

NWGRC

NORTHWEST GEORGIA REGIONAL COMMISSION

A Region With A Bright Future

Rome Office: P.O. Box 1798, Rome, Georgia 30162-1798 Phone (706) 295-6485 www.nwgrc.org
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Dalton Office: 503 West Waugh Street, Dalton, Georgia 30720 Phone (706) 272-2300 Fax (706) 272-2253

MEMORANDUM

To: Parties Notified of City of Emerson Avatron SmartPark Development of Regional Impact (DRI 2482)

From: Lloyd Frasier, Executive Director



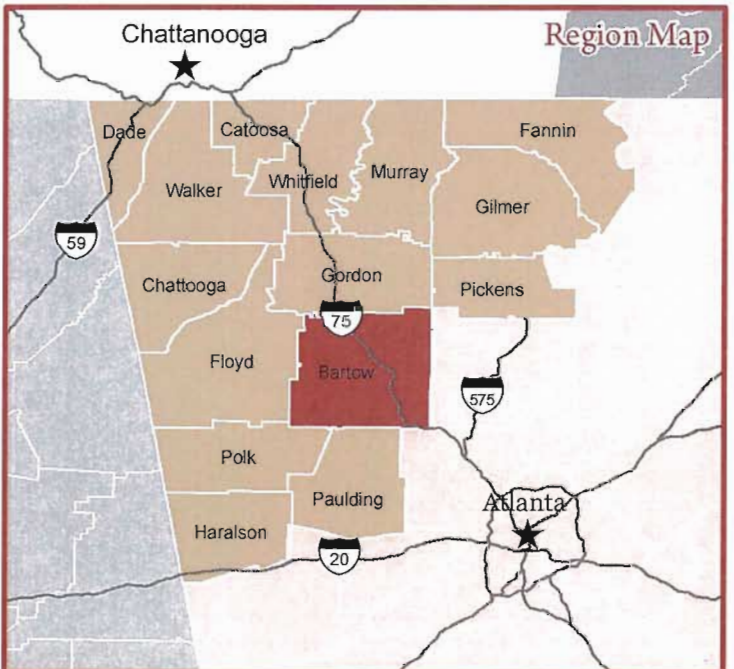
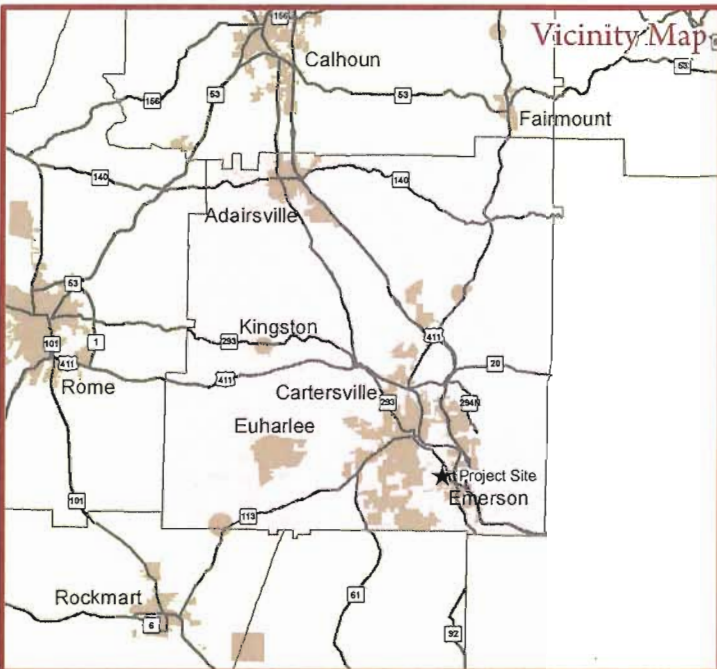
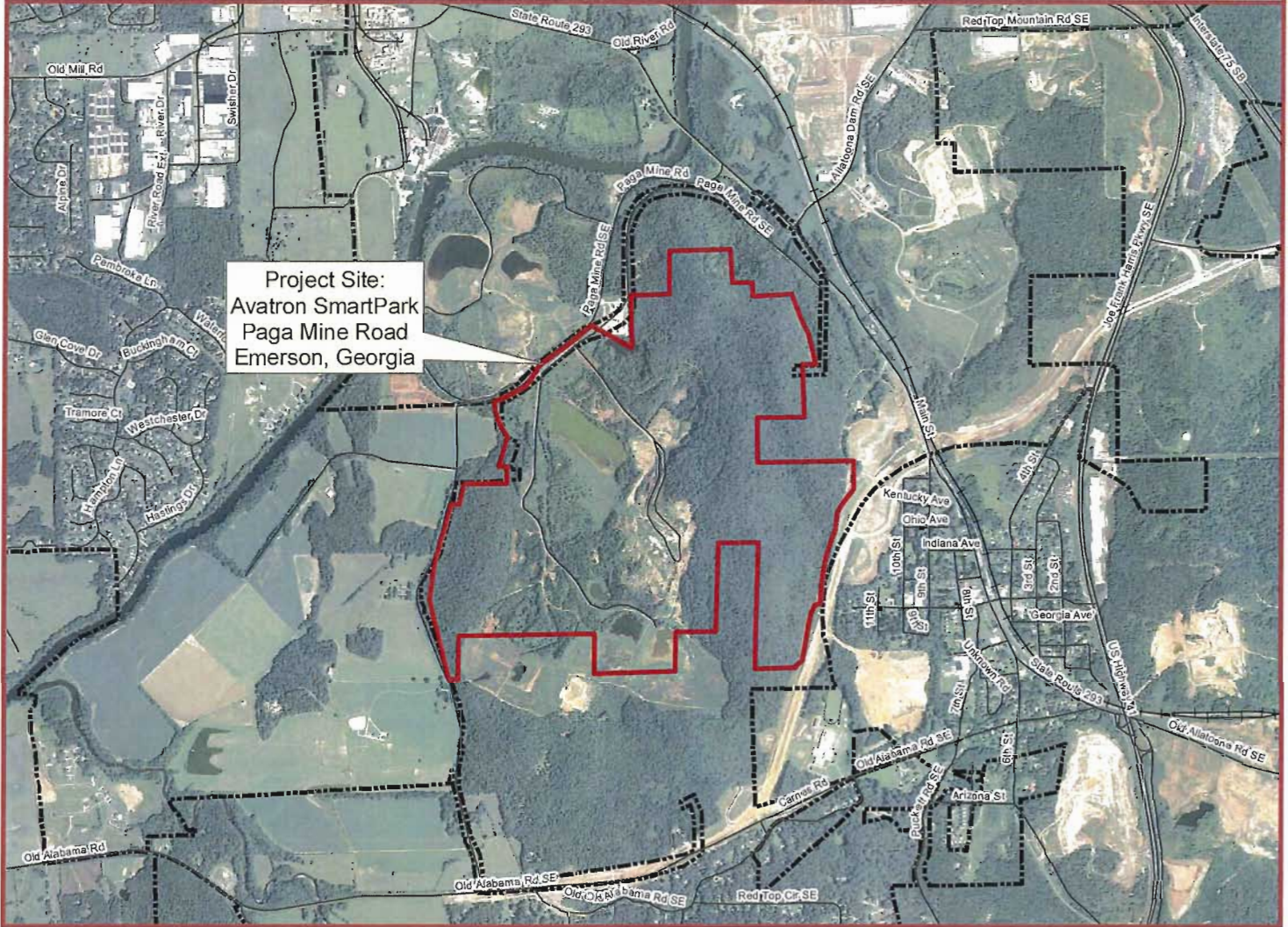
Date: March 30, 2015

Subject: Public Finding on City of Emerson Avatron Smart Park Development of Regional Impact (DRI 2482)









The Northwest Georgia Regional Commission finds that the proposed development, with consideration of and implementation of the accompanying guidelines and comments from interested parties, where applicable, is consistent with local and regional plans. In making their local recommendations, the City of Emerson is encouraged to review the comments and guidelines presented here.

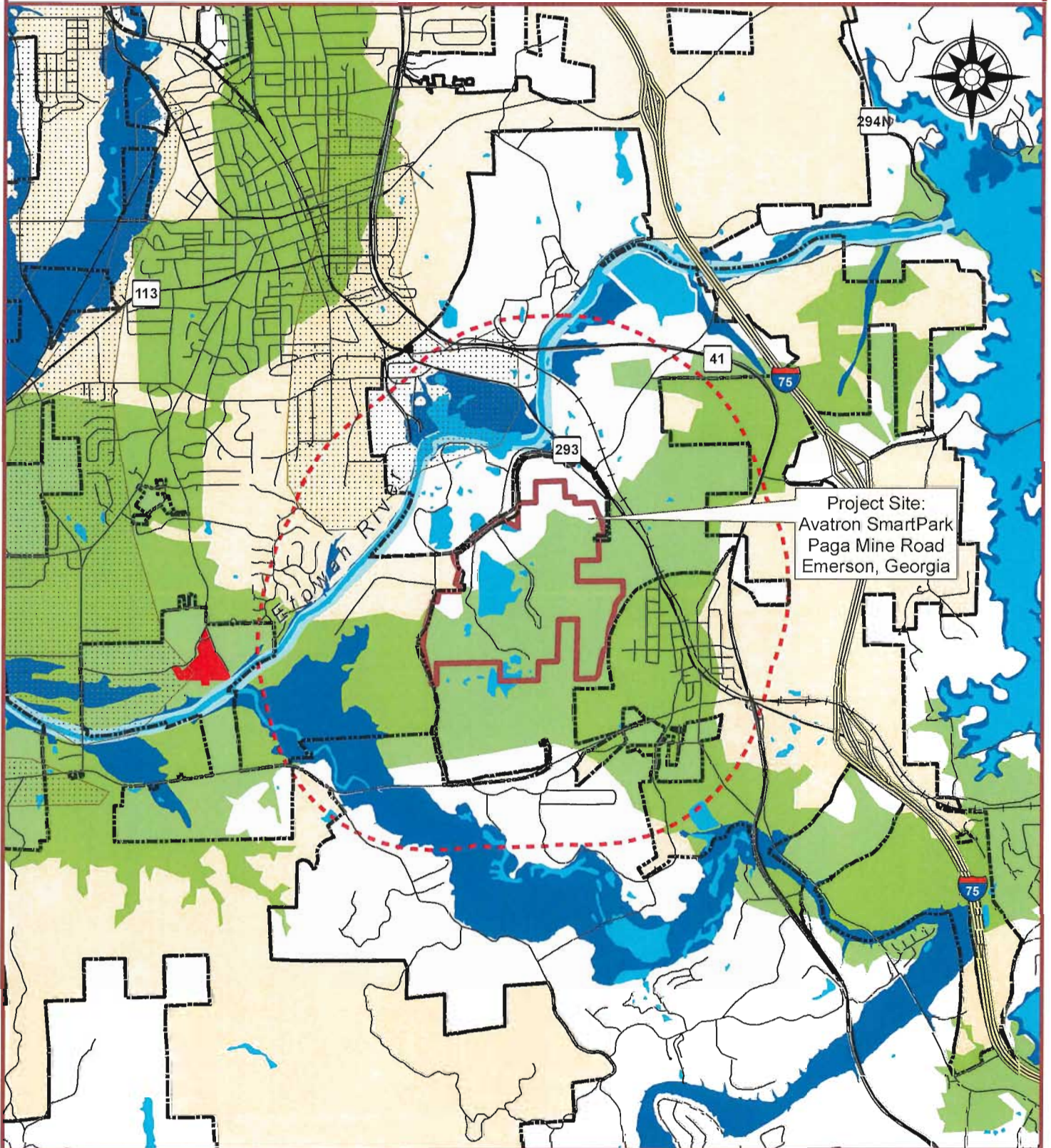
Development of Regional Impact DRI #2482, Avatron SmartPark Project Site Map

0 0.25 0.5 Miles



Development of Regional Impact DRI #2482, Avatron SmartPark Significant Natural, Cultural & Historical Resources

-  1-Mile Buffer
-  Project Site
-  Floodplains
-  Groundwater Recharge Area
-  NWI Wetlands
-  Protected Rivers
-  National Historic Landmarks
-  Etowah Valley Historic District
-  City Limits



Project Site:
Avatron SmartPark
Paga Mine Road
Emerson, Georgia

DRI 2482

COMMENTS FROM AFFECTED PARTIES

Julie Meadows

From: Jonathan Tuley [JTuley@atlantaregional.com]
Sent: Friday, March 20, 2015 3:56 PM
To: jmeadows@nwgrc.org
Subject: RE: Request for Comments on City of Emerson Avatron Smart Park Development of Regional Impact (DRI 2482)
Attachments: Out of Region Avatron Smart Park DRI - City of Emerson - 03-20-15.doc; 2482 - City of Emerson Avatron Smart Park (NWGRC) Transportation Review.doc

Julie,

Please find attached comments from ARC Natural Resources Division staff and ARC Transportation, Access and Mobility Division staff. Thank you for the opportunity to review and comment on this DRI. Please let me know if you have any questions.

Kind Regards,

Jon Tuley, AICP
Principal Planner
Atlanta Regional Commission
regional impact + local relevance
40 Courtland Street, NE
Atlanta, Georgia 30303-2538
P | 404.463.3307
F | 404.463.3254
jtuley@atlantaregional.com
atlantaregional.com

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OUT OF REGION DRI

AVATRON SMART PARK City of Emerson Natural Resources Division Comments March 20, 2015

Watershed Protection and Stream Buffers

The project property is located within the Etowah River watershed. This portion of the Etowah watershed downstream of Allatoona Lake is not a water supply watershed for the Atlanta Region or the Metropolitan North Georgia Water Planning District.

The USGS coverage for the project area shows no blue-line streams in the immediate vicinity of either the 288-acre site included in the current proposal, which does not extend to the Etowah River. No blue-line streams are shown within the 712.5-acre total site. However, the total site does have frontage along the Etowah River. Any unmapped streams on the property may be subject to the requirements of the City of Emerson stream buffer ordinance, as will the Etowah for any future development along its banks. Additionally, any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to State requirements and must be approved by the appropriate agency.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the currently proposed 288-acre development, based on the submitted conceptual plans. It does not include future expansion areas. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	288.00	492.48	5011.20	31104.00	283104.00	354.24	63.36
TOTAL	288.00	492.48	5011.20	31104.00	283104.00	354.24	63.36

Total % impervious: 85%

In order to address post-construction stormwater runoff quality, the project should adhere to the applicable Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan's Stormwater and Watershed Protection Ordinances, as adopted by the City of Emerson. It should also implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.



COBB COUNTY
COMMUNITY DEVELOPMENT AGENCY

Dana Johnson, AICP
Deputy Director

P. O. Box 649
Marietta, GA 30061-0649
770-528-2018 • fax: 770-528-2161
dana.johnson@cobbcounty.org

March 10, 2015

Julie Meadows
Northwest Georgia Regional Commission
1 Jackson Hill
PO Box 1798
Rome, GA 30162-1798

Re: DRI 2482 – Emerson Avatron Smart Park

Dear Ms. Meadows:

Thank you for the notice dated March 6, 2015 concerning the proposed rezoning of approximately 288 acres along Paga Mine Road in Emerson, GA. Per the information provided, the proposed action would create a technology driven theme park that would include 400,000 square feet of attractions, 24,000 square feet of retail space, 40,000 square feet of food service, 63,000 square feet of park operations, and 10,000 square feet of restroom facilities on the park property. Off site of the park will include an additional 150,000 square feet of commercial real space, two hotels with 500 rooms, and a 7,500 to 10,000 person amphitheatre.

We believe that the Emerson Avatron Smart Park development can be established in a way that will not have an adverse impact on Cobb County. To the contrary, it will provide another entertainment venue on the I-75 corridor that will continue its transition to a regional entertainment and sports corridor. Thank you again for the opportunity to comment on this proposed development.

Best regards,

Dana R. Johnson, AICP

cc: Tim Lee, Chairman; Bob Weatherford, Commissioner; David Hankerson, County Manager; Robert Hosack, Director; and Jon Tuley, Atlanta Regional Commission



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: March 20, 2015

SUBJECT: **Transportation Division Review of DRI # 2482**
Project: City of Emerson Avatron Smart Park Development
County: Bartow
Location: Between Paga Mine Road and Red Top Mountain Road
Analysis:
Expedited
Non-Expedited

cc: David Haynes
TAMD

The Northwest Georgia Regional Commission requested comments for the proposed City of Emerson Avatron Smart Park Development in Bartow County. The ARC Transportation Access & Mobility Division has reviewed the documentation provided by the Northwest Regional Commission for this proposed development.

The location of this development falls under the jurisdiction of the Cartersville-Bartow MPO (CBMPO), and they should be the lead MPO working with the Northwest Georgia Regional Commission and the City of Emerson. However, as this proposed development is just outside of ARC's jurisdiction, near Cobb County, an initial review was completed and resulted in the following comments:

- The traffic from this development may impact the proposed Third Army interchange on I-75. The developer and NWGRC should coordinate with the CBMPO regarding the potential impacts.
- No traffic study was provided, so there is limited information available about the transportation impacts. The information attached to the memo from the NWGRC states that the developer is working on a traffic study with GDOT and local governments. That study may show significant impacts to the surrounding area and to interchanges with I-75, but with the limited information provided at this point, there is no way to know what those impacts will be.
- The document states that trip generation is estimated at 400 trips per day. However, the theme park is proposed to have 3,000 parking spaces, 200 spaces for staff and 2,800 spaces for visitors. If the proposed 3,000 parking spaces are built, then there will likely be 3,000 or more

trips per day on peak days (likely Saturdays and Sundays), and that trip generation rate should be the basis for their traffic study.

- A parking space can be used by more than one vehicle in a day (different staff members or different park visitors), so that could result in significantly more than 3,000 trips per day on peak days. Additionally, the developer projects 1.83 – 2.19 million visitors in the first year. To reach that number of visitors and only generate 400 trips per day, all visitors would need to arrive in buses and/or passenger vans (not cars), which is not realistic.
- The *ITE Trip Generation Manual* should be used as the basis for trip generation for each of the uses in this development.
- Paga Mine Road may need significant upgrades to handle the additional traffic generated by the proposed development, including potentially capacity and operations changes, geometric design changes, and a different type of asphalt for the roadway. Additional roadways may also need improvements, based on the results of the pending traffic study.
- Bike/pedestrian facilities should be provided connecting the theme park, retail, hotel, and other parts of the development to the surrounding area. The proposed development's proximity to downtown Emerson, Cartersville, and the nearby LakePoint Sporting Community development mean that bike/pedestrian trips are feasible in this area, and will likely increase as the surrounding area continues to grow.

Julie Meadows

From: Kevin McAuliff [kmcauliff@nwgrc.org]
Sent: Monday, March 09, 2015 3:44 PM
To: 'Julie Meadows'
Subject: RE: Request for Comments on City of Emerson Avatron Smart Park Development of Regional Impact (DRI 2482)

Julie – I compared the site map with Google Earth, and it appears that the site was a quarry, and that the presence of historic resources is unlikely. I will check GA NAHRGISS, however.

Kevin

From: Julie Meadows [mailto:jmeadows@nwgrc.org]
Sent: Friday, March 06, 2015 4:59 PM
To: 'Julie Meadows'; AICP Adam Hazell (Georgia Mtns Regional Commission) ; Beth Jones (Southeast TN Development District); Giles, Alan; Burke Walker; Cherie Marsh ; Cherokee Tribal Historic Preservation OK; Chikita M. Sanders; David Crass; David Proctor; DeWayne Comer; Elizabeth Shirk; Georgia American Indian Council - HP; Jennifer Dixon (DNR HPD); Jennifer Goodman; Jim Cooley; Jim Lathem; Jon Tuley; Robin Goodloe; Susie Dunn; Yellin, Anna; Yolanda Saunders; Hon. Al Pallone; Becky Kelley (GA DNR); Mitchell Bagley; Chris Robinson; Matt Denton ; Dan Forster; David Austin; Dawn Clark; Larry Maxey; Pamela Madison; Becky Hood (Gordon County); Trish Sullivan (Euharlee); Jennifer Hulse; Matt Santini; Richard Osborne; Norman Pope; 'Tim Lee'; Sam Grove ; Barnett Chitwood (NWGRC); Tom W. Sills ; Steve Taylor; Peter Olson ; Jane L Richards; Lloyd Frasier; Sammy Rich; John Loughridge; Jamie McCord; Jon West; Kevin McBurnett; Pat Tibbitts; Sue Hiller; Robert P. Jones; Randy L. Mannino; Russell Thompson; 'Delmos Stone'; 'Brittney Hickom'; 'Kevin McAuliff'; Tom W. Sills ; H. Allen Poole (Haralson); Eddie Peterson; Hon. John W. Weaver; 'Tim Lee'; 'Jeff Watkins'; comdevplanning@cobbcounty.org; John King III; Janice Dickinson; Mayor Harry Pierce (Fairmount); 'David Charity'; Hon. Samuel Allen; Perry Hicks (Bremen); Hon. Boyd Austin (Dallas); Hon. Doris Devey ; Robbie Rokovitz; 'Larry Ray'; 'Carol Opdenhoff'; 'Bill Fann'; 'Jeff Ellis'; Phillip Eidson; Sally Johnson; Karen Bates King; Sherry Morgan; Kendall Smith; Ken Suffridge
Cc: 'Barbara Snead'
Subject: RE: Request for Comments on City of Emerson Avatron Smart Park Development of Regional Impact (DRI 2482)

Resending the report itself. I will also follow with the business plan which is a large file.



Julie Meadows

Northwest Georgia Regional Commission
1 Jackson Hill/ PO Box 1798, Rome, Georgia 30162-1798
(706) 295-6485 . jmeadows@nwgrc.org

From: Julie Meadows [mailto:jmeadows@nwgrc.org]
Sent: Friday, March 06, 2015 4:20 PM
To: AICP Adam Hazell (Georgia Mtns Regional Commission) ; Beth Jones (Southeast TN Development District); Giles, Alan; Burke Walker (bwalker@negrc.org); Cherie Marsh ; Cherokee Tribal Historic Preservation OK; Chikita M. Sanders; David Crass; David Proctor; DeWayne Comer; Elizabeth Shirk; Georgia American Indian Council - HP; Jennifer Dixon (DNR HPD); Jennifer Goodman; Jim Cooley; Jim Lathem; Jon Tuley; Robin Goodloe; Susie Dunn; Yellin, Anna; Yolanda Saunders; Hon. Al Pallone; Becky Kelley (GA DNR); Mitchell Bagley; Chris Robinson; Matt Denton ; Dan Forster; David Austin; jmeadows@nwgrc.org; Dawn Clark; Larry Maxey; Pamela Madison; Becky Hood (Gordon County); Trish Sullivan (Euharlee); Jennifer Hulse; Matt Santini; Richard Osborne; Norman Pope; 'Tim Lee'; Sam Grove ; Barnett Chitwood (NWGRC); Tom W. Sills ; Steve Taylor; Peter Olson ; Jane L Richards; Lloyd Frasier; Sammy Rich; John Loughridge; Jamie McCord; Jon West; Kevin McBurnett; Pat Tibbitts; Sue Hiller; Robert P. Jones; Randy L. Mannino; Russell Thompson; 'Delmos Stone'; 'Brittney Hickom'; 'Kevin McAuliff'; Tom W. Sills ; H. Allen Poole (Haralson) (Alison.palmer@haralsoncountyga.gov); Eddie Peterson (fepeterson@calnet-ga.net); Hon. John W. Weaver ([1](mailto:jweaver@jasper-</p></div><div data-bbox=)

Julie Meadows

From: David Proctor [Davidp@MCN-NSN.gov]
Sent: Tuesday, March 24, 2015 12:16 PM
To: Julie Meadows
Subject: RE: City of Emerson

Thank You! Would you let me know when the Phase I will be scheduled?

From: Julie Meadows [<mailto:jmeadows@nwgrc.org>]
Sent: Tuesday, March 24, 2015 11:04 AM
To: David Proctor
Subject: RE: City of Emerson

David, Here is an excerpt from the 2007 Comprehensive Plan for Bartow County and Cities including Emerson. This shows the previous archaeological and historical sites research that has been done. The proposed site is within a Census block that is identified as potentially containing archaeological sites.

I will recommend that a Phase One Assessment be completed for this site.



Julie Meadows

Northwest Georgia Regional Commission
1 Jackson Hill/ PO Box 1798, Rome, Georgia 30162-1798
(706) 295-6485 . jmeadows@nwgrc.org

From: David Proctor [<mailto:Davidp@MCN-NSN.gov>]
Sent: Monday, March 23, 2015 10:24 AM
To: jmeadows@nwgrc.org
Subject: City of Emmerson

Ms. Meadows:

Will a Phase I Survey be completed before the construction begins? I'm concerned about possible site since the project is in close proximity to the Etowah river.

David J. Proctor, Cultural Advisor
Cultural Preservation Office
Muscogee (Creek) Nation
PO Box 580
Okmulgee, Ok 74447
davidp@mcn-nsn.gov
(918) 732-7732

Julie Meadows

From: KENSUFFRIDGE@aol.com
Sent: Monday, March 09, 2015 3:03 PM
To: jmeadows@nwgrc.org
Subject: Re: Request for Comments on City of Emerson Avatron Smart Park Development of...

The City of Aragon is not in close proximity (23 miles SE) to the development, and should not feel any adverse effect as a consequence. However, based upon similar projects across the state and the region, my strong recommendation is to have a complete traffic plan in place prior to any ground breaking activities.

Ken Suffridge
Mayor, Aragon, GA

In a message dated 3/9/2015 2:22:48 P.M. Eastern Daylight Time, jmeadows@nwgrc.org writes:

Mayor Suffridge, there's no set format for comments- some agencies have their own formats that they use. If you would like to send me an email listing those concerns or questions you may have in any area that may impact the City.



Julie Meadows

Northwest Georgia Regional Commission

1 Jackson Hill/ PO Box 1798, Rome, Georgia 30162-1798

(706) 295-6485 . jmeadows@nwgrc.org

From: KENSUFFRIDGE@aol.com [mailto:KENSUFFRIDGE@aol.com]
Sent: Monday, March 09, 2015 1:54 PM
To: jmeadows@nwgrc.org
Subject: Re: Request for Comments on City of Emerson Avatron Smart Park Development of...

By what format should comments be submitted, if any?

I did not see a survey, or Q&A guide provided?

Julie Meadows

From: Goodloe, Robin [robin_goodloe@fws.gov]
Sent: Thursday, March 19, 2015 4:33 PM
To: Julie Meadows
Subject: Re: Request for Comments on City of Emerson Avatron Smart Park Development of Regional Impact (DRI 2482)

Thank you for the opportunity to review this project. The 712-acre, mostly forested site in the Pumpkinvine Creek drainage potentially could provide summer maternity and roost habitat for the northern long-eared bat, a species that we anticipate will be listed under the Endangered Species Act within the next two weeks. Northern long-eared bats hibernate in caves, but in summer, they roost and rear their young underneath bark, in tree cavities, or in crevices of both live and dead trees. Harvesting timber, at certain times of the year, during site preparation for this project could kill young-of-the-year bats that are unable to fly. Such "take" is prohibited under the Endangered Species Act.

We recommend that the sponsors of the Avatron Smart Park contact this office to learn more about this proposed endangered bat, survey requirements, and best management practices to avoid impacting the species.

Please contact me if you have questions or require additional information.

Robin Goodloe

Robin Goodloe, Supervisory Fish and Wildlife Biologist, North Georgia Office

Georgia Ecological Services

US Fish and Wildlife Service

105 West Park Drive, Suite D, Athens, GA 30606

706-613-9493 X221  706-613-6059 fax

On Fri, Mar 6, 2015 at 5:03 PM, Julie Meadows <jmeadows@nwgrc.org> wrote:

Everyone, please access the Avatron Business Plan at this dropbox link:

<https://www.dropbox.com/sh/cag3pakggh4o7jb/AAD9G3gsuEHUWs1R9NYy8eQTa?dl=0>

Please let me know if you have any difficulties.



**REVIEW MEMORANDUM
DEVELOPMENTS OF REGIONAL IMPACT
(Former Executive Order 12372 Review)**

TO: Northwest Georgia Regional Commission
ATTN: Julianne Meadows
P.O Box 1798
Rome, GA 30162-1798

FROM: Georgia DNR/EPD/Watershed Protection Branch
Non-Point Source Program, Floodplain Management Unit
ATTN: Alan J. Giles, CFM
200 Piedmont Ave. SE, Ste. 418
Atlanta, GA 30334-9017

APPLICANT: NWGRC on behalf of City of Emerson (Bartow County, GA)

PROJECT: DRI 2482 – City of Emerson Avatron Smart Park, a totally immersive, technology-driven, theme park based around 400,000 sq. ft. of special effects attractions, 40,000 sq. ft. of food service facilities, and 24,000 sq. ft. for in-park retail sales, 3 terraced parking lots (2,800 spaces), and staff parking for 200; associated with the project but external to the park are 2 hotels (total 500 rooms), about 150,000 sq. ft. of commercial retail space, and possibly a 7,500 – 10,000 seat amphitheater [located primarily in Bartow County, NW Emerson, on a former mining site, W of GA 293 and Old Alabama Road Connector; 288-acre Phase 1 is part of a 712.75-acre tract 1-01 Paga Mine Road as noted on pages 18 – 19 of the Avatron Smart Park Business Plan]

FLOODPLAIN MGMT ID: GA150306001

DATE: 3-20-15

- This project is considered to be consistent with those state and /or regional goals, policies, plans, fiscal resources, criteria for development of regional impact, environmental impacts, federal executive orders, acts, and/or rules and regulations with which this organization is concerned. Review of the Flood Insurance Rate Map (FIRM) for Bartow County and incorporated areas (panels 268 G, 269 G, and 360 G, revised September 28, 2007) along with Avatron Smart Park Business Plan, and the online maps from the Bartow County Tax Assessor indicate that portions of the northern margin of the 712.75-acre tract may encroach on a federally delineated, Special Flood Hazard Area (SFHA) known as the area of the 1-percent annual chance flood event or 100-year floodplain associated with the Etowah River. While SFHA encroachment may not extend to the 288-acre, Phase 1 area, future conditions floodplains, defined by Metropolitan North Georgia Water Planning District standards as locally adopted, occur in the central portions of the 712.75-acre tract. Also a linear, SSE trending valley, possible intermittent stream, may transect the 288-acre Phase 1 project. See additional comments attached.

PROJECT: DRI-2482, City of Emerson Avatron Smart Park
FLOODPLAIN MANAGEMENT ID: GA150306001
DATE: 3-20-15
ADDITIONAL COMMENTS

The FIRM panels cited may be viewed at the office of the local floodplain administrator or online from the FEMA Map Service Center, <http://msc.fema.gov/>

Because this proposed project falls within the Metropolitan North Georgia Water Planning District (MNGWPD), development in MNGWPD future condition floodplains as locally adopted triggers application of MNGWPD standards which exceed the National Flood Insurance Program minimum standards. These MNGWPD future condition floodplains may be viewed at the office of the local floodplain administrator or online from the Bartow County Tax Assessor, <http://www.qpublic.net/ga/bartow/>.

Due to the uncertainty of the precise location of the 288-acre Phase 1 project area, these precautionary comments were primarily for the larger 712.75-acre tract. Even if more precise boundaries show that the Avatron Smart Park does not encroach on any mapped high risk flood area, including that linear, SSE trending valley, possible intermittent stream, in the site planning would ensure a more resilient site design.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
1590 ADAMSON PARKWAY, SUITE 200
MORROW, GEORGIA 30260-1777

March 7, 2015

Regulatory Division
SAS-2015-00193

Mr. Lloyd Frasier
Executive Director
Northwest Georgia Regional Commission
Post Office Box 1798,
Rome, Georgia 30162

Dear Mr. Frasier:

I refer to your memorandum requesting dated March 6 2015, in reference to the request for comments in regards to the City of Emerson's Avatron Smart Park. This review is being completed as part of the Development of Regional Impact (DRI) (DRI Number: 2482) for the City of Emerson. To complete the environmental review pursuant to the National Environmental Policy Act process and assess possible environmental impacts we will require additional information. The proposed project location is on a 288 acre site along Page Mine Road, in Emerson, Bartow County, Georgia (latitude 34.2378, longitude -84.8405). This project has been assigned number SAS-2015-00193 and it is important that you refer to this number in all communication concerning this matter.

If the proposed work impacts streams or wetlands, which may be waters of the United States within the jurisdiction of Section 404 of the Clean Water Act (CWA) (33 United States Code 1344) then the placement of dredged or fill material into any waterways and/or their adjacent wetlands or mechanized land clearing of those wetlands would require prior Department of the Army authorization pursuant to Section 404. Prior to impacting these areas the USACE will need to receive the following to make determination:

- a. A project location map, detailing the proposed water main alignment.
- b. A completed request for a Jurisdictional Determination form and
- c. A completed Preliminary Jurisdictional Determination Form.

The above mentioned forms can be accessed and completed electronically by visiting our website at, <http://www.sas.usace.army.mil/regulatory/index.html>, and selecting "Jurisdictional Determination", sub-topic "Preliminary JDs" this is located on the left hand side of the page and it is the fourth item down. You will be directed to the "Preliminary JD" page which contains a brief synopsis of our Preliminary JD.

This communication does not convey any property rights, either in real estate or material, or any exclusive privileges. It does not authorize any injury to property, invasion of rights, or any infringement of federal, state or local laws, or regulations. It does not obviate your requirement to obtain state or local assent required by law for the development of this property. If the information you have submitted, and on which the US Army Corps of Engineers has based its determination is later found to be in error, this decision may be revoked.

A copy of this letter is being forwarded to the following party: Ms. Julie Meadows, Northwest Georgia Regional Commission, Post Office Box 1798, Rome, Georgia 30162, Mr. Garrett, Avatron USA Development, LLC, 3755 Mound View Avenue, Studio City, California 91604.

Thank you in advance for completing our Customer Survey Form. This can be accomplished by visiting our web site at <http://per2.nwp.usace.army.mil/survey.html> and completing the survey on-line. We value your comments and appreciate your taking the time to complete a survey each time you interact with our office.

If you have any questions, please call, Ms. Chikita Sanders, Project Manager, at 678-422-6570.

Sincerely,



Philip A. Shannin
Chief, Permits Section

Enclosures

AVATRON DESIGN

Main access to Lakewood Station complex, State Route 239 and HWY 75

Current Plans with Future Expansion Possibilities

880'

A. AVATRON HALL
 CATE, AVATRON UNDERGROUND, AVATRON
 TECH STORE, COOL RO HANDS, INTERACTIVE
 ART, PHOSPHORIC WALL, VR SPECTOR

- 1. AVATRON HALL AND TOWER 40K sqf
- 2. SPORTS GREATS KIOSKS 4K sqf
- 3. X SPORTS MUGS 4K sqf

B. CITY OF THE FUTURE

- 4. DELTA X 20K sqf
- 5. NEW EARTH 90K sqf
- 6. HOLOVERSE THEATER 10K sqf
- 7. INTERACTIVE FOUNTAIN 3K sqf

C. KIDS ZONE

- 8. CHILDREN'S PLAYGROUND 30K sqf
- 9. HI-TECH BUMPER CARS 8K sqf
- 10. INDIANAY GAMES 4K sqf

D. EXPEDITION USA

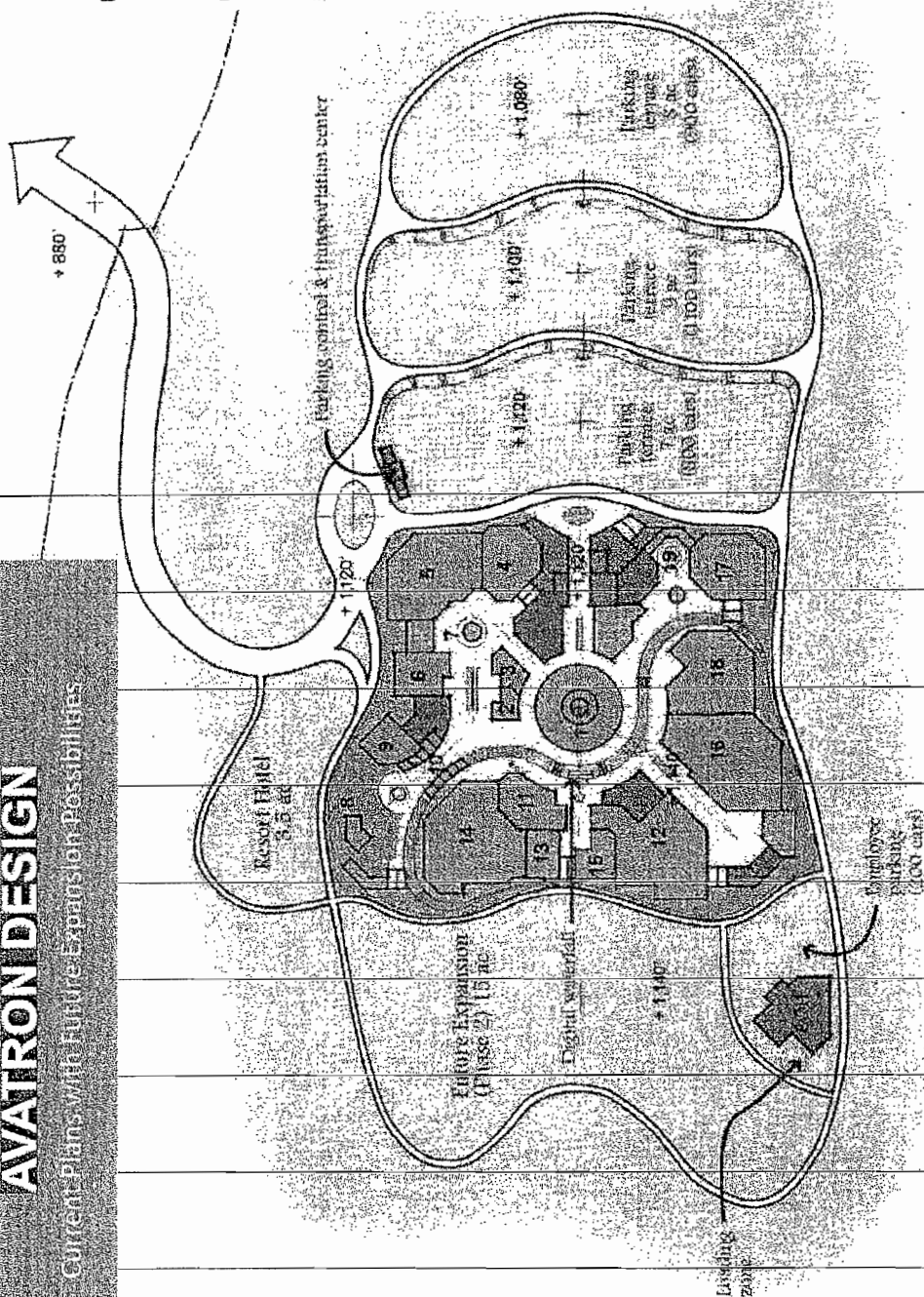
- 11. FLIGHT OF THE EAGLE 20K sqf
- 12. DEEP INTO THE EARTH 40K sqf
- 13. THE NOSE KNOWS 10K sqf
- 14. DIMO TIME 60K sqf
- 15. 3D CHOCOLATE FACTORY 8K sqf

E. MYSTERIOUS FOREST

- 16. AREA 52 40K sqf
- 17. ENCHANTED GLEN 20K sqf
- 18. GHOST PETS 40K sqf
- 19. DROBE SHOW 10K sqf

PROJECT DATA

- 63K sqf PARK OPERATIONS
- 40K sqf FOOD SERVICE
- 24K sqf RETAIL
- 10K sqf RESTROOMS



DRI 2482

REGIONAL CONSISTENCY ASSESSMENT



RCA



RCA



DEVELOPMENT OF REGIONAL IMPACT REVIEW

PART 1: REGIONAL CONSISTENCY ASSESSMENT

To be completed by the Regional Commission

COUNTY:	BARTOW			Date RCR Completed, M/D/YYYY: 3/24/2015
DRI #:	2482			RC DRI Reviewer: Julianne Meadows
TENTATIVE NAME OF DEVELOPMENT:	Avatron Smart Park			
TYPE OF DEVELOPMENT:	SELECT ONE			Action Triggering Review:
I. REGIONAL PLAN	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Is the development consistent with the Regional Development Map and Defining narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Is the development consistent with the Guiding Principles or applicable Policies narrative of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
II. REGIONAL RESOURCE PLAN AND RIRS	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)

<p>If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>THE LOCATION MAY BE WITHIN ONE MILE OF THE ETOWAH RIVER PROTECTED GROUNDWATER RECHARGE AREA, FLOODPLAINS AND/OR WETLANDS, AS WELL AS THE ETOWAH VALLEY HISTORIC DISTRICT.</p>	<p>TRANSPORTATION IMPROVEMENTS ARE NEEDED, AS ARE STORMWATER CONTROLS FOLLOWING THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA (GREEN BOOK) BEST MANAGEMENT PRACTICES (PLEASE SEE ATLANTA REGIONAL COMMISSION COMMENTS OF 3/20/15). ADDITIONALLY, BECAUSE THIS PROPOSED PROJECT FALLS WITHIN THE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT (MNGWPD), DEVELOPMENT IN MNGWPD FUTURE CONDITION FLOODPLAINS AS LOCALLY ADOPTED TRIGGERS APPLICATION OF MNGWPD STANDARDS WHICH EXCEED THE NATIONAL FLOOD INSURANCE PROGRAM MINIMUM STANDARDS (PLEASE SEE GA DNR FLOODPLAIN MGMT COMMENTS OF 3/20/15). IF NOT ALREADY PREPARED FOR THE SITE, A PHASE ONE ENVIRONMENTAL ASSESSMENT IS RECOMMENDED FOR THE SITE PRIOR TO ANY SITE DISTURBANCE (PLEASE SEE COMMENTS FROM MUSCOGEE CREEK NATION COMMENTS OF 3/23/15).</p>
<p>III. INTERJURISDICTIONAL IMPACTS</p>	<p>Yes</p>	<p>No</p>	<p>Explain (optional for "Yes" answers, required for "No" answers)</p>	<p>Recommendations (to the Developer for Improvement of the Project)</p>
<p>Are adjacent land uses (even outside the host jurisdiction) compatible to proposed development's land use?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<p>THE DEVELOPER SHOULD COORDINATE WITH LOCAL GOVERNMENTS IN BARTOW COUNTY TO AVOID OR MITIGATE NEGATIVE IMPACTS ON PUBLIC FACILITIES.</p>
<p>Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
<p>Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>THE CITY OF EMERSON IS COORDINATING WITH NEIGHBORING JURISDICTIONS.</p>	
<p>Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>THE CITY OF EMERSON IS COORDINATING WITH NEIGHBORING JURISDICTIONS.</p>	
<p>IV. TRANSPORTATION IMPACTS</p>	<p>Yes</p>	<p>No</p>	<p>Explain (optional for "Yes" answers, required for "No" answers)</p>	<p>Recommendations (to the Developer for Improvement of the Project)</p>
<p>Is this project consistent with any applicable regional transportation plan(s)?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

Have the transportation impacts of this development been identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SOME INITIAL IMPACTS HAVE BEEN IDENTIFIED; FULL TRAFFIC STUDY HAS NOT BEEN COMPLETED. THE STUDY WILL RECOMMEND BEST ALIGNMENT IN ACCORDANCE WITH THIS PRINCIPLE	COMPLETE TRAFFIC STUDY AND DESIGN PLANS IN COORDINATION WITH GDOT, CITY OF EMERSON, CARTERSVILLE-BARTOW MPO AND ATLANTA REGIONAL COMMISSION REQUIREMENTS/ RECOMMENDATIONS (SEE ARC TRANSPORTATION COMMENTS OF 3/20/15).IMPLEMENT RECOMMENDATIONS.
Does the existing transportation network, as well as the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ADDITIONAL ROAD IMPROVEMENTS MAY BE NEEDED.	PLAN FOR AND IMPLEMENT ALL IDENTIFIED ROAD AND TRANSPORTATION IMPROVEMENTS.

V. LOCALLY ADOPTED PLANS	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
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Is the development consistent with the host government's Future Development Map or other comparable document, including sub area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
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Is the development consistent with the CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
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FINDING (OVERALL ASSESSMENT OF DEVELOPMENT'S REGIONAL CONSISTENCY)

<p><i>Is the preponderance of answers, above, "Yes", and does the development support the long-term success and vitality of the region in a manner that is consistent with the region's stated vision, goals, and objectives?</i></p>	<p><input checked="" type="checkbox"/> YES, "the proposed action IS in the best interest of the region and therefore of the state."</p> <p><input type="checkbox"/> NO, "the proposed action IS NOT in the best interest of the region and therefore not of the state."</p> <p>NARRATIVE: The City of Emerson should encourage the developer to comply with the guidelines listed in this review for regional and local resources.</p>
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DRI 2482

GEORGIA QUALITY DEVELOPMENT ASSESSMENT



QDA



QDA



DEVELOPMENT OF REGIONAL IMPACT REVIEW

PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the Regional Commission

COUNTY:	BARTOW			Date QDR Completed, M/D/YYYY: 3/27/2015	
DRI #:	2482			RC DRI Reviewer: Julianne Meadows	
TENTATIVE NAME OF DEVELOPMENT:	Avatron Smart Park				
TYPE OF DEVELOPMENT:	Mixed Used			Action Triggering Review: Approval of conceptual plan and approving resolution for GA Tourism Tax Act.	
I. MIX OF USES		Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Does the development incorporate a mixture of complementary land uses?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT WILL INCLUDE A MIX OF RETAIL, HOTEL, AND RECREATIONAL/THEME PARK USES.	
Does the development have vertically mixed uses?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	DEVELOPMENT WILL FEATURE HOTEL SPACE ABOVE RETAIL SPACE.	
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	NOT PRIMARILY RESIDENTIAL BUT DEVELOPMENT WILL INCLUDE PEDESTRIAN SCALE FACILITIES WITHIN PARK. TRANSIT AND OTHER INTERMODAL TRANSPORTATION FACILITIES WILL SERVE THE PROPOSED DEVELOPMENT	ATLANTA REGIONAL COMMISSION HAS RECOMMENDED THAT BIKE/PEDESTRIAN FACILITIES SHOULD BE PROVIDED CONNECTING THE THEME PARK, RETAIL, HOTEL, AND OTHER PARTS OF THE DEVELOPMENT TO THE SURROUNDING AREA. THE PROPOSED DEVELOPMENT'S PROXIMITY TO DOWNTOWN EMERSON, CARTERSVILLE, AND THE NEARBY LAKEPOINT SPORTING COMMUNITY DEVELOPMENT MEAN THAT BIKE/PEDESTRIAN TRIPS ARE FEASIBLE IN THIS AREA, AND WILL LIKELY INCREASE AS THE SURROUNDING AREA CONTINUES TO GROW (SEE ARC COMMENTS OF MARCH 20, 2015).
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?		<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT ADDS A THEME PARK AND HOTELS, WHICH ARE COMPATIBLE BUT NOT CURRENTLY EXISTING USES IN EMERSON OR SURROUNDING AREA.	
II. TRANSPORTATION ALTERNATIVES		Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Are there sidewalks within the development?		<input checked="" type="checkbox"/>	<input type="checkbox"/>		

Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THE ADJACENT EXTERNAL STREET NETWORK IS PRIMARILY INTERSTATE AND REGIONAL HIGHWAYS WHERE SIDEWALKS WOULD NOT BE APPROPRIATE. AS IMPROVEMENTS ARE MADE TO PAGA MINE ROAD AND OTHER ROADS SERVING THE DEVELOPMENT WHICH WOULD BE COMPATIBLE TO PEDESTRIAN SCALE USES, THIS RECOMMENDATION WILL BE IMPLEMENTED.	
Are sidewalks designed to comply with ADA, AASHTO, and/or local standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SIDEWALKS WILL BE ADA COMPLIANT.	THE CITY WILL WORK WITH THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION.
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		THE CITY WILL WORK WITH THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION.
Does the development include construction of multi-use trails that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GREENSPACE AREAS OF THE PROEJCT ARE PLANNED FOR PASSIVE RECREATIONAL USE. THE PROPERTY IS NEAR ALLATOONA PASS BATTLEFIELD HIKING TRAILS.	
Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WITHIN THE DEVELOPMENT PEDESTRIAN SAFETY ACCOMODATIONS WILL BE ENSURED.	THE CITY WILL WORK WITH THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION. AS IMPROVEMENTS ARE MADE TO PAGA MINE ROAD AND OTHER ROADS SERVING THE DEVELOPMENT WHICH WOULD BE COMPATIBLE TO PEDESTRIAN SCALE USES, THIS RECOMMENDATION WILL BE IMPLEMENTED.
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AS THE DEVELOPMENT PLAN IS PREPARED, THE CITY WILL WORK WITH THE DEVELOPER TO INCLUDE THIS RECOMMENDATION.	THE CITY WILL WORK WITH THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION.
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AS THE DEVELOPMENT PLAN IS PREPARED, THE CITY WILL WORK WITH THE DEVELOPER TO INCLUDE THIS RECOMMENDATION.	THE CITY WILL WORK WITH THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION.
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NOT APPLICABLE	
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AS THE DEVELOPMENT PLAN IS PREPARED, THE CITY WILL WORK WITH THE DEVELOPER TO INCLUDE THIS RECOMMENDATION.	THE CITY WILL WORK WITH THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION

Was the transportation/land-use connection clearly considered as a factor affecting this development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CONNECTIONS TO NEARBY FACILITIES INCLUDING LAKEPOINT SPORTS COMPLEX AND OTHER NEARBY RECREATION AMENITIES AND PARKS WAS CONSIDERED AND PLANNED FOR THIS DEVELOPMENT.	
III. CONNECTIVITY	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Will the development employ street layouts that match those in older parts of the community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THE NATURE OF THE PROJECT MAY PRECLUDE CONNECTIONS TO MORE ESTABLISHED, OLDER RESIDENTIAL AREAS.	
Will the development connect to the existing street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT WILL CONNECT PRIMARILY TO SR 293 AND I-75, AS WELL AS TO LAKEPOINT SPORTS COMPLEX.	
Does the development provide multiple ingress/egress points and have access to multiple roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT WILL CONNECT PRIMARILY TO SR 293 AND I-75, AS WELL AS TO LAKEPOINT SPORTS COMPLEX.	
Do internal streets within the development connect to adjacent developments and/or allow for future connections (at stub outs, dead end streets, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT WILL CONNECT PRIMARILY TO SR 293 AND I-75, AS WELL AS TO LAKEPOINT SPORTS COMPLEX.	
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Will the development include external and internal connections that allow motorists to avoid using the roadway to access adjacent uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT WILL CONNECT DIRECTLY TO ADJACENT LAKEPOINT SPORTS COMPLEX.	
IV. PARKING	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHARED PARKING WITH HOTEL/AMPHITHEATER.	
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CONNECTIONS WITH PUBLIC TRANSIT AND WITH TRANSIT FROM LAKEPOINT SPORTS COMPLEX WILL BE IN PLACE; PARKING WILL MEET MINIMUM NEEDS OF DEVELOPMENT AND UTILIZE SHARED PARKING..	
Does development seek shared parking arrangements that reduce overall parking needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION.	

Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION	
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION	
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS RECOMMENDATION	
V. INFILL DEVELOPMENT	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Is the development proposing to redevelop a previously developed site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THIS IS AN UNDEVELOPED SITE.	
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THIS IS AN UNDEVELOPED SITE.	
Does this project involve reuse of abandoned structures; a site close to other development; a brownfield site; other underutilized properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THIS SITE IS A RECLAIMED FORMER MINING SITE.	
Is the development located on a site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PUBLIC INFRASTRUCTURE IS AVAILABLE TO SERVE THE SITE.	
Is the development designed to blend into existing neighborhoods by disguising its density (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SITE WILL BE AT A GREATER SCALE THAN SURROUNDING RESIDENTIAL AREAS, BUT WILL BE OF SIMILAR SCALE TO ADJACENT LAKEPOINT SPORTS COMPLEX.	
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SITE IS UNDEVELOPED, NON-RESIDENTIAL SITE.	
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site), capture more market activity and serve as a focal point for the surrounding neighborhood and community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SITE WILL ASSIST IN REVITALIZATION AND INFILL REDEVELOPMENT OF NEIGHBORING DOWNTOWN EMERSON.	
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SITE IS UNDEVELOPED, FORMER MINING SITE.	
VI. SENSE OF PLACE	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE.	

Is the development consistent / compatible with the traditional character of the community, incorporating design principles of scale, placement and massing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SITE WILL BE AT A GREATER SCALE THAN SURROUNDING RESIDENTIAL AREAS, BUT WILL BE OF SIMILAR SCALE TO ADJACENT LAKEPOINT SPORTS COMPLEX.	
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.) and promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WHILE SPECIFICS OF DESIGN ARE NOT YET KNOWN, THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE.	
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WHILE SPECIFICS OF DESIGN ARE NOT YET KNOWN, THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE	WHERE PRACTICAL, THE DEVELOPER IS ENCOURAGED TO EMPLOY THIS RECOMMENDATION.
Does the development design include restrictions on the number and size of signs and billboards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE	THE CITY OF EMERSON SIGN ORDINANCE WILL GOVERN THIS SITE.
If the development is adjacent to a designated scenic byway, will the natural vegetative character of the scenic byway be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE	
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE	
Will the development include a mix of housing types and sizes evocative of "traditional" development styles/patterns?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PRIMARILY NON-RESIDENTIAL DEVELOPMENT. WHERE APPLICABLE, THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE	
Are the planned street widths relatively narrow?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NON- RESIDENTIAL DEVELOPMENT.	

Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PRIMARILY NON-RESIDENTIAL DEVELOPMENT. WHERE APPLICABLE, THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO COMPLY WITH THIS GUIDELINE	
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL BE ENCOURAGED TO PRESERVE GREENSPACE WITHIN THE SITE.	
Is the development clustered to preserve open/green space within the development site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE SITE IS SITUATED ON 200 ACRES OF A TOTAL 700 ACRE SITE. THE DEVELOPER WILL BE ENCOURAGED TO PRESERVE GREENSPACE WITHIN THE SITE.	
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL UTILIZE EXISTING FEATURES SUCH AS PONDS AND ELEVATIONS TO CREATE AESTHETIC VALUE AND ENHANCE THE WILDLIFE HABITAT.	
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL ENCOURAGE THE DEVELOPER TO PRESERVE WETLANDS AND OTHER ENVIRONMENTALLY SENSITIVE AREAS.	
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and/or cluster development in areas that must be served by septic tanks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PUBLIC WATER AND SEWER IS AVAILABLE.	
Does the development contain, or is it in close proximity with direct access to permanently protected open/greenspace?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THROUGH DIRECT CONNECTION TO LAKEPOINT SPORTS COMPLEX, VISITORS WILL HAVE ACCESS TO APPROXIMATELY 335 ACRES UNDER A CONSERVATION EASEMENT, AS WELL AS ADJACENT ALLATOONA PASS HIKING TRAILS.	
IX. ENVIRONMENTAL PROTECTION	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Does the development avoid critical historical and environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	IF A PHASE ONE ASSESSMENT HAS NOT YET BEEN COMPLETED, THE DEVELOPER IS ENCOURAGED TO HAVE ONE PREPARED FOR THE SITE.	

Does the development avoid habitat that is currently under (or flagged for) conservation under a local, regional (e.g. Regional Resource Plan), state conservation or green infrastructure plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WHILE WITHIN ONE MILE OF THE ETOWAH HISTORIC DISTRICT, NO REGIONAL RESOURCES ARE IDENTIFIED ON SITE.	
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THE LOCATION MAY BE WITHIN ONE MILE OF THE ETOWAH RIVER PROTECTED GROUNDWATER RECHARGE AREA, FLOODPLAINS AND/OR WETLANDS, AS WELL AS THE ETOWAH VALLEY HISTORIC DISTRICT.	TRANSPORTATION IMPROVEMENTS ARE NEEDED, AS ARE STORMWATER CONTROLS FOLLOWING THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA (GREEN BOOK) BEST MANAGEMENT PRACTICES (PLEASE SEE ATLANTA REGIONAL COMMISSION COMMENTS OF 3/20/15). ADDITIONALLY, BECAUSE THIS PROPOSED PROJECT FALLS WITHIN THE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT (MNGWPD), DEVELOPMENT IN MNGWPD FUTURE CONDITION FLOODPLAINS AS LOCALLY ADOPTED TRIGGERS APPLICATION OF MNGWPD STANDARDS WHICH EXCEED THE NATIONAL FLOOD INSURANCE PROGRAM MINIMUM STANDARDS (PLEASE SEE GA DNR FLOODPLAIN MGMT COMMENTS OF 3/20/15). IF NOT ALREADY PREPARED FOR THE SITE, A PHASE ONE ENVIRONMENTAL ASSESSMENT IS RECOMMENDED FOR THE SITE PRIOR TO ANY SITE DISTURBANCE (PLEASE SEE COMMENTS FROM MUSCOGEE CREEK NATION COMMENTS OF 3/23/15)
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL BE ENCOURAGED TO PRESERVE EXISTING TREES AND MAINTAIN THE HEALTH OF NEW TREES WITHIN THE SITE.	
Does the development incorporate native and drought-tolerant landscaping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL BE ENCOURAGED TO MEET THIS GUIDELINE WITHIN THE SITE.	
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPMENT IS LOCATED WELL OUT OF THE STREAM BUFFER FOR THE ETOWAH RIVER.	
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL ADHERE TO GEORGIA GREEN BOOK EROSION AND SEDIMENTATION CONTROL REQUIREMENTS AND STORMWATER BEST MANAGEMENT PRACTICES INCLUDING LARGE WATER FEATURES PURPOSED FOR AESTHETICS AND STORMWATER CONTROL	

Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL BE ENCOURAGED TO COMPLY WITH THIS GUIDELINE.	
Does the development propose water conservation covenants (e.g. prohibition of ornamental water features and fountains throughout the development)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	EXISTING WATER FEATURES WILL BE PRESERVED AS STORMWATER CONTROL FEATURES.	
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL BE ENCOURAGED TO COMPLY WITH THIS GUIDELINE. LESS THAN 20% OF THE SITE WILL BE IMPERVIOUS SURFACES.	
Does the development design allow for parking lots that incorporate on-site stormwater mitigation or retention features, <u>other than those discussed above</u> ? If so, please describe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL BE ENCOURAGED TO COMPLY WITH THIS GUIDELINE.	
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)? Please specify program and, if applicable, the anticipated level of accreditation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Does the development make use of alternative building materials that promote environmental protection and energy efficiency? Please specify.	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
X. HOUSING CHOICES	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THIS WILL BE A NON-RESIDENTIAL DEVELOPMENT.	
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THIS WILL BE A NON-RESIDENTIAL DEVELOPMENT.	
If the development includes a senior housing component, does the development include affordability and accessibility features and location to services and transportation alternatives?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THIS WILL BE A NON-RESIDENTIAL DEVELOPMENT.	
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THIS WILL BE A NON-RESIDENTIAL DEVELOPMENT.	
XI. ECONOMIC DEVELOPMENT	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)

Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	YEAR 1 BARTOW COUNTY SALES TAX REVENUES PROJECTED AT \$8.5 M.	
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TOTAL ESTIMATED PAYROLL INCLUDES 250 TEMPORARY JOBS PER YEAR AND 1,038 PERMANENT JOBS PER YEAR; BARTOW COUNTY UNEMPLOYMENT IS CURRENTLY AT 6.2% AND SURROUNDING COUNTIES UNEMPLOYMENT RANGES FROM 5.5% (PAULDING) TO 7.1% (FLOYD).	
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Will the development enhance diversity in the local/regional economic base in that may result in greater resilience in times of economic stagnancy or decline?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE THEME PARK AND RELATED DEVELOPMENT ARE A NEW INDUSTRY CATEGORY FOR BARTOW COUNTY.	
Will the development provide greater employment opportunities for low and middle income residents?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TOTAL ESTIMATED PAYROLL INCLUDES 250 TEMPORARY JOBS PER YEAR AND 1,038 PERMANENT JOBS PER YEAR.	

OVERALL ASSESSMENT OF DEVELOPMENT'S QUALITY

→THIS QUESTION MUST BE ANSWERED "YES" TO QUALIFY FOR EXPEDITED REVIEW. ←

Does the overall balance of "yes" and "no" answers, above, generally support expedited review?

YES, the proposed development DOES qualify for expedited review.

NO, the proposed development DOES NOT qualify for expedited review.

Is the preponderance of answers, above, "Yes", and is the development generally reflective of the very best ideals and practices that the State of Georgia should expect and support in all developments of this type?

YES, this regional commission recommends this development for a Georgia Quality Development Award.

NO

NARRATIVE: This recommendation is contingent on the private developer meeting or exceeding the quality development guidelines identified in this Georgia Quality Development Assessment where applicable. The Northwest Georgia Regional Commission recommends that the City of Emerson coordinate with the private developer to ensure that where practical the quality development guidelines in this assessment are implemented.

DRI 2482

LOCAL IMPACTS ASSESSMENT



LIA



LIA



DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 2: LOCAL IMPACTS ASSESSMENT
To be completed by the Regional Commission

COUNTY:	BARTOW	Date LIR completed, M/D/YYYY: 3/24/2015
DRI #:	2482	RC DRI Reviewer: Julianne Meadows
TENTATIVE NAME OF DEVELOPMENT:	Avatron SmartPark	
TYPE OF DEVELOPMENT:	Mixed Used	Action Triggering Review: Approval of conceptual plan and approving resolution for GA Tourism Tax Act.

I. ACCESS MANAGEMENT	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for improvement of the Project)
Is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways, where appropriate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE CITY OF EMERSON WILL REQUIRE ADDITIONAL TRAFFIC STUDIES.	COMPLETE TRAFFIC STUDY AND DESIGN PLANS IN COORDINATION WITH GDOT, CITY OF EMERSON, CARTERSVILLE-BARTOW MPO AND ATLANTA REGIONAL COMMISSION REQUIREMENTS/ RECOMMENDATIONS (SEE ARC TRANSPORTATION COMMENTS OF 3/20/15).IMPLEMENT RECOMMENDATIONS.
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PAGA MINE RD WILL BE FOUR LANED AS ACCESS ROAD, EMPTYING ONTO SR 293	
Are access points aligned with opposing access points and/or with existing, planned or likely median breaks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TRAFFIC STUDY HAS NOT BEEN COMPLETED; THE STUDY WILL RECOMMEND BEST ALIGNMENT IN ACCORDANCE WITH THIS PRINCIPLE	COMPLETE TRAFFIC STUDY AND DESIGN PLANS IN COORDINATION WITH GDOT, CITY OF EMERSON, CARTERSVILLE-BARTOW MPO AND ATLANTA REGIONAL COMMISSION REQUIREMENTS/ RECOMMENDATIONS (SEE ARC TRANSPORTATION COMMENTS OF 3/20/15).IMPLEMENT RECOMMENDATIONS
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TRAFFIC SIGNAL PLANNED FOR INTERSECTION OF PAGA MINE RD AND SR 293	
Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TRAFFIC STUDY AND DESIGNS NOT YET COMPLETE; THE RECOMMENDATIONS WILL BE IN ACCORDANCE WITH THIS PRINCIPLE	COMPLETE TRAFFIC STUDY AND DESIGN PLANS IN COORDINATION WITH GDOT, CITY OF EMERSON, CARTERSVILLE-BARTOW MPO AND ATLANTA REGIONAL COMMISSION REQUIREMENTS/ RECOMMENDATIONS (SEE ARC TRANSPORTATION COMMENTS OF 3/20/15).IMPLEMENT RECOMMENDATIONS.

<p>Do the proposed access points meet minimum spacing requirements established by GDOT (or other permitting agency)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>TRAFFIC STUDY AND DESIGNS NOT YET COMPLETE; THE RECOMMENDATIONS WILL BE IN ACCORDANCE WITH THIS PRINCIPLE</p>	<p>COMPLETE TRAFFIC STUDY AND DESIGN PLANS IN COORDINATION WITH GDOT, CITY OF EMERSON, CARTERSVILLE-BARTOW MPO AND ATLANTA REGIONAL COMMISSION REQUIREMENTS/ RECOMMENDATIONS (SEE ARC TRANSPORTATION COMMENTS OF 3/20/15). IMPLEMENT RECOMMENDATIONS.</p>
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II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	IMPROVEMENTS TO EXISTING FACILITIES WILL BE REQUIRED INCLUDING CONVERSION OF PAGA MINE RD INTO FOUR-LANE PARKWAY WITH TURN LANES AND SIGNALIZATION AT BACK ENTRANCE, AND IMPROVEMENTS ON SR 293	COMPLETE TRAFFIC STUDY AND DESIGN PLANS IN COORDINATION WITH GDOT, CITY OF EMERSON, CARTERSVILLE-BARTOW MPO AND ATLANTA REGIONAL COMMISSION REQUIREMENTS/ RECOMMENDATIONS (SEE ARC TRANSPORTATION COMMENTS OF 3/20/15).IMPLEMENT RECOMMENDATIONS.
If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A DUE TO NON-INDUSTRIAL NATURE	
If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	N/A DUE TO NON-INDUSTRIAL NATURE	
Will developer-funded mitigation of the transportation impacts of this development be enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TRANSPORTATION IMPACTS ARE IN DISCUSSION BETWEEN DEVELOPER AND CITY OF EMERSON, GDOT. STUDY RECOMMENDATIONS WILL BE PLACED INTO APPROPRIATE STIP/TIP.	PLACE RECOMMENDATIONS OF TRANSPORTATION STUDY IN APPROPRIATE TIP OR STIP.
III. ADEQUACY OF OTHER LOCAL ASSETS/SERVICES	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		THE DEVELOPER SHOULD COORDINATE WITH CITY OF EMERSON, BARTOW COUNTY GOVERNMENT COMPLIANCE WITH PLANS AND GUIDELINES OF THE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT IS HIGHLY DESIRABLE.
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		THE DEVELOPER SHOULD COORDINATE WITH CITY OF EMERSON, BARTOW COUNTY GOVERNMENT COMPLIANCE WITH PLANS AND GUIDELINES OF THE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT IS HIGHLY DESIRABLE.
Do adequate stormwater management facilities exist to serve the development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ON SITE STORMWATER FACILITIES WILL BE CONSTRUCTED AS PAET OF THE PROJECT.	COMPLIANCE WITH METRO WATER PLANNING DISTRICT GUIDELINES IS HIGHLY RECOMMENDED. CITY SHOULD ENSURE COMPLIANCE WITH LOCAL AND STATE STREAM BUFFERS AND THE PROJECT SHOULD ADHERE TO THE APPLICABLE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT 2009 WATERSHED MANAGEMENT PLAN'S STORMWATER AND WATERSHED PROTECTION ORDINANCES, AS ADOPTED BY THE CITY OF EMERSON. IT SHOULD ALSO IMPLEMENT STORMWATER MANAGEMENT CONTROLS (STRUCTURAL AND/OR NONSTRUCTURAL) AS FOUND IN THE GEORGIA STORMWATER MANAGEMENT MANUAL (WWW.GEORGIASTORMWATER.COM) AND MEET THE STORMWATER MANAGEMENT QUANTITY AND QUALITY CRITERIA OUTLINED IN THE MANUAL (PLEASE SEE ATLANTA REGIONAL COMMISSION COMMENTS DATED 3/20/15).
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		THE DEVELOPER SHOULD COORDINATE WITH CITY OF EMERSON, BARTOW COUNTY GOVERNMENT
Does the local school system have the capacity necessary to adequately support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

Does the local workforce possess the skills/expertise/education to effectively to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE DEVELOPER WILL COORDINATE WITH CITY OF EMERSON, BARTOW COUNTY, AND GDOT/STATE OF GEORGIA TO ADDRESS PROVISION OF FACILITIES AND SERVICES.I	
IV. RESOURCE MANAGEMENT	Yes	No	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improvement of the Project)
Are potential impacts upon <u>WATER SUPPLY WATERSHEDS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	LESS THAN 20% OF SITE WILL BE IMPERVIOUS SURFACES. NO WATER SUPPLY WATERSHEDS APPEAR TO BE WITHIN AREA OF DEVLEOPMENT.	
Are potential impacts upon <u>WETLANDS</u> adequately addressed in the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NATIONAL WETLANDS INVENTORY INDICATED LAKES AND PONDS ON SITE; DEVELOPER SHOULD FOLLOW GEORGIA GREEN BOOK REQUIREMENTS AND EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES.	FOLLOW GREEN BOOK REQUIREMENTS AND EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES TO ENSURE NO STORMWATER RUNOFF. RECOMMENDATIONS OF ETOWAH AQUATIC HABITAT CONSERVATION PLAN AND RUNOFF LIMITS SHOULD BE CONSIDERED.
Are potential impacts upon <u>GROUNDWATER RECHARGE AREAS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE PROJECT SITE DOES NOT APPEAR TO BE WITHIN THE MOST SIGNIFICANT GROUNDWATER RECHARGE AREAS OF GEORGIA (1989 GEORGIA GEOLOGICAL SURVEY).	
Are potential impacts upon <u>RIVER CORRIDORS</u> adequately addressed in the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	AREA OF DEVELOPMENT IS WITHIN ONE MILE OF ETOWAH RIVER PROTECTED CORRIDOR	COMPLIANCE WITH METRO WATER PLANNING DISTRICT GUIDELINES IS HIGHLY RECOMMENDED. CITY SHOULD ENSURE COMPLIANCE WITH LOCAL AND STATE STREAM BUFFERS AND THE PROJECT SHOULD ADHERE TO THE APPLICABLE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT 2009 WATERSHED MANAGEMENT PLAN'S STORMWATER AND WATERSHED PROTECTION ORDINANCES, AS ADOPTED BY THE CITY OF EMERSON. IT SHOULD ALSO IMPLEMENT STORMWATER MANAGEMENT CONTROLS (STRUCTURAL AND/OR NONSTRUCTURAL) AS FOUND IN THE GEORGIA STORMWATER MANAGEMENT MANUAL (WWW.GEORGIASTORMWATER.COM) AND MEET THE STORMWATER MANAGEMENT QUANTITY AND QUALITY CRITERIA OUTLINED IN THE MANUAL (PLEASE SEE ATLANTA REGIONAL COMMISSION COMMENTS DATED 3/20/15).
Are potential impacts upon <u>PROTECTED MOUNTAINS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NO PROTECTED MOUNTAINS APPEAR TO BE WITHIN AREA OF IMPACT.	
Are potential impacts upon <u>COASTAL RESOURCES</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NONE IDENTIFIED.	

Are potential impacts upon <u>FLOODPLAINS</u> adequately addressed in the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PORTIONS OF THE NORTHERN MARGIN OF THE 712.75-ACRE TRACT MAY ENCROACH ON THE SPECIAL FLOOD HAZARD AREA (SFHA) 100-YEAR FLOODPLAIN ASSOCIATED WITH THE ETOWAH RIVER. WHILE SFHA ENCROACHMENT MAY NOT EXTEND TO THE 288-ACRE SITE, FUTURE CONDITIONS FLOODPLAINS, DEFINED BY METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT STANDARDS AS LOCALLY ADOPTED, OCCUR IN THE CENTRAL PORTIONS OF THE 712.75-ACRE TRACT. ALSO A LINEAR, SSE TRENDING VALLEY, POSSIBLE INTERMITTENT STREAM, MAY TRANSECT THE 288-ACRE PHASE 1 PROJECT (PLEASE SEE GADNR FLOODPLAIN MGMT COMMENTS OF 3/20/15).	BECAUSE THIS PROPOSED PROJECT FALLS WITHIN THE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT (MNGWPD), DEVELOPMENT IN MNGWPD FUTURE CONDITION FLOODPLAINS AS LOCALLY ADOPTED TRIGGERS APPLICATION OF MNGWPD STANDARDS WHICH EXCEED THE NATIONAL FLOOD INSURANCE PROGRAM MINIMUM STANDARDS (PLEASE SEE GADNR FLOODPLAIN MGMT COMMENTS OF 3/20/15).
Are potential impacts upon <u>SENSITIVE SOIL TYPES</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	THE SITE WILL REQUIRE GRADING, BUT THE DEVELOPMENT IS DESIGNED TO UTILIZE SLOPING TERRAIN. BEST MANAGEMENT PRACTICES WILL BE EMPLOYED TO PROVIDE EFFECTIVE SEDIMENTATION CONTROL	FOLLOW GREEN BOOK REQUIREMENTS AND EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES.
Are potential impacts upon <u>STEEP SLOPES</u> adequately addressed in the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	WITHIN ONE MILE OF STEEP SLOPES IDENTIFIED IN THE BARTOW COUNTY 2007 COMPREHENSIVE PLAN ASSESSMENT. DEVELOPMENT PLANS INCLUDE TERRACING OF IMPERVIOUS SURFACES (PARKING AREAS) TO ACCOMMODATE TERRAIN).	FOLLOW GREEN BOOK REQUIREMENTS AND EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES. PLANS SHOULD ACCOMMODATE TERRAIN AS MUCH AS POSSIBLE.
Are potential impacts upon <u>PRIME AGRICULTURAL/FORESTRY AREAS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NONE IDENTIFIED	
Are potential impacts upon <u>RARE/ENDANGERED SPECIES</u> adequately addressed in the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THE 2007 BARTOW COUNTY COMPREHENSIVE PLAN IDENTIFIES PLANT AND ANIMAL SPECIES WITHIN BARTOW COUNTY THAT US FISH AND WILDLIFE OR GEORGIA DNR HAVE IDENTIFIED AS BEING ENDANGERED OR OF SPECIAL CONCERN.	US FWS HAS IDENTIFIED THE SITE AS POTENTIAL HABITAT FOR THE NORTHERN LONG-EARED BAT WHICH MAY BE PLACED ON THE ENDANGERED SPECIES LIST AND RECOMMENDS THE DEVELOPER CONTACT US FWS FOR BEST MANAGEMENT PRACTICES (PLEASE SEE USFWS COMMENTS DATED 3/19/15).
Are potential impacts upon <u>FEDERAL, STATE OR REGIONAL PARKS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NONE IDENTIFIED	
Are potential impacts upon <u>HISTORIC RESOURCES</u> adequately addressed in the proposal?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	THE 2007 BARTOW COMPREHENSIVE PLAN ASSESSMENT INDICATES THAT THIS SITE IS WITHIN A CENSUS BLOCK GROUP IDENTIFIED AS CONTAINING POTENTIAL HISTORICAL OR ARCHAEOLOGICAL SITES. IF NOT ALREADY PREPARED FOR THE SITE, A PHASE ONE ENVIRONMENTAL ASSESSMENT SHOULD BE COMPLETED PRIOR TO ANY SITE DISTURBANCE.	THE 2007 BARTOW COMPREHENSIVE PLAN ASSESSMENT INDICATES THAT THIS SITE IS WITHIN A CENSUS BLOCK GROUP IDENTIFIED AS CONTAINING POTENTIAL HISTORICAL OR ARCHAEOLOGICAL SITES. IF NOT ALREADY PREPARED FOR THE SITE, A PHASE ONE STUDY SHOULD BE COMPLETED PRIOR TO ANY SITE DISTURBANCE (PLEASE SEE MUSCOGEE-CREEK NATION COMMENTS DATED 3/23/15).
Are potential impacts upon <u>DESIGNATED SCENIC BYWAYS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NONE IDENTIFIED	
Are potential impacts upon <u>VIEWSHEDS OR SCENIC AREAS</u> adequately addressed in the proposal?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NONE IDENTIFIED	

IV. OVERALL ASSESSMENT OF DEVELOPMENT'S LOCAL IMPACTS

<p><i>Does the host local government need to take action to manage the potential adverse impacts of this development?</i></p>	<p>YES <input type="checkbox"/></p>	<p>NO <input checked="" type="checkbox"/></p>	<p>NARRATIVE: Transportation improvements are needed, as are stormwater controls following the Manual for Erosion and Sediment Control in Georgia (Green Book) best management practices (please see Atlanta Regional Commission comments of 3/20/15). Additionally, because this proposed project falls within the Metropolitan North Georgia Water Planning District (MNGWPD), development in MNGWPD future condition floodplains as locally adopted triggers application of MNGWPD standards which exceed the national flood insurance program minimum standards (please see GA DNR Floodplain Mgmt comments of 3/20/15). If not already prepared for the site, a phase one environmental assessment should be completed since project is within census block for which historical or architectural resources have been identified (please see Muscogee-Creek nation comments of 3/23/15). US FWS has identified the site as potential habitat for the northern long-eared bat which may be placed on the endangered species list and recommends the developer contact US FWS for best management practices (please see comments of 3/19/15). The City should ensure that its approval of the development plan is conditional on the developers' adherence to these requirements as well as to any recommendations of state or federal agencies (please see attached comments).</p>
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<p><i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i></p>	<p>YES <input checked="" type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>	<p>NARRATIVE: Transportation improvements are needed, as are stormwater controls following the Manual for Erosion and Sediment Control in Georgia (Green Book) best management practices (please see Atlanta Regional Commission comments of 3/20/15). Additionally, because this proposed project falls within the Metropolitan North Georgia Water Planning District (MNGWPD), development in MNGWPD future condition floodplains as locally adopted triggers application of MNGWPD standards which exceed the national flood insurance program minimum standards (please see GA DNR Floodplain Mgmt comments of 3/20/15). If not already prepared for the site, a phase one environmental assessment should be completed since project is within census block for which historical or architectural resources have been identified (please see Muscogee-Creek nation comments of 3/23/15). US FWS has identified the site as potential habitat for the northern long-eared bat which may be placed on the endangered species list and recommends the developer contact US FWS for best management practices (please see comments of 3/19/15). The City should ensure that its approval of the development plan is conditional on the developers' adherence to these requirements as well as to any recommendations of state or federal agencies (please see attached comments).</p>
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