



REGIONAL REVIEW NOTIFICATION

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

DATE: Jul 6 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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Lovejoy FBO

Review Type: Development of Regional Impact

Description: 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.

Submitting Local Government: Henry County

Date Opened: Jul 6 2007

Deadline for Comments: Jul 20 2007

Earliest the Regional Review can be Completed: Aug 6 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-07-20 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



REGIONAL REVIEW NOTIFICATION

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



DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: Lovejoy FBO See the Preliminary Report .

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

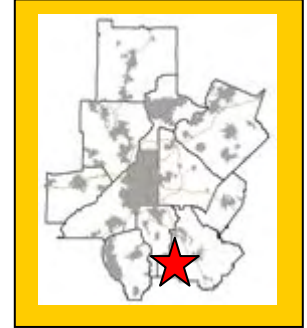
Return Date: Jul 20 2007

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

PRELIMINARY 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.

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

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

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

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

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	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lovejoy FBO #1451
Final Report Due:	August 6, 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 provides additional transportation infrastructure and options to Tara Field and provides housing options to drivers and racing teams at the Atlanta Motor Speedway, which according information submitted for the review is the main market of the development.

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

PRELIMINARY 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	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lovejoy FBO #1451
Final Report Due:	August 6, 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	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lovejoy FBO #1451
Final Report Due:	August 6, 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.

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

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 \$201,159,600 with an expected \$3,018,118 in annual tax revenue.

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

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Water Supply Watersheds and Stream Buffers

The project property 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:

Pollutant loads (lb./yr.)

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

Land Use	Land Area (acres)	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) and meet the stormwater management quantity and quality criteria outlined in the Manual.

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

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

Preliminary Report:	July 6, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lovejoy FBO #1451
Final Report Due:	August 6, 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 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
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
TOTAL NEW TRIPS	119	190	309	343	292	635	6,896

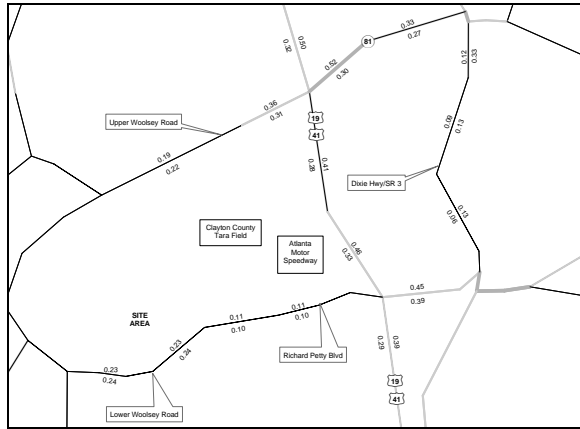
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

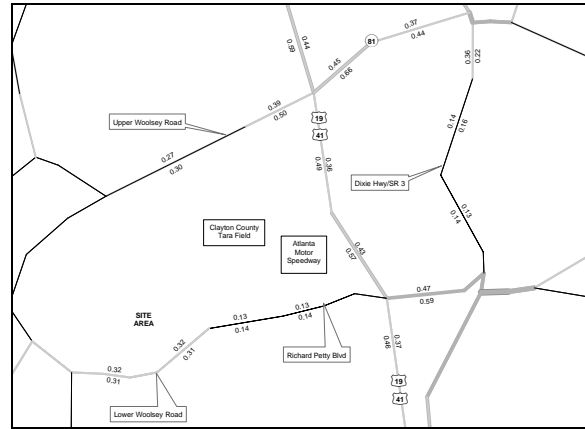
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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

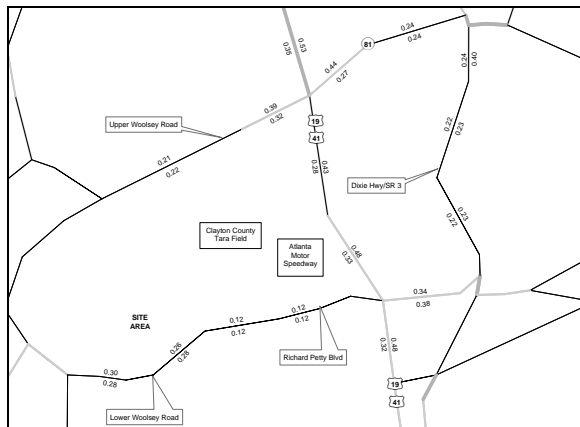
V/C Ratios



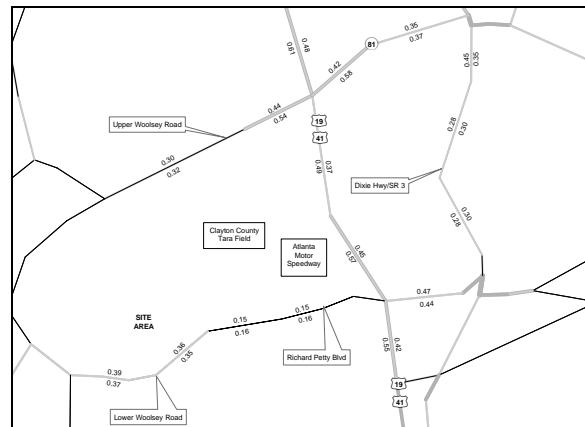
2005 AM Peak



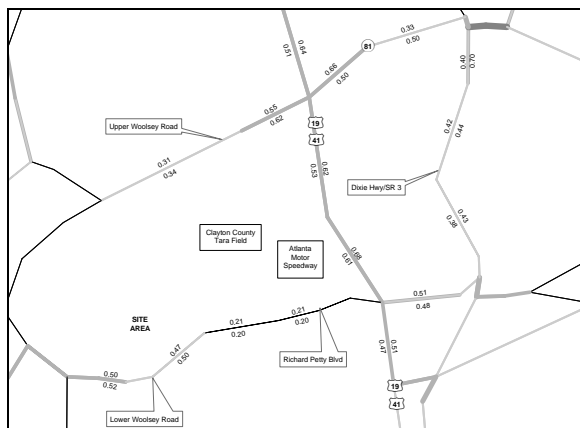
2005 PM Peak



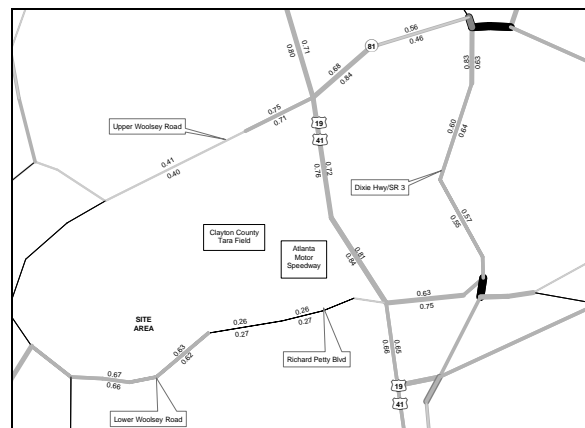
2010 AM Peak



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	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lovejoy FBO #1451
Final Report Due:	August 6, 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 pending signal warrant study
- 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.

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

None proposed.

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

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

However, 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.

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

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

To be determined upon completion of review.

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	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Lovejoy FBO #1451
Final Report Due:	August 6, 2007		Comments Due By:	July 20, 2007

PERMITTED CAPACITY MMF, MGD ₁	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.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

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.

INFRASTRUCTURE

Other facilities



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

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

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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.

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
Back to Top	

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

Copyright © 2007 The Georgia Department of Community Affairs. All Rights Reserved.

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	
Water Supply	
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.	
Wastewater Disposal	
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.	
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.)	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.	
Solid Waste Disposal	
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.	
Stormwater Management	
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.	
Environmental Quality	
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.
Back to Top