



FILE COPY

ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

December 18, 2000

Honorable Jim Joyner, Chairman  
Henry County Commission  
140 Henry Parkway  
McDonough, GA. 30253

RE: Development of Regional Impact Review  
McDonough Town Center

Dear Chairman Joyner:

I am writing to let you know that the ARC staff has completed review of the McDonough Town Center Development of Regional Impact (DRI). Our finding is that this DRI is in the best interest of the State.

Enclosed is a copy of our review report. For information, the only comment we received from notified agencies was a telephone response from the City of Stockbridge supporting the proposed development.

Please feel free to call me or Beverly Rhea (404-463-3311) if you have any questions about the review.

Sincerely,

Charles Krautler  
Director

Enclosure

C Mr. Rodney Heard, Henry County  
Mr. Frederick Gardiner, Henry County  
Mr. Gil Sallade, The Sembler Company  
Mr. Carl Westmoreland, Attorney

*later copies to Brock  
Coleman  
Rebo's  
Dasson*

Facility: **McDonough Town Center**  
Preliminary Report: **December 8, 2000**  
Final Report: **December 18, 2000**

## **DEVELOPMENT OF REGIONAL IMPACT**

### **REVIEW REPORT**

**PROPOSED DEVELOPMENT:** Proposed expansion of a retail and office development located on the west side of I-75 and north side of Jonesboro Road in Henry County. The development extends to Mount Olive Road. The development already includes a Home Depot. The total development would consist of 787,744 sq.ft. with 81,600 sq.ft. of that being office space.

### **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.**

Yes, according to information submitted with the Henry County Request for Review. In addition, much of the site is already zoned for the proposed use.

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

The site is across I-75 from the City of McDonough and from the majority of the City of Stockbridge. At the closest point, the development appears to approximately 1.5 miles from the City of Stockbridge and more than two miles from the City of McDonough. ARC staff received a telephone response from the City Manager of Stockbridge noting that Stockbridge had no problems with the proposed development, that they were supportive of it, and that the County needed commercial and office development to serve the growing population.

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

No on Henry County as the information submitted with the review states that community facilities are adequate to support the project.

**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?**

According to regional averages, the development could accommodate approximately 1,700 jobs. The developer will be responsible for accel/decel lanes, sidewalks, nature trail, bus stop for future service, and providing parking for vanpool/carpool to and from the center, and a clean fuel shuttle to take people around the center.

**What other major development projects are planned in the vicinity of the proposed project?**

Eagle's Landing is across I-75 about a mile north of the site.

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

No.

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

No. The development will provide jobs for the very fast growing population in Henry County.

## **LOCATION**

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

The proposed development site is in west central Henry County. It is located west of I-75 on the north side of Jonesboro Road and it extends to Mount Olive Road. Closest to I-75 is a Home Depot which has already been constructed. This project is an expansion of the retail portion of this retail and office development. 33°27'35"/84°12'35"

**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.**

The site is approximately 1.5 miles southwest of Stockbridge and over 2 miles west of McDonough.

**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.**

See above comment concerning support of the project by the City of Stockbridge. This development will provide retail and office space for the fast growing population of Henry County.

## **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?**

The development will provide an estimated \$834,000 property tax and \$7,000 sales tax. Build-out value is estimated at \$60,000,000.

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

The number of short-term jobs is estimated at 200.

**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?**

The development will provide retail and office space for the fast growing population in Henry County.

**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.**

**In what ways could the proposed project create impacts that would damage or help to preserve the resource?**

**Water Supply Watershed**

The site is in the Walnut Creek watershed. This is a small water supply watershed. Henry County has a watershed protection ordinance that has been approved by Georgia Department of Community Affairs. According to the County, the development meets the requirements of that ordinance.

**Floodplains/Wetlands**

The northern portion of the site appears to partially abut a branch of Walnut Creek and contains two large sections of floodplain and wetland areas which would directly impact hydrologic and potentially ecological function within Walnut Creek. As Walnut Creek is a drinking water source, imposition of large impervious areas into these natural areas could be harmful to the intake through runoff of primary and secondary drinking water contaminants. ARC's Regional Development Plan discourages development in these natural areas. Additionally, the Plan recommends that all development should design around significant wetlands and that vegetated upland buffers be required as a transition zone along wetland and floodplain boundaries. While much of the wetlands will be preserved and there will be a nature trail and viewing area for study of the wetlands, a portion of the wetland is proposed for filling and an application was made to the Corps of Engineers in September to impact 3.08 of 12.5 acres. An additional 20 acres will be placed in conservation easements. Impacts to the floodplain should be mitigated also.

**Storm Water/Water Quality**

If the development is approved, steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to the County's erosion and sediment control requirements. After construction, water quality can be impacted

without storm water pollution controls. The amount of pollutants that will be produced after construction was estimated by ARC staff. ARC's estimates are based on some simplifying assumptions for typical pollutant loading factors (pounds/acre/year). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region.

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

<b>Land Use</b>	<b>Acres*</b>	<b>Phosphorous</b>	<b>Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Retail	78.0	133.4	1357.0	8422.9	76664.2	95.9	17.2
Forest/Open**	27.9	2.2	16.7	251.1	6556.5	0.0	0.0
Office	3.6	4.6	61.7	410.4	2548.8	5.3	0.7
<b>Total</b>	<b>109.5</b>	<b>140.2</b>	<b>1435.4</b>	<b>9084.4</b>	<b>85769.5</b>	<b>101.3</b>	<b>17.6</b>

#### **Total % Impervious = 62.8%**

\*= Based on values communicated by fax 12/15/00 per Gill Sallade.

\*\*=Includes areas denoted as Undevelopable Lane on Site Data summary sheet.

The developer has proposed to implement controls on storm water and erosion and sediment. However these are not shown on the site plan enclosed with the application. Storm water runoff has been cited as a major threat water quality and, especially when the above factors are not controlled, can contribute large pollution loads to area streams. Therefore, Henry County should require the development and implementation of storm water, sediment, and erosion control based on the following section.

#### Structural Storm Water Controls

Before any permits are issued, the County should require that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details and all engineering calculations for all storm water quality control measures. The Plan also should include a monitoring program to ensure storm water pollution control facilities function properly. ARC staff recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;
- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO<sub>3</sub>); and
- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The County should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the developer's or owner's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

The storm water plan should require the developer to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the responsible party.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and the County should allow for periodic inspections for the storm water facilities to be conducted by the County. If inadequate maintenance is observed, the responsible party should be notified and given a period of time to correct any deficiencies. If the party fails to respond, the County should be given the right to make necessary repairs and bill the responsible party.

The County should not release the site plans for development or issue any grading or construction permits until a storm water management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

## **HISTORIC RESOURCES**

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

No.

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

Information submitted with the review projects 39,000 total daily trips. During the review ARC staff estimated the following much lower number using the Institute of Traffic Engineers Trip Generation manual. The estimates do not reflect pass by trip reductions of possible additional internal trip capture associated with the mixed-use character of the proposed development. Therefore the traffic generated, though significant, should be even lower than ARC's estimates.

Land Use	Sq.Ft./Units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Office	81,600	1,140	140	156	29	142
Retail	706,144	24,663	324	190	1,152	1,152

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

Facility	1999			2010			2025		
	Lanes	Volume	V/C Ratio	Lanes	Volume	V/C	Lanes	Volume	V/C
I-75S north of Jonesboro Rd	6	101,399	.91	6	108,099	.97	6	116,710	1.05
I-75S south of Jonesboro Rd	6	86,041	.77	6	93,951	.84	6	105,097	.95
Jonesboro Rd W of I-75S	2	7,955	.27	2	11,739	.40	4	15,475	.26
Jonesboro Rd E of I-75	2	14,127	.48	2	24,431	.83	4	26,226	.45
I-75S HOV							1+1	8,651	.23

**What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?**

ARC#	Route	Type Imp.	Scheduled Year	Direct Influence
AR353C	I-75 HOV Lanes Phase III fm Eagle's Landing to	HOV 0+2	2025	Yes
HE 007A	Jonesboro Rd from I-75 to McDonough	2→4	2010 (but in TIP)	Yes
HE 115	Jonesboro Rd from US19/41 to I-75S	2→4	2010 (but in TIP)	Yes
HE-AR 209	Jonesboro Rd at I-75	2→4	2003	Yes
Various	Bike/Ped Improvements along entire Jonesboro Road Corridor	Bike/Ped	2010-2025	Partially

It should be noted that a dedicated HOV ramp is scheduled for the Flkippen Road overpass that is just north of Jonesboro Road on I-75.

**Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?**

No.

**Is the site served by transit? If so, describe type and level of service.**

The site is not currently served by transit. However, the developer does propose a bus stop on site for future service and ARC's Regional Transportation Plan includes express bus routes into Henry County.

**Are there plans to provide or expand transit service in the vicinity of the proposed project?**

See above.



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

To meet ARC's air quality benchmark, the development, which is basically retail, includes 10% of the floor space as office space, includes sidewalks and a nature trail, both connecting to the County's planned greenspace/bike/ped program, provides a bus stop for future service, provides parking for vanpool/carpool both to and from the site, and includes a clean fueled bus for service within the development (16%).

**What is the cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?**

The traffic analysis suggests that most area surface roads have and will maintain adequate capacity to serve the access and mobility needs of motorized vehicles, though operational improvements may be required. To ensure that the access and mobility needs of non-motorized modes of transportation are met the developer should also consider:

- Configuring signs to encourage better bicycle and pedestrian movement and
- Installing traffic calming measures, such as speed tables to slow motorized traffic.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

**How much wastewater and sewage will be generated by the proposed project?**

According to information submitted with the review, the development could generate 0.10 MGD of wastewater.

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

The development will utilize pumping of wastewater to access the Camp Creek sewer service area.

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

Current capacity = 1.5 MGD and Current average flow = 1.07 MGD

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

Unknown.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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



Again according to information submitted with the review, the proposed development could have a water demand of 0.1 MGD.

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

Water supply should be sufficient, but water conserving measures are essential in all new developments.

## **INFRASTRUCTURE**

### **Solid Waste**

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

Projections are estimated at 3,412 tons per year based on U. S. averages. Private collection and disposal would be required.

**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. However, a retail/office complex offers an excellent opportunity for recycling and should be encouraged if the development proceeds. Home Depot typically includes recycling which can be used by the public and it would seem logical to coordinate efforts of the entire development.

## **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.

## **HOUSING**

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

Yes. However, the population of Henry County is growing very fast (8.4% from 4/1/99 to 4/1/00 by ARC estimates) and this development will provide jobs and retail and office space for this fast-growing population.

**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?**

Yes, but in limited supply. ARC estimates that Henry County had 41,252 housing units in 1999 compared to 21,275 in 1990, a 93.9% increase, with a 92.3% occupancy rate compared to a 90.4% occupancy rate regionwide.

**Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?**

Likely.

\* 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.

Received after  
Review  
Completed



## City of McDonough

88 Kevs Ferry Street • McDonough, GA 30253 • (770) 957-3915 • Fax (770) 957-7231

December 18, 2000

**MAYOR**

Richard E. Craig

**COUNCIL MEMBERS**

Jerome Amis  
Mike Crawford  
L. P. McKibben  
B. P. Reeves  
Rufus Stewart  
John Frank Ward

**CITY CLERK**

Evelyn Craig

**CITY  
ADMINISTRATOR**

James Lee

Atlanta Regional Commission

Attention: Ms. Beverly Rhea

40 Courtland Street, NE

Atlanta, Georgia 30303

*via facsimile (404) 463-3105*

RE: McDonough Town Center DRI, the Sembler Company project located at the NW corner of the intersection of I-75 South and Jonesboro Road West.

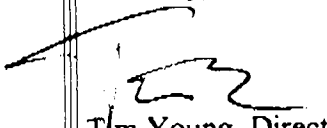
Dear Beverly:

Thank you for sending the City of McDonough a copy of the proposed McDonough Town Center at the Jonesboro Road Exit at I-75 for comments in the DRI process. We appreciate the opportunity to review a project near our jurisdiction to assess any negative impacts on our own community.

In this case, however, we see a net positive benefit from the construction of this large retail and entertainment complex with associated office development. While there will be increased traffic in the area, most of the traffic will be local citizens spending in Henry County rather than sending their tax dollars to Clayton County and parts further north.

Therefore, I am writing you to convey that the City of McDonough has no objection concerning this DRI project. Should you have any questions on this matter, or need any more information, please feel free to contact me.

Sincerely,

  
Tim Young, Director,  
Community Development Department

Cc: file

C:\Director Files\Correspondence\letter to ARC on MTC DRI.doc



# Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

December 18, 2000

J. TOM COLEMAN, JR.  
COMMISSIONER  
(404) 656-5206

FRANK L. DANCHETZ  
CHIEF ENGINEER  
(404) 656-5277

HAROLD E. LINNENKOHL  
DEPUTY COMMISSIONER  
(404) 656-5212

BILLY F. SHARP  
TREASURER  
(404) 656-5224

Ms. Beverly Rhea  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, GA 30303-2538

Subject: Development of Regional Impact (DRI): Expansion of Office and Retail development west of I-75 on the north side of Jonesboro Road

Dear Ms. Rhea:

The proposed development will have a major impact on existing and proposed transportation facilities. The request only mentioned a future bus shuttle service and a bike path system to help mitigate the major impact of 39,000 vehicle trips per day this development will generate. Presently the only project in the area is HE 007A, which is the widening of Jonesboro Road from I-75 to the 1-way pair in the city of McDonough. However, there are no projects identified in the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) for improving Jonesboro Road in the area of the development. The applicant needs to address what roadway improvements can be implemented to either support or mitigate the transportation demands of the proposed project initially and at build out. A total build out of the project should be coordinated with the improvements and transportation demand management strategies defined in the Atlanta Regional Transportation Improvement Program and Regional Transportation Plan.

If you have any comments or questions, please contact Mr. Steve Walker at (404) 651-5327.

Sincerely,

A handwritten signature in black ink, appearing to read "Marta V. Rosen".

Marta V. Rosen

State Transportation Planning Administrator

MVR:sw



**G E O R G I A  
R E G I O N A L  
T R A N S P O R T A T I O N  
A U T H O R I T Y**

**Date:** January 18, 2001

**To:** All Interested Parties

**From:** Brian Piascik *BP*  
DRI Coordinator  
245 Peachtree Center Avenue, Suite 900  
Atlanta, GA 30303

**Re: DRI Review under GRTA's Interim DRI Policy**  
**GRTA Application No. HE-121100-1a**

The following Development of Regional Impact (DRI) was reviewed at the Georgia Regional Transportation Authority's DRI Committee meeting held on January 10, 2001.

McDonough Town Center

Pursuant to GRTA's Interim DRI Policy, the DRI Committee made and approved the following motion:

I make the following motion with respect to DRI number HE-121100-1a, McDonough Town Center: Pursuant to GRTA's Interim Policy, state and federal funds required to create land transportation services and access to the development shall not be prohibited in connection with our review of this DRI since ARC has made a finding that the DRI is in the Best Interest of the State of Georgia.

If you have any questions, please contact me at 404.463.3009.

cc: Developer  
County  
Local  
Beverly Rhea, ARC  
File