



# 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:** May 30 2008

**ARC REVIEW CODE:** R805301

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

NOTE: This is digital signature.  
Original on file.

## **SUPPLEMENTAL MEETING SCHEDULED**

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

**Name of Proposal:** Locust Grove Retail  
**Review Type:** Development of Regional Impact

**Meeting Date:** Tuesday, June 17, 2008

**Time:** 10:00 AM

**Location:** Etowah Room, ARC Offices 40 Courtland ST NE, Atlanta GA 30303

**Description:** 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

**Submitting Local Government:** City of Locust Grove

**Date Opened:** May 30 2008

**Deadline for Comments:** Jun 13 2008

**Earliest the Regional Review can be Completed:** Jun 30 2008

### **THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:**

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF LOCUST GROVE  
CITY OF McDONOUGH  
MCINTOSH TRAIL RDC

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
HENRY COUNTY  
HENRY COUNTY WATER AND SEWER AUTHORITY  
SPALDING COUNTY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
HENRY COUNTY SCHOOLS  
BUTTS COUNTY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311.



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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:** Locust Grove Retail

**Review Type:** Development of Regional Impact

**Description:** 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

**Submitting Local Government:** City of Locust Grove

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GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
HENRY COUNTY SCHOOLS  
BUTTS COUNTY

**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 2008-06-13 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> .



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## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Locust Grove Retail** *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](mailto:hffleming@atlantaregional.com)

**Return Date: *Jun 13 2008***

**ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM**

**DATE:** May 30 2008

**ARC REVIEW CODE:** R805301

**TO:** ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

**FROM:** Haley Fleming, Review Coordinator, Extension: 3-3311

**Reviewing staff by Jurisdiction:**

**Land Use:** Rice, LeVar

**Transportation:** Kray, Michael

**Environmental:** Santo, Jim

**Research:** Skinner, Jim

**Aging:** N/A

**Name of Proposal:** Locust Grove Retail

**Review Type:** Development of Regional Impact

**Description:** 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

**Submitting Local Government:** City of Locust Grove

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**Response:**

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 4) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 5) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

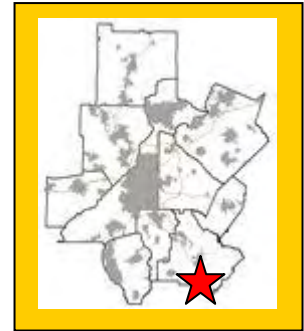
**COMMENTS:**

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

## PRELIMINARY 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.**

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?**

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

<b>Preliminary Report:</b>	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Locust Grove Retail #1610
<b>Final Report Due:</b>	June 30, 2008		<b>Comments Due By:</b>	June 13, 2008

**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.

<b>YEAR</b>	<b>NAME</b>
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?**

The proposed development is located in a suburban neighborhood on the Atlanta Region Unified Growth Policy Map (UGPM). Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be developed 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 on the UGPM. 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. The Policies also seek to develop new communities that feature pedestrian scale, transportation options, 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

<b>Preliminary Report:</b>	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Locust Grove Retail #1610
<b>Final Report Due:</b>	June 30, 2008		<b>Comments Due By:</b>	June 13, 2008

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 project does not appear to meet the minimum standard for regional support as currently designed. ARC staff strongly recommends that the developer seek to improve the design and increase the pedestrian options within the development including a reduction of parking and impervious surfaces. ARC would like to further discuss the issues in greater detail with the developer and the City of Locust Grove.

To increase the pedestrian activity and the transportation options of the development, ARC strongly recommends that the developer consider how the project can be reorganized to reduce the number of internal automobile trips. The overall design of the project provides very little potential for pedestrian activity or the ability to park and access multiple points of interest. Buildings along Strong Rock Parkway should be brought to the street with minimum setbacks and that sidewalks provided on both sides of all internal streets and driveways with pedestrian access from the multi- family development to adjacent land uses. ARC also recommends 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 project is a significant retail development within and adjacent to an Environmental Area, ARC recommends a 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. The resulting acreage from the reduced parking could be provided as greenspace with sidewalks to link disparate areas of the project. It is recommended that consideration be given to the type of materials and shading used for construction of the parking lots to reduce heat. 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.

The draft Henry County/Cities Joint 2030 Comprehensive Plan identifies the site partially as a Regional Activity Center and partially as a Conservation Area. 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.”

“Conservation Areas are defined as refuge from the urban environment for a community tied closely to the preservation and conservation of its natural resources. Development within these sites should

<b>Preliminary Report:</b>	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	<b>Project:</b>	Locust Grove Retail #1610
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provide BMPs for stormwater management and exceed all state and local standards for protection of wetlands, streams, lakes, ponds, and aquifer recharges areas and promotes the development of conservation subdivisions near major rivers and their tributaries.”

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.

A summary of the ARC development policies and practices are provided below:

### **ARC 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.

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.





<b>Preliminary Report:</b>	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Locust Grove Retail #1610
<b>Final Report Due:</b>	June 30, 2008		<b>Comments Due By:</b>	June 13, 2008

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.

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.

Preliminary Report:	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Locust Grove Retail #1610
Final Report Due:	June 30, 2008		Comments Due By:	June 13, 2008

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

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

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

To be determined during the review.

### **ECONOMY OF THE REGION**

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

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

Estimated value of the development is \$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.

**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.**

#### **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



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

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.

### **Estimated Pounds of Pollutants Per Year:**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
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
<b>TOTAL</b>	<b>238.36</b>	<b>351.45</b>	<b>3450.43</b>	<b>21619.54</b>	<b>205902.94</b>	<b>241.82</b>	<b>43.52</b>

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual.

Preliminary Report:	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Locust Grove Retail #1610
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## **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:

**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.



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

**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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
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
<b>Total New Trips</b>	<b>438</b>	<b>382</b>	<b>820</b>	<b>1,555</b>	<b>1,625</b>	<b>3,180</b>	<b>33,858</b>

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

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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the 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,

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

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.

### V/C Ratios

To be determined during the review

**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)	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 26<sup>th</sup>, 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

#### *Bill Gardner Parkway @ Tanger Boulevard*

- Provide an eastbound right-turn lane
- Provide dual northbound left-turn lanes

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

- 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 westbound left-turn lane
- Add a free-flow northbound right-turn lane
- Re-stripe the eastbound direction for an exclusive right-turn lane
- Re-stripe the northbound direction for two left-turn lanes
- Optimize signal timing

*Bill Gardner Parkway @ I-75 Southbound Ramps*

- Continue the Bill Gardner Parkway roadway widening and dualization project entirely through the interchange with I-75

*Bill Gardner Parkway @ J. Bandy Parkway*

- Install a traffic signal with protected/permissive operation for the westbound left movement
- 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.

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

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

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where 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%
<b>Total</b>		<b>9%</b>

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.

**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:

- 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, especially given the programmed improvements along this regionally significant roadway. ARC Transportation Staff 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 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).

### **Wastewater and Sewage**

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

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

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

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



<b>Preliminary Report:</b>	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Locust Grove Retail #1610
<b>Final Report Due:</b>	June 30, 2008		<b>Comments Due By:</b>	June 13, 2008

<b>PERMITTED CAPACITY MMF, MGD <sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
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.

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

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

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

### **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.

### **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?**

No.

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

None stated.

<b>Preliminary Report:</b>	May 30, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Locust Grove Retail #1610
<b>Final Report Due:</b>	June 30, 2008		<b>Comments Due By:</b>	June 13, 2008

### **Other facilities**

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

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

To be determined during the review.

### **HOUSING**

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

Yes.

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

Yes.

**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.

**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 #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, or Legal Land Lot Description):	South side Bill Gardner Pkwy, along new Strong Rock Parkway, LL 183/2nd
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)	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
Industrial	Quarries, Asphalt & Cement Plants	

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
<a href="#">Back to Top</a>	

# Developments of Regional Impact

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

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.)	(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:	\$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?	(not selected)    Yes    No
Will this development displace any existing uses?	(not selected)    Yes    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? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) Yes 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? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) Yes 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? (not selected) Yes No

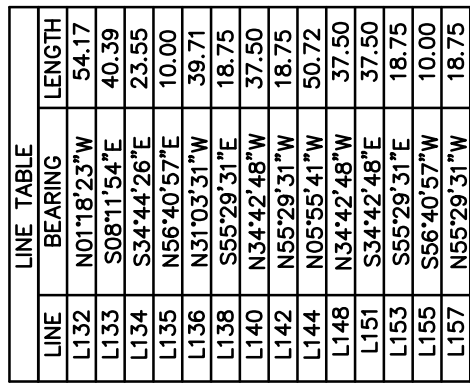
Are transportation improvements needed to serve this project? (not selected) Yes No

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:	
<b>Stormwater Management</b>	
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.	
<b>Environmental Quality</b>	
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    No
If 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.	
<a href="#">Back to Top</a>	





J. BANDY PKW	5.48 AC
STRONG ROCK PKW	9.79 AC
S. F. RESID. STREET	3.67 AC
TOTAL DEDICATION	18.94 AC

[illegible]

J. BANDY PKW	5.48 AC
STRONG ROCK PKW	9.79 AC
S. F. RESID. STREET	3.67 AC
TOTAL DEDICATION	18.94 AC

P H A S E - 4 (TRACT IV)		
MAJOR 3-5		64,700 S.F.
SHOPS		31,990 S.F.
TOTAL RETAIL BLDG. AREA		96,690 S.F.
PARKING		451 SPACES
PARKING RATIO		4.66 SP/M.S.F.
TOTAL TRACT IV BLDG. AREA INCLUDING OUTLOTS 7-11&13-18		154,938 S.F.
TOTAL PHASE-4 LAND AREA		25.65 ACRES

MAJOR 6-9	SHOPS	127,710 S.F.
	TOTAL RETAIL BLDG. AREA	494,206 S.F.
	PARKING	2,413 SPACES
	PARKING RATIO	4.88 SP/M.S.F.
	SINGLE FAMILY RESID.	62,350 S.F.
	TOTAL TRACT 4 BLDG. AREA	529,421 S.F.
	INCLUDING OUTLOTS 21-23 & 25-28	
	TOTAL PHASE 5 AREA	100.15 ACRES

THE SITE DOES NOT INCLUDE ANY DESIGNATED PARKS OR NATURAL OPEN SPACE BUT DOES INCORPORATE SEVERAL BUFFER AREAS ASSOCIATED WITH USE SEPARATION, AMENITY AREAS ASSOCIATED WITH THE MULTI-FAMILY AND SINGLE FAMILY DEVELOPMENTS, AND A BUFFER ASSOCIATED WITH THE STREAM AREA ALONG I-75 ON THE EAST SIDE.