



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: Mar 6 2013

ARC REVIEW CODE: R1302111

TO: Mayor Mike Bodker
ATTN TO: Justin Kirouac, Planning & Zoning Administrator
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review

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: Bell Road Tract

Submitting Local Government: City of Johns Creek

Review Type: Development of Regional Impact **Date Opened:** Feb 11 2013 **Date Closed:** Mar 6 2013

Description: This proposed development is located in the City of Johns Creek, on the north side of Bell Road, just east of the intersection of Medlock Bridge Road (SR 141) and Bell Road. The project proposal includes 646 detached single-family residences on 224 acres.

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.

Comments: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed Bell Road Tract development is within an area designated as Developing Suburbs. The RDG states that these are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development.

These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these developing suburbs, but care should be taken not to spur unwanted growth.

Observations:

The proposed Bell Road Tract development is proposed for one of the last large undeveloped parcels in the City of Johns Creek and is surrounded by residential, office, industrial, and institutional uses. The proposed development is located just east of Medlock Road, which serves as the main commercial spine within the City of Johns Creek. Several retail shopping centers are located within short proximity.

Comments and Recommendations:

Per the applicant's request, a 30 day review extension was granted. This was to allow additional time for review and discussion of the revised site plan for the proposed Bell Road Tract development, which was submitted during the review. The revised site plan is attached to this report.

Since this development is proposed for one of the last large undeveloped parcels in this jurisdiction, the City should consider how this development aligns with the rest of the surrounding community, provides additional connectivity and greenspace. Additionally, as the last large undeveloped parcel, the City should also consider the economic development potential of this site, i.e. office or corporate use.

During the review, ARC staff expressed concerns with the proposed development's lack of connectivity, specifically as it relates to emergency access. There are four water crossings along the main road. In the event of a flood, access to the entrance of the site has the potential of being seriously compromised. Approximately 90% of the site is behind one water crossing, and approximately 80% of the site is behind two water crossings. As discussed in the DRI pre-review meeting, emergency vehicle access to the rear of the site may be difficult and, if possible, should be addressed.

The revised site plan includes a proposed street connection on the eastern edge of the property that is intended to eventually connect to Technology Parkway to the north. The developer has indicated that he will provide the right-of-way for the portion of this new facility that is within the Bell Road Tract development. Additionally, the revised site plan includes a potential future connection to the adjoining property to the south. The revised site plan also includes additional connectivity between internal private streets. This will allow for additional route options through the property.

The City, the developer, and adjacent property owners should work together to determine how these facilities can be constructed and connected to the surrounding road network.

Sidewalks should be provided on all internal streets. The developer indicated that bike paths may be provided within the development. The site plan should be updated to include proposed sidewalks and bike paths on the plan itself or with a comment within the notes.

The developer has indicated that 70 acres, of the total 224 acres will be provided as "common area." A conservation subdivision design may be appropriate on this site, allowing the developer to build the desired number of homes, while preserving more greenspace. With several streams and wetlands within and adjacent to the site, there may be an opportunity to provide additional greenspace. The developer and the City should investigate what additional land may be preserved, enhanced, and aligned with proposed and existing greenspace.

See additional ARC and GDOT Aviation staff comments which are attached.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY SCHOOLS
FORSYTH COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY
NORTHEAST GEORGIA RC

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

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Marshall Willis, Transportation Access and Mobility Division

DATE: February 1st, 2013

SUBJECT: **Transportation Division Review of DRI # 2322**

Project: Bell Road

County: Fulton

Location: North side of Bell Road in the City of Johns Creek, 0.5 miles to the east of SR 141 (Medlock Bridge Road).

Analysis:

Expedited

☐

Non-Expedited

☒

cc: David Haynes
TAMD

The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process. The applicant proposes to develop a gated residential community of 611 detached single-family homes on 206.4 acres. Two driveways will service the site, which is located on the north side of Bell Road in the City of Johns Creek, approximately 0.5 miles east of SR 141 (Medlock Bridge Road). The applicant estimates a 12-18 month site development period, with an expected 7-year build-out.

INFRASTRUCTURE

Transportation

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

Site access is proposed via two locations along Bell Road. The western driveway is planned as the development's primary access point, and will contain a gate. The eastern driveway is planned as the development's secondary access point, and will include a gate as well. The driveways are separated by 1,350 feet, and the site has a total frontage of 2,150 feet on Bell Road. Due to the narrow width of the site's frontage on Bell Road, the applicant suggests it is not possible to align the driveways with the drives located in the residential development across the street.

How much average daily traffic will be generated by the proposed project?

The preliminary figures, determined by the Institute of Transportation Engineer's *Trip Generation* and *Trip Generation Handbook* publications, provide a net total volume of 5,552 weekday trips. The eastern driveway (Driveway #1) is expected to accommodate 75% of the total trips, with 50% to/from the west along Bell Road, and 25% to/from the east along Bell Road. The remaining 25% of trips are expected via the western driveway (Driveway #2), with 15% to/from the west along Bell Road, and 10% to/from the east along Bell Road.

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

PLAN 2040 RTP (Long Range Projects)*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
FN-225	State Bridge Road / Pleasant Hill Road	Roadway / General Purpose Capacity	2040
FN-233A	McGinnis Ferry Road: Segment 1, from Union Hill Road to Sargent Road	Roadway / General Purpose Capacity	2030
FN-238	Bell Road	Roadway / Operations & Safety	2015
FN-251	Bell Road	Roadway / Bridge Upgrade	2020
FN-252	Parsons Road	Roadway / Bridge Upgrade	2020
FN-264	SR 120 (Abbotts Bridge Road / Duluth Highway) Widening	Roadway / General Purpose Capacity	2030
FN-281A	ITS System Expansion / Congestion Reduction and Traffic Flow Improvements on State Bridge Road	Roadway / Operations & Safety	2015
FN-281B	ITS System Expansion / Congestion Reduction and Traffic Flow Improvements on SR 120 (Abbotts Bridge Road)	Roadway / Operations & Safety	2015
FN-281C	ITS System Expansion / Congestion Reduction and Traffic Flow Improvements on McGinnis Ferry Road	Roadway / Operations & Safety	2015
FT-028C	Old Alabama Road	Roadway / General Purpose Capacity	2030
FT-328	Traffic Signal Cabinet Upgrades on McGinnis Ferry Road and McFarland Boulevard	Roadway / Operations & Safety	2015
GW-374	SR 141 (Peachtree Parkway / Medlock Bridge Road) Widening	Roadway / General Purpose Capacity	2040

**The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27th, 2011.*

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

The site is not directly served by public transportation. The Route 408 of GRTA's Xpress bus system services SR 141 (Medlock Bridge Road), which is located 0.5 miles from the site.

What other issues should be considered during the traffic study or in general for the proposed development?

The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located along or near the following:

- Regional Thoroughfare Network: McGinnis Ferry Road
- Regional Thoroughfare Network: SR 120 (Abbotts Bridge Road)
- Regional Thoroughfare Network: Peachtree Industrial Boulevard NW
- Regional Thoroughfare Network: SR 141 (Medlock Bridge Road)
- Regional Thoroughfare Network: US 23/SR 13 (Buford Highway NW)
- Regional Thoroughfare Network: State Bridge Road/Pleasant Hill Road NW
- Regional Strategic Transportation System – National Highway System: State Bridge Road/Pleasant Hill Road NW
- Regional Strategic Transportation System - Principal Arterial: State Bridge Road/Pleasant Hill Road NW
- Regional Strategic Transportation System - Principal Arterial: Peachtree Industrial Boulevard NW
- Regional Strategic Transportation System - Minor Arterial: McGinnis Ferry Road
- Regional Strategic Transportation System - Minor Arterial: Old Atlanta Road
- Regional Strategic Transportation System - Minor Arterial: Sugarloaf Parkway NW
- Atlanta Strategic Truck Route: SR 120 (Abbotts Bridge Road)
- Atlanta Strategic Truck Route: Peachtree Industrial Boulevard NW

Emergency Access:

- There are four water crossings along the main road. In the event of a flood, access to the entrance of the site has the potential of being seriously compromised. Approximately 90% of the site is behind one water crossing, and approximately 80% of the site is behind two water crossings.
- Consider additional access point for back half of site, if land is available. As discussed in the DRI pre-review meeting, emergency vehicle access to the rear of the site may be difficult and, if possible, should be addressed. A potential solution is to have a parkway that bisects the western portion of the development from the eastern and central portions, which connects to Technology Circle. A partnership with the City of Johns Creek should be explored to assess the possibility of acquiring land to construct such a road.
- In the site plan, having multiple small roundabouts along the only road running the length of the development may complicate emergency vehicle access to the rear of the site. Please work with emergency responders to ensure the design does not present an obstacle for emergency access. One potential solution is using mountable curbs and increasing the radius of the roundabouts.

Consideration of bicyclists and pedestrians along the spine road:

- Accommodations for bicycle traffic should be made – expect some bike traffic along the spine as people move between segments or to surrounding areas, particularly to the south and west.
- Sidewalks should be present along all roads.

BELL ROAD TRACT DRI
City of Johns Creek
Natural Resources Division Review Comments
January 28, 2013

Stream Buffers and Watershed Protection

The property is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. The submitted site plan and the USGS coverage for the area show a Cauley Creek, a Chattahoochee tributary, crossing the eastern end of the property. The USGS coverage also shows two tributaries of Cauley Creek on the property. The submitted site plan shows additional streams throughout the property. All streams shown on the site plan show the 50-foot undisturbed buffer and additional 25-foot impervious surface setback required under the City of Johns Creek stream buffer protection ordinance. Any other streams on the property may also be subject to the requirements of the Johns Creek ordinance.

All state waters on the property are subject to the State 25-foot Erosion and Sedimentation buffer requirement. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants 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) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific 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
Medium. Density SF (0.25-0.5 ac per lot)	206.40	278.64	1219.82	8875.20	165326.40	70.18	16.51
TOTAL	206.40	278.64	1219.82	8875.20	165326.40	70.18	16.51

Total % impervious 26%

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 and as required by the City of Johns Creek. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, February 12, 2013 11:27 AM
To: Jonathan Tuley
Cc: Comer, Carol; Sands, Carla Jo; Cobb, Nancy C.; Mike Van Wie (mvanwie@dekalbcountyga.gov); Matthew.Smith@gwinnettcounty.com; Doyle, Danny
Subject: RE: DRI Review Notification - Bell Road Tract (DRI #2322)

Jon,

The proposed development, of 611 detached single-family residences on 206 acres, is located approximately 11 miles north west of the Gwinnett County Airport – Briscoe Field (LZU) and 12.4 miles north east of the DeKalb – Peachtree Airport (PDK), and is located outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airports.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Matt Smith with the Gwinnett County Airport and Mr. Mike Van Wie with DeKalb – Peachtree Airport on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 9th Floor | Atlanta, Georgia 30308
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/aviation>

From: Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]
Sent: Monday, February 11, 2013 5:33 PM
To: jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Williams, Michael V.; Comer, Carol; Hood, Alan C.; Lobdell, Mike; lbeall@grta.org; 'Crocker, John'; 'Floyd, Greg'; justin.kirouac@johnscreekga.gov; 'tom.udell@johnscreekga.gov'; wjolly@theprovidencegroup.com; 'msmith@theprovidencegroup.com'; 'nvh@cobbandhyre.com'; John.Walker@kimley-horn.com; 'michael.wanko@kimley-horn.com'; 'jmerder@essentialengineers.com'; 'Jeffrey.West@gwinnettcounty.com'; 'gwinnettplanning@gmail.com'; 'chill@duluthga.net'; ccollins@duluthga.net
Cc: Landuse; Jim Santo; Nathan Soldat; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Bell Road Tract (DRI #2322)

Development of Regional Impact Request for Comments

This e-mail serves as notice that the ARC staff has begun the review for **Bell Road Tract (DRI #2322)**. We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Tuesday, February 26, 2012.**

This proposed development is located in the City of Johns Creek, on the north side of Bell Road, just east of the intersection of Medlock Bridge Road (SR 141) and Bell Road. The project proposal includes 611 detached single-family residences on 206 acres.

Review opened: 2-11-2013

Comments Due: 2-26-2013

Review will close on or before: 3-3-2013

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP

Principal Planner

Atlanta Regional Commission
regional impact + local relevance

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Independent analysis consistently ranks Georgia's transportation system in the best condition of any State in the U.S., despite the fact that only one state spends less per capita on transportation infrastructure.

Visit us at <http://www.dot.ga.gov>; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadeptoftrans>

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2322**

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:	Johns Creek
Individual completing form:	Justin Kirouac
Telephone:	678.512.3294
E-mail:	justin.kirouac@johnscreekga.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:	Bell Road Tract
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	North side of Bell Road, east of Medlock Bridge Road
Brief Description of Project:	611 detached residential units on 206 acres.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input 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 checked="" 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:

DRI Initial Information Form

Project Size (# of units, floor area, etc.):	611
Developer:	Johns Creek 206, LLC
Mailing Address:	3935 Lakefield Court
Address 2:	
	City:Suwanee State: Ga Zip:30024
Telephone:	678.475.1800
Email:	wjolly@theprovidencegroup.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:	Day Family, 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 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: 2020 Overall project: 2020
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Developments of Regional Impact

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DRI #2322

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:	Johns Creek
Individual completing form:	Justin Kirouac
Telephone:	678.512.3294
Email:	justin.kirouac@johnscreekgov.gov
Project Information	
Name of Proposed Project:	Bell Road Tract
DRI ID Number:	2322
Developer/Applicant:	Johns Creek 206, LLC
Telephone:	678.475.1800
Email(s):	wjolly@theprovidencegroup.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 type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input 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:	300,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	5,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input 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): 1 Single Family Residence	
Water Supply	
Name of water supply provider for this site:	Fulton County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.2 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)?	0.2 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.)	5552 Daily Trips, 437 AM Peak Hour 536 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 study prepared by Kimley-Horn and Associates	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	2000
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?	40%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will implement Stormwater ponds and required buffers to mitigate impacts to the surrounding properties as specified by Johns Creek and the Georgia Stormwater Management Manual.	

Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input checked="" 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 checked="" type="radio"/> No
5. Protected river corridors?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input checked="" 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: <u>Bed and bank wetlands exist on the project site and may be impacted by 5 proposed road crossings. The impacts will be minimized or eliminated by use of alternative construction methods. Any impact to wetland areas will be submitted and permitted by the United States Army Corps of Engineers, as applicable.</u>	
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