

Atlanta Regional Commission  
200 Northcreek, Suite 300  
3715 Northside Parkway  
Atlanta, Georgia 30327-2809



Harry West  
Director  
July 7, 1997

Honorable Jim Joyner, Chairman  
Henry County Commission  
345 Phillips Drive  
McDonough, GA. 30253

RE: Development of Regional Impact Review  
Killearn Highway 42 Subdivision & Minor Retail

Dear Jim:

I am writing to let you know that the ARC staff has completed review of the Killearn Subdivision and Retail Development of Regional Impact (DRI) proposed on Highway 42 between Brannan and Campground Roads. Our finding is that this proposed DRI is in the best interest of the State. I do want to stress, however, the serious nature of the school overcrowding in the area where this development is proposed. And, I want to emphasize that our finding that this DRI is in the best interest of the State does not imply that it is in the best interest of the County.

I am enclosing a copy of our review report and comments we received during the review.

Please feel free to call me or Beverly Rhea (404-364-2562) if you have any questions concerning our review.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Harry West', is written over a circular stamp or seal.

Harry West  
Director

Enclosures

c Mr. Cal McShan, Henry County  
Mr. David Williams, Killearn Properties  
Honorable Rudy Kelley, City of Stockbridge  
Dr. Preston Malcolm, Henry Co. Schools  
Mr. Wayne Shackelford, GDOT  
Mr. Harold Reheis, GEPD  
Mr. Paul Radford, GDCA

Facility: Killearn Highway 42 Mixed Use Development  
Preliminary Report: June 9, 1997  
Final Report: July 7, 1997

## DEVELOPMENTS OF REGIONAL IMPACT

### REVIEW REPORT

#### 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.**

According to information submitted with the review, yes.

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

No inconsistencies were noted in the review process.

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

No to local governments. However, this will severely impact Henry County Schools and may require double sessions or year round school at Eagle's Landing Middle School.

**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?**

The proposed 604 houses could accommodate a population of 1,510, including 438 students based on regional averages. Employment from the small neighborhood commercial areas would be minimal.

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

The proposed development is just east and across Highway 42 from Eagles Landing.

**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.

### **LOCATION**

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

The site is in northeast Henry County between Stockbridge and McDonough. The developers have requested annexation into the City of Stockbridge.

**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.**

Killearn Properties has requested annexation into the City of Stockbridge concurrent with their rezoning request.

**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.**

No.

### **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?**

With 326 units around \$95,000 and 278 units between \$100 - \$130,000, the development could have a built-out value around \$63 million and generate around \$750,000 annual property tax, depending on exemptions.

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

The small neighborhood commercial parcels will create minimal numbers of short-term and long-term jobs.

**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 is typical of the subdivisions currently being developed in the Atlanta Region suburbs. However, as noted in GDOT's attached comments these types of developments are heavily reliant on the availability of substantial roadway capacity to provide the needed transportation services. Because of air quality nonattainment and nonconformity, there are increasing concerns about the ability to maintain an acceptable transportation system.

### **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**

The proposed project is located in the Big Cotton Indian Creek watershed, a large water supply watershed. No minimum DNR watershed protection criteria apply.

#### **Floodplains and Wetlands**

Areas within the proposed project site are located within the 100 year floodplain. Steps should be taken by Henry County to mitigate potential impacts on these floodplains. The Atlanta Regional Commission's Regional Development Plan notes that "all structures that can be damaged or land uses that can impede flood waters or reduce storage volume must be built outside the intermediate region (one percent) flood limits (i.e., outside the 100-year flood limit), with the exception that a stream crossing may vary from this policy, if constructed so as to permit passage of a 100-year flood with minimum feasible flow impedance, storage volume reduction, and upstream or downstream erosion or deposition." Information submitted with the review indicates 54 acres of wetlands in the total 268.3 acre site, but the site plan indicates avoidance of the wetland and floodplain areas, except for road crossings and cul-de-sacs. However, there are some very small lots (60'X110') with wetlands across the back 50 feet and 20 feet difference in elevation. Grading for house sites on these lots would require extreme care in order not to disturb wetlands.

#### **Georgia Erosion and Sedimentation Act / Stream Buffer Requirements**

This act requires that a 25 ft. wide natural vegetated buffer be maintained on both sides of streams designated as "State waters." A perennial stream (tributary to Wolf Creek), as indicated by a solid blue line on USGS quad sheets, is located within the proposed project site. ARC recommends that the developer work with the state to determine if this stream would be considered "State Waters," and provide protection measures if appropriate.

### Storm Water / Water Quality

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 of the proposed Killearn Highway 42 Subdivision Development was estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs\ac\year). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The following table summarizes the results of the analysis.

**Estimated Pounds Of Pollutants Per Year**

<b>Land Coverage</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Residential (264 ac.)	356.4	1,560.2	11,352	211,464	89.8	21.1
Retail (4 ac.)	5.2	68.5	456	2,832	5.9	0.8
<b>Total (268 ac.)</b>	<b>361.6</b>	<b>1628.7</b>	<b>11,808</b>	<b>214,296</b>	<b>95.7</b>	<b>21.9</b>

If the development is approved, Henry County should take steps to mitigate potential impacts. The Interim Regional Storm Water Quality Management Guidelines, adopted by the Atlanta Region, provide suggestions for addressing storm water quality. These guidelines offer technical guidance for the control of post-development pollution in storm water (find attached).

The proposed site includes both wetlands and a perennial stream. Site design features such as incorporating wetlands into landscaping and maintaining natural buffers adjacent to streams should be considered. Both of these approaches are suggested in the Interim Regional Storm Water Quality Management Guidelines.

### Structural Storm Water Pollution Controls

Henry 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. Atlanta Regional Commission staff recommends that the County require that any structural controls be maintained at an 80% - 90% total suspended solids removal efficiency.

The Plan should also include a monitoring program to ensure storm water pollution control facilities function properly. Atlanta Regional Commission 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 consists of the following minimum elements:

- ◆ monitoring of four storms per year (1 per quarter);
- ◆ collection of a 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 phosphorus (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 (D.O.) and fecal coliform bacteria.

The County's Department of Transportation should finalize the 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 and 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 Henry County should allow for periodic inspections of the storm water facilities to be conducted by appropriate County personnel. 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.

Henry 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?**

N/A.

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

N/A.

## INFRASTRUCTURE

### **Transportation**

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

	Acres		AM		PM	
	Sq. Feet		Peak Hour		Peak Hour	
Land Use	Units	Weekday	Enter	Exit	Enter	Exit
Single Family Res	604	5,408	100	284	356	191

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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

The following volumes are based on 1995 GDOT coverage counts from area facilities that will likely provide the primary routes for traveling to the proposed development. 2010 volumes for these facilities were obtained from the ARC transportation model.

	1995			2010	Forecast	
	Number	1995	1995	Number	2010	2010
Facility	of Lanes	Volume	V/C Ratio	of Lanes	volume	V/C Ratio
US 23/Hwy 42 from Eagles Landing Pkwy to Campground Rd. (Sta 352)	2	9,100	0.37	2	20,800	0.85
Jodeco Rd. from I-75 to Oak Grove	2	10,600	0.37	2	18,400	0.67

Rd. (Sta 227)						
Eagles Landing Pkwy from I-75 to US 23/Hwy 42 (Sta 398)	2	9,400	0.36	2	20,900	0.80
Campground Rd. from US 23/Hwy 42 to SR 155 (Sta 232)	2	2,800	0.15	2	9,300	0.50

The above table indicates that roads in the vicinity of the site operate at acceptable levels of service.

**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)?**

The ARC's adopted Atlanta Regional Transportation Improvement Program FY 1996 - FY 2001 (TIP), as amended September 25, 1996, includes the following proposed projects in the vicinity of this site:

HE 19 Hudson Bridge/Eagles Landing Parkway at Interstate 75. Bridge project. Preliminary engineering has been authorized. Right-of-way not required. Construction authorized for FY 1996.

HE-AR 177C Bicycle/pedestrian facilities: School bicycle rack program. Project proposes to install bicycle racks at schools around Henry County. Implementation scheduled for FY 1997.

Henry County is scheduled to receive funding for transit capital and operating assistance from the Federal Transit Administration in FY 1997 and FY 1998.

The long range element of ARC's Regional Transportation Plan: 2010 includes the following projects in the vicinity of this site:

No projects listed.

The Atlanta Region Bicycle and Pedestrian Walkways Plan, 1995 Update includes the following project:

Projects include installation of bicycle racks at schools, as previously identified above.

**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.**

No.

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

No.

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

None.

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

Eagles Landing is in the vicinity of this site, immediately to the west. The cumulative trip generation of both of these developments is shown in the following table:

	<u>Weekday</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Eagles Landing	110,895	9,300	2,940	3,920	11,975
Killearn	5,408	100	284	356	191
<b>Total</b>	<b>116,303</b>	<b>9,400</b>	<b>3,224</b>	<b>4,276</b>	<b>12,166</b>

Future 2010 traffic projections indicate that roads in the vicinity of the site will operate well but be approaching capacity. However the estimated 116,303 daily trips generated by the proposed development and Eagles Landing will significantly impact roads and intersections nearby, especially in consideration of future projected traffic volumes on US23/Hwy 42.

As recommendations, the developer should work with the City of Stockbridge, Henry County, ARC and the GA DOT to develop appropriate transportation projects and programs that will mitigate traffic impacts, reduce single-occupant vehicle travel, encourage the use of alternative modes and can be included in local and regional transportation plans. Site design features should be incorporated to encourage walking and bicycling between the commercial and residential areas in this proposed development and Eagles Landing, including sidewalks, multi-use pathways and parking racks for bicycles. Open space and community recreational facilities and supporting neighborhood commercial uses should also be included in the development so as to reduce tripmaking by automobile.

## **AIR QUALITY ANALYSIS**

### **Methodology**

The emissions analysis for the proposed Killearn Development in Henry County was based on trip generation estimates for single family detached residential. The estimated emissions are based on light duty gas vehicles (passenger automobiles) using a mix of peak highway and off peak highway conditions assuming 20% cold starts for each.

### **Results of Analysis**

Estimates for both hydrocarbons and nitrogen oxides resulting from this development are presented in the following table.

	<b><u>TONS PER YEAR</u></b>	<b><u>TONS PER DAY</u></b>	<b><u>TONS PER ACRE</u></b>
Nitrogen Oxides	20.923	.080	.078
Hydrocarbons	13.726	.053	.051

The proposed development does not exceed acceptable thresholds for harmful emissions and is, therefore, acceptable from an air quality standpoint.

# DRI AIR QUALITY ANALYSIS FOR PROPOSED KILLEARN HWY 42 DEVELOPMENT

		Total Trips	Peak Trips	Off-peak Trips	Peak VMT	Off-peak VMT	NOx G/D	HC G/D	NOx T/D	HC T/D	NOx T/Y	HC T/Y
<b>OFFICE</b>												
Hi-Mid Rise		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
Medical		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>RETAIL</b>												
		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>HOTEL</b>												
		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>APT/HOUSE</b>												
		5,408	2,328	3,081	30,258	21,564	73,005.28	47,890.96	0.080	0.053	20.923	13.726
<b>WAREHOUSE</b>												
Warehouse(A)		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
Warehouse (T)		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>INDUSTRIAL</b>												
		0	0	0	0	0	0.00	0.00	0.000	0.000	0.000	0.000
<b>Impact of Total Development</b>									0.080	0.053	20.923	13.726

\* Reductions for passby trips, if any, based on ITE Trip Generation passby descriptions.

Tons per acre  
NOx 0.078  
VOC 0.051

### Assumptions:

1. Auto Emissions factors based on 20% CS for LDGV for a mix of peak and off peak highway speeds for 1999.
2. Average commute trip length in region = 13 miles
3. Average Non-work trip length in region = 7 miles
4. Reasonableness threshold = 50 tons per year
5. Average Heavy Duty Truck Trip = 22.78 miles (Atlanta Area Commercial Vehicle Survey 1/97)
6. Average Light Duty Truck Trip = 14.97 miles (Atlanta Area Commercial Vehicle Survey 1/97)
7. Average Medium Duty Truck Trip = 19.86 miles (Atlanta Area Commercial Vehicle Survey 1/97)
8. Estimations of average vehicle speeds for freeways developed using GDOT speed monitoring program
9. Estimations of average vehicle speeds for arterials developed using ARC travel time modeling

### Calculations:

Perform each of the following steps for each different type of development included in the proposed development

1. Total trips derived from Trip Generation Manual based upon development type and number of units and square footages.
2. Trip generation estimates are divided into AM and PM peak based on entries and exits.  
The total of peak (AM+PM)\*2.5 entries and exits = peak period auto trips
3. Reduce PM Peak trips to account for passby and internal trips as per percentages noted in ITE Trip Generation Manual
4. Peak VMT derived by multiplying peak trips by average commute distance in region
5. Off peak VMT derived by multiplying off-peak trips by average non-work trip in region
6. Derive Emissions totals for NOx in grams per day  
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)  
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 26.8mph)  
Sum total of peak + off peak to get total NOx emissions in grams per day
7. Derive emissions totals for VOC in grams per day  
Multiply Peak VMT by MOBILE5A peak hwy emissions factor (speed = 36.8mph)  
Multiply Off-peak VMT by MOBILE5A off peak hwy emissions factor (speed = 28.6mph)  
Sum total of peak + off peak to get total NOx emissions in grams per day
12. Convert to tons per day  
Divide total emissions derived from step 7 by 907180 for both VOC and NOx
13. Convert to tons per year  
Multiply total emissions derived from step 8 by 260 (number of weekdays in a year)
14. To obtain the impact of the total development sum the emissions generated by each different piece (e.g. office, retail, residential)

# Trip Generation

Land Use	Sq. Feet or Units	Weekday Trips	AM Peak Hour Enter	Exit	PM Peak Hour Enter	Exit
Office Space						
Medical Office						
Retail Space						
Hotel						
Multi-Family						
Single Family	604 units	5,408	100	284	356	191
Residential						
Townhomes						
Warehouse (A)						
Warehouse (T)						
Industrial						

Trip Generation estimates obtained from ITE Trip Generation Manual

	AM	PM	Reduced
Total Peak Period	Enter+Exit	Enter+Exit	PM Passby*
Office Space	0	0	0
Medical Office	0	0	0
Retail Space	0	0	0
Hotel	0	0	0
Multi-Family	0	0	0
Single Family	960	1367.5	1367.5
Residential	0	0	0
Townhomes	0	0	0
Warehouse (Auto)	0	0	0
Warehouse (Truck)	0	0	0
Industrial	0	0	0

\* Reduction for passby trips, if any, based on ITE Trip Generation passby descriptions.

	Total Trips	Total Peak Trips	% Peak Trips	% Off-Peak Trips
Office Space	0	0	0%	0%
Medical Office	0	0	0%	0%
Retail Space	0	0	0%	0%
Hotel	0	0	0%	0%
Multi-Family	0	0	0%	0%
Single Family	5408	2327.5	43%	57%
Townhomes	0	0	0%	0%
Total Residential	5408	2327.5	43%	57%
Warehouse (A)	0	0	0%	0%
Warehouse (T)	0	0	0%	0%
Industrial	0	0	0%	0%

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

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

According to regional averages, the 604 single-family houses could generate 0.24MGD of wastewater.

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

Most likely the treatment plant would be Springdale. Connection to the system would be at the owner's expense.

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

Permit = 0.50MGD

Average Flow = 0.35MGD

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

At the time of ARC's review of some developments in Henry County, plans were not final on wastewater treatment. All Henry County treatment plants are small and may have to be upgraded or other alternatives used given the growth that is occurring. Specifically the Springdale Plant planned expansion would have to be completed before this project could be accommodated.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

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

Again, according to regional averages, 0.28MGD.

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

Service can be provided by Henry County Water and Sewerage Authority at the owner's expense.

## **INFRASTRUCTURE**

### **Solid Waste**

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

By national averages the 604 single-family units could generate some 827 tons of solid waste per year which would have to be handled by private waste collection.

**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.

## **INFRASTRUCTURE**

### **Other facilities**

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

- Levels of governmental service?
- 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.)?

The potential 438 students would severely negatively impact the Henry County School system. See attached school response which notes that double sessions or year-round school may be necessary, particularly at Eagle's Landing Middle School.

## **HOUSING**

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

No. The development is housing.

**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?**

Yes.

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

N/A.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region. 1996 median family income of \$52,100 for Atlanta MSA.





# City of Stockbridge

4545 North Henry Boulevard • Stockbridge, Georgia 30281  
Phone: (404) 389-7900 • Fax: (404) 389-7912

June 13, 1997

**MAYOR**

*R. G. Kelley*

**COUNCIL MEMBERS**

*Harold Cochran  
G. W. Evans  
W. A. Gardner  
F. J. Hunter  
Ronnie Simmons*

**CITY MANAGER**

*Ted Strickland*

**CITY CLERK**

*Merle Manders*

Mrs. Beverly Rhea  
Atlanta Regional Commission  
3715 Northside Parkway  
200 Northcreek, Suite 300  
Atlanta, GA 30327-2809

Re: Development of Regional Impact – Killearn Properties  
Highway 42, Single-Family Development

Dear Mrs. Rhea:

Enclosed is the DRI – Request for comments from the City of Stockbridge. The City endorses the project.

If we can be of assistance to you, please feel free to contact us.

Sincerely,

Ted Strickland  
City Manager

TS/nb



## 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 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 and comments of the RDC:

*Killean Properties Highway 42 Single -  
Family Development - See attached preliminary  
report.*

Comments from affected party (attach additional sheets as needed): 6/13/97

*Mayor Rudy Kelley and the City  
Council for the City of Stockbridge whole  
heartily endorse this project.*

*Ted Strickland  
City Manager*

Individual completing form: Ted Strickland

Local Government: City of Stockbridge

Department: \_\_\_\_\_

Telephone: (770) 389-7905

Signature: Ted Strickland Date: 6/13/97

Please return this form to:

MRS. BEVERLY RHEA  
ATLANTA REGIONAL COMMISSION  
3715 NORTHSIDE PARKWAY  
200 NORTHCREEK, SUITE 300  
ATLANTA GA 30327-2809

Return Deadline: 6/25/97

# HENRY COUNTY BOARD OF EDUCATION

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June 23, 1997

Mrs. Beverly Rhea  
Atlanta Regional Commission  
3715 Northside Parkway  
200 Northcreek, Suite 300  
Atlanta, Georgia 30327-2890

Dear Mrs. Rhea,

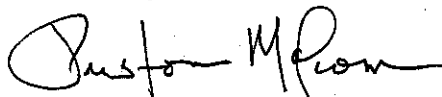
The purpose of this letter is to respond to your request for comments regarding the Killearn Properties Single-Family Development on Highway 42 and its impact on the Henry County Public School System.

The Developments of Regional Impact states this 604 unit single-family subdivision will house 438 school-age children. As currently zoned, this subdivision will be located in the Hickory Flat Elementary and Eagle's Landing Middle and High enrollment zones. All three of these schools are currently above capacity. Hickory Flat Elementary will have four portable classrooms next year, Eagle's Landing High will have ten portable classrooms, and Eagle's Landing Middle School will have 22 portable classrooms. No additional school construction that will address overcrowding in these schools is scheduled for completion before the 1999-00 school year.

Four hundred and thirty eight additional school-age children in this enrollment zone will negatively impact these schools. Although all three schools will be negatively impacted, Eagle's Landing Middle School is of particular concern. Because of the size of ancillary spaces such as the cafeteria, media center, and restrooms, additional portable classrooms beyond the 1999-00 school year may not be an option. Double school sessions or a year-round calendar may be necessary to house students at Eagle's Landing Middle School. Adjusting the enrollment zone does not appear to be an option. Henry County Middle School, the middle school located closest to Eagle's Landing Middle School, will have 23 portable classrooms next school year.

Please do not hesitate to contact me if you have questions regarding this response.

Sincerely,



Preston Malcom, Ed.D.  
Assistant Superintendent,  
Administrative Services

copy: Herbert W. Garrett, Superintendent

# DEVELOPMENTS OF REGIONAL IMPACT

## Comments from Affected Parties Form

Project I.D.: KILLEARN PROPERTIES HIGHWAY 42 SINGLE - FAMILY DEVELOPMENT  
HENRY COUNTY

Name of Commenting Organization: \_\_\_\_\_  
Address: Georgia Department of Transportation  
No. 2 Capitol Square  
Atlanta, Georgia 30334  
Contact Person: George Boulineau Telephone Number: 404-656-0610

Do you believe your jurisdiction will be affected by the proposed development ☒ Yes ☐ No  
Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

### " KILLEARN PROPERTIES HIGHWAY 42 SINGLE - FAMILY DEVELOPMENT "

The proposed development would add a significant amount of traffic to State Route 42, approximately 5,800 vehicles per day at development build out. Present traffic volumes on SR 42 in the area of the proposed development are 10,400 vehicles per day.

Due to the current air quality nonattainment and nonconformity situation in the metro Atlanta area, including Henry County, the Department is, and may be for some time in the future, severely limited in its abilities to program and implement roadway capacity improvements. Land use developments of the type and scale described in this proposal, in growing areas such as this portion of Henry County, are heavily reliant on the availability of substantial roadway capacity to provide the needed transportation service. Therefore, the Department has increasing concerns about its abilities to maintain an acceptable transportation service level on the State Route system as development of this type continues to take place. Traffic demand and control measures which would minimize the need to increase roadway capacities need to be included in the proposed development.

( Attach Additional Pages if Necessary )

Form Completed By: Donald W. Mills Title: USPE 3  
Signature: Donald W. Mills Date: 6-20-96

DCA/OCP 10/7/91

RETURN  
TO: ATLANTA REGIONAL COMMISSION  
3715 Northside Parkway  
200 Northcreek, Suit 300  
Atlanta, Ga. 30327  
ATTENTION: REVIEW OFFICE

FAX NO. 404-364-2599

RETURN DEADLINE : JUNE 23, 1997



## 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 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 and comments of the RDC:

*Killebrew Properties Highway 42 Single -  
Family development - See attached preliminary  
report.*

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

**The Springdale Road WPCP does not currently have sufficient capacity available for this proposed development. The Authority is planning to expand that wastewater treatment plant to 1.6 MGD. That expansion would have to be completed to provide capacity for this proposed development.**

Individual completing form: Cheryl J. Smith

~~Local~~ Government: Georgia DNR

Department: EPD

Telephone: 404 ) 656-4708

Signature: Cheryl J. Smith Date: 6/18/97

Please return this form to:

MRS. BEVERLY RHEA  
ATLANTA REGIONAL COMMISSION  
3715 NORTHSIDE PARKWAY  
200 NORTHCREEK, SUITE 300  
ATLANTA GA 30327-2809

Return Deadline: 6/25/97