



REGIONAL REVIEW NOTICE

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

DATE: Jun 1 2010

ARC REVIEW CODE: R1006011

TO: Chairman John Eaves
ATTN TO: Morgan Ellington, Fulton County
FROM: Charles Krautler, Director

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.

Name of Proposal: Grey Mixed Use

Submitting Local Government: Fulton County

Review Type: DRI

Date Opened: Jun 1 2010

Deadline for Comments: Jun 15 2010

Date to Close: Jul 1 2010

DRI Checklist Preliminary Summary:

Regional Policies and Adopted Plans: 90%

Project Score: 39%

Open Space, Preservation, and Environmental Quality Score: 67%

Overall Score: 53.7%

Overall Weighted Score: 70%

PRELIMINARY COMMENTS: The proposed development is located within the suburban neighborhood area on the Atlanta Region Unified Growth Policy Map (UGPM). Suburban neighborhood is defined as areas that will be developed at a more suburban scale with appropriate commercial development and low intensity mixed use serving the local area. The proposed mixed use development incorporates a variety of housing types and commercial development to serve the local area.

The proposed development will consist of several uses within close proximity of one another. Though the uses are adjacent, they are not mixed. The current shape of the subject property is very disjointed and hampers the ability of the existing development, as well as future developments to connect to one another in a direct and logical way. The presence of the existing power easement and future power substation also present barriers to future connectivity and integration between development sites. Rather than developing the site as if there were no adjoining properties that could develop or redevelop in the future, the proposed development should be planned so that the entire block develops and functions in a more integrated manner.

The developer should provide connections to adjacent properties where possible. The commercial and office portion of the site, tracts 1-5, could be connected to the existing buildings that front onto Utoy Springs Road providing these properties with additional connections to the road network and improving connectivity within the area.

The proposed development is also providing a surplus of parking. As well as reducing the amount of parking to the required amount, the developer should seek to reduce parking even more. This can help to reduce the amount of impervious surface and thus reduce the amount of stormwater runoff. What parking does remain, should be placed behind or to the side of buildings and screened from the nearest public street.

-Additional comments on the following page-

The developer should also consider clustering the residential development in order to place residents closer to retail and commercial services and create additional greenspace. The current site plan shows two story apartments. These could be "stacked" to make four story buildings which would decrease the acreage taken up by the apartments and create additional room for potential greenspace.

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 ATLANTA

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF EAST POINT

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

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

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



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DEVELOPMENT OF REGIONAL IMPACT 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: **Grey Mixed Use** *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:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3309 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: Jun 15 2010

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Jun 1 2010

ARC REVIEW CODE: R1006011

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

FROM: Jon Tuley, Extension: 3-3309

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon

Transportation: Zuyev, Luybov

Environmental: Santo, Jim

Research: Skinner, Jim

Aging: Rader, Carolyn

Name of Proposal: Grey Mixed Use

Review Type: Development of Regional Impact

Description: This project, located in central Fulton County, is a proposed mixed use development consisting of 20,500 square feet of retail/commercial space, 31,333 square feet of office space, 384 multi-family units, and an existing golf driving range. The proposed project is located at 3520 Cascade Road just west of I-285.

Submitting Local Government: Fulton County

Date Opened: Jun 1 2010

Deadline for Comments: Jun 15 2010

Date to Close: Jul 1 2010

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:

General Project Information

Project name:	Grey Mixed Use		
DRI number:	2089		
Local jurisdiction:	Fulton County		
Local government action requested:	Rezoning		
Project description (include acreage):	This project, located in central Fulton County, is a proposed mixed use development consisting of 20,500 square feet of retail/commercial space, 31,333 square feet of office space, 384 multi-family units, and an existing golf driving range. The proposed project is located at 3520 Cascade Road just west of I-285.		
Project phasing/buildout:	2012		
Project location:	South side of Cascade Road between Utoy Springs Road and Fairburn Road to the west and I-285 to the east.		
Current description of the site:	There is an existing 10,626 square foot commercial building, an existing 1,968 square foot commercial building, and an existing 22 space surface parking lot on the site that will be demolished. There is an existing driving range on the site with an existing 1,955 square foot building and an existing 21 space surface parking lot that will remain.		
Is any portion of the project built or under construction?	No		
If you answered the previous question with "Yes", please describe.	N/A		
Affected local governments (3 miles of project site):	City of Atlanta and City of East Point		
Adjacent/surrounding land uses and development:	Single family and multi-family residential, and commercial/retail		
Value at Build-Out:	\$60,000,000		
Expected annual local tax revenues:	\$500,000		
Site access roads:	Cascade Road, Utoy Springs Road, and Fairburn Road		
Number of site driveways proposed:	4		
Total traffic volume to be generated by the proposed development:	3,899 daily trips, 563 AM peak hour trips, 390 PM peak hour trips		
Estimated water supply demand to be generated by project:	0.141 mgd		
Sufficient water capacity available:	Yes		
Estimated sewage flow to be generated by project:	0.141 mgd		
Sufficient wastewater capacity available:	Yes		
Estimated solid waste generated by the project annually:	2,417 tons		
Sufficient landfill capacity available:	Yes		
Number of students expected to be generated by the project:	Information not submitted for the review		
Schools expected students to attend and capacity:			
School 1:	Hamilton E Mills ES	Capacity:	Yes
School 2:	Paul D West MS	Capacity:	Yes
School 3:	Tri-Cities HS	Capacity:	Yes

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
1. Unified Growth Policy Map			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) Suburban Neighborhoods
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	0	Information not submitted for the review. The applicant has indicated that best practices will be used. A letter stating this should be provided to ARC staff.
3. Regional Transportation Plan (RTP) Goals & Objectives			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		3	Proposed development is located on Cascade Road and is adjacent to I-285, both of which are on the RSTS.
4. RTP and Transportation Improvement Program (TIP)			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies)
5. Livable Centers Initiative (LCI)			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		N/A	(Including any LCI transportation projects) The proposed development is not located within an LCI study area

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
6. Regionally Adopted Plans			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located)
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		N/A	
7. Locally Adopted Plans			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		3	
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		3	
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
Possible Score (Standard is 42)	N/A	30	
Components Score	N/A	27	
Percentage	N/A	90%	

	GRTA Criteria	ARC Score	Comments
B. Project			
1. Mixture of Uses			
<p>A. Does the development incorporate a mixture of complementary land uses?</p> <ul style="list-style-type: none"> • 3 points: There are 3 or more complementary uses within the development. • 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses. • 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses. 	N/A	2	The development contains 3 complimentary uses, but only 2 are located within close proximity to one another.
<p>B. Does the development have vertically mixed uses?</p> <ul style="list-style-type: none"> • 3 points: The development contains three or more vertically mixed uses. • 2 point: The development contains two or more vertically mixed uses. 	N/A	N/A	
<p>C. The development contains or is in close proximity to active or passive greenspace?</p> <ul style="list-style-type: none"> • 3 points: The development contains both an active and passive greenspace. • 2 points: The development is adjacent to active or passive greenspace with connections. • 1 point: The development is within 1/2 mile of an active or passive greenspace. 	N/A	1	
2. Jobs to Housing Balance			
<p>Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development is located within 1/2 mile of a defined metro job center. • 2 points: Yes, the development is located within 1 mile of a defined metro job center. 	N/A	0	The proposed development is located more than 1 mile from a metro job center
3. Housing Diversity and Affordability			
<p>A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	0	Information not submitted for the review.
<p>B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	0	
<p>C. For developments with a multifamily rental component, does the development achieve certain affordability levels?</p> <ul style="list-style-type: none"> • 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income. 	N/A	0	Information not submitted for the review.

	GRTA Criteria	ARC Score	Comments
B. Project			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? • 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income.	N/A	N/A	
E. For developments with a homeownership component, does the development achieve certain affordability levels? • 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income. • 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income. • 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income.	N/A	N/A	
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? • 3 points: Yes.	N/A	N/A	
4. Aging in Place			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? • 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. • 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives. • 1 point: Yes, the development includes accessibility measures.	N/A	N/A	
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). • 3 points: Yes	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
5. Accessibility - Non-motorized			
<p>A. Are there sidewalks within the development?</p> <ul style="list-style-type: none"> • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets. 		0	The submitted site plan shows one sidewalk on one internal street/drive
<p>B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?</p> <ul style="list-style-type: none"> • 3 points: Yes 		0	
<p>C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations?</p> <ul style="list-style-type: none"> • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes. 		0	
<p>D. Does the development include construction of multi-use trails?</p> <ul style="list-style-type: none"> • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only. 		N/A	
<p>E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices?</p> <ul style="list-style-type: none"> • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed. 		2	
<p>F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided?</p> <ul style="list-style-type: none"> • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network. 		0	Sidewalk connections to all buildings not shown on submitted site plan
<p>G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site?</p> <ul style="list-style-type: none"> • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only. 		0	Direct connections not shown on submitted site plan

	GRTA Criteria	ARC Score	Comments
B. Project			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		0	None shown on site plan
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		0	Parking should be moved or screened from view
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		1	One building is proposed to be oriented toward a public road
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	3	(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas)
6. Accessibility - Transit			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		3	
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		0	Where appropriate, the developer should assist with providing/improving bus stop locations to serve residents and visitors to the site

	GRTA Criteria	ARC Score	Comments
B. Project			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		N/A	
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	
G. Is transit available beyond peak-hours of travel?		N/A	
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
7. Access Management			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		3	
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		2	
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		2	
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		N/A	May not be warranted
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	

	GRTA Criteria	ARC Score	Comments
B. Project			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. • 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
8. Connectivity			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? • 3 points: There are separate ingress/egress points in 3 or more cardinal directions. • 2 points: There are separate ingress/egress points in 2 cardinal directions. • 1 point: There are separate ingress/egress points.		2	
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? • 3 points: There are connections to all adjacent stub outs or dead ends. • 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided. • 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).		0	There is one connection provided to one adjacent property. The developer should provide additional connections to the other adjacent properties, especially those adjacent to the commercial/office portion of the proposed development. Stub outs should be provided where <u>potential future</u>
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? • 3 points: All proposed land uses within the development are connected via the internal street network. • 2 points: Most of the proposed land uses within the development are connected via the internal street network.		2	
D. Can the internal street network be reasonably anticipated to add to the public roadway? • 3 points: No restricted access • 2 points: Internal restricted access with multiple access points		0	Internal roads are planned to be private
E. Is the development consistent with other connectivity related issues not fully addressed above? • 3 points: Yes		N/A	(List of other connectivity related issues and describe developments consistency)

	GRTA Criteria	ARC Score	Comments
B. Project			
9. Project Character and Design			
<p>A. Is the development a redevelopment site?</p> <ul style="list-style-type: none"> • 3 points: The development is a redevelopment site that requires environmental remediation. • 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones. • 1 point: The development is a redevelopment site. 	N/A	N/A	
<p>B. Does the development re-use or rehabilitates existing and/or historic structures?</p> <ul style="list-style-type: none"> • 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development. • 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development. 	N/A	N/A	
<p>C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?</p> <ul style="list-style-type: none"> • 3 points: Yes and on-site community spaces are open to the general public. • 2 points: Yes. 	N/A	N/A	
<p>D. Does the development provide no more parking than the minimum required by the local jurisdiction?</p> <ul style="list-style-type: none"> • 3 points: A parking variance is being requested to provide less than the minimum required. • 2 points: Yes. 	N/A	1	The proposed development is providing more parking than is required and should seek to reduce below the amount required.
<p>E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles. • 2 points: Yes, the development includes 3 of the above listed. • 1 point: Yes, the development includes 2 of the above listed. 	N/A	0	

	GRTA Criteria	ARC Score	Comments
B. Project			
10. Community Facilities			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	3	
11. Infrastructure Adequacy			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	3	(Please explain)
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	N/A	
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	N/A	
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	N/A	
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
Possible Score	N/A	93	
Component Score	N/A	36	
Percentage	N/A	39%	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
1. Protection of Critical Environmental Areas			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	3	
2. Conservation			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	1	Approximately 20 of the 60 acres (33%) is classified on the site plan as open space.
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	0	Information not submitted for the review
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	3	None shown on site plan
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
3. Stormwater Management			
A. Does the development have a stormwater management plan? • 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities. • 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume)	N/A	0	The applicant has stated that the proposed development will have a stormwater management plan. A letter should be provided to ARC stating this.
4. Buffers			
A. Will the proposed development require a stream buffer variance under any applicable ordinances? • 3 points: The development does not require a stream buffer variance.	N/A	3	
5. Environmental Protection			
C. Is the development seeking a LEED certification? • 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments. • 2 points: At least half of the non-residential buildings are seeking LEED certification. • 1 point: One non residential buildings is seeking LEED certification.	N/A	N/A	
D. Is the development seeking an EarthCraft certification? • 3 points: The development is seeking Earthcraft Communities certification. • 2 points: At least half the residential homes will be certified an Earthcraft Home.	N/A	N/A	
Possible Score	N/A	24	
Component Score	N/A	16	
Percentage	N/A	67%	

ARC Score Sheet

Enter the values for the appropriate numbered section.

A. Regional Development Plans and Policies (50% of the Total Score)

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	6
3. Regional Transportation Plan (RTP) Transportation	Section Score:	3
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	0
6. Regionally Adopted Plans	Section Score:	0
7. Locally Adopted Plans	Section Score:	9
	A. Component Points:	27
	B. Points Possible Points:	30
	C. Component Percentage	90%

B. Project (30% of the Total Score)

1. Mixture of Uses	Section Score:	3
2. Jobs to Housing Balance	Section Score:	0
4. Housing Diversity and Affordability	Section Score:	0
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	6
7. Accessibility- transit	Section Score:	3
8. Access Management	Section Score:	13
9. Connectivity	Section Score:	4
10. Project Character and Design	Section Score:	1
11. Community Facilities	Section Score:	3
12. Infrastructure Adequacy	Section Score:	3
	A. Component Points:	36
	B. Points Possible Points:	93
	C. Component Percentage	39%

C. Open Space and Preservation/Environmental Quality (20% of the Total Score)

1. Protection of Critical Environmental Areas	Section Score:	9
2. Conservation	Section Score:	4
3. Stormwater Management	Section Score:	0
4. Buffers	Section Score:	3
5. Environmental Protection	Section Score:	0
	A. Component Points:	16
	B. Points Possible Points:	24
	C. Component Percentage	67%

A. Total Points:	79
B. Total Possible Points:	147
C. Unweighted Score	53.7%

**Overall Project
Score**

70%

GREY MIXED USE DRI
Fulton County
Environmental Planning Division Review Comments
June 1, 2010

Watershed Protection

The proposed project is not in the Chattahoochee River Corridor, but is in the portion of the Chattahoochee Basin that drains into the Corridor. It is located downstream of the portion of the Chattahoochee that is a water supply watershed in the Atlanta Region. South Utoy Creek, a tributary of Utoy Creek, is shown running along the eastern edge of the project property in the existing driving range area on the submitted plans and is also shown as a perennial stream on the regional USGS coverage. The submitted plans show a 75-foot undisturbed buffer and an additional 25-foot impervious setback on South Utoy Creek. However, the buffer and setback are not identified as Fulton County stream buffers. Any unmapped streams on the property that meet Fulton's stream buffer ordinance stream definition will also be required to have the County buffers.

All state waters on the property are subject to the 25-foot Georgia Erosion and Sedimentation Act buffers.

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. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Agriculture/Pasture & Cropland (Driving Range)	13.93	6.13	30.37	181.09	4555.11	0.00	0.00
Office/Light Industrial	8.17	10.54	139.95	931.38	5784.36	12.09	1.55
Townhouse/Apartment	37.88	39.77	405.69	2537.96	22917.40	28.79	5.30
TOTAL	59.98	56.44	576.01	3650.43	33256.87	40.88	6.86

Total % impervious 48%

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.



Department of the Environment and Community Development
141 Pryor Street, SW
Suite 2085
Atlanta, GA 30303

February 26, 2010

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

RE: DRI # 2089, Grey Mixed Use

Dear Jon,

In our preliminary review of DRI # 2089, Grey Mixed Use, we have concerns regarding traffic flow, access to the site, and flood plain.

Staff is reviewing the curb cut locations. Curb cuts along Utoy Springs Road and Fairburn Road need to align with existing curb cuts on the opposite side of the roads. Staff notes that the entrance to the multi-family component does not align with an entrance across Fairburn Road. Staff also is concerned with traffic stacking on Utoy Springs Road at the intersection of Cascade Road.

In regards to access, the fire department requires 2 means of access to residential developments with more than 30 units. 188 of the 384 multi-family units are located near the south property line and only have one means of access which requires an easement across another adjacent property. Staff also notes that the access road from the retail development to the multi-family is located in the flood plain.

In regards to flood plain, Staff is concerned that there is not enough room to balance the cut/fill on the site for the proposed development in the floodplain. Staff recognizes that at this point the site has not been engineered. However, Staff has concerns about the environmental impacts of this development. There is also a concern regarding underground detention within the retail development. Underground vaults located adjacent to the flood plain may not function as designed during a flood event. Staff will need to review the hydrology at the time of application for a land disturbance permit.

Please feel free to contact me at 404-612-8049

Sincerely,


Morgan Ellington,
Senior Planner

Developments of Regional Impact

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

DRI #2089

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:	Fulton
Individual completing form:	Morgan Ellington
Telephone:	404-612-8049
E-mail:	Morgan.Ellington@FultonCountyGA.gov

*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:	Grey Mixed Use
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	3520 Cascade Road, Atlanta, GA, District 14, LL 248, District 14F, LL 9 & 10
Brief Description of Project:	Mixed Use Development with retail, office, restaurant, auto specialty store, and multi-family units

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.):	11,166 sf retail, 31,333 sf office, 14,500 sf restaurant, 6,000 sf auto specialty store, 384 units m
Developer:	Grey Partners, LLC, Doug Crawford (represented by Jessica Guinn of The Collaborative Firm)
Mailing Address:	5090 Riverview Road
Address 2:	
	City:Atlanta State: GA Zip:30327
Telephone:	404-684-7031 (Jessic
Email:	jguinn@thecollaborativefirm.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:	New Hope Estates, LLC and Tompkins Cores Properties
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 checked="" type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
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: December 2012 Overall project: December 2012
<hr/>	
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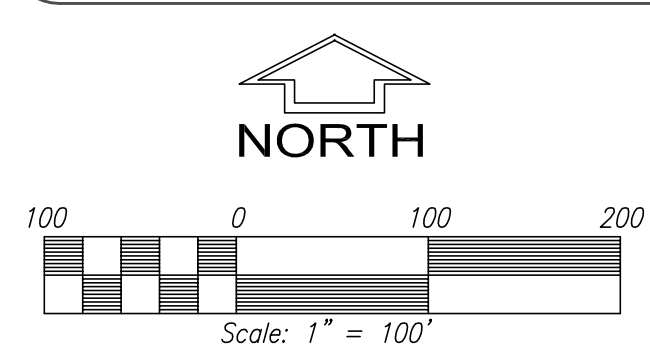
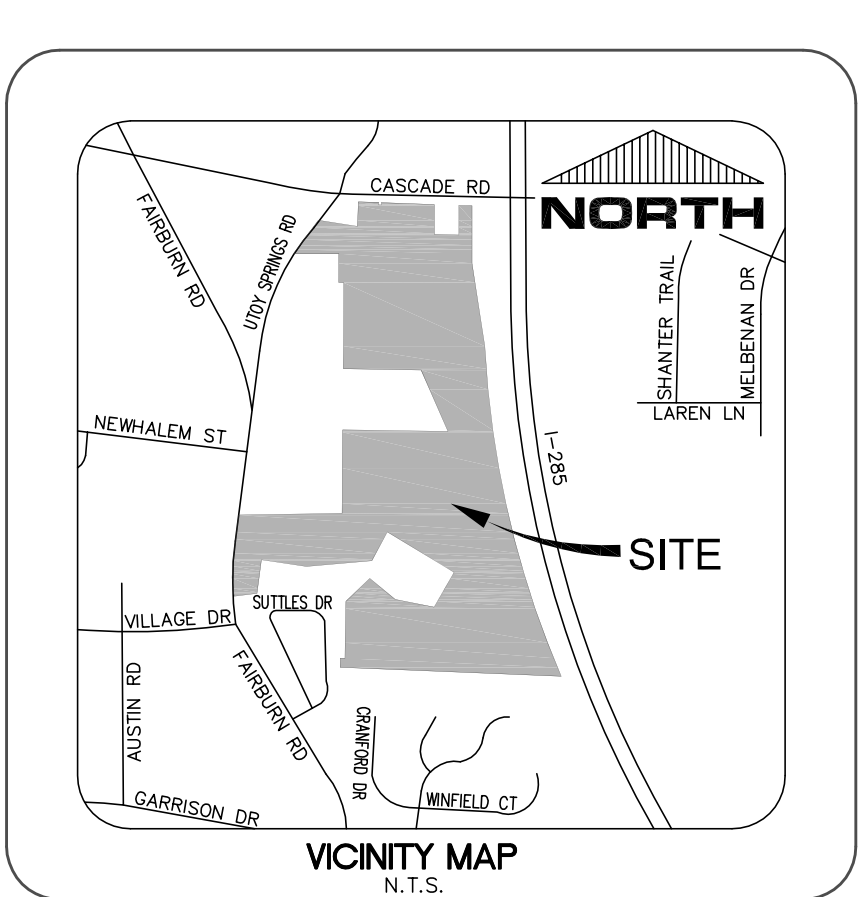
Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2089**

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:	Fulton
Individual completing form:	Morgan Ellington
Telephone:	404-612-8049
Email:	Morgan.Ellington@FultonCountyGA.gov
Project Information	
Name of Proposed Project:	Grey Mixed Use
DRI ID Number:	2089
Developer/Applicant:	Grey Partners, LLC, Doug Crawford (represented by Jessica Guinn of The Collaborative Firm)
Telephone:	404-684-7031 (Jessic
Email(s):	jguinn@thecollaborativefirm.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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input 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:	\$60 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$500,000
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): Two commercial buildings	
Water Supply	
Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.141 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?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.141 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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
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.)	3900 Daily Trips, 562 AM Peak Hour Trips, 389 PM Peak hour trips
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: Please refer to the Transportation Analysis dated May 2010.	
Solid Waste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	2,417 tons
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:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	20 percent
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Applicant states that site contains flood plain, stream buffer and will have both water quality and detention.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" 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 checked="" type="radio"/> Yes <input 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: Applicant states that the site will be designed to minimize exposure to floodplain and wetlands. Applicant also states that if areas are encroached, special consideration will be used to minimize affected areas.	
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DRIVEWAY & ROAD CHART	
DRIVEWAY A	EXISTING DRIVING RANGE ACCESS
DRIVEWAY B	NEW CASCADE ROAD ACCESS
DRIVEWAY C	UTOY SPRINGS ROAD ACCESS
DRIVEWAY D	FAIRBURN ROAD MAIN ACCESS
DRIVEWAY E	FAIRBURN ROAD EMERGENCY ACCESS
ROADS	1-28 (ALL INTERNAL ROADS)

FAIRBURN ROAD
APPROXIMATE R/W LOCATION

APPROXIMATE R/W LOCATION

NEW HALEM ST

APPROXIMATE R/W LOCATION

8" W.L. TIE INTO FULTON CO. WATER LINE
4' SIDEWALK

DRIVEWAY D
ENTRANCE/EXIT GATES

10' L.S. ESMT/IMPROVEMENT SETBACK
50' R.S.B.

DRIVEWAY E

10' L.S. ESMT/IMPROVEMENT SETBACK
50' R.S.B.

10' L.S. ESMT/IMPROVEMENT SETBACK
50' R.S.B.

10' L.S. ESMT/IMPROVEMENT SETBACK
50' R.S.B.

10' L.S. ESMT/IMPROVEMENT SETBACK
50' R.S.B.

10' L.S. ESMT/IMPROVEMENT SETBACK
50' R.S.B.

UTOY SPRINGS ROAD
(R/W VARIES)

EXISTING BUILDING
2 STORY 5,127 s.f.

EXISTING BUILDING
2 STORY 8,127 s.f.

EXISTING BUILDING
2 STORY 6,313 s.f.

EXISTING BUILDING
2 STORY 15,857 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,008 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,218 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,476 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,350 s.f.

EXISTING HOUSE
1 STY W/BSMT
2,255 s.f.

EXISTING TOWNHOMES
8,400 s.f.

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8,400 s.f.

EXISTING TOWNHOMES
8,400 s.f.

EXISTING BUILDING
2 STORY 5,127 s.f.

EXISTING BUILDING
2 STORY 8,127 s.f.

EXISTING BUILDING
2 STORY 6,313 s.f.

EXISTING BUILDING
2 STORY 15,857 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,008 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,218 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,476 s.f.

EXISTING HOUSE
1 STY W/BSMT
1,350 s.f.

EXISTING HOUSE
1 STY W/BSMT
2,255 s.f.

EXISTING TOWNHOMES
8,400 s.f.

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LEGEND

RBF	RE-BAR FOUND
IFS	IRON PIN FOUND (1/2" REBAR)
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
OTP	OPEN TOP PIPE
BM	BENCHMARK
TBM	TEMPORARY BENCHMARK
CTP	CRIMP TOP PIPE
LL	LAND LOT
LL	LAND LOT
LL	PROPERTY LINE
CL	CENTERLINE
BL	BUILDING LINE
R/W	RIGHT-OF-WAY
SSE	SANITARY SEWER EASEMENT
DE	DRAINAGE EASEMENT
C&G	CURB & GUTTER
BOC	BORDER OF CURB
EOP	EDGE OF PAVEMENT
PB/PB	PLAT BOOK / PAGE
DB/PB	DEED BOOK / PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
ELEV	ELEVATION
IE	INVERT ELEVATION
FFE	FINISHED FLOOR ELEVATION
EP	EDGE OF PAVEMENT
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE
PVC	POLYVINYLCHLORIDE PIPE
LP	LIGHT POLE
CP	POWER POLE OR UTILITY POLE
PP	MANHOLE
CB	CATCH BASIN
JB	JUNCTION BOX
HW	HEADWALL
DI	DROP INLET
GI	GRATE INLET
FH	FIRE HYDRANT
WM	WATER METER
GV	GAS VALVE
FW	FLOODWAY
FL	FLOODPLAIN
CE	EXISTING CONTOUR ELEVATION
PE	PROPOSED CONTOUR ELEVATION
UP	UNDERGROUND POWER
TL	TELEPHONE LINE
UT	UNDERGROUND TELEPHONE LINE
G	GAS LINE
CTV	CABLE T.V. LINE
UCV	UNDERGROUND CABLE T.V. LINE
S	SANITARY SEWER LINE
SW	STORM SEWER PIPE
W	WATER LINE / PIPE
F	FENCE LINE
C	CREEK / STREAM CENTERLINE
D	DITCH / DRAIN CENTERLINE
FZ	FLOOD HAZARD ZONE LIMITS
T	TREE
LA	LIMITED ACCESS
STA	STATION
N/F	NOW OR FORMERLY
CP	BENCH MARK
CP	CONTROL POINT

NORTHWOODS LAND SERVICES INC.

P.O. BOX 2214 • LOGANVILLE, GEORGIA 30052 • PHONE: (404) 354-3122

No.	By	Date	Revision
1	RWB	11/20/09	INITIAL SUBMITTAL
2	RWB	2/08/10	ADDRESSED GRTA CHECKLIST
3	RWB	5/24/10	ADDRESSED COMMENTS

Cadd File No:

PROPOSED SITE PLAN CONCEPT PLAN FOR GREY MIXED USE DRI 2089

LAND LOTS 9, 10, 247 & 249 DISTRICT HFF
FULTON COUNTY, GEORGIA



INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS AND HIS CONTRACTORS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON. SAID CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

DATE: 11/20/09

Scale: 1" = 100'

Drawn By: CEP

Checked By: RWB

Sheet No.

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