



# REGIONAL REVIEW FINDING

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

DATE: Nov 10 2008

ARC REVIEW CODE: R810091

TO: Chairman Tom Worthan  
ATTN TO: Amy Brumelow, Planning and Zoning Director  
FROM: Charles Krautler, Director

NOTE: This is digital signature.  
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government:** Douglas County  
**Name of Proposal:** Foxhall Resort and Sporting Club

**Review Type:** Development of Regional Impact

**Date Opened:** Oct 9 2008

**Date Closed:** Nov 10 2008

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** According to the ARC Unified Growth Policy Map (UGPM), the proposed development is located within the Rural Areas designation. Rural areas are areas that have limited or no development and consist of, and are planned to contain, agricultural uses. Development is recommended to be large lots or conservation subdivisions.

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF CHATTAHOOCHEE HILL COUNTRY  
UPPER CHATTAHOOCHEE RIVERKEEPER

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
FULTON COUNTY  
TRUST FOR PUBLIC LAND

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
CITY OF DOUGLASVILLE  
COWETA COUNTY  
PATH FOUNDATION

If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. This finding will be published to the ARC website.

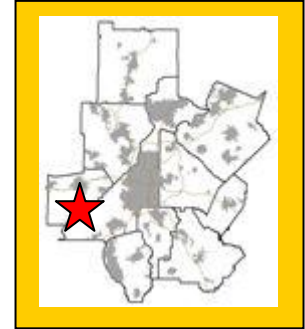
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	October 9, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Foxhall Resort and Sporting Club #1839
Final Report Due:	November 8, 2008		Comments Due By:	October 23, 2008

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Foxhall Resort and Sporting Club is a mixed use development located on 1,092.15 acres in Douglas County. The proposed development includes 910 single family homes, 900 resort units, 600 hotel rooms, 140,000 square feet of retail, a worship center and a public safety site. The proposed development is located on Capps Ferry Road west of the Chattahoochee River.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date 2020.

### **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 Planned Unit Development (PUD) and Residential Agriculture (R-A). The applicant is seeking a special use approval for master planned development. The Douglas County Future Land Use Map identifies the site as Agricultural and Rural Places.

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

The City of Chattahoochee Hill Country submitted comments indicating that the proposed development is not consistent with the City's Comprehensive Plan which calls for the land adjacent to the Chattahoochee River to remain rural and agricultural.

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

No comments were received identifying inconsistencies with any potentially affected local short-term work program.

**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?**

Yes, the proposed development would increase the need for services in the area for existing and future residents.

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**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**

1998 Riverwalk PUD

**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, there are several single family homes and horse barns on the site that will be demolished.

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

No.

**Is the proposed development consistent with regional plans and policies?**

According to the ARC Unified Growth Policy Map (UGPM), the proposed development is located within the Rural Areas designation. Rural areas are areas that have limited or no development and consist of, and are planned to contain, agricultural uses. Development is recommended to be large lots or conservation subdivisions.

Portions of the project are within 2000 feet of the Chattahoochee River and are subject to the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-400 et seq.) and the standards of the Chattahoochee Corridor Plan. Under the Act, any increase in land disturbance or impervious surface is subject to review for consistency with the standards of the Corridor Plan, which include: vulnerability standards that limit the amount of land disturbance and impervious surface based on natural factors on the land; flood plain standards; and buffer zone standards requiring a 50-foot undisturbed natural vegetative buffer and a 150-foot impervious surface setback along the River and a 35-foot undisturbed natural buffer along designated tributary streams.

Douglas County's FLUM designates this area as Agricultural and Rural Places. The Agricultural designation identifies two major farms in the County, the proposed development being one of the two. The Rural Places designation is described in the current Douglas County Comprehensive plan as "Outlying rural areas with active farming and scattered single-family housing on large lots. Preservation of sensitive natural resources. Commercial Activity Centers within this area will be designated as Crossroads Village Centers. Commercial development should only be developed as designated on the FLUM and within master planned developments." It is unclear to ARC staff as to whether the FLUM will have to be amended to reflect the development should it receive needed approvals. An amendment to the FLUM and /or comprehensive plan would require a regional review

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under the major amendment provisions for DCA comprehensive planning due to the proposed developments proximity to a neighboring jurisdiction.

Douglas County staff submitted a letter, dated November 4th, 2008 that outlined the counties position on the requirement for rezoning of the Foxhall Resort site. The Douglas letter (attached) states that the county believes the project does not violate the 1 unit per acre density requirement of the Residential Agriculture (RA) zoning district and therefore no rezoning is required.

Excluding wetland areas, the project density would equal 1.3 units per acre. The hotel, resort units and commercial are not included in this calculation and would add intensity and additional uses to the site. The Douglas County position to permit a multi-use resort development with hotel and retail uses in an RA district would seem to create a new precedent for RA zoning in the county that may need to be further reviewed by the Douglas County.

The developer, Merrill Trust Communities and Resorts, LLC submitted a letter (attached), dated November 3, 2008 that outlined the uses and intensities of the proposed development. The letter states that none of the approximately 800 resort units will be convertible to permanent residences.

The scale of the development will have a major impact on the local transportation system which is currently designed to handle the existing low density land uses. No transportation projects are currently funded to improve the area roads. Potential additional development, which will be encouraged by the proposed project, will likely result in overburdening the local road network.

ARC strongly recommends that the proposed development includes a publicly accessible trail along the Chattahoochee River. This recommendation is in line with the vision for a regional greenway trail along the river developed by the Chattahoochee Hill Country Alliance and agreed upon by Carroll, Coweta, Douglas and Fulton Counties and the City of Chattahoochee Hill Country. The above mentioned jurisdictions have met on a quarterly basis along with ARC, PATH, Chatt-Flint RDC, and GDOT. The counties have secured and begun spending a federal earmark for the pilot portions of the trail. If this large tract is closed to the public then it would not be feasible then to create a cohesive and useable trail along the Chattahoochee River.

ARC staff is concerned with the effect the proposed development will have on neighboring jurisdictions. The proposed development is adjacent to the City of Chattahoochee Hill Country and Carroll County. The current FLUM for Chattahoochee Hill Country designates the adjacent land as Agricultural. Comments attached from the City of Chattahoochee Hill Country state that the proposed development is not consistent with the City's Comprehensive Plan which calls for the area adjacent to the Chattahoochee River to remain rural and agricultural. The City of Chattahoochee Hill Country also expressed concern over the traffic impacts to the existing transportation network, especially those roads and intersections within the City.

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## **FINAL 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.
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.

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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

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.

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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 Douglas County, between Capps Ferry Road and the Chattahoochee River.

### **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 Douglas County. The proposed development is located on the Douglas County line adjacent to the City of Chattahoochee Hill County and Carroll County.

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

The site is surrounded by low density residential agricultural uses and undeveloped land.

## **ECONOMY OF THE REGION**

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

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**What new taxes will be generated by the proposed project?**

Estimated value of the development is \$921,633,037 with an expected \$12,243,711 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?**

The proposed development would add residential and commercial uses to the area.

**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 and Stream Buffers**

Portions of the project are within 2000 feet of the Chattahoochee River and are subject to the requirements of the Metropolitan River Protection Act (Georgia Code 12-5-400 et seq.) and the standards of the Chattahoochee Corridor Plan. Under the Act, any increase in land disturbance or impervious surface is subject to review for consistency with the standards of the Corridor Plan, which include: vulnerability standards that limit the amount of land disturbance and impervious surface based on natural factors on the land; flood plain standards; and buffer zone standards requiring a 50-foot undisturbed natural vegetative buffer and a 150-foot impervious surface setback along the River and a 35-foot undisturbed natural buffer along designated tributary streams.

Based on the submitted site plan, the project is not within any water supply watershed in the Atlanta Region.

Streams meeting County criteria throughout the property will be subject to Douglas County stream buffer regulations.

In addition, all state waters on the property are subject to the requirements of the State Erosion and Sedimentation Act, including the State 25-foot erosion and sedimentation buffer.



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### Stormwater / Water Quality

No information on the density of the proposed single-family residential areas or on the acreages of other proposed land uses was provided.

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. The project should also use the stormwater better site design concepts included in the Manual to the fullest extent possible, particularly in steep slope areas. These site design concepts should include:

- Fitting roadway layouts, and building and home site footprints, to the terrain
- Avoiding steep slopes (>20%) for any construction activity and leaving undisturbed vegetation on slopes.
- Reducing limits of clearing and grading as much as possible and avoiding mass grading
- Considering use of nonstructural and site design approaches to manage stormwater runoff quantity and quality
- Considering conservation subdivision site designs

### 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.

**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?**

Five driveways are proposed along Capps Ferry Road.

- Driveway #1 - Main Resort Entrance: Full movement driveway at relocated location; located approximately 1,925 feet west of the bridge over the Chattahoochee River and approximately 950 feet east of Florence Road.

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- Driveway #2 - Residential Entrance: Full movement driveway aligned with Driveway #1.
- Driveway #3 - Commercial Village Right-in/right-out driveway; located approximately 200 feet east of Florence Road.
- Driveway #4 – Resort/Residential Area Entrance: Full movement driveway at existing driveway; located approximately 2,275 feet north of Florence Road.
- Driveway #5 – Resort/Residential Entrance: Full movement driveway aligned with Brookcrest Court.

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

Kimley-Horn and Associates, Inc. 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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential Homes 921 Units	103	365	468	397	213	610	6,812
Resort Units 843	90	45	135	90	129	219	2,664
Hotel 300 Rooms	98	62	160	94	83	177	2,312
Resort Hotel 300 Rooms	57	22	79	54	72	126	2,312
Shopping Center 140,000 SF	117	75	192	375	407	782	8,450
<i>Mixed-Use Reductions</i>	-70	-99	-169	-127	-99	-226	-2,820
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	0	0	0	-57	-57	-114	-998
<b>Total New Trips</b>	<b>395</b>	<b>470</b>	<b>865</b>	<b>826</b>	<b>748</b>	<b>1,574</b>	<b>18,732</b>

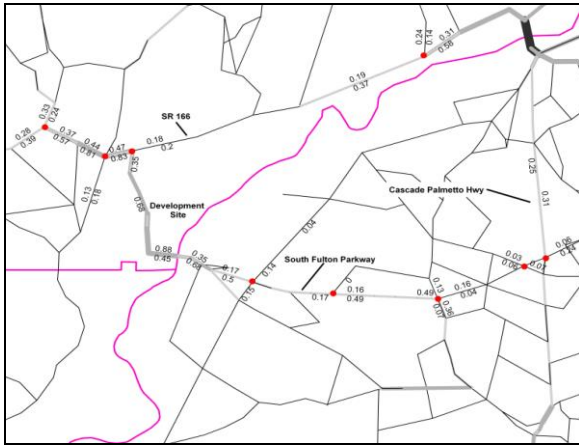
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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.

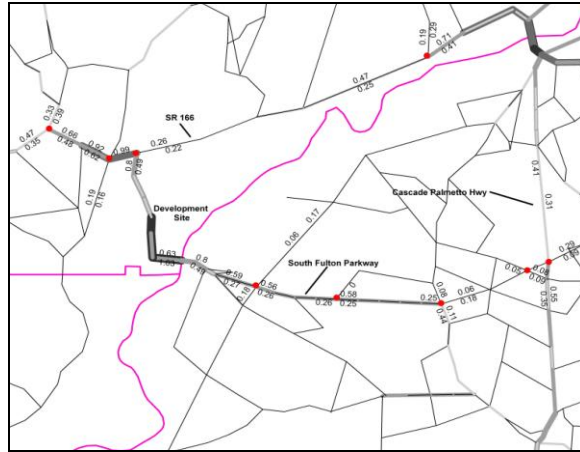
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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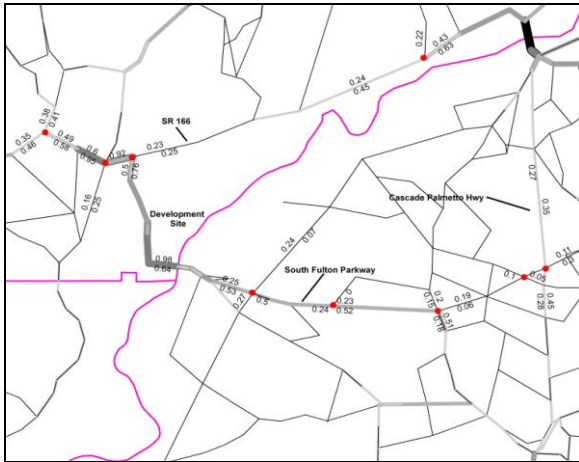
## V/C Ratios



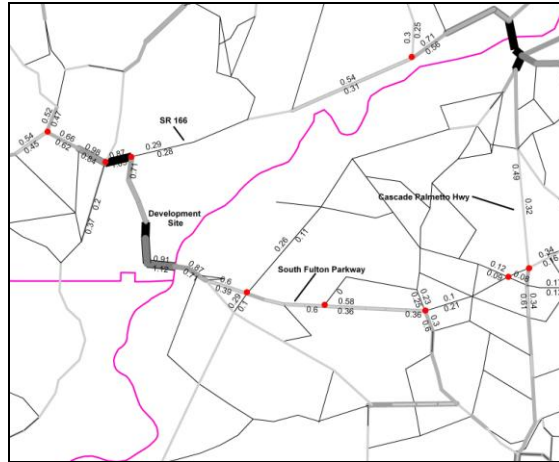
**2010 AM Peak**



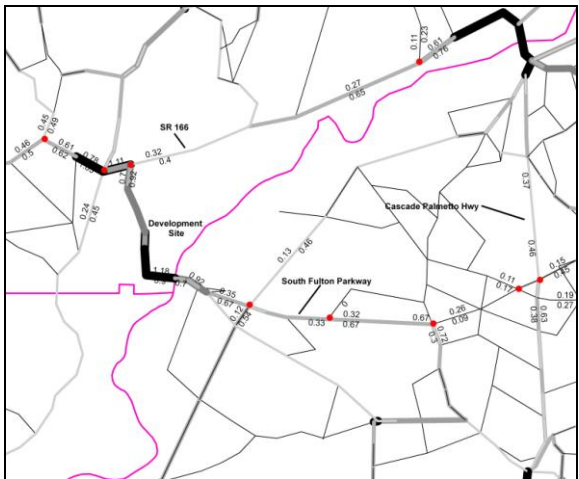
**2010 PM Peak**



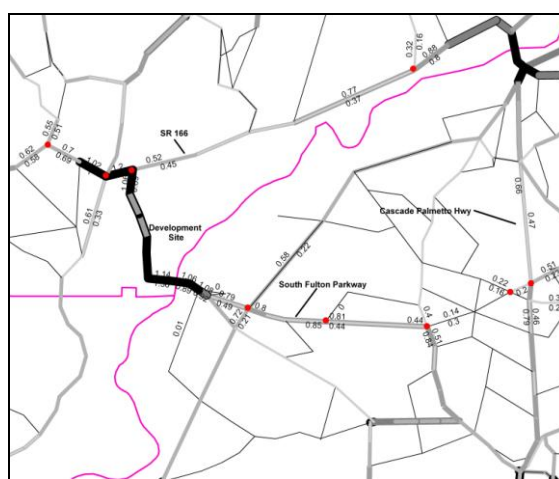
**2020 AM Peak**



**2020 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

**Legend**

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

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For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

**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-196	South Fulton Parkway access management plan from Douglas County line to I-85/I-285 Interchange	Studies	2010

#### **Envision6 RTP (Long Range Projects)\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	*No Long Range Projects in the Vicinity*		

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

**Summarize the transportation improvements as recommended by consultant in the traffic study for Foxhall Resort and Sporting Club.**

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.

#### **Post Road at N Helton Road/E Union Hill Road (Intersection #1)**

- Install an exclusive left-turn lane along all four approaches in conjunction with future signalization.<sup>1</sup>
- Install a traffic signal when warranted.<sup>2</sup> (Note: Projected peak hour volumes are not expected to meet the peak hour signal warrants.)
- An alternative intersection improvement to consider may be a modern roundabout.

#### **SR 166 at Post Road (Intersection #3)**

- Install an exclusive left-turn lane along all four approaches in conjunction with future signalization.<sup>1</sup>
- Install a traffic signal when warranted.<sup>2</sup> (Note: Projected peak hour volumes are expected to meet the peak hour signal warrants.)

<b>Preliminary Report:</b>	October 9, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Foxhall Resort and Sporting Club #1839
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- An alternative intersection improvement to consider may be a modern roundabout.

SR 166 at SR 5 (Intersection #4) - Roundabout

- Install a northbound right-turn slip lane along the SR 5 approach.

SR 166 at Capps Ferry Road (Intersection #5)

- Install an eastbound right-turn lane along SR 166.
- Install an exclusive westbound left-turn lane along SR 166.
- Install a northbound right-turn lane along Capps Ferry Road.
- Install a traffic signal when warranted. <sup>2</sup> (Note: Projected peak hour volumes are expected to meet the peak hour signal warrants.)

SR 166 at Chapel Hill Road (Intersection #6)

- Install a westbound right-turn lane along SR 166.
- Install an exclusive eastbound left-turn lane along SR 166.
- Install a southbound right-turn lane along Chapel Hill Road.
- Install a traffic signal when warranted. <sup>2</sup> (Note: Projected peak hour volumes are expected to meet the peak hour signal warrants.)

Note 1: Two lane approaches is a GDOT requirement at a signalized intersection. If a traffic signal is not installed, the left-turn lanes may not be required based on the low traffic volumes.

Note 2: The need for traffic signals at these intersections will depend on actual traffic volumes. Prior to installing a traffic signal, a traffic signal warrant study should be performed.

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.

South Fulton Highway (SR 70) at Campbellton Redwine Road (SR 70) (Intersection #8)

- Install an exclusive northbound and southbound left-turn lane along Campbellton Redwine Road in conjunction with future signalization. <sup>1</sup>
- Install a traffic signal when warranted. <sup>2</sup> (Note: Projected peak hour volumes may or may not meet the peak hour signal warrants.)

South Fulton Highway (SR 70) at Rico Road (Intersection #9)

- Install an exclusive northbound and southbound left-turn lane along Rico Road in conjunction with future signalization. <sup>1</sup>
- Install a traffic signal when warranted. <sup>2</sup> (Note: Projected peak hour volumes may or may not meet the peak hour signal warrants.)

South Fulton Highway (SR 70) at Cochran Mill Road (Intersection #10)

- Install an exclusive northbound and southbound left-turn lane along Cochran Mill Road in conjunction with future signalization. <sup>1</sup>

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- Install a traffic signal when warranted. <sup>2</sup> (Note: Projected peak hour volumes are not expected to meet the peak hour signal warrants.)

South Fulton Highway (SR 70) at Rivertown Road (Intersection #11)

- Install an exclusive northbound left-turn lane along Rivertown Road in conjunction with future signalization. <sup>1</sup>
- Install a traffic signal when warranted. <sup>2</sup> (Note: Projected peak hour volumes may or may not meet the peak hour signal warrants.)

Note 1: Two lane approaches is a GDOT requirement at a signalized intersection. If a traffic signal is not installed, the left-turn lanes may not be required based on the low traffic volumes.

Note 2: The need for traffic signals at these intersections will depend on actual traffic volumes. Prior to installing a traffic signal, a traffic signal warrant study should be performed.

**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 area is served by public transit.

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

The developer has proposed a shuttle to Hartsfield Jackson International Airport and the Airport MARTA station.

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

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Retail is dominant, 10% Residential or 10% Office	4%	4%
Shuttle service to employment ctr/transit facility	3%	3%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
<b>Total</b>		<b>11%</b>

**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 Kimley-Horn and Associates, Inc. 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 standards at the studied intersections. The improvements recommended in the traffic

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analysis 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 comments/recommendations for the proposed development consistent with adopted local and regional plans:

- ARC is concerned over the scale of this development given the rural character of the area and overall lack of transportation infrastructure. The traffic study shows that Foxhall Resort will not by itself overwhelm the network in the area. However, with the addition of other development including, but not limited to, the Foxhall Village DRI, the local road network may be subjected to increasing congestion. Given that almost no federal or state transportation money is currently programmed (and not likely to be in the foreseeable future) to be spent in the area it is vital that the local jurisdictions including Douglas County, Fulton County, the City of Chattahoochee Hill Country and the City of Palmetto communicate and coordinate to make sure that future development does not impose negative congestion impacts on current and future residents of the area.
- ARC strongly recommends that the proposed development includes a publicly accessible trail along the Chattahoochee River. This recommendation is in line with the vision for a regional greenway trail along the river developed by the Chattahoochee Hill Country Alliance and agreed upon by Carroll, Coweta, Douglas and Fulton Counties and the City of Chattahoochee Hill Country. The above mentioned jurisdictions have met on a quarterly basis along with ARC, PATH, Chatt-Flint RDC, and GDOT. The counties have secured and begun spending a federal earmark for the pilot portions of the trail. If this large tract is closed to the public the feasibility of creating a cohesive and useable trail along the Chattahoochee will be dealt a severe blow.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.94 MGD.

#### **Which facility will treat wastewater from the project?**

Information submitted for the review did not indicate which facility will treat water from this project.

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

N/A



<b>Preliminary Report:</b>	October 9, 2008	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	<b>Project:</b>	Foxhall Resort and Sporting Club #1839
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<b>PERMITTED CAPACITY MMF, MGD <sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>

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

<sub>1</sub> 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.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand is estimated at 1.08 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?**

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

## **INFRASTRUCTURE**

### **Solid Waste**

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

Information submitted with the review 4,481 tons of solid waste per year and the waste will be disposed of in Douglas County.

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

No.

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**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.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the development is proposing 921 residential units.

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

No.

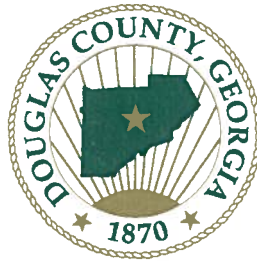
**Is there housing accessible to the project in all price ranges demanded?**

The site proposed for the development is located in Census Tract 804.02. This tract had a 60.7 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 95 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?**

Likely, assuming the development is approved with multiple price ranges of housing.

\* 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.



AMY BRUMELOW  
*Planning & Zoning Director*

CYNDE WELCH  
*Senior Planner*

TRACY RYE  
*Community Planner*

TAMMY TEAL  
*Clerk of the Planning &  
Zoning Board*

FALLON DOYLE  
*Department Secretary*

**DOUGLAS COUNTY BOARD OF COMMISSIONERS**  
**PLANNING & ZONING DEPARTMENT**

8700 Hospital Drive • Douglasville, GA 30134  
Telephone (770) 920-7241 • Fax (678) 715-5366

November 4, 2008

Jonathan Tuley  
Senior Planner  
Atlanta Regional Commission  
Land Use Planning Division  
40 Courtland Street, NE  
Atlanta, GA 30303

Dear Mr. Tuley:

As a follow up to our meeting on October 23, 2008 regarding the Foxhall Resort Club DRI and per your request for additional information regarding the zoning and development of the property and its relation to our land use map I am providing this letter to further discuss the required local procedural requirements.

The Foxhall property consists of both RA (Residential Agricultural) zoning and PUD (Planned Unit Development) zoning. The PUD zoning has an underlying zoning of RA for density and development regulations and the PUD is no longer a zoning category in Douglas County. Therefore, we are allowing the development to utilize the underlying RA zoning for development purposes.

The Douglas County Future Land Use Map indicates that this property is within the Rural Places character area which includes residential growth, small commercial service areas and master planned developments that are single-family, equestrian oriented and open space planned with commercial areas to serve those residents.

The proposed Foxhall Resort will be required to apply for a Special Land Use Permit approval for a Master Planned Development which will require a public hearing with a final decision by the Douglas County Board of Commissioners. The development as proposed maintains the 1 acre density requirement of the RA zoning district and therefore does not require rezoning or a land use map amendment.

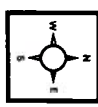
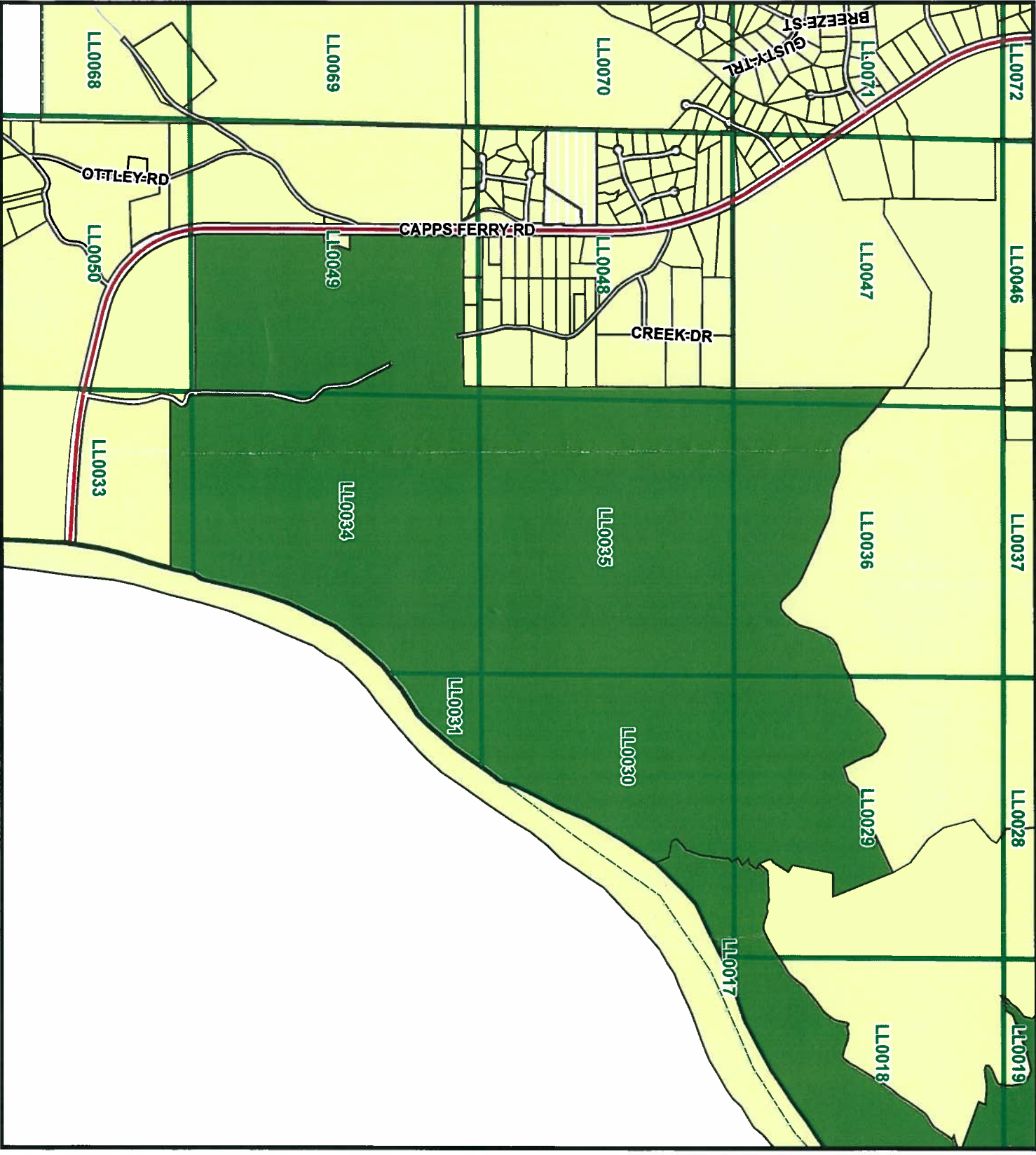
In addition, the development is a master planned development that includes single-family homes, commercial services for the larger market area (i.e. hotels, resort units, spa) as well as the smaller service area in which it is located, equestrian facilities and other recreational opportunities including open space areas.

Hopefully this will help to clarify the current zoning of the property and how we intend to process this application for a master planned development. Please contact me at (678) 715-5370 if you have any questions or require additional information.

Sincerely,

Amy Brumelow  
Planning & Zoning Director

# Douglas County 'Planning and Zoning' Map



Parcel

Street

Local

Collector

Minor Arterial

Major Arterial

Landlot

City Boundary

County Boundary

OAH

C-C

C-C-C

C-G

C-G-C

C-H

C-N

C-N-C

C-R

C-R-C

HI

U

U-C

U-R

U-R-C

OL-L

OL-L-C

PUD

PUD-C

RA

RA-C

R-D

R-LD

R-LD-C

R-MD

R-MD-C

R-MF

R-MF-C

R-MH

R-TC

R-T-C

city

state park

"Split Zoned"

O-ED

0

360

720

Feet

11/3/2008 3:53:00 PM

Douglas County makes no warranties with respect to the accuracy and completeness of the information on this map



*Halley*

6505 Rico Road, Suite A, Chattahoochee Hill Country, Georgia 30268

OCT 28 2008

MAYOR

Don L. Hayes

CITY COUNCIL

John Taylor

Carl Hattaway

David Hanson

Faye Godwin

Rodney Peek

CITY MANAGER

Bob Simpson

[www.chatthillsga.us](http://www.chatthillsga.us)

24-Hour Information

(404) 463-5550

Fax (404) 463-8550

September 24, 2008

Mr. Charles Krautler, Director  
Atlanta Regional Commission  
40 Courtland Street, NE.  
Atlanta, GA 30303

Re: DRI Review No. R810091 – Foxhall Resort, Douglas County, Georgia

Dear Mr. Krautler,

Thank you for the opportunity to comment on the proposed Foxhall Resort development through your Development of Regional Impact Review process. Please consider the following comments as this review proceeds.

1. The proposed development is NOT consistent with the City of Chattahoochee Hill Country's Comprehensive Plan. Our current FLUM calls for the area adjacent to the Chattahoochee River to remain with its current rural/agricultural land use.
2. The TIS identifies that 4 intersections in the City of Chattahoochee Hill Country, all along SR 70/South Fulton Parkway would require improvements as a result of the proposed development. In all 4 intersections, the improvements call for addition of traffic signals and turn lanes on the side roads to mitigate increased side road delay due to the increase of traffic on S. Fulton Pkwy due to the proposed development. Based on the City's comprehensive plans, these 4 intersections are not planned to be signalized in the future and there is no funding available from the City for these improvements. Additionally, a review of the future volumes provided in the TIS indicate that these intersections would likely not meet the necessary Traffic Signal Warrants due to low side road volumes so the proposed improvements are not a practical mitigation to the deficient Level of Service.
3. The TIS used a background traffic growth rate of 2% for the City of Chattahoochee Hill Country. The study does not take into account the traffic increases in the City, specifically along the South Fulton Parkway corridor, for the proposed Foxhall Village Development (DRI #1841) in the City of Palmetto, which is currently under review and is proposed by the same developer (Merrill Trust Communities & Resorts) which shows significantly higher traffic volumes for the side roads intersecting South Fulton Parkway.

4. The Foxhall Resort (DRI#1839) and Foxhall Village (DRI #1841) are close enough in proximity, affect the same roadway network, are proposed by the same developer, and have significant impact on the City of Chattahoochee Hill Country. Therefore, these two developments should be looked at together as to their impact to the region and not be treated as separate, mutually exclusive developments as is currently indicated and treated by the separate DRI submittals and Traffic Impact Studies.

Thank you for considering these important aspects of this proposed development.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tom Wilson', with a stylized, cursive script.

Tom Wilson, Community Development Director  
Chattahoochee Hill Country, Georgia

# Merrill Trust

COMMUNITIES & RESORTS, LLC

November 3, 2008

Ms. Haley Fleming, Review Coordinator  
Atlanta Regional Commission  
40 Courtland Street  
Atlanta, Georgia 30340

RE: Foxhall Resort & Sporting Club DRI #1839  
Foxhall Village DRI # 1841

Dear Ms. Fleming:

As a follow up to our meeting last week, I am sending you the items as requested relating to the Foxhall Village project in the City of Palmetto and Foxhall Resort & Sporting Club located in Douglas County. As we discussed, the Merrill Trust development team has been very active in working with the two main jurisdictions in which Foxhall Village and Foxhall Resort & Sporting Club are located; as well as the City of Chattahoochee Hill County where the remaining of our large landholding in metropolitan Atlanta are located. I hope that you will find the additional information helpful as you complete our review and formalize the final ARC conditions/recommendations.

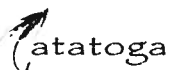
#### **Foxhall Village, City of Palmetto**

Enclosed is a draft version of the City of Palmetto Foxhall Village Overlay District development code. This overlay development code was created at the request of the City of Palmetto to provide a clear outline and implementation tools necessary to govern/guide the Foxhall Village development plan. The Overlay District code will be used by the city as a model ordinance to ensure that the envisioned type and quality of growth within this city is achieved. An accompanying architectural development pattern book is also being created and will be submitted to the City of Palmetto. The pattern book outlines the architectural and landscape character being proposed for this development. The Foxhall Village Overlay District development code has not been reviewed nor approved by the planning and zoning commission or city council. The Overlay District development code will be amended and approved as part of the conditions of zoning for Foxhall Village by the City of Palmetto.

#### **Foxhall Resort & Sporting Club, Douglas County**

For over a year we have been working with Amy Brumelow and her staff to formulate this development plan. Many individuals and groups have reviewed the proposal and given valuable feedback, including County Commissioners, Planning and Zoning Commissioners, County Engineering and Transportation Staff, the Water and Sewer Authority (WSA), the Douglas County School Board, and local fire department. Last fall, Douglas County embarked in an effort to create a new mixed-use zone classification that would have been applicable to our proposed development. At that time, it was proposed that the mixed-use zoning classification would allow approximately 3-5 units per acres with a wide variety of housing and commercial product types.

We put our development plans on hold for about 5 months while waiting for the new zoning code to be put in place. We used this time to further investigate the utility infrastructure options available to serve



**Chattahoochee  
Hill Country**



**Merrill-Paloma  
Ranch**



**Foxhall Resort  
& Sporting Club**

the proposed development. To accurately survey and inventory the property for existing environmentally sensitive areas, to complete floodplain studies and submit a LMOR to FEMA accurately delineating the floodplain limits, and to complete geotechnical analysis and dam break engineering analyses for the major earthen dams constructed on the property along with a full market feasibility study for all of our development plans in the South Atlanta area. When the County decided to not move forward with the proposed mixed-use zoning classification, we used the new technical and market study information to modify our development plans. The new plan was redesigned to be responsive to the existing conditions and market factors thereby reducing the overall size of Foxhall Resort to be more in line with the existing Residential Agriculture (R-A) zoning regulations, densities, and uses permitted as allowed within a Master Planned Development in Douglas County.

During the supplemental information meeting for Foxhall Resort & Sporting Club, Amy Brumelow explained how our proposed development is in line with the existing Douglas County Residential Agriculture (R-A) zoning regulations and does not require a map amendment or rezone. Foxhall Resort & Sporting Club is being permitted as a Master Planned Development as a Special Use Approval, since all master planned developments in Douglas County require Special Use Approval by the Board of Commissioners. The R-A zone allows for land distribution in a master planned development to include no less than 95% residential and open space and no more than 5% of neighborhood commercial. As permissible under the Master Planned Development regulations, the 95% single family detached residential will be developed meeting the Residential Low Density (R-LD) development standards. The 5% neighborhood commercial uses will be developed according to special use approval as directed by the Board of Commissioners. The maximum density allowed is determined by the underlying zoning district in which the Master Planned Development is located, R-A or one unit per gross acre maximum.

Foxhall Resort & Sporting Club proposed density calculations are as follows:

Total Development = 1092.15 Acres.

Excluded Areas (Primary Conservation Area) outside floodplain limits = 255.35 acres

Total Developable Land = 836.80 acres or 0.85 units per acre = 820 single family units

100 Floodplain Area Density Credit = 255.35 acres (gross floodplain area) – 82.39 acres (primary conservation area inside floodplain) = 172.96 acres or 0.85 units per acre = 203.48 floodplain density credits.

*Note: The floodplain density credit may be increased by not more than 25% of the base density by giving credit for up to half as many units within the 100 year floodplain as could be built if the land were not in the floodplain and transferring these units to the buildable portion of the whole tract. (UDC Section 404.c.2)*

Hence, 203.48 units (available floodplain density credits) \* 0.50 (up to half) = 101.70 residential units which is less than the allowable 25% density increase of 820 (base density) \* 25% = 205 units (maximum allowable credit).

Therefore the proposed development density is 820 units (base density) + 101 units (floodplain credit) = up to 921 single family residential units. This equates to 1.18 gross acres per residential unit.



The resort commercial space is equal to 1092.15 (total development tract) \* 5% (max land use) = 54.60 acres or up to 2,377,400 square feet of commercial use. The resort commercial square footage will be developed as outlined in the DRI proposal to include no more than 140,000 SF of traditional retail commercial while the remaining 2,377,400 square feet of resort commercial space will be divided up into hotels, conference space, spa/wellness center, recreational clubhouses, and condominium (stacked) or residential (detached) product types of fractional, private residence club, destination club and other resort accommodation products. None of the 2,377,400 square feet of resort commercial space will be allowed or used for traditional full time single family residential units. The final commercial uses and densities will be determined by the Board of Commissioners as part of the Master Planned Development/Special Use approval hearings and will become part of the Master Planned Development Agreement.

**City of Chattahoochee Hill County**

Since purchasing our property in South Fulton County, we have continuously worked with the many different governing agencies to accomplish preservation goals by applying a practical approach to land planning that works with the inherent physical character, constraints and opportunities of the region. We have worked through the Chattahoochee Hill Country Alliance (CHCA), given over \$200,000 dollars to fund their community efforts and spent countless hours working with them to make the Hill Country's vision become a reality. As we discussed last week, the latest round of development code revisions are currently underway in which we are once again participating in. We hope that the process being shepherded by Tom Wilson at CH2M Hill will achieve sensible development regulations that, when applied, will finally achieve their intent. Enclosed is the latest Chattahoochee Hills Zoning Codes Update Process Overview outline of objectives, meeting schedule, a recap of part 1 discussion's and the agenda for this week's meeting schedule focusing on preservation for your review. As per our discussion, I am also enclosing the constraints map that was developed several years ago when the request to amend the City's development codes was once again, at that time, initiated.

I hope this information helps the ARC understand our longstanding commitment to this area and our collaborative approach to land planning/design. We look forward to continue working with these three local jurisdictions to achieve their individual and collective goals. If we can provide any further information in these regards, please let us know. We look forward to hearing from you and seeing the conditions you deem appropriate to find both of these projects in the best interest of the region.

Best Regards,



Brook Cole

/bc

cc: Harrison Merrill  
Terry Todd  
Amy Brumelow

# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1839**

## 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:

Douglas County

Individual completing form:

Amy Brumelow

Telephone:

678-715-5370

E-mail:

abrumelow@co.douglas.ga.us

\*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 Resort &amp; Sporting Club

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

Intersection of Capps Ferry Road and Florence Road in South Douglas County.

Brief Description of Project:

Mixed-Use Recreational Resort Club 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.):	Up to 910 resort residential units & up to 2.3 million SF of mixed-use resort commercial
Developer:	Merrill Trust Communities & Resorts
Mailing Address:	3340 Peachtree Road, NE Suite 2200
Address 2:	
	City:Atlanta State: GA Zip:30326
Telephone:	404-495-9577
Email:	bcole@gmail.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	WHM Foxhall Investments, LLC
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Special Use Approval for a Master Planned Development
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2020 Overall project: 2008-2020
<hr/>	
<a href="#">Back to Top</a>	

# Developments of Regional Impact

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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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
Local Government Information	
Submitting Local Government:	Douglas County
Individual completing form:	Amy Brumelow
Telephone:	678-715-5370
Email:	abrumelow@co.douglas.ga.us
Project Information	
Name of Proposed Project:	Foxhall Resort & Sporting Club
DRI ID Number:	1839
Developer/Applicant:	Merrill Trust Communities & Resorts
Telephone:	404-495-9577
Email(s):	bcole@gmail.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.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	921,633,037
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	12,243,711 (property tax)
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

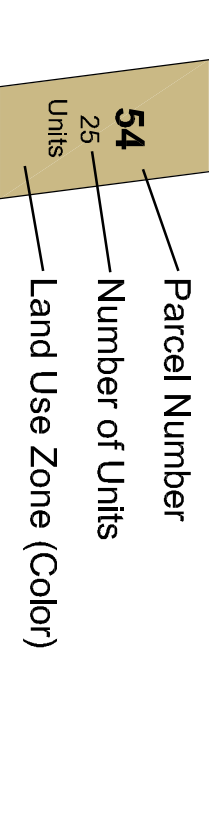
any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
<b>Water Supply</b>	
Name of water supply provider for this site:	Douglasville Douglas County Water & Sewer Authority
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.08 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Douglasville Douglas County Water & Sewer Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.94 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 3 miles	
<b>Land Transportation</b>	
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.)	1,010 entering and 904 exiting trips during PM peak hour
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: See Traffic Analysis submitted by Kimley-Horn.	
<b>Solid Waste Disposal</b>	

How much solid waste is the project expected to generate annually (in tons)?	4,481 tons/year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	14%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: See additional information submitted.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: See additional information submitted.	
<a href="#">Back to Top</a>	

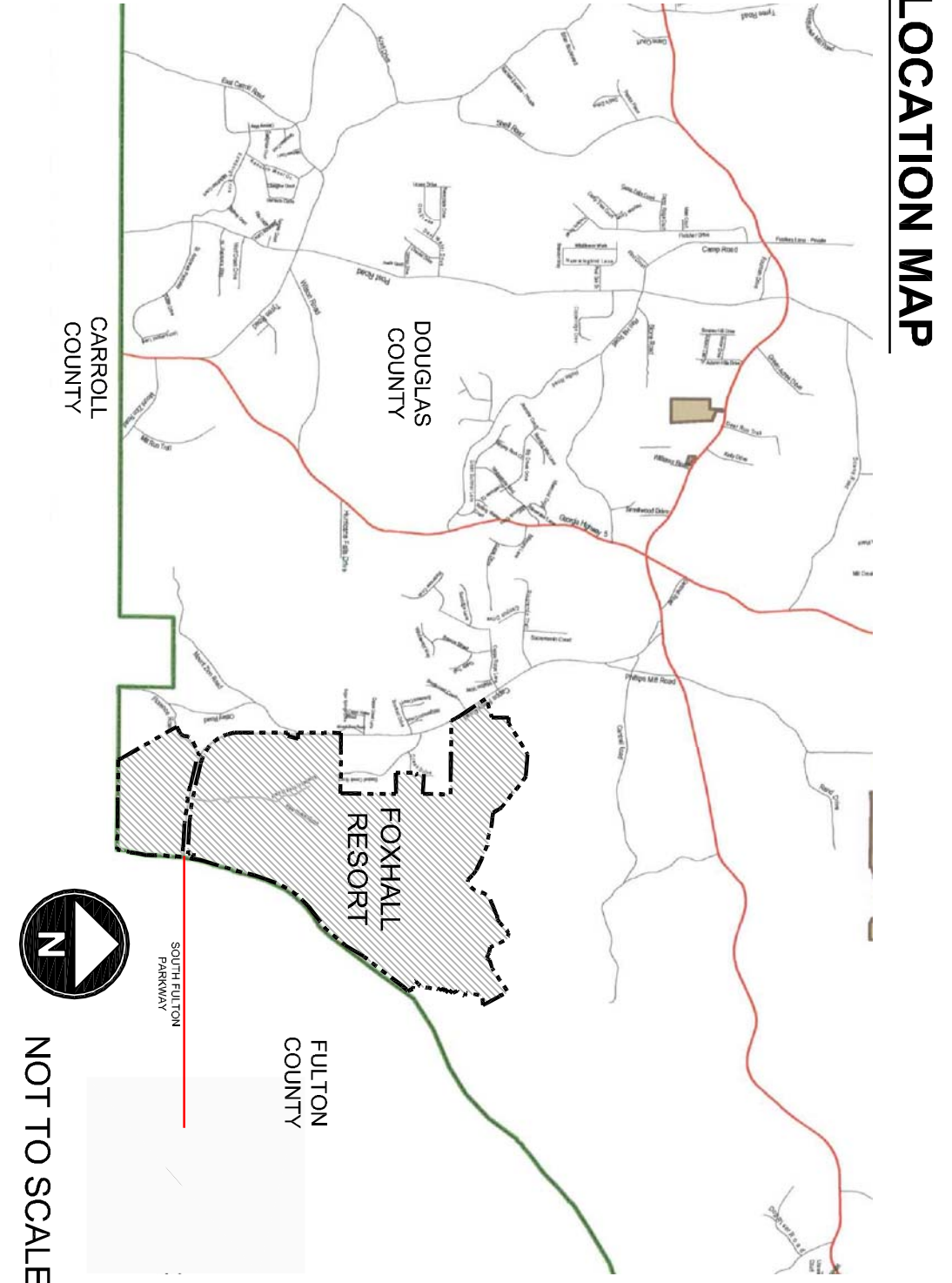
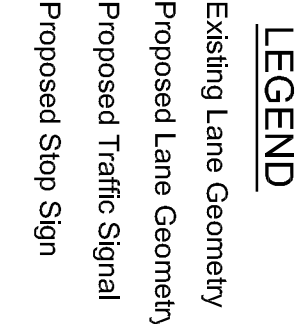
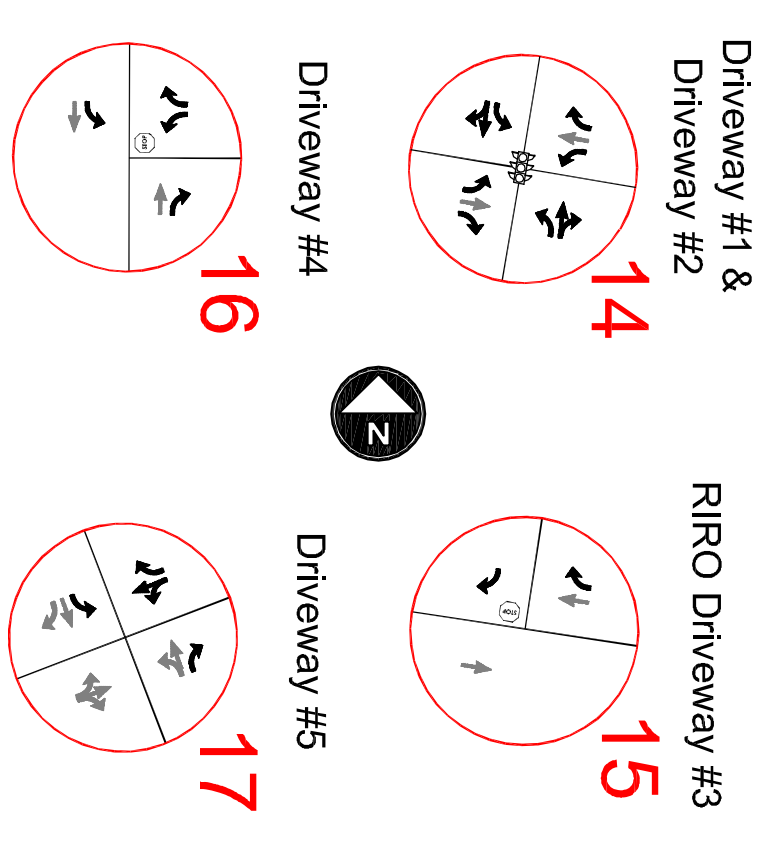


LAND USE LEGEND

Mixed-Use Resort	Resort Residential	Community Use	Open Space	Trails	Regional Trail	County Boundary Line	100 Year Floodplain	Stream Buffer	Stream Impervious Zone	Wetlands
[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]	[Symbol]



INTERSECTION IMPROVEMENTS



LAND USE SUMMARY

GROSS TRACT AREA	1092.15 Acres
COMMUNITY GREEN SPACE	693.83 Acres / 64%
Community & Neighborhood Parks	19.03 Acres
Watershed Protection (Streams, Wetlands, Floodplain)	402.80 Acres
Passive Recreation & Dedicated Open Space (Outside Watershed Protection)	272.00 Acres
RESIDENTIAL DATA	921 Units
Resort Residential	921 Units
Total Square Footage of Residential Units	1,657,800 SF
• (Average Square Footage Per Residential Unit = 1,800 SF)	
Gross Residential Units Per Acre	0.84 Units/Acre
Required Parking (2 Per Dwelling Unit)	1,842 Spaces
Proposed Parking	1,842 Spaces
MIXED-USE COMMERCIAL DATA	2,377,400 Square Feet
Mixed-Use Retail (Ground Floor)	140,000 Square Feet
Hotel Rooms (Avg. 900 SF)	540,000 Square Feet
Conference Center (Avg. 1,800 SF)	1,000,000 Square Feet
Clubhouses, Recreational Buildings, Spas	60,000 Square Feet
Maintenance Buildings	20,000 Square Feet
Gross Floor Area Ratio (Avg. 2 Story)	7,512 SF/Acre
Required Parking Spaces	3,408 Spaces
• Mixed-Use Retail	560 Spaces
• Hotel & Conference Center	600 Spaces
• Recreational Facilities	1,270 Spaces
• Maintenance	80 Spaces
Proposed Parking Spaces (Parking Lot & On-Street)	3,408 Spaces
COMMUNITY USES	
Worship Center	15,000 Square Feet
Public Safety (Fire & Police)	30,000 Square Feet

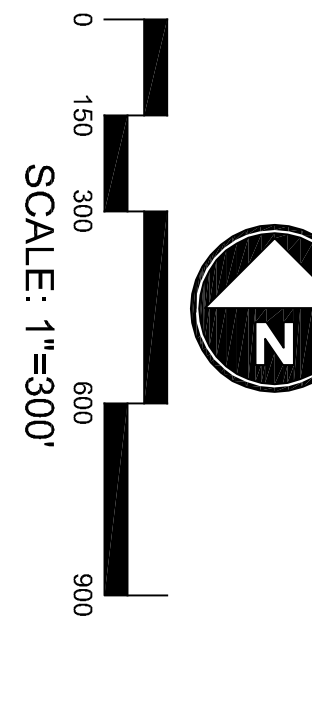
- NOTES
1. All adjacent properties zoned AG-1 (City of Chattahoochee Hill Country), Agriculture (Carroll County), or RA & PUD (Douglas County).
  2. Streams, wetlands, and lakes are GPS located by CCR Environmental Incorporated.
  3. Topographic survey information provided by Jarvis survey Spatial Data Consultants.
  4. All proposed streets and right-of-way within shall conform to approved roadway standards as established by Douglas County. All streets are to be private.
  5. Blue lines are not proposed in the development.
  6. Multi-purpose trails are provided throughout the site as shown.
  7. All proposed streets and right-of-way within shall conform to approved roadway standards as established by Douglas County. All streets are to be private.
  8. Water and sanitary sewer services shall be provided by Douglas County.



Traffic Engineer:  
Kimley-Horn & Associates, Inc.  
3169 Helcomb Bridge Road, Suite 600  
Norcross, GA 30071  
770-925-0714  
Contact: Andrew Anweiler



Submitted By:  
Merrill Trust Communities & Resorts, LLC  
3340 Peachtree Road, Suite 2200  
Atlanta, GA 30326  
404-498-9877  
Contact: Rox Green



DATE: September 24, 2018

DESIGNED BY:	GWG
DRAWN BY:	GWG
ENGINEER BY:	GWG
PROJECT:	CNR #1838

REVISIONS

MERRILL TRUST  
FOXHALL RESORT  
DOUGLAS CO., GA  
A Planned Unit Development