property line. When this condition occurs, airports often find that conducting a Part 150 study does not provide any appreciable benefit to the community."

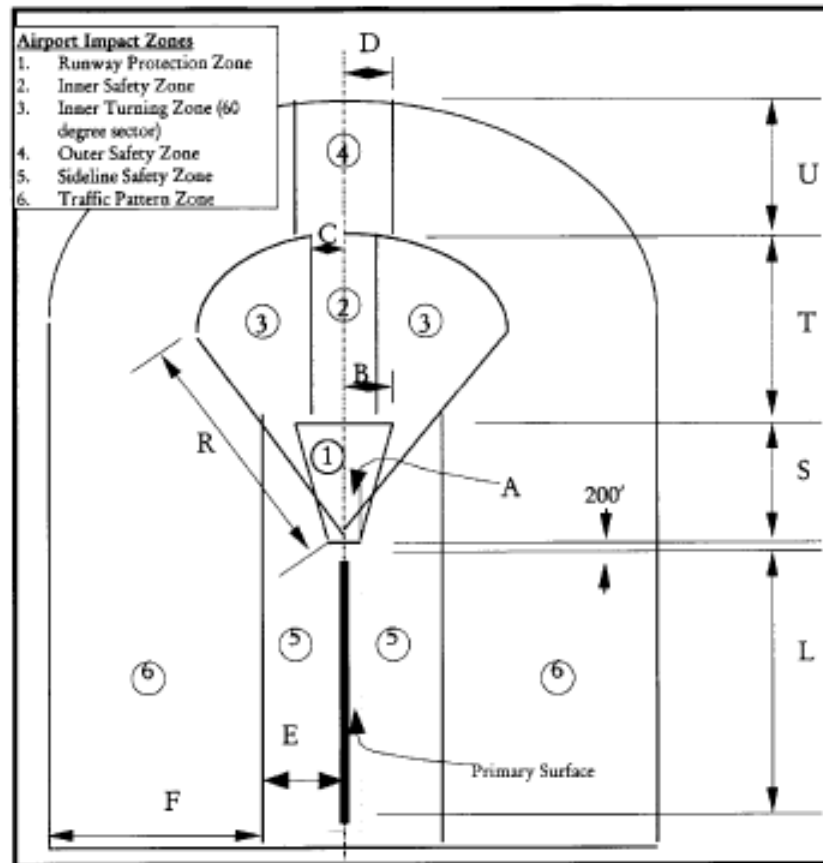
**Page V-26:** "In establishing the airport noise compatibility planning program, which became embodied in FAR Part 150, the ASNA did not change the legal authority of state and local governments to control the uses of land within their jurisdictions. Public controls on the use of land are commonly exercised by zoning. Zoning is a power reserved to the states under the U.S. Constitution."

**Page V-29:** "basic zoning doctrine demands that the individual land parcels be left with viable economic value, that is, that they be zoned for a use for which there is reasonable demand and economic return. Otherwise, the courts may determine a zoning change for compatibility to be a "taking" of private property for public use under the Fifth Amendment to the U.S. Constitution, requiring just compensation."

**Page V-37:** "A land use compatibility tool that often does not work well at small GA airports, however, is an airport noise compatibility plan generated with noise exposure contours. FAA Order 5050.4A, Airport Environmental handbook, states in part that "no noise analysis is needed . . . at airports whose forecast operations . . . do not exceed 90,000 annual propeller operations or 700 annual jet operations." Aircraft noise analyses generally have shown that airports with 700 annual jet operations or 90,000 annual propeller operations do not produce noise exposure contours at significant levels. For an airport to generate 700 annual jet operations, a jet airplane would land and depart nearly every day during a one-year period. For an airport to generate 90,000 annual propeller operations, a propeller aircraft would land and depart nearly 125 times a day, every day for one year."

Page V-38-39: “Recommended land uses in Airport Impact Zone 6 would allow low-density residential development and industrial development accommodating fewer than 100 people per acre.” The recommendation is for residential in Zone 6. our property is in Zones 6 & 3.

## Airport Impact Zones



**Airport Impact Zone Dimension (in Feet )**

Dimension	Runway Length Category (L)		
	Runway less than 4,000	Runway 4,000 to 5,999	Runway 6,000 or more
A	125	250	500
B	225	505	875
C	225	500	500
D	225	500	500
E	500	1,000	1,000
F	4,000	5,000	5,000
R (60° Sector)	2,500	4,500	5,000
S	1,000	1,700	2,500
T	1,500	2,800	2,500
U	2,500	3,000	5,000

B  
ions

udies,

Page VII-18: “

## **“Recording of Restrictive Covenants - Deeds (Avigation Easements)**

Officials of airport area communities should know how "restrictive covenants" could be used to provide for the control of land uses in high noise impact areas. Typically, restrictive covenants are "agreements" between private parties (for example, homeowners and homeowners' associations or home buyer and seller) and therefore are enforceable only by the parties involved and remedied in a court of law. Such covenants are "required" to be recorded with deeds and, in some cases, attached to or written on subdivision plats or other development plans that may be required to be recorded through local government ordinances and state courts. The basic disclosure of airport noise situations is handled in some jurisdictions across the country through ordinances that require the seller of a parcel of land to reveal to a purchaser that they are in a "high noise impact zone." Real estate agents should be instructed on these zones and the ordinance requirements.”

Following is a link to the entire report:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/aep/planning\\_toolkit/media/III.B.pdf](http://www.faa.gov/about/office_org/headquarters_offices/aep/planning_toolkit/media/III.B.pdf)

Thanks!

Billy Abbate

**Haley Fleming**

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**From:** Crandle Bray [crandlebray@yahoo.com]  
**Sent:** Wednesday, August 01, 2007 2:39 PM  
**To:** Haley Fleming  
**Cc:** William Abbate  
**Subject:** Billy Abbate memo

Haley: It appears that the memo that my client sent to you this morning with the FAA regulations, should answer any questions you and the other staff should have concerning the issues raised by FAA. It appears to me that the letter sent by FAA should not be considered in your deliberation. Reading the info, the regulations warn that the FAA should have no control over zoning or land use issues, to find otherwise, would result in the taking of my clients property without just compensation. Once Billy forwards his letter, please let me know if there is any other information you may require. The issue raised by the City of Hampton with reference to sewer capacity. Please be advised that the Henry County Water Authority has sufficient capacity to handle the first phase of the Development, which we predict will take several years to complete. My Client does not intend to build beyond the sewer capacity. The water authority plans to expand the treatment plant that will serve this project way before they get to the second phase. If there is a problem with capacity, that will be handled by the local officials.  
Thanks for your patience and consideration.  
Crandle

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Fussy? Opinionated? Impossible to please? Perfect. [Join Yahoo!'s user panel](#) and lay it on us.

## Haley Fleming

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**From:** Comer, Carol [Carol.Comer@dot.state.ga.us]  
**Sent:** Tuesday, July 24, 2007 8:28 AM  
**To:** Haley Fleming  
**Subject:** RE: DRI Meeting Scheduled for Lovejoy FBO

Haley,

I am not available to attend the meeting as I will be out of town. However, GDOT supports FAA's position as outlined in their comments. GDOT does not support any private development that would jeopardize future federal funding for any airport in our state, in this case Tara Field.

Please keep us posted on your review and let us know if we can provide any additional assistance.

Thanks.

Carol

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**From:** Haley Fleming [mailto:Haley@atlantaregional.com]  
**Sent:** Monday, July 23, 2007 4:25 PM  
**To:** Jared Lombard; sdorfman@dca.state.ga.us; carol\_couch@mail.dnr.state.ga.us; VanDyke, Cindy; Linnenkohl, Harold (Commissioner); Alexander, Angela; Brian Borden; lbeall@grta.org; Wilson, Hal; Yost, Steve; william.garrison@faa.gov; Comer, Carol; Scott.Seritt@faa.gov; Aimee.McCormick@faa.gov; wayne.patterson@co.clayton.ga.us  
**Cc:** Dan Reuter; Jean Hee Park; Jim Skinner; Jim Santo; Holly Vine; crandlebray@yahoo.com; David Haynes; hollandarc@aol.com; bsabbarese@areng.com; W\_abbate@bellsouth.net; sjordan@co.henry.ga.us; aslaughter@co.henry.ga.us; cmatthews@co.henry.ga.us; dsimmons@co.henry.ga.us; zloo@grta.org; jmaximuk@livablecommunitiescoalition.org; Ratigan, Ed; jparish@henry.k12.ga.us; ehaynes@cityofhamptonga.com; ddickerson@co.clayton.ga.us; wpatterson@co.clayton.ga.us  
**Subject:** DRI Meeting Scheduled for Lovejoy FBO  
**Importance:** High

ARC staff has received comments regarding the Lovejoy FBO Development of Regional Impact that is currently under review and would like to meet with affected parties to discuss the comments and the DRI review. Comments received from the FAA concerning this development are attached below.

A meeting has been scheduled for **Tuesday, July 31<sup>st</sup> at 2:00pm** in the **Executive Conference Room** at ARC offices. Your attendance at the meeting is requested.

If you have any questions, please do not hesitate to contact me at 404-463-3311.

<<FAA Comments-4A7 ARC Comments Lovejoy FBO 7-18-07..doc>>

**M. Haley Fleming, AICP**  
Principal Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, GA 30303  
Phone: 404.463.3311 | Fax: 404.463.3254  
E-mail: [hffleming@atlantaregional.com](mailto:hffleming@atlantaregional.com)  
Visit ARC's New Web site at: [www.atlantaregional.com](http://www.atlantaregional.com)

## ARC Regional Review Notification

Preliminary Findings of the RDC: Lovejoy FBO

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

### City of Hampton Response to DRI - Lovejoy HBO Project

The City of Hampton has a service delivery agreement (HB 489) with the Henry County Water and Sewerage Authority (HCWSA), to provide the City up to 0.75 MGD emergency (overflow) treatment from the HCWSA Bear Creek Plant. The Bear Creek Wastewater Treatment Plant, according to the ARC's regional impact review, would provide the proposed Lovejoy FOB development sewage treatment of about 0.129 MGD.

The agreement between the HCWSA and the City of Hampton is necessary because the City's wastewater treatment facility near Hwy 19/41 and Richard Petty Blvd. is near its 0.50 MGD capacity. The design of a new 1.75 MGD Plant has been submitted to the State Environmental Protection Division (EPD) for review, and it is possible that construction could begin late 2007, and become operational by late 2009. However, the City of Hampton would not want its' agreed upon emergency overflow capacity (0.75 MGD) through the HCWSA Bear Creek plant to be infringed upon by a new development. It would be more desirable for the Lovejoy FBO development to be scaled down or withheld until the Bear Creek plant is expanded to 3.0 MGD, from the present 0.25 MGD capacity, along with the aforementioned expansion of the City treatment plant.

The Lovejoy FBO development is associated with the Clayton County Tara Field Airport. The City of Hampton's position, as stated to the Clayton County Airport Authority, is that the planned runway extension should be made to the Southwest, rather than the Northeast. A Northeasterly expansion would greatly impact residential areas in the City, whereas an expansion to the Southwest would only impact wetlands. The airport authority has stated that expansion Southwest of the current end of the runway would be cost prohibitive because of wetlands, and amount of fill material needed. If this were true, then why would a residential development of 352 homes be allowed in the wetland area, where a runway extension would be "cost prohibitive"?

The City respectfully requests that these issues be determined before action is taken on the DRI for the Lovejoy FBO project. Response would be appreciated.

**Haley Fleming**

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**From:** Tony Pickett [Tony.Pickett@henry.k12.ga.us]  
**Sent:** Friday, July 20, 2007 2:25 PM  
**To:** Haley Fleming  
**Subject:** DRI-Request for Comments-Lovejoy FBO

Ms. Fleming,

The following are comments regarding the Lovejoy FBO project and the anticipated impact upon Henry County Schools:

1. The location of the proposed project, Woolsey Road, is in the school attendance zones for Hampton Elementary, Luella Middle, and Luella High.
2. At the start of the 2007-08 school year, Hampton Elementary will house students in 13 portable classrooms; Luella Middle will house students in 45 portable classrooms; and, Luella High will house students in 35 portable classrooms.
3. The proposed development includes 352 residential units. Assuming 1.75 children per residential unit, the development likely will include approximately 600 students.
4. With an average of 25 students per portable classroom, the development likely will require the addition of approximately 24 classrooms (portable or permanent) to this school attendance area.

I hope this information is helpful to the Atlanta Regional Commission staff. If you have questions, please contact me at 770-957-6601.

Tony Pickett  
Director of Administrative Services  
Henry County Schools

Tony Pickett

Director of Administrative Services

Henry County Schools

770.957.6601



# Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#) [Tier Map](#) [FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

**DRI #1451**

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

### Local Government Information

Submitting Local  
Government:

Henry

Individual completing form:

Stacey Jordan, Chief Planner

Telephone:

770.288.7535

Email:

sjordan@co.henry.ga.us

### Project Information

Name of Proposed Project:

Lovejoy Realty FBO

DRI ID Number:

1451

Developer/Applicant:

Lovejoy Realty, LLC Attn. Billy Abbate

Telephone:

770.841.4265

Email(s):

w\_abbate@bellsouth.net

### Additional Information Requested

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

☐ (not selected) ☒ Yes ☐ No

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

☐ (not selected) ☒ Yes ☐ No

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

### Economic Development

Estimated Value at Build-Out:

\$201,159,600

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

\$3,018,118

Is the regional work force

☐ (not selected) ☒ Yes ☐ No

sufficient to fill the demand created by the proposed project?	
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): N/A The si	
<b>Water Supply</b>	
Name of water supply provider for this site:	Henry County Water and Sewerage Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.149 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: Estimated demand numbers may be higher than actual expected "part time" population. See "Supplemental Information..." for details.	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? Waterline is available approximately 600' from the site, presumably along Selfridge Road.	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Henry County Water and Sewerage Authority - Bear Creek Facility
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.129
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: Estimated demand numbers may be higher than actual expected "part time" population. See Supplemental Information for details.	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? Approximately 4,000' of sewer line is required to connect to the existing system. The developer has agreed to pay for the extension. See Supplemental Information for details.	
<b>Land Transportation</b>	
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.)	655 p.m. peak trips, 6,986 24 hr. 2-way trips
Has a traffic study been performed to determine whether or not transportation	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

or access improvements will be needed to serve this project?	
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: All recommended transportation improvements are described in the required traffic study, by A&R, Engineering, Inc. as a supplement to this form.	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	2,077 tons/year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity: Note: Estimated demand numbers may be higher than actual expected "part time" population.	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please explain: The development plan includes the potential for storage of aviation fuels and UST's (Underground Storage Tanks) associated with an aircraft fueling station.	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	73.8%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site plan includes buffers and 25+ acres of open space. In addition, the applicant will consider pervious paving materials where appropriate and feasible. See Supplemental Information for details.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: Areas of streams, wetlands, and 100 yr. floodplain are likely on site and will be professionally delineated to determine the extent of any impacts. Appropriate permits will be sought and mitigation will be performed for any unavoidable impacts. See	

Supplemental Information for details.
<a href="#">Back to Top</a>

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1451**

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

### Local Government Information

Submitting Local Government:

Henry

Individual completing form:

Stacey Jordan, Chief Planner

Telephone:

770.288.7535

E-mail:

sjordan@co.henry.ga.us

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project:

Lovejoy Realty FBO

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

96.633 acres in Land Lot 17 of the 3rd District located on West Selfridge Road, Hampton, GA immediat

Brief Description of Project:

Planned Development to include 873,600 s.f. of aircraft hanger space, 441,600 s.f. of residential condominiums , and 45,544 s.f. of retail. Proposal includes an amenity package and high level security.

### Development Type:

☐ (not selected)☐ Hotels☐ Wastewater Treatment Facilities☐ Office☒ Mixed Use☐ Petroleum Storage Facilities☐ Commercial☐ Airports☐ Water Supply Intakes/Reservoirs☐ Wholesale & Distribution☐ Attractions & Recreational Facilities☐ Intermodal Terminals☐ Hospitals and Health Care Facilities☐ Post-Secondary Schools☐ Truck Stops☐ Housing☐ Waste Handling Facilities☐ Any other development types

<input type="radio"/> Industrial	<input type="radio"/> Quarries, Asphalt & Cement Plants
If other development type, describe:	
Project Size (# of units, floor area, etc.):	873,600 s.f of aircraft hanger space, 441,600 s.f. of residential condo, 45,544 s.f. retail
Developer:	Lovejoy Realty, LLC Attn. Billy Abbate
Mailing Address:	1370 Mt. Carmel Road
Address 2:	
	City:McDonough State: GA Zip:30253
Telephone:	770.841.4265
Email:	w_abbate@bellsouth.net
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: September 2009 Overall project: September 2009
<a href="#">Back to Top</a>	

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