

Georgia Department of Natural Resources

Noel Holcomb, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
34 Peachtree Street, Suite 1600, Atlanta, Georgia, 30303
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

MEMORANDUM

TO: Teresa Concannon
Coastal Georgia Regional Development Center
P.O. Box 2636
Statesboro, Georgia 30459

FROM: Elizabeth Shirk
Environmental Review Coordinator
Historic Preservation Division

RE: Development of Regional Impact 1124
Quacco Road Development, 89.1 Acres, Auacco Road, SE of I-95 and I-16
Intersection, Chatham County

Date: June 21, 2006

The Historic Preservation Division (HPD) has reviewed the information submitted concerning the proposed project in Chatham County, Georgia. Our comments are offered to assist the Coastal Georgia Regional Development Center in assessing the potential impacts of the proposed project as it pertains to the Georgia Planning Act.

Regarding historic structures that may be located in the area, we recommend a survey be conducted by a qualified historian to identify historic structures located within the project's area of potential effects.

Regarding archaeological resources, due to the size and topographic setting of the subject property, we recommend that an intensive (Phase I) archaeological survey be conducted by a qualified archaeologist.

We offer these comments now as technical assistance; however HPD looks forward to reviewing this project under Section 106 of the National Historic Preservation Act if at some stage in the development federal funding, permitting or licensing becomes required, or under the Georgia Environmental Policy Act (GEPA) if state funds are utilized.

If we may be of further assistance, or for more information on compliance requirements for Section 106 or GEPA, please contact Michelle Volkema at (404) 651-6546.

ES:mcv

Quality Community Objectives

Development Patterns	Resource Conservation
<p>REGIONAL IDENTITY Regions should promote and preserve an "identity," defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.</p> <p>TRANSPORTATION ALTERNATIVES Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.</p> <p>TRADITIONAL NEIGHBORHOODS Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.</p> <p>INFILL DEVELOPMENT Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.</p> <p>SENSE OF PLACE Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.</p>	<p>HERITAGE PRESERVATION The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.</p> <p>OPEN SPACE PRESERVATION New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.</p> <p>ENVIRONMENTAL PROTECTION Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.</p>

Quality Community Objectives

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Quality Community Objectives

Governmental Relations	Social and Economic Development
<p>REGIONAL COOPERATION Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.</p> <p>REGIONAL SOLUTIONS Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.</p>	<p>GROWTH PREPAREDNESS Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These might include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.</p> <p>APPROPRIATE BUSINESSES The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.</p> <p>EDUCATIONAL OPPORTUNITIES Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.</p> <p>EMPLOYMENT OPTIONS A range of job types should be provided in each community to meet the diverse needs of the local workforce.</p> <p>HOUSING OPPORTUNITIES Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.</p>

DRI— # 1124 Comments from Affected Parties—Quacco Rd. Multi-family Development, Savannah, Chatham County

Name of Commenting Organization:

Georgia Department of Transportation (GDOT)
2 Capitol Square
Room 330
Atlanta, GA 30334

Contact Person: Keith Melton 404.657.6913

Do you believe your jurisdiction will be affected by the proposed development?

Yes, please see comments below as requested by the Coastal Georgia Regional Development Center

Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

Traffic and Circulation Impacts

The Quacco Rd. Multi-family Development Project (hereinafter the "Project") plans 426 multi family dwelling units and townhomes (% breakdown of unit types not provided) on a 89.1 acre tract in SW Chatham County, Savannah off Quacco Road (subject to rezoning). The site plan is very general and shows three triangular "islands" of upland acreage suitable for development surrounded by wetlands, with three points of ingress/egress to Quacco Rd.. In addition, no internal street system nor a location or a breakdown by type of unit or other uses is provided. ***A more detailed site plan showing street layouts and types of uses should be provided to local agencies for further review.***

A traffic study is said to be underway. The DRI submittal indicates the Project will result in only 185 peak hour trips (which seems low) and no daily vehicle trips projection. Given the number of units, the peak hour projection could be 2X to 3X the number of projected vehicles shown. At present, a number of major projects are planned to the southwest and northwest of the site. The Project (and others in the area) will ensure a major increase in trips along Quacco Rd., Little Neck Road and along I-95, I-16 and US 80/US 17. There are presently no GDOT improvements proposed for the area, however GDOT is conducting a major interstate needs study for Chatham County which may consider a new I-95 interchange in the vicinity of Little Neck or Quacco Roads. In addition, the Pooler Parkway extension to I-16 was recently completed by GDOT and opened to traffic.

Traffic counts along I-16 at TC 365 near the Project indicate 32,404 VPD in 2004, up from 23,492 VPD in 1999. This is a 38% increase in traffic in only five years; or about 4.7% annual growth in traffic on I-16 in the area. Traffic counts along I-95 at TC 381

near the Project indicate 73,106 VPD in 2004, up from 47,240 in 1999. This is a 55% increase in traffic in only five years; or about an **11% annual growth in traffic** along I-95 north of the Project area.

Access Management Study

The Project may necessitate the need for intersection improvements and access management strategies along its street boundaries with Quacco Road. Chatham Co. should be consulted concerning driveway permits (which should be required, if permitted) on Quacco Rd. Accidents, congestion and delay are often associated with un-planned driveway access to higher speed arterial routes and unrestricted turn movements across/within high traffic routes. The Planning Office recommends that the Chatham Co. - Savannah Metropolitan Planning Commission (MPC) work with Chatham Co. and the Developer to determine if a traffic/access management study is warranted for the Project, **as well as other large projects in the area**, given the planned and announced land uses. The study/plan could emphasize **access management and standards/guidelines, capacity and related improvements** needed to Quacco Road and throughout the area/sector, to minimize congestion and allow for safe multi-modal access through the area. The plan could, among other things, focus on impacts on local roads and how to control access, develop greater internal street system connectivity with adjacent parcels (not yet developed) by reservation of future rights of way for the purpose of interparcel connectivity.

Rights of Way, Turn Lanes & Connecting Roadways

Upgrades to Quacco Road should be considered as part of the above mentioned traffic study. Rights of way and access points should be a matter of discussion with the permitting authorities and the Developer. Further, the Project/Developer should consider the following to boost connectivity:

- Platting future "connecting streets" from within the Project to other Projects/sites and possible major activity centers in the area and parcels not owned by the Developer to further "connectivity" without over-loading main roads
- Turn lanes at entryways to the project, acceleration/deceleration lanes and signalization as project costs
- Reserving property and rights of way along Quacco Rd. to be made available by the Developer to widen Quacco Rd. in the future along the property, and
- Providing right of way for the major boulevard(s) within the Project should include the provision of at least a 20 foot minimum raised and landscaped median and turn lanes at key intersections within the Project

Interconnectivity of Streets & Mix of Uses

Generally, for a major project to be successful the internal street system should provide for inter-connectivity. Interconnected streets in a grid or similar pattern should be encouraged and provided in the upland areas by the Developer to permit both vehicle,

pedestrian and bicycle circulation. Inter-parcel access within commercial areas (if provided) and activity centers should be encouraged to reduce the need to use roadways for short trips. Cul-de-sacs should be minimized to the extent practicable as cul-de-sacs tend to restrict access, increase auto trips, and limit pedestrian and bicycle activity to/from activity centers. The result is often the inability to reach activity centers by foot or bicycle. Generally, safer pedestrian/bicycle activity (especially for children) is more likely with interconnected streets and activity centers, and where sidewalks are provided. Developable areas should be platted with interconnecting streets, if practicable.

Pedestrian and Bicycle Improvements & Connectivity

Sidewalks and bicycle/multi-use trails should be encouraged/required within the Project to limit auto trips. The Developer is encouraged to consult the Bicycle and Pedestrian Guide on the Georgia DOT web site at http://www.dot.state.ga.us/dot/plan-prog/planning/projects/bicycle/ped_streetscape_guide/index.shtml. Where possible, the Developer should adhere to the Guidelines when designing the Project. If recreation or school sites are to be provided within the Project, sidewalk and multi-use trail access can be a contributor to reduce auto trips, while improving recreation options. If applicable, pedestrian improvements or multiuse trails should connect to Civic Sites (if any) and recreation areas, when possible. Also, the portions of the development on the major road frontages should provide pedestrian or multi-use trail connections if possible.

Revised and Updated Site Plan Needed

A more detailed site plan is needed. A revised Conceptual Site Plan should be provided as part of the future traffic study for further review. In conclusion, the acceptance of this development should be based on a revised site plan with detail shown and "Smart Growth" principles (street grid system within the Project, access management with reduced number of driveways on major county/State routes, cross-development easements and frontage roads with inter-parcel access for future commercial sites (if any), limiting peak hour congestion along Quacco Road, multi-modal and bicycle/pedestrian access and facilities and ingress/egress; development of alternative access points from other local and county roads or other state routes, etc.) to the extent practicable.

Signature: _____ State Transportation Planning Administrator
Date: 6-13-06
FAXED to: Teresa Concannon, Coastal Georgia RDC @ 912.681.0927
Phone: 912.681.0926
E Mail: tconcannon@coastalgeorgiardc.org

Rachel Green

From: Teresa Concannon [tconcannon@coastalgeorgiadc.org]
Sent: Monday, July 03, 2006 3:28 PM
To: Rachel Green
Subject: Fwd: DRI # 1124 - Quacco Road Development

Please attach to letter for DRI 1124

Subject: DRI # 1124 - Quacco Road Development
Date: Mon, 26 Jun 2006 16:15:09 -0400
From: "Phillips, Cynthia Y." <Cynthia.Phillips@dot.state.ga.us>
To: <tconcannon@coastalgeorgiadc.org>
Cc: "McCall, Robert" <Robert.McCall@dot.state.ga.us>,
"Hardenbrook, Rick" <Rick.HardenBrook@dot.state.ga.us>,
"Young, Brad" <Brad.Young@dot.state.ga.us>,
"Williams, Donnie" <Donnie.Williams@dot.state.ga.us>,
"Hardenbrook, Rick" <Rick.HardenBrook@dot.state.ga.us>

Ms. Concannon,

This email is to advise that our office has reviewed the proposed master plan for the above referenced development. As access is proposed along Quacco Rd. which is a county road, information regarding permits should be obtained from Chatham County. However, since the project is expected to generate approximately 4300 vehicles per day at build out, it is requested that the developer forward a copy of the engineering study to this office for review as this development will impact the intersection of U.S. 17/S.R. 25 at Quacco Rd. which is currently signalized.

If you have any questions, please contact me or Jeffery Young of this office.

Thanks,

Cynthia Y. Phillips
D5 Traffic Operations
(912) 427-5767

Teresa Concannon
Coastal Georgia Regional Development Center
P.O. Box 2636
Statesboro, Georgia 30459
912.681.0926; Fax 912.681.0927
<http://www.coastalgeorgiadc.org/>

7/5/2006

July 3, 2006

Jim Hansen
Director of Development Services
Metropolitan Planning Commission
P.O. Box 8246
Savannah, GA 31412-8246

Re: Proposed Project – Quacco Road Development, DRI 1124

Dear Jim:

The Coastal Georgia RDC (CGRDC) has reviewed information concerning a Development of Regional Impact (DRI) that involves a residential development in unincorporated Chatham County. CGRDC staff has evaluated this project for the purpose of Rezoning by the Board of Commissioners.

Per DCA guidelines (110-12-3-.05), CGRDC staff has evaluated the project according to the following criteria: (a) impacts on neighboring jurisdictions; (b) impacts on the natural environment; (c) impacts on the region's economy; (d) impacts on public facilities; (e) impacts on the availability of adequate housing; and (f) consistency with the Quality Community Objectives (QCOs).

Neighboring jurisdictions/intergovernmental cooperation: No comments were received from adjacent jurisdictions.

Natural environment: *Historic Preservation Division* (HPD) staff recommends that a survey be conducted to identify historic structures located within the projects area of potential effects. In addition, due to the size and setting of the property, HPD recommends that a Phase I archaeological survey be conducted by a qualified archaeologist.

Please be advised of the following comment by the *Savannah District Regulatory Branch of the U.S. Army Corps of Engineers*:

For a project of this size located in a coastal Georgia county, it is probable that jurisdictional wetlands or other waters of the United States are present. Prior Department of the Army authorization would be required for any impact to a jurisdictional area.

Region's economy: According to information supplied by the developer, and included by the county on DRI Review Initiation Request form (2b), the project value at build-out will be \$42.6 million and the regional workforce is sufficient to fill the demand created by the project. The site is currently undeveloped.

Public Facilities: According to Form 2b, the water and wastewater treatment services will be provided by Consolidated Utilities, a privately-owned firm.

District 5 GDOT office requests a copy of the traffic study, as projected trips per day will impact the US 17/Quacco Road signalized intersection.

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Public Facilities, cont'd: *GDOT's Planning Office* notes that the projected trips per day (185 peak hour trips) seem low for the type of development proposed. They recommend that Chatham County, the MPO staff and the developer consider a traffic/access management plan. The plan should emphasize access management, standards/guidelines, capacity and related improvements/upgrades needed for Quacco Road, in order to minimize congestion and allow for safe multi modal access in the area. Plan focus might also include impacts on local roads, controlling access, internal street system connectivity with adjacent parcels and reservation of right of way for inter parcel connectivity.

The GDOT Planning Office recommends that the following improvements:

- Platting future "connecting streets" from project to adjacent sites.
- Turn lanes at entryways to the project, acceleration/deceleration lanes and signalization
- Reserving rights of way along Quacco Road, to accommodate future widening.
- Right of way for a major boulevard within the development.

Housing: No information on housing prices or workforce housing was included in the materials submitted for review. County officials are encouraged to pursue this information.

Quality Community Objectives:

1. *Development Patterns* – The QCOs (attached) encourage use of existing infrastructure and infill development, and, inclusion of transportation alternatives such as trails.

This project will funnel an estimated 185 peak hour vehicles onto Quacco Road. DOT questions the validity of that projection, and notes that numerous DRIs have been reviewed in the area. GDOT recommends a traffic/access management study for the area. Traffic impacts on Quacco Road, Little Neck Road, US 80, I-16 and I-95 should be reviewed carefully, as no GDOT projects are planned for the area. GDOT is considering a major interstate needs study for the Quacco Road/ Little Neck Road area, so any locally-identified and implemented improvements should be coordinated with GDOT. County officials are urged to pursue this matter, as correct trip information will be an important input for planning network improvements in the area. In addition, as site planning progresses, county officials are encouraged to work with the developer to require installation of sidewalks and shade trees and to provide for connections to adjacent properties to promote connectivity and to potentially reduce vehicle trips.

2. *Resource Conservation* – The QCOs encourage heritage preservation, by revitalization of historic areas of the community; open space preservation; and, protection of sensitive areas.

The Land Use Master Plan provided for review is not a site plan, and shows only developable areas in relation to wetlands. As a high-density development proposed for a currently undeveloped piece of land, this project will preserve neither cultural nor natural resources.

3. *Social and Economic Development* – The QCOs support efforts to develop infrastructure and ensure that suitable educational opportunities, jobs and housing are available to the community.

The proposed development will use a private water-wastewater treatment provider. GDOT has provided recommendations on transportation planning. No information on housing prices has been provided.

4. *Governmental Relations* – Regional cooperation is encouraged and invited through the DRI review process. All adjacent jurisdictions and potentially-affected agencies have been notified about the proposed development. Comments, if any, are included with this letter.

July 3, 2006

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Based on our review, we find that DOT's concerns warrant consideration, but that no other serious inter jurisdictional concerns exist. Therefore, we find that *the proposed action is in the best interest of the region and, therefore, of the state—as long as DOT concerns are addressed.* The finding does not imply that the project is in the best interest of the jurisdiction where it is to be located (OCGA 110-12-3-.05(12)).

Though advisory in nature, we urge the Chatham County Board of Commissioners to consider the attached comments prior to taking legislative action. If you have questions regarding the DRI process, please contact Teresa Concannon, Planner II, at (912) 681-0926.

Sincerely,

Vernon D. Martin, AICP
Executive Director

Enclosures

- C: Deborah Miness, Department of Community Affairs
Chairman Pete Liakakis, Chatham County Board of Commissioners
Russ Abolt, County Administrator
Mayor Otis Johnson, CGRDC Board Member
Harmit Bedi, Deputy Executive Director, Metropolitan Planning Commission
Carol Bernstein, US Army Corps of Engineers, Savannah District

Submitted on: 5/31/2006 3:57:43 PM

**DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2b)**

Local Government Information

Submitting Local Government:	Savannah - Chatham County MPC
Individual completing form:	Jim Hansen
Telephone:	(912) 651-1440
Fax:	(912) 651-1114
Email (only one):	hansenj@thempc.org

Proposed Project Information

Name of Proposed Project:	Quacco Road Development
DRI ID Number:	1124
Developer/Applicant:	Quacco Land Investments, LLC
Telephone:	(912) 663-7000
Fax:	(912) 238-4900
Email(s):	roypatel@bellsouth.net

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$42,600,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	TBD
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): NA / Site is vacant.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Consolidated Utilities
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.15 mgd
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below: None	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	none

Wastewater Disposal

Name of wastewater treatment provider for this site:	Consolidated Utilities
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.15 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: None	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	none

Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	185 phvtd
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	N
If yes, has a copy of the study been provided to the local government?	
If transportation improvements are needed to serve this project, please describe below: Property owner is having a traffic study prepared at this time. Upon completion, the study will be provided and appropriate improvements will be implemented at time of development.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	500 tons / year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	less than 50 percent
Is the site located in a water supply watershed?	
N	
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Current plans will be to provided stormwater bmps (detention ponds and storm pipe system) that meets or exceeds the local requirements for stormwater management.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetlands will be impacted to allow for utility and vehicular access to the property. USACE permits will be pursued to allow these impacts.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Portions of the site are within the 100 year floodplain. Fill will be used on parts of these areas to raise to FFE to or above the base flood elevation. This fill will be mitigated by implementing the local 100 year flood plain fill mitigation requirements. (1 to 1 mitigation)	

THOMAS & HUTTON ENGINEERING CO.

18526.416

50 PARK OF COMMERCE WAY
POST OFFICE BOX 2727
SAVANNAH, GEORGIA 31402-2727
TELEPHONE (912) 234-5300
FAX (912) 234-2950

July 14, 2006

Mr. Gary Plumbley
Metropolitan Planning Commission
Post Office Box 8246
Savannah, GA 31414-8246

(By Hand Delivery)

Re: Quacco Road Single Family Attached /
Multifamily Development Rezoning
(Response to GDOT comments received via
DRI Review)

Dear Mr. Plumbley:

On behalf of our client, Quacco Land Investments, LLC, we are submitting the following information and documents in response to the comments provided to the Metropolitan Planning Commission by the Georgia Department of Transportation (GDOT) as part of the Development of Region Impact (DRI) review.

We would like to take a moment to respond to the GDOT comments as provided to MPC.

- *Platting future "connecting streets" from within the Project to other Projects/sites and possible major activity centers in the area and parcels not owned by the Developer to further "connectivity" without over-loading main roads.*

We feel that the platting of future "connecting streets" is unjustified in this circumstance due to the fact that the adjacent parcels have previously been developed, thus there is no opportunity to connect.

- *Turn lanes at entryways to the project, acceleration/deceleration lanes and signalization as project costs*

This issue will require additional study to determine whether or not the final density and/or uses justify the need for turn lanes, acceleration/deceleration lanes and signalization. It is acknowledged that this is an issue that will require resolution in the future.

Mr. Gary Plumbley
Metropolitan Planning Commission
July 14, 2006
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- *Reserving property and rights of way along Quacco Rd. to be made available by the Developer to widen Quacco Rd. in the future along the property, and*

As part of the rezoning process to PUD M – 12, a 50' right of way buffer will be provided. Should Quacco Road require additional right of way in the future, a portion of this buffer could be obtained to provide a for right of way expansion.

- *Providing right of way for the major boulevard(s) within the Project should include the provision of at least a 20 foot minimum raised and landscaped median and turn lanes at key intersections within the Project*

Due to its size and shape, this parcel will, in all likelihood, not be developed with multiple pods/parcels accessed off of an internal boulevard. The final use of the property will likely be one or two separate developments where access is via Quacco Road. Thus, we feel this comments is unjustified.

Please feel free to contact our office should you have any questions or comments. Thank you for your time on this matter.

Sincerely,

THOMAS & HUTTON ENGINEERING CO.



Ryan P. Thompson, ASLA

RPT/kts
Enclosures
cc: Mr. Roy Patel