

ARC STAFF NOTICE OF REVIEW
3715 NORTHSIDE PARKWAY
200 NORTHCREEK, SUITE 300
ATLANTA, GEORGIA 30327

DATE: DECEMBER 13, 1990

MEMO TO: ** COMMUNITY SERVICES PLANNING
** ENVIRONMENTAL PLANNING
** LAND USE/PUBLIC FACILITIES
** SOCIO-ECONOMIC ANALYSIS
** TRANSPORTATION

FROM: BEVERLY RHEA, REVIEW COORDINATOR EXTENSION: 2562

SUBJECT: NAME OF PROPOSAL: GEORGIA HIGHWAY 120 TRACT DEVELOPMENT
SUBMITTING AGENCY: GWINNETT COUNTY
TYPE OF REVIEW: MAJOR DEVELOPMENT AREA PLAN

LOCATION: CITY: COUNTY: GWINNETT

ACTION UNDER CONSIDERATION: APPROVAL

DESCRIPTION OF PROPOSAL: PROPOSED MIXED USE DEVELOPMENT CONSISTING OF 124,080 SQUARE FEET OF OFFICE SPACE, 86,800 SQUARE FEET OF RETAIL SPACE, 360,750 SQUARE FEET OF INDUSTRIAL SPACE; AND 298 RESIDENCES. PROPERTY IS ON SOUTH SIDE OF GEORGIA HIGHWAY 120, 1.25 MILES WEST OF I-85 IN LAND LOTS 119 AND 234, 6TH AND 7TH DISTRICTS, GWINNETT COUNTY.

DATE RECEIVED BY ARC: 12/12/90

DATE BY WHICH TO RETURN WRITTEN COMMENTS TO REVIEW OFFICE: 1/22/80
PLEASE NOTIFY THE P.R.O. IF YOU ANTICIPATE A PROBLEM MEETING THE RESPONSE DEADLINE.

ATTACHED IS INFORMATION CONCERNING THIS REVIEW. NOTIFICATION WAS SENT TO THE FOLLOWING:

CITY OF DULUTH
GWINNETT COUNTY SCHOOLS
GEORGIA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF NATURAL RESOURCES
ATLANTA GAS LIGHT COMPANY
GEORGIA POWER COMPANY

PLEASE COMPLETE THE COMMENT FORM AND RETURN IT TO THE REVIEW OFFICE BY THE DATE INDICATED. YOU SHOULD ALSO KEEP A COPY FOR YOUR RECORDS.

Mr. Harry West
Executive Director
Atlanta Regional Commission
3715 Northside Parkway
Atlanta, Georgia 30327

December 21, 1990

Dear Mr. West:

Re. Georgia Hwy 120 Tract Development Ref. T. O. H. Associates
Ltd. sent to my attention December 14, 1990.

- 1.) The site plan provided is so small in scale as to obscure detail and specifically requested detail re. ingress, egress, phasing, parking and drainage control are omitted completely.
- 2.) The plan refers to the four lane development of highway 120 but does not compare the development schedule for the T. O. H. Associates Ltd. project to the development schedule for these highway improvements. In view of the current traffic situation in this general I-85/ Highway 120 area I believe this must be addressed and satisfied prior to rezoning.
- 3.) The general area is zoned for heavy and light industrial development. Mixed use would be preferable for many reasons but there must be a coordination of the mixed activities. To allow residential development now with future heavy or light industry that would seriously impact upon the quality of life in the community is a repeat of past sins in the development of land in Gwinnett County. It would be best to approve site plans for the entire project or at least solicit the advance concession of the developer to make future use of undeveloped property recognise these possible restrictions due to quality of life issues.

Thank you for the opportunity to comment on these issues. Our staff at the City of Duluth are available to fill in around these comments as per our city's land use plan.

Regards,

Bobby G. Williams

Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Georgia 30327
404 364-2500 • Fax 404 364-2599



Harry West
Executive Director
404 364-2525

January 4, 1991

Hon. Lillian Webb, Chairman
Gwinnett County Commission
75 Langley Drive
Lawrenceville, GA 30245

RE: Major Development Area Plan Review Comments
Highway 120 Tract Development

Dear Lillian:

The ARC staff has completed the major development area plan review of the proposed Highway 120 tract development. Comments on this proposal are enclosed.

We hope that you will find these comments useful in the County's planning process. Should you have any questions concerning our review, please do not hesitate to call.

Thank you for affording us the opportunity to comment.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Harry West', is written over the word 'Sincerely'.

Harry West
Executive Director

HW:bgm

Enclosure

cc: Mr. Hal Rives, Georgia Department of Transportation
Mr. Joe Tanner, Georgia Department of Natural Resources
Hon. Bobby Williams, Mayor, City of Duluth
Mr. Michael Williams, Gwinnett County Planning
Mr. Ron Morgan, T.O.H. Associates, LTD.

NON-RIVER REVIEW TO CLOSE

REVIEW CODE: 2012121

CONFERENCE REQUIRED? N

ENTER COMMENTS:

Form E Only

The ARC staff returned extensive
comments concerning the potential
impact of the project on the
Region's infrastructure & environment.

ACTION BY COMMISSION:

GUIDELINES: None Required
26 27 37 38 22

STATE CLEARINGHOUSE NUMBER:

☒ CONSISTENT
☐ INCONSISTENT
☒ RELATES TO

AGENCIES HAVING COMMENTS SEPARATED BY SPACES:
(Actually only 1 agency per line allowed)

CLOSE REVIEW?

☒ Y

CC LIST FOR FORM B, C, OR F?

NAME

ATTENTION

STREET ADDRESS

CITY, STATE, ZIP

MAJOR DEVELOPMENT AREA PLAN REVIEW
#R012121: Georgia Highway 120 Tract Development
Transportation Planning Division Staff Comments

PROJECT DESCRIPTION

The Georgia Highway 120 Tract Development is a proposed mixed-use development in Gwinnett County. Implementation of the project will involve the construction of six office buildings, four commercial structures, six industrial land-use buildings, and 298 single-family homes. The project site is located on the south side of SR 120, 1.25 miles west of Interstate 85 in Land Lots 119 and 234 in the 6th and 7th districts of Gwinnett County. Highway access to the project site is provided by SR 120 and McDaniel Road with regional access provided by the SR 120 and Boggs Road interchanges with Interstate 85.

PLANNED TRANSPORTATION PROJECTS

There are five Regional Transportation Plan projects in the site vicinity, two of which are Transportation Improvement Program FY1991-FY1998 projects. Three Long-Range (1999-2010) projects are planned in the site vicinity.

TIP

GW 20: Widen SR 120 (Lawrenceville-Duluth Highway) from 2 to 4 lanes from I-85 North to U.S. 23 (Buford Highway). Preliminary engineering has begun.

R 72: Upgrade I-85 from SR 316 to I-985. Preliminary engineering has begun.

Long-Range

GW 83: Widen Boggs Road from 2 to 4 lanes from SR 316 to SR 120 (Lawrenceville-Duluth Highway).

R 68: Widen I-85 from 8 to 10 lanes from SR 316 to I-985.

R 81: Construct a new interchange at I-85 and the Duluth Bypass and a collector-distributor system on I-85 between SR 316 and Old Peachtree Road.

EXISTING AND FUTURE TRAFFIC CONDITIONS

Table 1 shows current and future traffic volumes and volume-to-capacity (V/C) ratios for roads in the project area. Current traffic volume estimates are based on Georgia D.O.T.'s 1990 coverage counts. Future traffic volume estimates reflect ARC's adopted 2010 transportation network. V/C ratios indicate the level of service on a facility during peak-hour conditions. A V/C ratio of .80 or above indicates congestion, and a V/C ratio exceeding 1.00 shows a facility has insufficient capacity to accommodate peak-hour traffic volumes. The V/C ratios reflect anticipated travel patterns on the specific facilities in the project vicinity and are derived using conversion factors from

the Transportation Research Board's Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide.

TABLE 1
CURRENT AND FUTURE TRAFFIC VOLUMES
ON ROADS SERVING
THE GEORGIA HIGHWAY 120 TRACT DEVELOPMENT

| 1990 | | | |
|---|-----------------|--------------------------|-----------|
| ROAD | NUMBER OF LANES | APPROXIMATE DAILY VOLUME | V/C RATIO |
| SR 120 (Lawrenceville Highway) E of Bunten to I-85 | 2 | 14,330 | 0.76 |
| Boggs Road SR 120 to I-85 | 2 | 3,618 | 0.43 |
| Old Norcross Road/Satellite Boulevard Pleasant Hill to Boggs | 4 | 22,255 | 0.88 |
| 2010 | | | |
| ROAD | NUMBER OF LANES | APPROXIMATE DAILY VOLUME | V/C RATIO |
| SR 120 (Lawrenceville Highway) E of Bunten to I-85 | 4 | 36,525 | 0.97 |
| Boggs Road SR 120 to I-85 | 4 | 9,525 | 0.62 |
| Old Norcross Road/Satellite Boulevard Pleasant Hill to Boggs | 6 | 31,700 | 0.77 |

Table 1 shows that traffic volumes on all area facilities are expected to increase substantially. Future volume forecasts indicate that SR 120 will be congested. However, while this traffic is based on a 2010 forecast, it may not include all of the traffic that would be generated by the SR 120 Tract Development and other major developments in the area. The cumulative impacts of this and other major developments are summarized later in this review.

TRIPS GENERATED BY PROPOSED DEVELOPMENT

The Institute of Transportation Engineers (ITE) Trip Generation Manual (Fourth Edition) was used to estimate vehicle trips generated by the project. The following codes were used to compute trip generation estimates: Code 770 (Office Park); Code 210 (Single-Family Residential); Code 820 (Shopping Center); and Code 130 (Industrial Park). The trip generation estimates, which appear in Table 2, were adjusted to allow for a 3 percent public transit use factor. This level of transit usage is consistent

with the public transportation facilities planned for the area in the Atlanta Regional Transportation Plan: 2010.

TABLE 2

GEORGIA HIGHWAY 120 TRACT DEVELOPMENT TRIP GENERATION

| PROPOSED LAND USE | SQ. FEET OR NO. OF UNITS | TOTAL DAILY # OF VEHICLE TRIPS | PEAK HOUR | | NUMBER OF VEHICLES | |
|----------------------|--------------------------------|---|-----------|---------------|--------------------|---------------|
| | | | ENTERING | AM EXITING | ENTERING | PM EXITING |
| OFFICE | 124,080 | 1,770 | 135 | 25 | 40 | 150 |
| COMMERCIAL | 86,800 | 6,780 | 110 | 50 | 275 | 290 |
| RESIDENTIAL | 298 | 2,850 | 60 | 155 | 190 | 110 |
| INDUSTRIAL | 360,750 | 2,550 | 270 | 60 | 65 | 245 |
| TOTAL | | 13,950 | 575 | 290 | 570 | 795 |

Table 2 shows that the project will generate almost 14,000 daily vehicle trips, over 850 A.M. peak-hour trips, and approximately 1,350 P.M. additional peak-hour trips. The number of P.M. exiting trips (795) is approximately equivalent to the capacity of 1 lane of an arterial. The actual impact of these additional vehicle trips cannot be accurately evaluated unless they are analyzed with respect to the trip generation of other area major developments.

CUMULATIVE TRIP GENERATION OF AREA MAJOR DEVELOPMENTS

The following proposed developments in the general area of the SR 120 Tract Development have been reviewed as Major Development Area Plan Reviews by ARC since March of 1984.

1. Waterford Park: A proposal to develop a 1,802 unit subdivision. Staff estimated that the project would generate 9,835 daily trips, 865 A.M. peak-hour trips, and 995 P.M. peak-hour trips. The project site is located near the intersection of Old Norcross-Lawrenceville Road and Oakland Road.
2. Sugarloaf Farms: A proposal to construct 11 million of office and business park space, 800,000 square feet of commercial space, and 3,655 residential units on 2,000 acres near the intersection of GA 120 and I-85. Staff estimated that the project would generate 160,000 daily trips, 14,400 A.M. peak-hour trips, and 16,000 P.M. peak-hour trips.
3. Sweetwater Oaks Residential: A proposal to construct 1,335 multi-family residential units and 50,000 square feet of office space. Staff estimated that the project would generate 11,490 daily trips, 1,310 A.M. peak-hour trips, and 1,280 P.M. peak-hour trips. The project site is located on Old Norcross Road near Boggs Road.

4. Bentley Mixed Use: A proposal to develop 1,044 residential units and 90,000 square feet of commercial space. Staff estimated that the project would generate 14,500 daily trips, 1,070 A.M. peak-hour trips, and 1,345 P.M. peak-hour trips. The project site is located near the intersection of Old Norcross and Herrington Roads.

5. Post Residential: A proposal to develop a 644 unit apartment complex on 50 acres. Staff estimated that the project would generate 4,250 daily trips, 320 A.M. peak-hour trips, and 390 P.M. peak-hour trips. The project site is located near the intersection of Old Norcross and Davenport Roads.

6. North Georgia Mail Facility: A proposal to construct a 529,113 square foot central post office facility with an associated 7,272 square foot vehicle maintenance building. Staff estimated that the project would generate 5,185 daily trips, 475 A.M. peak-hour trips, and 430 P.M. peak-hour trips. The project site is located south of GA 316 and east of Boggs Road.

7. Koger Center: A proposal to develop a 5 building office park totaling 547,600 square feet. Staff estimated that the project would generate 7,285 daily trips, 1,080 A.M. peak-hour trips, and 1,055 P.M. peak-hour trips. The project site is located at the southeast corner of the intersection of Pleasant Hill Road and Breckinridge Boulevard.

8. Pinebrook Center: A proposal to construct a mixed use development consisting of 1,013,000 square feet of office space and two hotels totaling 610 rooms. Staff estimated that the project would generate 17,245 daily trips, 2,450 A.M. peak-hour trips, and 2,250 P.M. peak-hour trips. The project site is located east and west of Boggs Road south of Satellite Boulevard.

9. Hampton Green: A proposal to construct an office park containing 11 buildings with a total of 2 million square feet of office space. Staff estimated that the project would generate 18,345 daily trips, 2,790 A.M. peak-hour trips, and 1,755 P.M. peak-hour trips. The project site is located south of I-85, north of Shackleford Road, and both east and west of Steve Reynolds Boulevard.

10. Indian Brook Park: A proposal to construct a mixed-use development consisting of 348,800 square feet of office space and 346,200 square feet of retail space. Staff estimated that the project would generate 18,490 daily trips, 920 A.M. peak-hour trips, and 1,760 P.M. peak-hour trips. The project site is located south of I-85 and east of Indian Trail-Lilburn Road.

11. Steve Reynolds Plaza: A proposal to construct a mixed-use development consisting of 230,279 square feet of commercial space, 266,000 square feet of office space, and a 250 room hotel. Staff estimated that the project would generate 16,840 daily trips, 890 A.M. peak-hour trips, and 1,540 P.M. peak-hour trips. The project site is located on both sides of Steve Reynolds Boulevard due west of the intersection of I-85 and Pleasant Hill Road.

12. Breckinridge: A proposal to construct an office park consisting of 753,900 square feet of office space. Staff estimated that the project would generate 7,900 daily trips, 1,260 A.M. peak-hour trips, and 835 P.M. peak-hour trips. The project site is located south of the intersection of I-85 and GA 316.

13. Breckinridge Place: A proposal to construct a mixed-use development consisting of 3,271,400 square feet of office space, a 252,000 square foot hotel, and a 10,000 square foot day care center. Staff estimated that the project would generate 33,350 daily trips, 4,520 A.M. peak-hour trips, and 2,560 P.M. peak-hour trips. The project site is located at the intersection of Old Norcross Road and Breckinridge Road.

14. Civic Center: A proposal to construct a 700 seat Concert Theatre, a 250 seat and a 100 seat performance/rehearsal hall, and 250,000 square feet of exhibition hall. Staff estimated that the project would generate 8,765 daily trips, 790 A.M. peak-hour trips, and 1,000 P.M. peak-hour trips. While not reviewed specifically as a Major Development Area Plan, the impact of the new Gwinnett County Civic Center is considered due to the proximity to the development currently under review.

Table 3 summarizes the other Major Developments reviewed in the site vicinity. The SR 120 Tract Development, combined with the other area major developments, will generate approximately 347,430 daily vehicle trips, 34,005 A.M. peak-hour trips and 34,560 P.M. peak-hour trips.

TABLE 3
CUMULATIVE TRIP GENERATION
OF AREA MAJOR DEVELOPMENTS

| NAME | TOTAL DAILY # OF AVERAGE TRIP ENDS | PEAK # OF HOUR VEHICLES | |
|-----------------------------|---|----------------------------------|--------|
| | | AM | PM |
| Waterford Park | 9,835 | 865 | 995 |
| Sugarloaf Farms | 160,000 | 14,400 | 16,000 |
| Sweetwater Oaks Residential | 11,490 | 1,310 | 1,280 |
| Bentley Mixed Use | 14,500 | 1,070 | 1,345 |
| Post Residential | 4,250 | 320 | 390 |
| North Georgia Mail Facility | 5,185 | 475 | 430 |
| Koger Center | 7,285 | 1,080 | 1,055 |
| Pinebrook Center | 17,245 | 2,450 | 2,250 |
| Hampton Green | 18,345 | 2,790 | 1,755 |
| Indian Brook Park | 18,490 | 920 | 1,760 |
| Steve Reynolds Plaza | 16,840 | 890 | 1,540 |
| Breckinridge | 7,900 | 1,260 | 835 |
| Breckinridge Place | 33,350 | 4,520 | 2,560 |
| Civic Center | 8,765 | 790 | 1,000 |
| SUBTOTAL | 333,480 | 33,140 | 33,195 |
| SR 120 Tract Development | 13,950 | 865 | 1,365 |
| TOTAL | 347,430 | 34,005 | 34,560 |

TRANSPORTATION CONCLUSIONS

The service level on the area's main transportation facilities will be negatively affected by the intense development occurring in the SR 120 Tract Development area. Traffic volumes on all area facilities are expected to increase substantially over the next 20 years. Of additional concern is the impact of intense on the area's Interstate highway interchanges and major intersections of local and state roads. Increased congestion on these and other facilities as a result of major developments will result in a degradation in the areawide transportation system. Gwinnett County, GDOT, the developer, and ARC should work together to ensure the integrity and efficient interaction of the Atlanta Region's transportation facilities.

Growth in this section of Gwinnett County, as exemplified by this and other major developments, has resulted and will continue to result in substantial and ever-increasing levels of traffic on the surrounding road system. In view of the situation, efforts should be made to expedite those RTP/TIP projects previously mentioned. In addition, efforts should be made to identify other highway and transit projects which would be included in local and

regional transportation plans to alleviate traffic congestion in this area.

Gwinnett County should continue employing policies that encourage developers to employ strategies that encourage public transit use. Such action by local governments is supported by ARC's Regional Development Plan (RDP), which states "Public transportation in the Region should be used to provide an affordable alternative to automobile travel, to relieve traffic congestion, to add to the mobility of households without autos, and to increase access to employment and human services" and "transit service should be made cost effective by tailoring the type of service to the type of demand." Policies of the RDP also point out the need "to provide an adequate distribution system in suburban activity centers to relieve major through-arterials." Furthermore, the policies "encourage local governments to use coordinated land use controls and transportation facility design to increase the effectiveness of highway and transit systems." In keeping with these policies, it is essential that Gwinnett County, Georgia DOT, ARC and the developer continue cooperative efforts to lessen traffic congestion in the area.

Developers should be encouraged to pursue additional strategies to mitigate the increases in traffic congestion associated with new development. These strategies include:

1. Locating and orienting buildings, driveways, and any required parking areas so as to facilitate walking trips, and providing convenient pedestrian paths.
2. Initiating and funding carpooling and vanpooling programs and equipment.
3. Identifying and participating in the cost of off-site street improvements which will ease traffic congestion associated with the development.
4. Using private sector resources to subsidize transit service to employees and residents of this and other major developments in the area.

The Atlanta Regional Transportation Improvement Program FY 1991 - FY 1998 states that "Federal-aid dollars will account for a decreasing share of total project costs over time" for highways and related improvements. Many communities have responded to this problem by requiring developers to provide right-of-way and/or in-kind donations for road improvements serving their projects. This type of public and private partnership should be encouraged, and should be extended to sharing the responsibility for public transit improvements.

Water Supply and Wastewater Treatment Demand

According to regional averages, the Highway 120 tract development could generate a demand for .19 million gallons per day of water and a sewage flow of .17 MGD. The proposed development is located in the Beaver Ruin/Sweetwater Creek sewer service area. The Beaver Ruin/Sweetwater Creek Water Pollution Control Plant has a permitted capacity of 4.9 MGD and had a 1989 average flow of 4.045 MGD. This and other major developments which ARC has reviewed to date for this sewer service area would add a combined additional sewage flow of 7.42 MGD if built as proposed.

An existing relief sewer carries excess flows from the Beaver Ruin/Sweetwater Creek Plant to the Yellow River/Sweetwater Creek Water Pollution Control Plant. If both service areas are combined for this analysis, the total current capacity of the combined plants is 16.9 MGD. The combined 1989 average flow was 8.945 MGD. Breckenridge Place and other major developments which ARC has reviewed to date for the combined service areas would generate a combined additional flow of 12.45 MGD if built as proposed.

It is very important, therefore, that local officials carefully monitor available treatment capacity and timing of proposed developments along with alternative technologies for handling wastewater.

Increases in Population and Employment

According to regional averages, the Highway 120 development could accommodate a population of 745 and 1,076 jobs.

School Demand

The 298 residential units in the Highway 120 development could increase the number of elementary students in the area by 86 and the number of secondary students by 77.

Schools which currently serve the majority of the Highway 120 area are:

| SCHOOL | ENROLLMENT | CAPACITY |
|----------------------|------------|----------|
| Harris Elementary | 959 | 1102 |
| Duluth Middle School | 877 | 677* |
| Duluth High School | 1258 | 1288 |

* Expanding - will accommodate 1265 in 1992

Other ARC Comments

The rear portions of the Highway 120 development appear to be partially within the 100-year floodplains of Sweetwater Creek. Portions within these floodplains should conform to the floodplain standards of the Commission's Regional Development Plan which states:

"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 impedence, storage volume reduction, and upstream or downstream erosion or deposition."

During construction, the required erosion and sedimentation controls should be properly installed and maintained to prevent soil loss, on-site erosion and downstream sedimentation.

The project design should include stormwater runoff controls that will reduce stormwater runoff from the project to pre-development levels for up to the 25-year storm event. Provisions should be made for proper and complete maintenance of these runoff controls throughout the life of this project, to prevent long-term on-site erosion, soil loss and downstream sedimentation, siltation, and contamination from pollutants in the runoff.

Comments from Other Agencies

A very important part of ARC's review process is the notification to potentially affected agencies. During this review, response was received from the City of Duluth. Their comments are attached as a part of this review.

Should further comments be received, they will be forwarded.



LOTS 100-101
GEORGIA HIGHWAY 120 TRACT
 T.O.H ASSOCIATES, LTD.
 PLANNING/DESIGN
 1/10/77



- LEGEND**
- 1 - Aerial Center
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GEORGIA HIGHWAY 120 TRACT
 T.O.H ASSOCIATES, LTD.

DATE: _____
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