

December 31, 1998

Honorable R.G. Kelley, Mayor
City of Stockbridge
4545 North Henry Boulevard
Stockbridge, GA. 30281

RE: Development of Regional Impact
Wyngate Expansion and Revision

Dear Mayor Kelley:

I am writing to let you know that the ARC staff has completed review of the expansion and revision to Wyngate. Our finding is that this proposed Development of Regional Impact (DRI) is in the best interest of the State.

Along with our finding, we want to say that we are pleased to see a development that includes neighborhood shopping and office space, a school site, and bicycle and pedestrian facilities in an effort to reduce driving. Developments such as this can help to solve our air quality problem.

I am enclosing copies of our review report. We did not receive any comments from notified agencies.

Please feel free to call us if you have any questions concerning our review.

Sincerely,

Harry West
Director

Enclosure

c Mr. Tim Young, Henry County Planning
Mr. Dan Camp, Pathway Communities
Mr. Wayne Shackelford, GDOT
Mr. Harold Reheis, GEPD
Mr. Rick Brooks, GDCA

Facility: Expansion and Redesign of Wyngate
Preliminary Report: November 20, 1998
Final Report: December 31, 1998

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.

Yes.

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

No inconsistencies were identified.

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

No.

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 proposed development could accommodate 1,565 residents including 454 students. The information submitted projects 120 jobs. The development includes 20 acres for a school site.

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

Aberdeen Village on the north side of Walt Stephens Road, Stockbridge Manor and Eagle's Landing on the other side of I-75.

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 northwest Henry County in the City of Stockbridge. It is on the west side of I-75 and the south side of Walt Stephens Road. 33°32'15"/84°15'30"

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 bounded in part by unincorporated Henry County and is approximately 1/2 mile from Clayton 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.

No impacts were identified in the review process.

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?

Information submitted indicates \$5 million based on \$136 million build-out value.

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

Number of short-term jobs will be dependent upon building schedule. The developer estimates build out in 2004.

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

Yes on the 120 estimated long-term jobs.

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

The development plan is partly a Traditional Neighborhood Development which is fairly new to the Atlanta Region.

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?

Watershed Protection

The proposed site is located within the Little Cotton Indian Creek Watershed, a water source for Clayton County. This watershed is a small water supply watershed; therefore, the following DNR minimum protection criteria apply:

All perennial stream corridors of a small water supply watershed within a seven (7) mile radius upstream of a governmentally owned public drinking water supply intake or water supply reservoir are protected by the following criteria:

1. A buffer shall be maintained for a distance of 100 feet on both sides of the stream as measured from the stream banks.
2. No impervious surface shall be constructed within a 150-foot setback area on both sides of the stream as measured from the stream banks.
3. Septic tanks and septic tank drainfields are prohibited in the setback area of (2) above.

The following criteria apply at all locations in a small water supply watershed:

1. New sanitary landfills are allowed only if they have synthetic liners and leachate collection systems.
2. New hazardous waste treatment or disposal facilities are prohibited.
3. The impervious surface area, including all public and private structures, utilities, or facilities, of the entire water supply watershed shall be limited to twenty-five (25) percent, or existing use, whichever is greater.

Regarding the twenty-five (25) percent impervious surface limit, ARC recommends that all new development be limited to twenty-five (25) percent within small water supply watersheds unless an alternate protection plan has been developed cooperatively by all the affected jurisdictions. ARC recommends that the local governments agree to include this development in the Little Cotton Indian Creek watershed protection plan. Calculations, based on numbers suggested in the site plans, indicate the development would have approximately forty (40) percent impervious surface area. However, the developer estimates it will be under twenty-five (25) percent. Based on 1995 land use and associated impervious surface coefficients, the total impervious surface of Little Cotton Indian Creek Watershed is 14 percent. With the density of this development, the ARC recommends structural controls to mitigate storm water quantity and quality impacts.

Floodplains

Areas within the proposed project site are located within the 100-year floodplain. There are also wetland areas along Rum Creek. Steps should be taken by the City of Stockbridge to mitigate potential impacts on the 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."

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." ARC recommends that the developer work with the state to determine if the portion of Rum Creek located within the proposed site is considered "State Waters." Even though the development plan includes extensive buffers along Rum Creek and the existing lakes, ARC staff recommends that the developer work with the City of Stockbridge to determine if additional stream buffer requirements must be met under the City's Storm Water Management ordinance.

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 City's erosion and sediment control requirements. After construction, water quality can be impacted without storm water pollution controls. ARC estimated the amount of pollutants that will be produced after construction of the proposed development. 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. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

<u>Land Coverage</u>	<u>Total Phosphorus</u>	<u>Total Nitrogen</u>	<u>BOD</u>	<u>TSS</u>	<u>Zinc</u>	<u>Lead</u>
Commercial (12 ac)	20.5	208.8	1296	11796	14.8	2.6
Office/Light Industrial (20 ac)	25.8	342.6	2280	14160	29.6	3.8
Residential MDSF (292.4 ac)	394.7	1728.1	12573.2	234212.4	99.4	23.4
Roads (56 ac)	100.8	1025.4	6384.0	57904.0	72.2	12.9
Total (380.4 ac.)	541.9	3304.8	22533.2	318072.4	216.0	42.7

If the development is approved, the City of Stockbridge should take steps to mitigate potential impacts.

Structural Storm Water Pollution Controls

The City of Stockbridge 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 design details and all engineering calculations for all storm water quality control measures. ARC staff recommends that the City require that any structural controls be designed to accommodate installation, operation and maintenance of automatic equipment at inlet and outlet location 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 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 & NO3); 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 City's Engineering Department 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 and owner's expense. Analysis should conform to EPA standards.

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 City and the responsible party.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and the City of Stockbridge should allow for periodic inspections of the storm water facilities to be conducted by appropriate City

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 City should be given the right to make necessary repairs and bill the responsible party.

The City 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?

Land Use	Sq. Feet or units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Single Family Residential	626 units	5,589	103	293	366	197
Retail	103,500 sq. ft.	6,991	100	80	309	335
Office	51,800 sq. ft.	440	56	58	10	47
<i>Total</i>		13,020	258	431	685	579

These trip generation estimates were prepared using the Institute of Traffic Engineers Trip Generation (5th Edition) manual. The estimates do not reflect pass by trip reductions or possible additional internal trip capture associated with the mixed use character of the proposed development.

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site? Location: W of I-75; S of Walt Stephens Rd

The following volumes are based on 1997 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 (Fall 1998 model runs).

Facility	1997			2010		
	Lanes	Volume	V/C Ratio	Lanes	Volume	V/C Ratio
I-75 from I-675 to SR 138	6	69,000	.6	6	93,000	.8
I-75 from Hudson Bridge to I-675	8	112,000	.8	8	137,000	1.0
I-675 from I-675 to SR 138	4	32,200	.4	4	44,100	.6
Walt Stephens Rd from Speer Rd to Flippen Rd	2	4,631	.3	2	8,700	.5
Flippen Rd from Walt Stephens Rd to SR 42	2	7,512	.4	2	10,250	.6
Flippen Rd from Jodeco Rd to Walt Stephens Rd	2	4,260	.2	2	5,100	.3

The traffic analysis suggests that area freeways and surface streets have and will maintain adequate capacity to serve the access and mobility needs of motorized vehicle traffic through 2010.

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 Interim Atlanta Regional Transportation Plan: 2020 and Interim Atlanta Regional Transportation Improvement Program FY 1999 - FY 2001 includes two projects in the vicinity of this site.

ARC ID	Project Description	Type	CST Fiscal Year
HE 125	SPEER RD @ WALT STEPHENS RD: ADD TRAFFIC SIGNALS	SIGNALS	2001
HE-AR 177D	FLIPPEN RD BIKE/ PED FACILITIES: PH 1	BIKE/PED	2000

The Atlanta Region Bicycle and Pedestrian Walkways Plan updates include two projects in the vicinity of this site.

ARC ID	Project Description	Type	CST Fiscal Year
HE-AR 177D	FLIPPEN RD: PH I from SR 42 to Jodeco Rd	BIKE LANE	2000
HE-AR BP003	FLIPPEN RD: Phase II from Flippen Way to SR 42/ SR 138	BIKE LANE	LONG RANGE

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?

The traffic analysis suggests that area 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 will install bicycle and pedestrian facilities within the development and allowing connection by adjoining developments.

INFRASTRUCTURE

Wastewater and Sewage

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

0.30 MGD

Which facility will treat wastewater from the project?

This area currently is served by the Hudson Bridge Wastewater Treatment Plant; however, in one year, the County plans to take this off line and serve the site at the Springdale Plant.

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

NA

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

NA

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

0.34 MGD

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

There should be sufficient water for this development 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?

995 tons per year.

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 proposed development will impact Henry County schools. The development plan includes a 20-acre school site.

HOUSING

Will the proposed project create a demand for additional housing?

The development is mostly 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?

Likely.

* 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.