



REGIONAL REVIEW FINDING

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

DATE: Sep 11 2008

ARC REVIEW CODE: R805301

TO: Mayor Lorene Lindsey
ATTN TO: Tim Young, Dir. Cmty. Dev.
FROM: Charles Krautler, Director

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

Submitting Local Government: City of Locust Grove
Name of Proposal: Locust Grove Retail

<u>Review Type:</u> Development of Regional Impact	<u>Date Opened:</u> May 30 2008	<u>Date Closed:</u> Sep 11 2008
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FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: Attached are the final conditions and required cooperation between the involved parties to ensure that the issues identified during the review by ARC as addressed.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF LOCUST GROVE	HENRY COUNTY	HENRY COUNTY SCHOOLS
CITY OF McDONOUGH	HENRY COUNTY WATER AND SEWER AUTHORITY	BUTTS COUNTY
MCINTOSH TRAIL RDC	SPALDING COUNTY	

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>.



CITY OF LOCUST GROVE

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

September 8, 2008

MAYOR
Lorene M. Lindsey

COUNCIL
W. L. (Billy) Carter
Viann Doerr
Otis Hammock
Wilson Henley
Robert Price
Frances Ward

CLERK
Theresa Breedlove

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


Dear Ms. Fleming:

Please be advised that the City Council has reviewed the outstanding issues presented to us in the Attachment for DRI #1610 (Locust Grove Retail), particularly the overall need for coordination of all development within the interchange area, the need and recognition of proper phasing and local funding of necessary transportation improvements, and the aspect of better land use planning along this growing corridor to accommodate managed, controlled growth that is timed with the transportation infrastructure.

Please accept this letter as acknowledgement of those conditions and full intent to implement all items within the zoning and private development agreement framework, as well as our commitment to standardize this procedure throughout the interchange area, including the reporting requirements to ARC and the coordination with Henry County.

I hope this communication aides your organization determining that this DRI as being in the best interest of the state.

Sincerely,



Lorene M. Lindsey, Mayor

Attachment: Locust Grove Retail DRI List of Conditions

**Board of Commissioners**

Jason T. Harper
Chairman

Warren E. Holder
District I

Elizabeth 'B.J.' Mathis
District II

Randy Stamey
District III

Reid A. Bowman, Sr.
District IV

Johnny B. Basler
District V

Rob Magnaghi
County Manager

Shay Mathis
County Clerk

140 Henry Parkway
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September 8, 2008

Chick Krautler
Executive Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: Locust Grove Retail Development of Regional Impact

Dear Mr. Krautler:

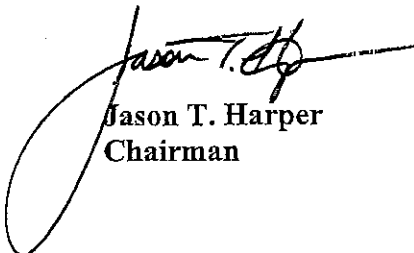
I am writing in reference to the Locust Grove Retail Development of Regional Impact.

Let me take an opportunity to first thank Dan Reuter and Haley Fleming for taking the time to review this DRI closely and for working with the City of Locust Grove to find a resolution to the concerns posed by staff.

I have reviewed the proposed conditions recommended by ARC staff, and I have no objections to them. Of the 10 conditions listed Henry County raises no objection to those that require cooperation by the county government. The zoning decision will be made entirely by the City of Locust Grove due to the location of the development within the municipal boundary. However, Henry County will work with Locust Grove to explore other funding alternatives for transportation improvements, we will work to phase developments within the county based on the transportation infrastructure, and we will certainly cooperate with the city to create an overlay district around the interstate interchange. In short, though this development lies entirely within the city, Henry County recognizes that it will have an impact on the county as well and we will cooperate with Locust Grove pursuant to your recommendations.

Please contact me if you need anything further.

Sincerely,


Jason T. Harper
Chairman

Locust Grove Retail Development of Regional Impact

- 1) The items outlined in this attachment shall be considered as a condition of zoning by the City of Locust Grove and placed upon all property included in the DRI review completed by ARC. ARC will consider actions within its authority to encourage the City to cooperate with planning for regional needs of adequate transportation and land use practices.
- 2) In the event that application is made to vary these conditions, the City of Locust Grove will submit the proposed changes to ARC as a DRI for further review.
- 3) If the property is sold to someone other than the current owner, the future property owners shall annually coordinate with the City of Locust Grove submittal of a report to ARC describing the progress of the development. This report will list the progress made towards implementing the conditions of this attachment. This requirement shall expire upon completion of the development.
- 4) No more than 600,000 square feet of retail space can be completed until the below transportation infrastructure improvements are in place (under construction and funded). Phasing of the project and transportation projects will occur as outlined below.
 - Bill Gardner Parkway @ I-75 Southbound Ramps, add a third eastbound through lane, add two additional westbound through lanes, add an eastbound right turn lane, add a free southbound right turn lane.
 - Bill Gardner Parkway @ I-75 Northbound Ramps, add a second eastbound left turn lane, add a third eastbound through lane and add two additional westbound through lanes, add two additional northbound left turn lanes.
 - Bill Gardner Pkwy @ Tanger Boulevard, add an eastbound through lane and convert the eastbound exclusive left turn to a combined left-through lane, add an eastbound right turn lane, add a westbound through lane, convert the left-most westbound through lane to a combined left-through lane, add two additional left turn lanes, convert the combined northbound left-through-right lane to an exclusive through lane, add a northbound right turn lane.
 - Bill Gardner Pkwy @ Driveway #3, widen to two eastbound and two westbound through lanes, continue through I-75 interchange.
 - Bill Gardner Pkwy @ Driveway #5, add an eastbound right turn lane, and widen to three eastbound and three westbound through lanes, remove the exclusive eastbound right turn lane, continue through interchange.
 - Locust Grove with coordination from Henry County will develop an IMR (interchange modification report) regarding the I-75 interchange with Bill Gardner Parkway.
- 5) Locust Grove must determine alternative funding sources for needed transportation infrastructure improvements with coordination from Henry County and GDOT, understanding that federal funds are currently unavailable and future federal funding is unlikely.
- 6) Locust Grove and Henry County will phase other developments within the area appropriately with the identified needed transportation infrastructure improvements. The City and the County will notify ARC of approval of other developments and the phasing of development and transportation improvements agreements.
- 7) Locust Grove with coordination from Henry County will develop an overlay district around the interchange that will consider design guidelines and access management. ARC will seek to assist the City and the County with additional resources.
- 8) ARC also believes the total retail square footage proposed for the site is not supported by regional forecasts considering existing supply in Henry County. Locust Grove should consider a zoning designation that allows the owner more flexibility in the future to limit the retail uses and undertake more office and small lot or attached residential development with a "town center" design. However, ARC recognizes that market conditions and buyer preferences will influence the degree of design innovation that can be accomplished in the project. A market analysis shall be undertaken to support the need for additional strip retail and the potential for a more integrated and mixed-use development prior to Phase 2 (450,000 square feet of retail

space) of the project. As market conditions change, Locust Grove should advance best practices and pedestrian oriented design throughout the development as phasing is approved. The City and developer agree to site plan and design reviews before the beginning of each phase.

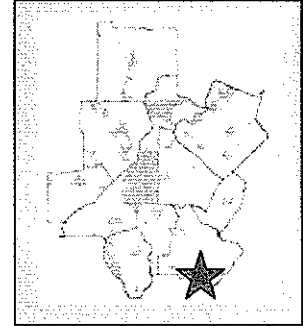
- 9) A less auto-oriented design will not only reduce the long term traffic impact but also have a greater economic benefit to the City of Locust Grove and Henry County. Locust Grove and the developer will coordinate:
 - Reducing auto trips within the development by providing a pedestrian network throughout the development
 - Minimize the visual presence of surface parking along Bill Gardner Parkway and Strong Rock Parkway
 - Increase and integrate more greenspace with pedestrian facilities throughout the development to a minimum 30%.
 - Minimize parking to no more than the minimum required by the City of Locust Grove
- 10) The ARC will track the progress of the development and if the conditions are not met, the Board shall vote in order to continue the expenditure of any ARC programmed funds related to this development.

Preliminary Report:	May 30, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Locust Grove Retail #1610
Final Report Due:	September 11, 2008		Comments Due By:	June 13, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Locust Grove Retail development is a mixed use development located in the City of Locust Grove on 236 acres. The proposed development will include 1,195,000 square feet of retail, a 120 room hotel, 342 apartments, and 20 single family homes. The site is proposed to have six access points which are all located on Bill Gardner Parkway. The main access point will be Strong Rock Parkway. A second major access point will be the proposed J. Bandy Parkway



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2016.

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 R-A (Residential-Agriculture), C-3 (Heavy Commercial). The proposed zoning for the site is PD (Planned Development) which includes R3 (Large Lot Residential), RM (Multi Family) and C-3 (Heavy Commercial). Information submitted for the review states that the proposed zoning is consistent with the City of Locust Grove's Future Land Use Map which designates the site as Regional Commercial, Mixed Use District, and Low Density Residential.

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

No comments were received from any potentially affected local government identifying inconsistencies; however, ARC staff believes that the proposed development is inconsistent with the policies of the draft Joint Henry County 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 the 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?

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

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

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

YEAR	NAME
2006	Strong Rock
2006	Gateway75 Industrial Park
2005	Kingston Village
2003	Bridle Creek
2002	Indian Creek Plantation
2002	Locust Grove Station
2000	Minerva Cole Tract
1999	Eagle Creek Country Club
1996	Southgate

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

Based on information submitted for the review, the site is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

Attached at the beginning of the report are the final conditions and required cooperation between the involved parties to ensure that the issues identified during the review by ARC as addressed.

The proposed development is located in a suburban neighborhood on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be develop at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area. Development types recommended include general commercial and residential uses. The proposed development is partially located within an Environmental Area. Environmental Areas are areas that have sensitive environment features including small water supply watersheds.

ARC's Regional Development Policies strive to promote development within principal transportation corridors where there are increased opportunities for mixed use development and provides a sense of place appropriate for the community. The Policies also promote new communities that feature

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greenspace, pedestrian activity, transportation options, and a mix of housing types and protection of environmentally sensitive areas.

The western portion of the proposed project is located in the Indian Creek Water Supply Watershed, which is a small (less than 100 square miles area) water supply watershed as defined by the DNR Part 5 Minimum Planning Criteria. The western edge of the property abuts the Gardner Reservoir on Indian Creek, and a blue-lone stream runs along the eastern edge of the property, as indicated on the project plans and the USGS coverage for the area. A 50-foot undisturbed buffer and additional 25-foot impervious surface setback are shown along the creek, consistent with City of Locust Grove ordinances. There is no buffer shown along the reservoir. The DNR Part 5 criteria require a 150-foot buffer around all water supply reservoirs.

To increase the pedestrian activity and the transportation options of the development, ARC recommended that the buildings along Strong Rock Parkway be brought to the street with minimum setbacks and that sidewalks are provided on both sides of all internal streets and driveways with pedestrian access from the multi- family development to adjacent land uses. ARC also recommended that Bandy Lane be extended uninterrupted thought the multi-family portion of the site to line up with Driveway U with possible connection to adjacent parcel to the south.

Given that this development is a significant retail development within and adjacent to an Environmental Area, ARC recommended the reduction of parking spaces from the 7,152 spaces provided within the retail sites to the minimum 5,972 spaces required by the City of Locust Grove. It is recommended that consideration be given to the type of materials used for construction of the parking lots to help reduce the urban heat island effect. Mitigation strategies could include, but not exclusive, planting of shade trees and vegetation where possible, use of reflective materials for roofs and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, U.S. EPA, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed. ARC staff strongly recommended that the development seek to increase the pedestrian options within the development with a reduction of impervious surfaces. The site plan was revised to address many of the issues raised during the preliminary review. The overall parking was reduced by over 1,000 parking spaces, buildings were pulled to the street front, and additional pedestrian connections were considered.

The draft Henry County/Cities Joint 2030 Comprehensive Plan identifies the site partially as a Regional Activity Center and Mixed Use District. Regional Activity Centers are defined as "Concentration of regionally marketed commercial and retail centers, office and employment areas, higher education facilities, low- to mid-rise residential, and sports and recreational complexes. Development within these areas should promote design that is pedestrian-oriented, with strong, walkable connections between different uses; Architecture styles should maintain the regional character and should not include "franchise" or "corporate" architecture; and for Regional Activity Centers off I-75, streetscaping enhancements and strong design standards should be in place to help ensure that the aesthetic qualities of the built environment around each of the interchanges is reflective of the community's vision for the future and the image they want to portray to visitors."

The traffic impact analysis states that current roadway operations are satisfactory and even future conditions with traffic growth are manageable. Once the proposed development is complete numerous intersections will reach a level of service "F". The existing transportation network and proposed

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improvements to serve the proposed development will only marginally address the long term functionality of the roadway and interchange. The proposed development can reasonably be expected to accelerate the need for a major interchange improvement. There are currently no projects identified in the Regional Transportation Plan (RTP). A widening project is identified in the Transportation Improvement Program (TIP) document but no local, state or federal funding is identified to improve the roadway or interchange.

During the review period it has come to ARC's attention that TIP project HE-126B, which is vital to the future functionality of the surrounding transportation network, has a major funding shortfall and will not be built by the projected DRI build-out. The project has been programmed in the TIP since 2004 with 100% local funding. The project sponsor, Henry County, has informed ARC that no local funding is available now or in the foreseeable future. Given the current federal and state transportation funding crisis ARC staff is confident that no federal or state funds will be available for use on this project in the foreseeable future either.

Given that HE-126B will not advance and the projected project trips will require extensive roadway improvements (see above), including an interchange modification, to maintain the level of service on the roadways surrounding the development site, ARC staff has serious concerns about the ability of the City of Locust Grove to fund the necessary improvements. *The DRI, as proposed, will likely cause the roadway network to fail and will negatively impact mobility along I-75.*

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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

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

BEST TRANSPORTATION PRACTICES

- Practice 1: Design the street network with multiple connections and relatively direct routes.
- Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
- Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
- Practice 4: Keep speeds on local streets down to 20 mph.
- Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
- Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
- Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
- Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
- Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
- Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
- Practice 11: Incorporate transit-oriented design features.
- Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

- Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
- Practice 2: Channel development into areas that are already disturbed.
- Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
- Practice 4: Design around significant wetlands.
- Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
- Practice 6: Preserve significant uplands, too.
- Practice 7: Restore and enhance ecological functions damaged by prior site activities.
- Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
- Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
- Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
- Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

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

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

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

LOCATION

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

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

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

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

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

The proposed development is likely to impact land uses in other jurisdictions, as the proposed development is located adjacent to Henry County. The traffic impact analysis states that current roadway operations are satisfactory and even future conditions with traffic growth are manageable. Once the proposed development is complete numerous intersections will reach a level of service "F". The existing transportation network and proposed improvements to serve the proposed development will only marginally address the long term functionality of the roadway and interchange.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$132,500,000 with an expected \$6,030,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development will likely encourage additional growth in an area with limited infrastructure.

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.

Watershed Protection and Stream Buffers

The western portion of the proposed project is located in the Indian Creek Water Supply Watershed, which is a small (less than 100 square miles area) water supply watershed as defined by the DNR Part 5 Minimum Planning Criteria. The western edge of the property abuts the Gardner Reservoir on Indian Creek, and a blue-lone stream runs along the eastern edge of the property, as indicated on the project plans and the USGS coverage for the area. A 50-foot undisturbed buffer and additional 25-foot impervious surface setback are shown along the creek, consistent with City of Locust Grove ordinances. There is no buffer shown along the reservoir. The DNR Part 5 criteria require a 150-foot buffer around all water supply reservoirs.

The portion of the project in the Indian Creek watershed needs to conform to the City of Locust Grove water supply watershed protection ordinance and to the Part 5 Criteria requirement for a 150-foot buffer around the reservoir. The reservoir buffer needs to be shown on the project plans.

All waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Stormwater / 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 produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. Acreages are based on information on the project site plan. The following table summarizes the results of the analysis.

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Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	157.49	269.31	2740.33	17008.92	154812.67	193.71	34.65
Low Density SF (1-2 ac)	37.73	22.64	104.13	830.06	16865.31	5.28	1.13
Roads	18.94	34.09	346.79	2159.16	19583.96	24.43	4.36
Townhouse/Apartment	24.20	25.41	259.18	1621.40	14641.00	18.39	3.39
TOTAL	238.36	351.45	3450.43	21619.54	205902.94	241.82	43.52

Total % impervious 70

There is the potential for major impacts on project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. A stormwater plan needs to be developed addressing how stormwater impacts will be controlled, including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

The site is proposed to have six access points which are all located on Bill Gardner Parkway. The main access point will be Strong Rock Parkway. A second major access point will be the proposed J. Bandy Parkway. Ultimately, when Strong Rock Parkway is extended further to the south, this will give the site an additional significant access point directly to the south. The access drives are as follows:



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Driveway No. 1 – to the far west of the property along Bill Gardner Parkway, a two lane roadway primarily serving the residential portion of the site.

Driveway No. 2 – east of Driveway No. 1, a full-movement intersection, with Driveway No. 2 being a short four lane divided roadway, primarily serving the retail portion of the site.

Driveway No. 3 – east of Driveway No. 2 and west of Strong Rock Parkway, this access point is proposed as a right-in/right-out driveway primarily serving the retail portion of the site.

Driveway No. 4 (Strong Rock Parkway) – east of Driveway No. 3, this driveway is proposed as a full movement intersection with Bill Gardner Parkway. It will be a four lane divided roadway with turning lanes at key intersections, primarily serving the retail portion of the site.

Driveway No. 5 – east of Strong Rock Parkway, this driveway is proposed as right-in/right-out only.

Driveway No. 6 (J. Bandy Parkway) – east of Driveway No. 5 and west of the I-75 southbound ramps, this driveway is proposed as a full access intersection with Bill Gardener Parkway. J. Bandy Parkway will be a four lane divided roadway with turning lanes at key intersections, primarily serving the retail portion of the site.

Driveway No. 7 (not studied, not yet an access point) – Strong Rock Parkway connecting to the development to the south of the subject site, once Strong Rock Parkway is extended further south to Indian Creek Road (and indirectly to Lest Mill Road), this will add a significant additional access point for the site.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Preliminary Report:	May 30, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Locust Grove Retail #1610
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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Shopping Center 1,118,000 SF	423	270	693	1,545	1,673	3,218	34,050
Residential - Apartments 345 Units	54	131	185	136	87	223	2,206
Residential - Single Family Detached 20 Units	6	17	23	16	9	25	238
Hotel 120 Rooms	65	53	118	22	26	48	588
<i>Mixed-Use Reductions</i>	-42	-46	-88	-93	-93	-186	-1,650
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	-68	-43	-111	-71	-77	-148	-1,574
Total New Trips	438	382	820	1,555	1,625	3,180	33,858

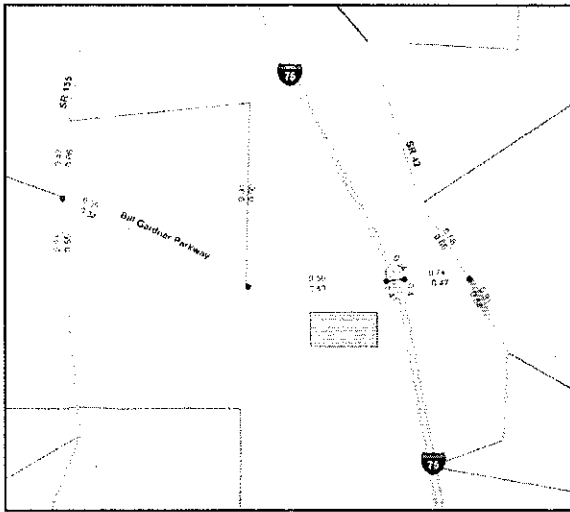
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

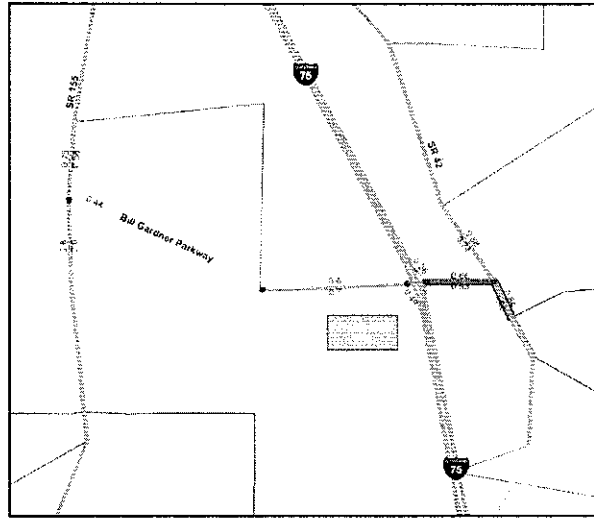
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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Final Report Due:	September 11, 2008		Comments Due By:	June 13, 2008

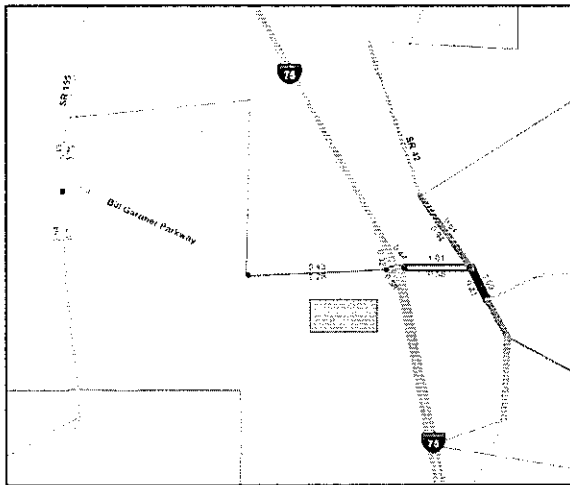
V/C Ratios



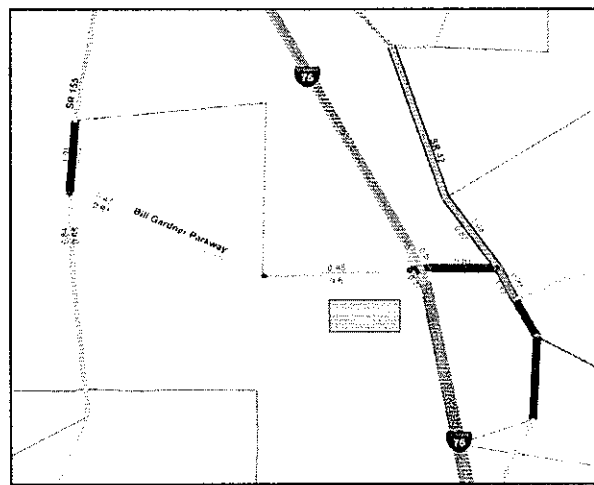
2010 AM Peak



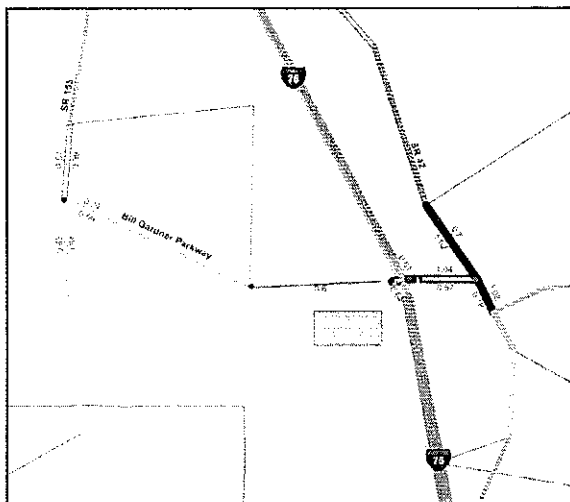
2010 PM Peak



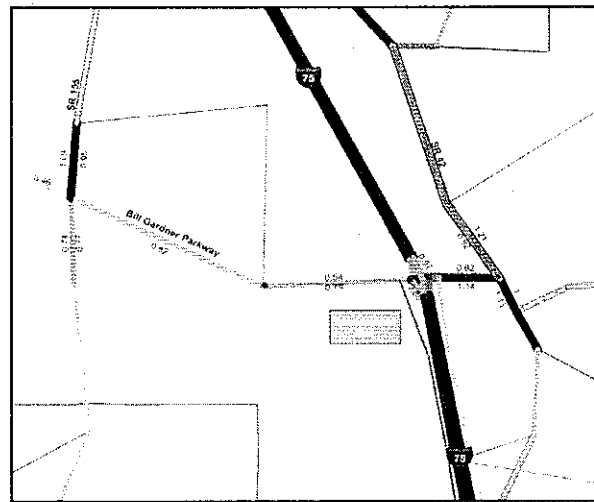
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

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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 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 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 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.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
HE-126A1 (PE and ROW only. CST in Long Range)	Hampton Locust Grove Road from SR 20 (McDonough Road) to SR 155	General Purpose Roadway Capacity	2020
HE-126B	Bill Gardener Parkway from SR 155 to Lester Mill Road (4 Lanes) and from Lester Mill Road to I-75 South (6 Lanes) *See Comment Section Below*	General Purpose Roadway Capacity	2012
HE-AR-BP020	Locust Grove multi-use trails	Bicycle/Pedestrian Facilities	2010

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	No Long Range Projects in the vicinity		

*The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.

Summarize the transportation improvements as recommended by consultant in the traffic study for Locust Grove Retail.

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

Bill Gardner Parkway @ SR 155

- Provide a northbound right-turn lane
- Optimize traffic signal timing

Bill Gardner Parkway @ I-75 Interchange

- Interconnect and coordinate with intersection No. 7
- Optimize traffic signal timing

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Bill Gardner Parkway @ Tanger Boulevard

- Provide an eastbound right-turn lane
- Provide dual northbound left-turn lanes
- Interconnect and coordinate with intersections Nos. 5 and 6
- Optimize traffic signal timing

Bill Gardner Parkway @ SR 42/US 23

- Provide dual northbound left-turn lanes
- Overlap Phase 5 for the eastbound rights
- Remove the free southbound right
- Optimize traffic signal timing

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

Bill Gardner Parkway @ SR 155

- Add a northbound right-turn lane
- Add an eastbound right-turn lane
- Add a southbound right-turn
- Optimize traffic signal timing

Bill Gardner Parkway @ Strong Rock Parkway

- Install a traffic signal with protected/permissive westbound left operation
- Add a second eastbound through lane
- Add a second westbound through lane
- Add a second westbound left turn lane
- Add a northbound left turn lane
- Coordinate with intersections 5,6,7,15, and optimize signal timing

Bill Gardner Parkway @ Price Drive

- Add 2 Eastbound through lanes
- Add 2 westbound through lanes

Bill Gardner Parkway @ I-75 Southbound Ramps

- Add third eastbound through lane
- Add second and third westbound through lanes
- Add second eastbound right turn lane
- Add free flow southbound right turn lane
- Coordinate with intersections 3,6,7,15 and optimize signal timing

Bill Gardner Parkway @ I-75 Northbound Ramps

- Add second eastbound left turn lane
- Add third eastbound through lane
- Add second and third westbound through lanes
- Add second and third northbound left turn lanes
- Coordinate with intersections 3,5,7,15 and optimize signal timing

Bill Gardner Parkway at Tanger Boulevard

- Add an additional eastbound through lane
- Convert eastbound left turn lane to a shared left-through lane
- Add an eastbound right turn lane

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- Add an additional westbound through lane
- Convert left-most westbound through lane to a shared left-through lane
- Add second and third northbound left turn lanes
- Convert northbound left turn lane to northbound through lane
- Add northbound right turn lane
- Coordinate with intersections 3,5,6,15 and optimize signal timing

Bill Gardner Parkway @ US 23/SR 42

- Add 2nd northbound left turn lane
- Overlap phase 5 for eastbound right turn
- Remove free flow southbound right turn
- Optimize signal timing

Bill Gardner Parkway @ Site Driveway #3

- Add additional eastbound through lane
- Add additional westbound through lane

Bill Gardner Parkway @ Site Driveway #5

- Add additional eastbound through lane
- Add two additional westbound through lanes
- Add an eastbound right turn lane

Bill Gardner Parkway @ J. Bandy Parkway

- Install a traffic signal
- Add two additional eastbound through lanes
- Add two additional westbound through lanes
- Remove exclusive eastbound right turn lane
- Coordinate with intersections 3,5,6,7 and optimize signal timing

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?

The proposed project site is not served by any form of public transit.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail is dominant, 10% Residential or 10% Office		4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		9%

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Because the development does not meet the Air Quality Benchmark, the proposed development should allow for a park and ride lot, a Parking Management Program or a shuttle service to a regional employment center or transit facility. Information submitted with the City of Locust Grove letter states that the developer is considering a Park n Ride Lot.

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

ARC makes the following comments and recommendations for the proposed development consistent with adopted local and regional plans:

Financial Issues:

During the review period it has come to ARC's attention that TIP project HE-126B, which is vital to the future functionality of the surrounding transportation network, has a major funding shortfall and will not be built by the projected DRI build-out. The project has been programmed in the TIP since 2004 with 100% local funding. The project sponsor, Henry County, has informed ARC that no local funding is available now or in the foreseeable future. Given the current federal and state transportation funding crisis ARC staff is confident that no federal or state funds will be available for use on this project in the foreseeable future either.

Given that HE-126B will not advance and the projected project trips will require extensive roadway improvements (see above), including an interchange modification, to maintain the level of service on the roadways surrounding the development site, ARC staff has serious concerns about the ability of the City of Locust Grove to fund the necessary improvements. *The DRI, as proposed, will likely cause the roadway network to fail and will negatively impact mobility along I-75.*

Site Design Issues:

- Sidewalks are needed on both sides of all internal streets and driveways.
- Provide for pedestrian mobility/access for the multi-family residential land use. Specifically, interconnectivity with the other land uses should be provided.
- ARC staff believes that six driveways along Bill Gardner Parkway are too many and recommends combining driveways 1 and 2. Such a configuration would still allow three full access, and two right-in/right-out driveways along Bill Gardner Parkway.
- Internal intersection should be properly spaced (150 ft?) from all public and future public roadways.
- ARC recommends exploring inter-parcel access and/or a shared driveway with the properties to the south of the DRI on both sides of Strong Rock Parkway.
- ARC recommends that Bandy Lane be extended uninterrupted through the multi-family portion of the site to line up with Driveway U (with possible connection to adjacent parcel to the south).

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.22 MGD.

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Which facility will treat wastewater from the project?

The Indian Creek facility will provide wastewater treatment for the proposed development.

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

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
1.5	1.5	0.0	4	-2.5	3.0 mgd by 2005 and 6.0 mgd by 2008.	

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

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

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

ARC has reviewed a number of major developments that have been served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.253 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 6,600 tons of solid waste per year and will be disposed on in Henry County.

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

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No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

No comments were submitted during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

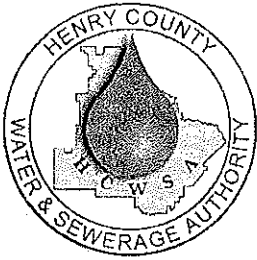
The site proposed for the development is located in Census Tract 704.01. This tract had a 100 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 87 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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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.



Henry County Water & Sewerage Authority

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

July 3, 2008

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

RE: Regional Review Notification for Locust Grove Retail Project, ARC Review Code R805301

Dear Ms. Fleming:

This letter is in response to the Regional Review of the above referenced project. The proposed Locust Grove Retail development is located adjacent to a reservoir owned by the Henry County Water & Sewerage Authority (HCWSA). HCWSA has a Watershed Protection Ordinance which governs various activities in areas near our reservoirs. This development must conform to this ordinance and any ordinances of the City of Locust Grove.

The developer of this proposed site has not been in contact with HCWSA concerning any potential impacts that this development may have on our reservoir. As a condition of your approval of this project, we respectfully request that a requirement be made to mandate that any plans submitted pertaining to this project be reviewed and approved by HCWSA as well as the City of Locust Grove. We would also like the opportunity to meet with the developer to discuss our desire to protect our reservoir.

We appreciate your consideration in this matter. Should you have any questions, please call me at (770) 957-6659.

Sincerely,

A handwritten signature in cursive script that reads "Tony V. Carnell".

Tony V. Carnell, P.E.
Division Manager, Engineering & Inspections
Henry County Water and Sewerage Authority

Cc: Lindy Farmer, Jr., HCWSA General Manager
Jared Lombard, Atlanta Regional Commission

RESOLUTION NO. 08-08-050

A NON-BINDING RESOLUTION TO TRANSMIT A LETTER OF UNDERSTANDING ON DEVELOPMENT OF REGIONAL IMPACT (DRI) #1610 TO THE ATLANTA REGIONAL COMMISSION; TO AUTHORIZE THE MAYOR AND CITY CLERK TO EXECUTE ANY DOCUMENTS NECESSARY TO CARRY OUT THIS RESOLUTION; TO REPEAL INCONSISTENT PROVISIONS; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES; TO REPEAL INCONSISTENT PROVISIONS; TO PROVIDE AN EFFECTIVE DATE; AND FOR OTHER PURPOSES

W I T N E S S E T H :

WHEREAS, the City of Locust Grove, Georgia ("City") acknowledges that the increasing traffic volume along Bill Gardner Parkway at Interstate 75 causes significant traffic delays, and;

WHEREAS, B. Jackson Bandy ("Bandy") proposes a project entitled Locust Grove Retail ("Project") that is currently under review by the Atlanta Regional Commission ("ARC") and the Georgia Regional Transportation Authority ("GRTA") as a Development of Regional Impact ("DRI"), and;

WHEREAS, as part of the review of the DRI the ARC requests the City to clarify the current transportation funding issues with Bill Gardner Parkway and any need for I-75 interchange modification as shown in the letter attached as Exhibit "A", and;

WHEREAS, Street Smarts conducted both a Traffic Study for GRTA and a Phased Traffic Impact Study to show improvements required by phasing of the development ; and;

WHEREAS, ARC is required to issue a finding on whether the Project is in the best interest of the state, and;

WHEREAS, GRTA issue a Notice of Decision outlining required transportation improvements to accommodate the Project, and;

WHEREAS, the Mayor and Council in the exercise of their sound judgment and discretion, after giving thorough thought to all implications involved, and keeping in mind the public interest and welfare to the citizens of the City, have determined the transmittal of such a letter would be in the best interests of the citizens of the City, and that this Non-binding Resolution be adopted.

THEREFORE, IT IS NOW RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF LOCUST GROVE, GEORGIA, AS FOLLOWS:

1. **Finding.** That the City of Locust Grove hereby approves the transmission of the letter attached as Exhibit "A".
2. **Public Purpose.** The Mayor and Council finds that the foregoing action constitutes a major stem in preserving the health, safety, well being and economic vitality of the community and are, therefore, consistent with its public purposes and powers.
3. **Authority.** That the Board hereby authorizes the Mayor to execute the letter attached as Exhibit "A"; to transmit said letter to ARC; and authorizes the City Clerk to place this Resolution among the official records of the City for future reference.

4. **Severability.** To extent any portion of this Resolution is declared to be invalid, unenforceable, or nonbinding, that shall not affect the remaining portions of this Resolution.
5. **Repeal of Conflicting Provisions.** All Board resolutions are hereby repealed to the extent they are inconsistent with this Resolution.
6. **Effective Date.** This Resolution shall take effect immediately.

THIS RESOLUTION adopted this 4th day of August, 2008


LORENE LINDSEY, MAYOR

ATTEST:


THERESA BREEDLOVE, CITY CLERK
(seal)

EXHIBIT "A"
LETTER TO THE ATLANTA REGIONAL COMMISSION



CITY OF LOCUST GROVE

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

MAYOR
Lorene M. Lindsey

COUNCIL
W. L. (Billy) Carter
Viann Doerr
Otis Hammock
Wilson Henley
Robert Price
Frances Ward

CLERK
Theresa Breedlove

July 21, 2008

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

Dear Ms. Fleming:

Please be advised that the City Council has reviewed the situation with transportation funding for certain items affected by DRI #1610 (Locust Grove Retail), particularly the widening of Bill Gardner Parkway from I-75 to Lester Mill Road in addition to the need for reconstruction of the I-75 interchange with Bill Gardner Parkway (Exit 212). The Bill Gardner widening (HE 126B) is in the current TIP, but only local funding for PE and ROW as SPLOST II/III funds permit. The interchange reconstruction is neither in an approved TIP nor in the Regional Transportation Plan (RTP), but has \$250,000 committed by the City of Locust Grove for an Interchange Modification Report (IMR) from SPLOST III.

We are aware of the continued funding crisis at the federal, state, and the local levels of government, and must consider this when deciding the fate of both the pending rezoning action and any resulting requests for development plan approval. Additionally, we must look towards more local means to secure necessary road improvements to accommodate the large generators of traffic such as in most DRI-level projects.

As such, we are faced with DRI #1610 as supported by our Future Land Use Policy, but must consider its added impacts to the overall transportation system, of which the two main projects (Bill Gardner and the I-75 Interchange) are under the main jurisdiction of either Henry County or GaDOT/FHWA.

In regards of the funding question, the City of Locust Grove assesses Development Impact Fees for Roads, which were compiled and assessed under the assumption of a 20% match locally. Therefore, the impact fees assessed by this development (and all surrounding development in the city) will generate only 20% of the anticipated need over the commitments already underway through SPLOST II and III.

Therefore, the City will need to re-examine such fees for any possible increase in the assessment. Other sources of local funding that the City will examine are the creation of a Community Improvement District (CID) and/or a Special Assessment Area for properties within the interchange area for more self-funded projects, or, at the least, sizable contributions to these two important road reconstruction projects.

Given long timeframe for eventual construction of the current TIP project and the associated interchange reconstruction, the City must properly phase new development within the interchange to make sure that those developments install necessary improvements for the impact per each approved phase. This will be held through the rezoning portion where the city will enter into a development agreement with the respective applicant and any successors in title, or, where already properly zoned, held during the plan review/comment period until such time that the plans incorporate those improvements.

For DRI# 1610, the following phasing will be required at the minimum. All DRI-level projects must submit a traffic impact analysis as part of the plan review, especially where GaDOT much review and approve new access points. As studied by Street Smarts, the first (1-4) phases of this particular DRI will be required to do at least the following:

- Install traffic signal with interconnections with existing signals at Strong Rock Parkway and Bill Gardner Parkway, with turning lanes added through Phases 1 - 4.
- Add additional EB turning lane on Bill Gardner Parkway at Tanger Boulevard. Phase 2 (Note: Preliminary design of this is actually already underway through a pending agreement between the City, Henry County, and the developer of a Wal-Mart on the NE quadrant of the interchange).
- Add a second NB turning lane from SR 42 at Bill Gardner Parkway. Phase 2 (To be partially constructed as part of development of Wal-Mart in terms of a shared left/through movement on Hwy 42.)
- Add receiving lane on Bill Gardner Parkway for the I-75 SB ramp right-turning lane as a free-flow travel lane.
- Add second EB left turning lane on Bill Gardner Parkway at the I-75 NB entrance ramp.
- Construct J. Bandy Parkway with traffic signal and turning lanes.
- Miscellaneous operational improvements to signal timing and intersection optimization.

Additionally, there will need to be dedication of ROW for much of these projects, including nearly 10 acres already donated (along with funding of approximately \$700,000) for the construction of the first leg of Strong Rock Parkway. The ROW for the J. Bandy Parkway, access roads, and likely the eventual widening of Bill Gardner Parkway is another sizable contribution. Also we learned that the applicant is willing to work on some limited set-aside of property for a GRTA Express Bus park and ride in conjunction with the city's efforts to secure more property within

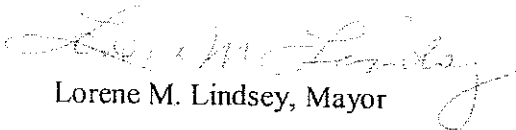
the Strong Rock DRI location for such a facility, not projected by GRTA as likely until at least 7 or more years.

Ultimately, as you know, this is not only the contributor to the traffic in this area, as the Strong Rock DRI lies immediately to the south of this tract and is subject to many of the same conditions by GRTA as DRI 1610. Properties on the NW and NE quadrants of the interchange will need to be coordinated as well, with the city shepherding the projects phase by phase until the necessary improvements are substantially in place. *None of these developments can be completely built out until such time as all respective GRTA NOD items are addressed.*

The City of Locust Grove would also like to reserve the right to apply for any additional federal, state or regional funds that may come from the proposed T-SPLOST legislation should they become available.

I hope this enlightens you further on the review this development and will aid you on your determination of this DRI as being in the best interest of the state.

Sincerely,


Lorene M. Lindsey, Mayor

CITY OF LOCUST GROVE

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

August 8, 2008

MAYOR
Lorene M. Lindsey

COUNCIL
W. L. (Billy) Carter
Yvonne Deere
D. L. Hainstock
Wilson Henley
Robert Price
Frances Ward

CLERK
Theresa Greenlove

Atlanta Regional Commission
Attention: Mr. Dan Reuter
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: DRI #1610, Locust Grove Retail/Mixed Use, Response to proposed Staff recommendation.

Mr. Reuter:

In response to your electronic mail dated August 6, 2008, I am writing you a detailed response to the items you addressed, coupled with my thoughts on the Development of Regional Impact (DRI) Review process by the Atlanta Regional Commission for DRI #1610.

This project is a multi-year development of retail, service, multifamily and single-family residential located at the SW quadrant of Interstate 75 and the S. H. Gardner Reservoir. Definitely due to its planned size at nearly 1.1 million square feet of retail space, the project is considered as a DRI by the DCA rules and regulations.

You state that the ARC staff position is to recommend to ELUC that this development should be found "Not in the Best Interest of the Region and therefore the State". Reasons stated were the transportation impacts, the lack of adequate acknowledgement by the City of Locust Grove regarding this project's impact on the I-75 Interchange, the lack of modern or innovative planning/design principles, the lack of coordination with Henry County DOT and HCWSA, and, finally the project being found as inconsistent with the *draft* Comprehensive Plan.

I disagree to your recommendation that this project is not in the best interests, to which I will outline to you below. Further, I wish to add that the applicant, his consultant team, Henry County, and I have spent many hours and considerable expense trying to address all aspects of the initial items raised by you and the ARC staff, even though some of that I felt is not exactly warranted or beyond the bounds of a typical DRI review. I will address that aspect at the end of this letter.

Transportation Impact. Truly this project is of considerable proportion and will cause increasing volumes of traffic in the South Henry Superdistrict, centered on Exit 212 (Bill Gardner Parkway) at Interstate 75 and more particularly on Bill Gardner Parkway itself, the mainline thoroughfare in this area. The project will indeed place a strain on various streets and intersections, as the GRTA report shows that many intersections will be pushed towards LOS=F in certain instances. The applicant has taken time to go back and re-run models in a phased approach so that particular improvements can be singled out exclusively to this development. In that regards we as a city have a baseline of minimum improvements that must be expected over the development of the site. This is not the only development in this area, as the Strong Rock DRI was given a finding IN the best interests with similar volumes of traffic in the vicinity. Surely we will have other projects likely reach DRI status in the NE and NW quadrants of the freeway that are cumulatively going to show even worse situations. Governments are charged with this responsibility by its citizens. To that regards, the City must look towards more contribution to necessary projects such as Bill Gardner and the Interchange, regardless of the funding stream.

Acknowledgement of the Funding Crisis. Given the constraints in funding and the fact that traffic growth in this area isn't only attributed to this development alone, the city, Henry County and the Region must look towards all sources that can help alleviate congestion in this area. The City of Locust Grove submitted a letter by vote of the city council for the Mayor's signature in a nonbinding resolution detailing that it, indeed, realizes that there is a crisis, and the city must look for more local sources of revenue to solve its traffic congestion issues. First off, the nonbinding nature of that resolution is a legal protection of this council that was subject to review and approval by our legal counsel. It is not that this city simply turns a blind eye to the problem, but that it must anticipate every aspect of issues of this nature.

The City of Locust Grove is already keenly aware of the interchange area being the largest threat to continued growth, which was first brought to our attention during coordination meetings with this applicant, the applicant of the Strong Rock DRI (again, found to be IN the best interests), Henry County, GaDOT, and FHWA. At that time, the city resolved that there must be a study performed on the interchange (i.e., IMR Study) so that there is sufficient justification for modification of Exit 212 and, if so, what sort of concept and costs would be anticipated. To that end, the city has committed \$250,000 in SPLOST III for that very study, to which I have been working with Henry County DOT, its Transportation Planning Director, and Wolverton Associates to complete the Feasibility Review so that such a study can move forward. Without knowledge of the problem, it is at best a moving target. We are working diligently in nailing these issues down and are committed beyond just this particular DRI in making sure that development is timely placed with the necessary improvements to minimize congestion and delays.

Further, in full acknowledgement of an existing deficiency on Bill Gardner Parkway between I-75 and Tanger Boulevard, the City of Locust Grove, Henry County, and

Shi Investments One, LLC are entering into an agreement to add a right turning lane from the NB off ramp of I-75 to Tanger Boulevard, to which the county and city will reimburse the developer over a 2-year period for its design and construction. Surely these actions reveal the city's awareness to the importance of minimizing congestion and its commitment to meet needs in more than just typical government funding, including our existing impact fees for transportation and the mention in our letter that the City of Locust Grove will seek to install a Community Improvement District or Special Assessment area to raise funds for continued transportation investments.

Lack of Modern/Innovative Planning or Design Principles. This is basically what I consider much of the angst with ARC Staff on this particular DRI Review. The initial design of this project has been, for the most part, conceptual in nature, as only certain phases are subject to immediate interest and development, with the bulk of the property subject to market forces of development. The initial plan has been amended substantially to meet much of the ARC staff desires. This project also lies in the Suburban Area of the UGPM and as a Regional Commercial Center in the current City of Locust Grove Future Land Use Map. As such, the character is by definition more suburban and horizontal in scale, at least by local interpretation. The statements "there is not real integration of uses" and "there is little likelihood of non-auto trips within the site" are subjective in terms of the desires of ARC Staff over that of an actual market-based reality.

This professional planner is very much aware of more market-forward developments both in this region and throughout the country, and in particular the underlying property values that drive the design and intensity of land use. For this project, the underlying property value does not exist at this time, but there are opportunities and an appreciative need to place design features for better connectivity. These considerations have been taken in the redesign of the plan and will require variances from our ordinances for setback requirements to occur, of which the city appears favorable to consider. Unfortunately, sometimes there must be redevelopment to get a more urban scale when there are other factors that can drive it (property value, location, density, etc.). This simply just does not exist everywhere throughout a region of thousands of square miles and over 100 miles across.

Lack of Coordination between City/County, etc. The fourth point raised here has been going on for some time. In many respects, the ARC IS the point of coordination on DRI reviews. There have been many meetings held with GRTA, ARC, Henry County DOT, and the applicant/City on this matter. In addition, I have met with the applicant separately to discuss matters, including discussion on the latest phased traffic study held just prior to the proposed finding of Staff. In terms of the lack of coordination with the Henry County Water and Sewerage Authority, staff learned of their concern at the July 7, 2008 meeting with ARC, of which I contacted them beginning the week of July 21. Initial response was one of only coordination of plan review in much fashion as with the Strong Rock plan; however,

after I stressed that they look at the plan (to which they had not seen previously), we are now to meet on items of coordination. Due to scheduling and meetings, this is to occur on Monday, August 13, 2008. The lack of funding/moved funding for Bill Gardner Parkway is more of an interesting item. Surely the applicant was unaware of the lack of the moved funding; however, the TIP amount of only \$11 million would leave one to question just how much such a project would continue in a current TIP in regards to full construction. It was in one of the first ARC coordination meetings, and likely important that such information be revealed for this concern to be addressed. I don't feel there has been a lack of coordination, but more likely a lack of communication up and down the line.

Inconsistency with draft Comprehensive Plan. In this case, I believe there is an issue of interpretation of what the proposed Joint Henry County/Cities Comprehensive plan truly entails. With such a good effort by Henry County and the cities of Hampton, Locust Grove, McDonough and Stockbridge to jointly take on a comprehensive revision to its Land Use and Transportation guides, the plans have to depict the desires of both a large unincorporated area and the smaller municipalities. As such, the Agenda addresses the county at a large scale, but also has smaller maps around each city to handle more local-specific issues. The intent of this plan rolled the March 6, 2006 Land Use Map and Narrative into this document, and is somewhat separate from that of the unincorporated area. Our Regional Commercial Center is defined broadly, and is meant to be the area where "big box" and large-scale retail is intended. As such, the plan, even as originally submitted, would have been consistent.

The Process and Scope of DRI Review. This is the first time that this planner has seen a project go under such scrutiny and seeming disdain. I received no negative input from the initial submission of the plan until well into the initial review for concerns raised by ARC staff. This left no time for the local jurisdiction to intercede with the applicant for such issues and have them addressed satisfactorily. Further, the Staff has appeared to raise the bar almost at will in this review, including the need for the acknowledgement letter by the city on the funding issue.

I raised the point that Strong Rock, a DRI immediately to the south of this property, did not come into any level of review or desire for revision by the ARC staff at the time of review in 2006. When informed that Strong Rock was basically "a different project" (a private school campus, 120,000-sf hospital, over 600,000 sf of office space and other uses arranged in a very suburban, horizontal scale), this planner is greatly discouraged that there may be a level of arbitrary nature of DRI plan review.

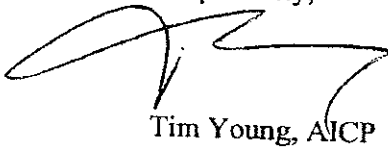
Finally, if this is indeed the direction for DRI level of review in the future, then it should be properly conveyed and codified as procedure by the Atlanta Regional Commission. It is very hard to "hit a moving target" without knowledge of the revised target level from the very start. Certainly the proposed DRI checklist under development is a start in this approach. As such, a local jurisdiction can revised its ordinances and regulations to ensure that projects are more consistent. Local zoning

laws are still subject to constitutional test, and foremost is that regulations must be consistent and equitable to all.

Where we go from here. I have relayed the recommendation of ARC staff to the applicant for DRI #1610. As such, it would appear that the applicant will move forward with the process, as they have put forth every effort in meeting much of what has been demanded.

In terms of the City, I am recommending to Mayor Lindsey that we have a meeting to discuss this at length with officials at ARC on this matter so that we can learn from this process and see that we are not presented with such an impasse in the future. I think that we have been as proactive as possible to the transportation concerns and have been receptive to the need for considerations in project designs in the future. However, I do feel there are indeed limits that have to be observed and respected.

Respectfully,



Tim Young, AICP

Cc: Locust Grove City Council
Lorene M. Lindsey, Mayor
Don McKenzie, City Manager
Jason Harper, Chairman, Henry County BOC
B. Jackson Bandy
Greg Noah, Precision Planning
Paul Harrell, Robertson Loia Roof
Stephen Whisenant, Madison Retail
Gene Baumgaertner, Street Smarts
Tom Weyandt, Atlanta Regional Commission
Haley Fleming, Atlanta Regional Commission
Rob LeBeau, Atlanta Regional Commission
Jared Lombard, Atlanta Regional Commission
file

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DRI #1610

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: Locust Grove

Individual completing form: Tim Young

Telephone: 770-692-2321

E-mail: tyoung@locustgrove-ga.gov

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

Proposed Project Information

Name of Proposed Project: Locust Grove Retail

Location (Street Address, GPS Coordinates, South side Bill Gardner Pkwy, along new Strong Rock Parkway, LL 183/2nd or Legal Land Lot Description):

Brief Description of Project: Major Commercial of over 1 million square feet of retail, with office, hotel, restaurants, 342 multifamily apartments, 20 large-lot residential, and open space.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): over 1.3 million in total square footage potential including outlots

Developer: B. Jackson Bandy (rezoning applicant)

Mailing Address: 6065 Roswell Road

Address 2: Suite 800

City: Atlanta State: GA Zip: 30328

Telephone: 706-226-8835

Email: tdye@kilpatrickstockton.com

Is property owner different from developer/
applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located
within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the
project located?

Is the current proposal a continuation or
expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:

Project ID:

The initial action being requested of the
local government for this project:

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part of a larger
overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project
does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2008
Overall project: 2016

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DRI #1610

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:	Locust Grove
Individual completing form:	Tim Young
Telephone:	770-692-2321
Email:	tyoung@locustgrove-ga.gov
Project Information	
Name of Proposed Project:	Locust Grove Retail
DRI ID Number:	1610
Developer/Applicant:	B. Jackson Bandy (rezoning applicant)
Telephone:	706-226-8835
Email(s):	tdye@kilpatrickstockton.com
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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$132,500,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$6.03 million total (\$1.931M pty/\$4M sales/\$100,000 other)
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
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):	
Water Supply	
Name of water supply provider for this site:	City of Locust Grove
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.253
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:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Locust Grove
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.220
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:	
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? under 0.5 miles, along with lift station for a small portion of the site.	
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.)	33,704 (daily)/810 (AM)/3,164 (PM)/ 4,172 (Sat Peak)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
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: See Transportation Study performed by Street Smarts, dated May 2, 2008 to be submitted to ARC and GRTA	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

6,600

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

70% - 75%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Multiple retention and detention basins strategically placed throughout the site (9), Open Space areas, Project must follow GSMM for stormwater per local adoption of MNGWD stormwater regulations.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

☐ (not selected) ☒ Yes ☐ No

2. Significant groundwater recharge areas?

☐ (not selected) ☐ Yes ☒ No

3. Wetlands?

☐ (not selected) ☒ Yes ☐ No

4. Protected mountains?

☐ (not selected) ☐ Yes ☐ No

5. Protected river corridors?

☐ (not selected) ☐ Yes ☒ No

6. Floodplains?

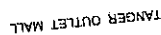
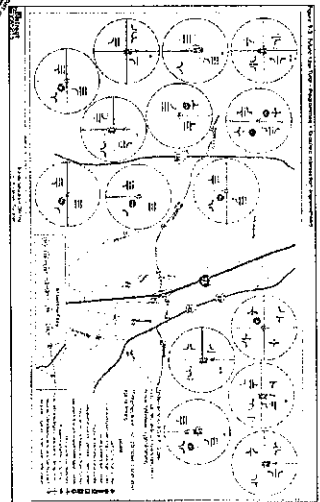
☐ (not selected) ☒ Yes ☐ No

7. Historic resources?

☐ (not selected) ☐ Yes ☒ No

8. Other environmentally sensitive resources?

☐ (not selected) ☐ Yes ☒ NoIf you answered yes to any question above, describe how the identified resource(s) may be affected:
Indian Creek Watershed Protection District, Limited wetland and floodplain involvement due to existing reservoir and limited drainage ways at this development site.[Back to Top](#)

[illegible]

SCALE : " = 50

