



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Sep 4 2008

ARC REVIEW CODE: R809041

TO: Mayor John Miller
ATTN TO: Terry Todd, City Administrator
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

SUPPLEMENTAL MEETING SCHEDULED

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

Name of Proposal: Foxhall Village

Review Type: Development of Regional Impact

Meeting Date: Thursday, September 18th, 2008

Time: 10:00 AM

Location: Executive Conference Room

Description: The proposed Foxhall Village is a mixed use development located on 1,322.67 acres in the City of Palmetto. The proposed development includes 4,680 residential units, 180,000 square feet of commercial space, 420,000 square feet of office, and 390.07 acres of community greenspace. Residential units will include 959 multi-family units, 2,053 single family attached dwellings, and 1,668 single family detached units. Community uses will consist of a church and daycare, school, civic uses such as a public safety, and community amenity centers. Greenspace includes 37.6 acres of community and neighborhood parks, 202.36 acres in watershed protection, and 150.11 acres of passive open space. The proposed development is located at the intersection of Cochran Mill Road and Rico Tatum Road with access onto Atlanta Newnan Road, Wilkerson Mill Road, and Phillips Road.

Submitting Local Government: City of Palmetto

Date Opened: Sep 4 2008

Deadline for Comments: Sep 18 2008

Earliest the Regional Review can be Completed: Oct 4 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHATTAHOOCHEE-FLINT RDC
CITY OF FAIRBURN
FULTON COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CITY OF PALMETTO
CITY OF CHATTAHOOCHEE HILL COUNTRY
COWETA COUNTY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311.



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The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

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GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CITY OF PALMETTO
CITY OF CHATTAHOOCHEE HILL COUNTRY
COWETA COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by Sep 18 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: <http://www.atlantaregional.com/landuse> .



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Foxhall Village** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

Return Date: *Sep 18 2008*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Sep 4 2008

ARC REVIEW CODE: R809041

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Haley Fleming, Review Coordinator, Extension: 3-3311

Reviewing staff by Jurisdiction:

Land Use: Calvert, Brad

Transportation: Kray, Michael

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Foxhall Village

Review Type: Development of Regional Impact

Description: The proposed Foxhall Village is a mixed use development located on 1,322.67 acres in the City of Palmetto. The proposed development includes 4,680 residential units, 180,000 square feet of commercial space, 420,000 square feet of office, and 390.07 acres of community greenspace. Residential units will include 959 multi-family units, 2,053 single family attached dwellings, and 1,668 single family detached units. Community uses will consist of a church and daycare, school, civic uses such as a public safety, and community amenity centers. Greenspace includes 37.6 acres of community and neighborhood parks, 202.36 acres in watershed protection, and 150.11 acres of passive open space. The proposed development is located at the intersection of Cochran Mill Road and Rico Tatum Road with access onto Atlanta Newnan Road, Wilkerson Mill Road, and Phillips Road.

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Deadline for Comments: Sep 18 2008

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

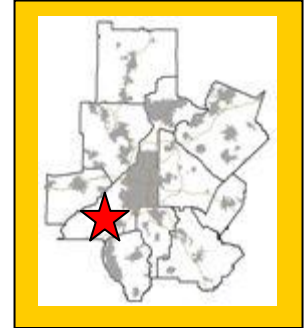
COMMENTS:

Preliminary Report:	September 4, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Foxhall Village #1841
Final Report Due:	October 4, 2008		Comments Due By:	September 18, 2008

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Foxhall Village is a mixed use development located on 1,322.67 acres in the City of Palmetto. The proposed development includes 4,680 residential units, 180,000 square feet of commercial space, 420,000 square feet of office, and 390.07 acres of community greenspace. Residential units will include 959 multi-family units, 2,053 single family attached dwellings, and 1,668 single family detached units. Community uses will consist of a church and daycare, school, civic uses such as a public safety, and community amenity centers. Greenspace includes 37.6 acres of community and neighborhood parks, 202.36 acres in watershed protection, and 150.11 acres of passive open space. The proposed development is located at the intersection of Cochran Mill Road and Rico Tatum Road with access onto Atlanta Newnan Road, Wilkerson Mill Road, and Phillips Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2028.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned AG-1 (agricultural). The proposed zoning for the site is Planned Neighborhood Development. The City of Palmetto has not updated their comprehensive plan for this area which was annexed into to the City of Palmetto in 2006.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area. The proposed development is providing community space, including a future school.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

YEAR NAME

2007 Friendship Village
2001 Cedar Grove Lakes
2000 Knights S. Fulton Parkway Residential

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

Based on preliminary staff review and pending comments from affected parties, the staff preliminary recommendation is Not in the Best Interest of the Region; and therefore, of the State. ARC staff would like to discuss further with the applicant and the City of Palmetto concerns and issues identified below.

The proposed development is a mixed use development that is primarily residential located in the City of Palmetto. The existing area contains very low density and agricultural uses. The proposed development will substantially change the character and patterns in the area without any long term basis in an approved comprehensive plan. Considering current lot/home availability and market conditions, as well as the recently approved Friendship Village project, the proposed development is not supported by regional forecasts.

According to the ARC Unified Growth Policy Map (UGPM), the proposed development is located within areas designated suburban neighborhood and rural. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers and will be developed at more of a suburban scale with appropriate commercial development and low intensity mixed use serving the local area. Rural areas are areas that have limited or no development that still and are planned to contain agricultural uses. Development is recommended to be large lots or conservation subdivisions.

The proposed development is served only by existing two lane roadways including Cochran Mill Road, a designated State Scenic Byway. The existing roadway infrastructure is inadequate for the size of the development. Access should be limited, where applicable, along Cochran Mill and "viewsheds" protected to ensure the preservation of the road as a Scenic Byway. Furthermore, many of the roads

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surrounding and serving the development are rural in character. The proposed transportation recommendations recommended by the traffic study to serve the proposed development are inconsistent with the rural character of the Chattahoochee Hill County area.

The proposed development does not pass the Air Quality Benchmarks scoring 2%. ARC requires a score of 15% to pass the Air Quality Benchmarks.

Water supply for the development is proposed by the City of Palmetto, by a future planned reservoir, and as needed by the City of Atlanta Chattahoochee River Plant. Funding for the new reservoir has been approved with bond funding. The reservoir is in the draft Metropolitan North Georgia Water Planning District plan, however no permits have been issued. The projected completion date of the reservoir is 2016. With the limited capacity of the City of Palmetto, ARC requests confirmation from the wholesale providers of their intention and capacity to supply water to the proposed development to serve the development in the interim or if the planned reservoir delayed.

While located in the City of Palmetto, the proposed development was one of three villages proposed in the Chattahoochee Hill Country Master Plan adopted by Fulton County before the site was annexed into the City of Palmetto. The Fulton County village density was based on the use of a Transfer of Development Rights (TDR) program. The intention of the Chattahoochee Hill Country Master Plan was to direct growth into these villages and hamlets to preserve the surrounding agricultural land. Fulton County has discontinued the TDR program and therefore a village density is no longer relevant.

A Livable Centers Initiative (LCI) study was conducted as part of the Chattahoochee Hill Country Master Plan. The Study proposed a “model” sustainable village in the Chattahoochee Hill Country area, taking into consideration environmental factors, market analysis, and community input. The LCI study states that a village will need to be at least 2,000 acres with 800 acres disturbed to accommodate 6,000 housing units and other mixed uses due to environmental factors, and economic and market analysis.

ARC also funded a zoning overlay for the Chattahoochee Hill Country Master Plan under the LCI program. The zoning overlay included design standards which include a 300 foot setback surrounding the village for rural protection, development block standards, sidewalk requirements and the prohibition of cul-de-sacs. The proposed development site plan is inconsistent with many of the design standards required under the zoning overlay and the model village plan.

Currently the City of Palmetto has not adopted a TDR program, the Chattahoochee Hill Master Plan or an update to their Comprehensive Plan for the project area. The Georgia Department of Community Affairs (DCA) Minimum Standards for Local Comprehensive Planning requires a Major Amendment to a Comprehensive Plan when a community changes the “basic tenets” of the local plan this includes an annexation of 100 acres or more to a community. Therefore, the City should first complete an update to the plan per the DCA rules. A major update to a Local Comprehensive Plan does require a 60 day regional review under the DCA Minimum Standards. The applicant asserts that the development does reflect the development policies of the Fulton County 2015 Land Use Plan therefore the development should meet the standards of the Chattahoochee Hill Country Master Plan and zoning overlay.

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Of the 1,322.67 acres, the gross open space is 390.07 acres or 29% of the total site area. This includes both active and passive recreation spaces as well as land that is not suitable for development. Of the 390.07 acres of gross open space, 187.71 acres, or 14% of the total site acreage, is considered community passive greenspace, including land that is buildable and outside of the environmental sensitive areas. ARC considers a conservation subdivision to have at a minimum 40% open space where both primary and secondary conservation areas are preserved. Primary conservation areas are floodplains, wetlands, riparian zones, steep slopes, habitat for threatened or endangered species, and archeological or burial ground site. Secondary conservation areas include historic sites, healthy existing native forest and trees, scenic viewsheds, prime agricultural lands, and existing trails.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.

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17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

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Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in the City of Palmetto, between Phillips Road and Upper Rico Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Palmetto’s jurisdiction. The proposed development is surrounded on three sides by the City of Chattahoochee Hills.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

This will be determined based on comments received from potentially impacted local governments.

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ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$1,659,592,393 with an expected \$22 million in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection

The proposed project is not in the Chattahoochee River Corridor, but it is within the portion of the Chattahoochee Basin that drains into the Corridor. The project property is also within the proposed Bear Creek Water Supply Watershed that is proposed to serve the Cities of Palmetto, Fairburn and Union City. The watershed serving the proposed intake is about 28.5 square miles, making it a small (less than 100 square mile) watershed under the Georgia Part 5 Minimum environmental Planning Criteria.

The project will be required to meet the Part 5 Minimum Criteria for small water supply watersheds or the requirements of any alternate criteria that are approved by Georgia DCA and EPD. The minimum criteria for land within seven miles of an intake or reservoir (most of the project is within seven miles of the proposed reservoir site) include a 150-foot impervious surface setback and 100-foot vegetative buffer on both banks of all perennial streams (defined by the criteria as streams shown as perennial on the appropriate USGS 1:24,000 quadrangle map or digital coverage). These buffers are shown on the submitted plans. In addition, a maximum of 25 percent of the watershed can be in impervious surface

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unless alternate criteria are developed. Any streams that are not covered by the Part 5 buffers may be subject to the City of Palmetto Buffer Ordinance buffers.

All state waters on the property are subject to the 25-foot state Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

Storm Water / 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 that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Land use areas were estimated based on the project plans. All residential areas have been classified as multi-family, since single-family lot sizes are not listed and the averaged lot size is less than ¼-acre, which does not have separate loading factors. Actual loading factors will depend on the amount of impervious surface and the specific uses 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	79.91	136.65	1390.43	8630.28	78551.53	98.29	17.58
Forest/Open	390.07	31.21	234.04	3510.63	91666.45	0.00	0.00
Townhouse/Apartment	852.69	895.32	9132.31	57130.23	515877.45	648.04	119.38
TOTAL	1322.67	1063.18	10756.78	69271.14	686095.43	746.33	136.96

Total % impervious 36%

In order to address post-construction stormwater runoff quality, the project should 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.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified at this time.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

The site proposes five full access driveways along Cochran Mill Road and six full access driveways along Rico Tatum Road for the development that will be completed by the year 2015.

The site proposes five full access driveways on Cochran Mill Road, one full access driveway on Wilkerson Mill Road, three full access driveways on Philips Road, two full access driveways on Atlanta Newnan Road and eight full access driveways on Rico Tatum Road for the entire development that will be completed by the year 2028.

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

A & R Engineering performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Interim Phase Trip Generation:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Shopping Center 88,200 SF	88	57	145	276	300	576	6,259
General Office 205,800 SF	294	40	334	53	256	309	2,326
Single Family Detached 430 Units	78	232	310	251	147	398	3,979
Multi Family 631 Units	63	250	313	237	128	365	3,943
Single Family Attached 255 Units	19	90	109	87	43	130	1,422
Elementary School 1,000 Students	208	171	379	12	14	26	1,290
<i>Mixed-Use Reductions</i>	-7	-6	-13	-80	-80	-160	-1,736
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	-	-	0	-98	-102	-200	-2,000
Total New Trips	743	834	1,577	738	706	1,444	15,483

Full Build-Out Trip Generation:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Shopping Center 180,000 SF	136	87	223	443	480	923	9,951
General Office 420,000 SF	520	71	591	93	456	549	4,028
Single Family Detached 1,668 Units	294	883	1,177	850	499	1,349	13,847
Multi Family 959 Units	95	379	474	354	191	545	5,914
Single Family Attached 2,053 Units	98	481	579	480	236	716	8,375
Elementary School 1,000 Students	208	171	379	12	14	26	1,290
<i>Mixed-Use Reductions</i>	-10	-11	-21	-130	-129	-259	-2,768
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	-	-	0	-130	-135	-265	-2,650
Total New Trips	1,341	2,061	3,402	1,972	1,612	3,584	37,987

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

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

to be determined during review

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-120	SR 154 (Cascade-Palmetto Road) at Wilkerson Road	Roadway Operational Upgrades	2010
FS-140	Cochran Mill Road at Pea Creek	Bridge Upgrade	2010
FS-191	SR 154 (Cascade-Palmetto Road) at Bear Creek	Bridge Upgrade	2010
FS-196	South Fulton Parkway access management plan from Douglas County line to I-285/I-85 interchange	Study	2010
FS-209	South Fulton Scenic Byway multi-use trail from Cochran Mill Park to Phillips Road	Multi-Use Bike/Ped Facility	2010

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Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-050	US 29 (Roosevelt Hwy) from south of Palmetto city limits to SR 154 (Cascade Palmetto Highway)	General Purpose Roadway Capacity	2020
FS-AR-182	I-85 South at SR 74 (Senoia Road)	Interchange Upgrade	2030
FS-AR-183	I-85 South at SR 138 (Jonesboro Road)	Interchange Upgrade	2020

*The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.

Summarize the transportation improvements as recommended by consultant in the traffic study for Foxhall Village

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Interim Phase 2015 background traffic improvements:

Fairburn Industrial Boulevard @ US 29 – Fairburn Industrial Boulevard Connector Ramps

- The northbound approach to the intersection will operate at LOS E during the PM peak hour. It is not uncommon for side streets to experience delays during the peak hours. No improvements can be recommended at the intersection to improve the LOS except installation of a traffic signal. However, the intersection does not have the necessary volumes to warrant a traffic signal. Therefore, no improvements are recommended for this intersection.

Collingsworth Road @ Weldon Road

- Add dedicated westbound and southbound right turn lanes on Collingsworth Road.

Build Year 2028 background traffic:

Fairburn Industrial Boulevard @ US 29 – Fairburn Industrial Boulevard Connector Ramps

- Add a dedicated eastbound right turn lane on Fairburn Industrial Boulevard.
- The intersection will operate at a LOS F during both the AM and PM peak hours for the northbound approach (US 29 – Fairburn Industrial Boulevard Connector Ramps). Signal warrants were evaluated for the peak hours to determine if the peak hour warrant will be met at this intersection for the base conditions. The traffic conditions will not warrant at least the peak hour signal warrant required for installation of a traffic signal for the Base 2028 volumes. Therefore, a traffic signal is not recommended at this intersection for the Base 2028 condition. No additional improvements can be recommended to improve the LOS.

Collingsworth Road @ Weldon Road

- Install a traffic signal.

US 29 @ Wilkerson Mill Road @ Tatum Road

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- The southbound approach to the intersection will operate at LOS E during both the AM and PM peak hours. It is not uncommon for side streets to experience delays during the peak hours. No improvements can be recommended at this intersection to improve the LOS except the installation of a traffic signal. However, the intersection does not have necessary volumes to warrant a traffic signal. Therefore, no improvements are recommended for this intersection.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Interim Phase 2015 total traffic:

Fairburn Industrial Boulevard @ US 29 – Fairburn Industrial Boulevard Connector Ramp

- Install a traffic signal
- Provide permissive + protected phasing for westbound left turn movement on Fairburn Industrial Boulevard.

Collingsworth Road @ Weldon Road

- Install a traffic signal

US 29 @ Wilkerson Mill Road @ Tatum Road

- Install a traffic signal.

SR 154 @ Wilkerson Mill Road

- Install a traffic signal

Cochran Mill Road @ Wilkerson Mill Road

- Install a traffic signal

S. Fulton Pkwy @ Cochran Mill Road

- Install a traffic signal
- Restripe the westbound approach to include dedicated left turn and shared through / right turn lanes, which will not require any additional pavements.

Hutcheson Ferry Road @ Cochran Mill Road

- Add a dedicated westbound right turn lane on Hutcheson Ferry Road.

Cochran Mill Road @ Rico Tatum Road / Retail & Office Driveway 1

- Will be discussed in section 9.4 Site Access Analysis section of the report.

Build Year 2028 total traffic:

US 29 / Toombs Street / Fayetteville Road

- Add an additional southbound through lane on US 29. This improvement is a planned program by ARC that is scheduled to be completed in 2020.
- Add dedicated northbound and southbound left turn lanes on US 29

US 29 / SR 154 / Ramah Baptist Church Driveway

- Add dedicated southbound dual left turn lanes with protected only phasing on SR 154.

Fairburn Industrial Boulevard / US 29 – Fairburn Industrial Boulevard Connector Ramp

- Install a traffic signal

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- Provide permissive + protected phasing for westbound left turn movements on Fairburn Industrial Boulevard

US 29 / US 29 – Fairburn Industrial Boulevard Connector Ramp

- Install a traffic signal
- Provide permissive + protected phasing for northbound left turn movements on US 29.
- Provide permissive + overlap phasing for eastbound right turn movements on US 29 – Fairburn Industrial Boulevard Connector Ramp.

Collingsworth Road / Weldon Road

- Install a traffic signal
- Add a dedicated westbound right turn lane with permissive + overlap phasing on Collingsworth Road

US 29 / Wilkerson Mill Road / Tatum Road

- Install a traffic signal

SR 154 / Wilkerson Mill Road

- Install a traffic signal.
- Add dedicated eastbound left and right turn lanes on Wilkerson Mill Road.
- Provide permissive + protected phasing for eastbound left turn movement on Wilkerson Mill Road.
- Add a dedicated northbound left turn lane with permissive + protected phasing on SR 154.
- Add a dedicated southbound left turn lane on SR 154.

Wilkerson Mill Road / Phillips Road

- Add a dedicated northbound right turn lane on Phillips Road. The northbound approach to the intersection will operate at LOS F during the AM and PM peak hours after the recommended improvements are completed. It is not uncommon for side streets to experience delays during the peak hours. No improvements can be recommended at the intersection to improve the LOS except the installation of a traffic signal; however, the intersection will not have the necessary volumes to warrant a traffic signal. Therefore, no additional improvements are recommended for this intersection.

Cochran Mill Road / Wilkerson Mill Road

- Install a traffic signal
- Add a dedicated northbound right turn lane on Cochran Mill Road.
- Add a dedicated westbound left turn lane on Wilkerson Mill Road.

S. Fulton Parkway / Cochran Mill Road

- Install a traffic signal
- Add a dedicated northbound right turn lane with permissive + overlap phasing on Cochran Mill Road.
- Restripe the existing westbound approach to include a dedicated left and a shared through / right turn lane.
- Provide permissive + protected phasing for the westbound left turn movements on Wilkerson Mill Road

S. Fulton Parkway / Rivertown Road

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- The intersection will operate at LOS F during the PM peak hour for the northbound approach. It is not uncommon for side streets to experience delays during the peak hours. No improvements can be recommended at the intersection to improve the LOS except the installation of a traffic signal; however, the intersection will not have the necessary volumes to warrant a traffic signal. Therefore, no improvements are recommended for this intersection.

Hutcheson Ferry Road / Phillips Road

- Install a traffic signal.

Hutcheson Ferry Road / Cochran Mill Road

- Install a traffic signal
- Add a dedicated westbound right turn lane on Hutcheson Ferry Road.

Atlanta Newnan Road / Rico Tatum Road

- Install a traffic signal
- Add a dedicated westbound left turn lane on Rico Tatum Road.

Cochran Mill Road / Rico Tatum Road / Retail & Office Driveway 1

- Will be discussed in section 9.4 Site Access Analysis section of the report.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The site is not served by any form of transit.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting uses w/in the site	2%	2%
Total		2%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the traffic analysis completed by A & R Engineering and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS

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standards at the studied intersections. Improvements are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Sidewalks needed on both sides of internal streets and along all public street frontages
- ARC is concerned that improvements such as traffic signals and turn lanes are proposed for Phillips Road which is currently a gravel road. In addition two different internal collector roads connect to Phillips Road; however, there are no recommendations to pave that facility.
- ARC is concerned that the current site plan leaves few opportunities to make future roadway connections to the proposed collector roads internal to the site.

INFRASTRUCTURE

Wastewater and Sewage

Estimated wastewater generation was not submitted during the review

Which facility will treat wastewater from the project?

The South Fulton Camp Creek Wastewater facility will provide wastewater treatment for the proposed development.

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

N/A

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 MGD by 2005	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

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

ARC has reviewed a number of major developments that will be served by this plant.

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INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 1.775 MGD based on regional averages.

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

ARC would like verification that the proposed wholesalers of water are able and agree to providing water to the proposed development.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 6,509 tons of solid waste per year and the waste will be disposed of in Fulton County.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

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

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

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To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the development is proposing 4,680 residential units.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 104. This tract had a 27.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 90 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

N/A

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Developments of Regional Impact

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DRI #1841

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Palmetto

Individual completing form: Terry L. Todd

Telephone: 770-463-3377

E-mail: terrytodd@citypalmetto.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Foxhall Village

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): district 7: land lots 7,8,24,25,26,27,38,39 district 8: land lots 9,10,22,23,24

Brief Description of Project: 1,323 acre master-planned sustainable community

Development Type:

(not selected)

Hotels

Wastewater Treatment
Facilities

Office

Mixed Use

Petroleum Storage Facilities

Commercial

Airports

Water Supply Intakes/
Reservoirs

Wholesale & Distribution

Attractions & Recreational
Facilities

Intermodal Terminals

Hospitals and Health Care
Facilities

Post-Secondary Schools

Truck Stops

Housing

Waste Handling Facilities

Any other development types

Industrial

Quarries, Asphalt &
Cement Plants

If other development type, describe:

Project Size (# of units, floor area, etc.):	5,400 residential units, 1,100,000 s.f. of commercial
Developer:	Merrill Trust Communities & Resorts, LLC
Mailing Address:	3340 Peachtree Rd NE, Suite 2200
Address 2:	
	City:Atlanta State: GA Zip:30326
Telephone:	404-495-9577
Email:	rgreen@merrilltrust.com
Is property owner different from developer/ applicant?	(not selected) Yes No
If yes, property owner:	WHM Chattahoochee Hills Investments, LLC
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2028 (20 years) Overall project: 2028 (20 years)
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DRI #1841

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Palmetto
 Individual completing form: Terry L. Todd
 Telephone: 770-463-3377
 Email: terrytodd@citypalmetto.com

Project Information

Name of Proposed Project: Foxhall Village
 DRI ID Number: 1841
 Developer/Applicant: Merrill Trust Communities & Resorts, LLC
 Telephone: 404-495-9577
 Email(s): rgreen@merrilltrust.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

(not selected) Yes No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

(not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: 1,659,592,393

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$22,047,353

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

(not selected) Yes No

Will this development displace any existing uses?

(not selected) Yes No

If yes, please describe (including number of units, square feet, etc): The site is zoned agricultural; however, it is undeveloped. See "Supplemental Information for RDC's DRI (Form 2) Review" for details.

Water Supply

Name of water supply provider for this site:	City of Palmetto
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.775 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:
Short term water will be provided via City of Palmetto's water treatment plant, with supplemental supplies from neighboring jurisdictions. Long term water supply will be provided by the City of Palmetto, acting as a retail provider, with wholesale supplies from the South Fulton Regional Municipal Water and Sewer Authority (future reservoir or other sources), and/or Coweta County and the City of Atlanta. See "Supplemental Information..." for more details.

Is a water line extension required to serve this project?	(not selected) Yes No
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If yes, how much additional line (in miles) will be required?
Approximately 1.3 miles or 2.8 miles, depending on the preferred route. There are two alternatives to be compared and further analyzed with the best route to be agreed upon through the development process. See "Supplemental Information..." for details.

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Palmetto
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.544 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?	(not selected) Yes No
---	-----------------------------

If yes, how much additional line (in miles) will be required? There are two alternatives for the routing of sewer line extension. A pump station will be provided on the site and either 2 miles (approximately) of force main will be required from the pump station to the City's gravity sewer which will run along Little Bear Creek through Brentwood Subdivision and tie into Palmetto's pump station, or approximately 3 miles of force main will be required from the

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.)	46,056 24hr. 2-way with reductions
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Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below: All recommended transportation improvements are described in the DRI Traffic Study for this project, provided as a supplement to this form.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	6,509 Tons/Year
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds, underground storage, existing ponds and open space will mitigate storm water impacts. See "Supplemental Information..." for details.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any question above, describe how the identified resource(s) may be affected: There are approximately 42,171 l.f. of streams, 20.56 acres of wetlands, and 110.65 acres of floodplain on site; however, these areas have been avoided wherever possible and only minimal impacts are anticipated and no permits are required at this time. See Site Plan and "Supplemental Information..." for details.	
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