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: 9/24/2004 **ARC REVIEW CODE**: R408251

TO: Chairperson Karen Handel
ATTN TO: Morgan Ellington, Fulton County Environment and Community Development
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: Fulton County
Name of Proposal: **Twin Lakes**

Review Type: Development of Regional Impact	**Date Opened:** 8/25/2004	**Date Closed:** 9/24/2004

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 State.

Additional Comments: Information submitted at the request of the ARC staff states that the development will comply with the Cedar Grove Overlay District Design Guidelines. Following these guidelines will dramatically improve this development and help it to meet regional goals and policies. The ARC has reviewed two mixed-use DRIs located adjacent to the proposed development along Campbellton Fairburn Road. Every effort should be made to coordinate the design of this development with these other developments regarding vehicle, pedestrian, and bicycle connections. In addition, pedestrian and bicycle paths designed into the development that are built to roadways standards, would improve the livability of this development. If the zoning change request is approved, Fulton County is strongly encouraged to require a separate bicycle and pedestrian plan prior to the issuance of permits. Where applicable, cul-de-sacs streets should be avoided to provide greater access and reduced travel distances. It is recommended that garages be rear entry to improve the livability of the street system in areas where the lot width is likely to be 40 feet or less for residential construction. The retail component should reflect a neighborhood retail design. The buildings should establish a street presence and parking should be located behind or in between the buildings to foster a true pedestrian, neighborhood-oriented design. Shared parking should be applied to the retail component.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS	GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	DOUGLAS COUNTY
FULTON COUNTY	FULTON COUNTY SCHOOLS	CITY OF ATLANTA
CITY OF PALMETTO	CITY OF FAIRBURN	CITY OF UNION CITY
CITY OF EAST POINT	CITY OF COLLEGE PARK	GEORGIA CONSERVANCY

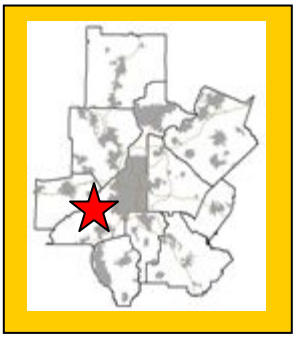
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

Preliminary Report:	August 25, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Twin Lakes Comm. Dev. #522
Final Report Due:	September 24, 2004		Comments Due By:	September 8, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



Twins Lakes Community Development is a proposed 1102 acre residential subdivision with a retail component. It will be comprised on 2,370 total residential units that will include 1,430 single family units, 790 townhouse units, and 150 loft apartment units. It will also include approximately 200,000 square feet of retail space. The project is located in South Fulton County, bounded on the west by Cascade-Palmetto Highway, and to the north by Campbellton Fairburn Road. It is approximately 1.5 miles from the eastern boundary of Douglas County

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

GENERAL

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

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

The project site is currently zoned Ag-1 and CUP. This DRI review was initiated because the applicant is requesting a rezoning of the property to MIX (mixed-use). Fulton County's 2015 Land Use Map currently designates this area for residential (1unit or less) and agricultural uses. Although the proposed development is not currently compatible with the land use plan, it would be compatible with several other DRI's with similar uses that have been approved in the area.

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

No inconsistencies were identified during the review. The ARC received no comments.

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

No.

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. Information submitted for the review states that the proposed development would generate approximately 500 jobs and attract approximately 3,555 residents.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

YEAR	NAME
2004	Schultz Butner Road Tract
2003	PEC Butner Road
2003	Chattahoochee Village II
2000	Knights South Fulton Parkway Residential Dev.
1998	Park Lake
1989	The Woodlands

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of the ARC's regional goals and policies; however, further refinement of the site plan could better meet the goals and policies. The proposed development is a mixed-use development that will offer a mix of housing types and retail.

There are two developments located adjacent to the proposed development along Campbellton Fairburn Road. These two other mixed-use developments were reviewed as Developments of Regional Impact. The site plan should reflect vehicle, pedestrian, and bicycle connections to these adjacent properties.

Good internal circulation is addressed in several of the Best Transportation Practices listed below. The site plan should reflect direct routes to destination places within the site, such as the community and amenity centers and the retail component of the plan. Where applicable, cul-de-sacs streets should be avoided to provide greater access and reduced travel distances. Pedestrian and bicycle paths designed into the development that are built to roadways standards, would improve the livability of the development. If the zoning change request is approved, Fulton County is strongly encouraged to require a separate bicycle and pedestrian plan prior to the issuance of permits.

Information submitted with the review suggests that the proposed development will not provide affordable housing opportunities for at least 10% of the workers in the proposed DRI. It is recommended, as also in the AOI study, that the developer consider a greater mix of housing to include additional housing units to match the buying/renting power of the working households to increase the percentage of workers who can afford to live in the DRI.

It is strongly recommended that environmentally sensitive areas on the site be protected. Mitigation measures should be implemented to ensure the preservation and viability of wetlands on the site. The site plan should reflect the natural topography and minimize mass grading and stream crossing where possible. Best Environmental Practices listed below should be reviewed and implemented where possible.

The townhomes are being proposed with individual driveways and two car garages. It is recommended the garages be rear entry and the townhomes establish a street presence along the driveways. A reduction in parking should be considered in the townhome pods.

The retail component should reflect a neighborhood retail design. The buildings should establish a street presence along Street 60 and Street 81 and parking should be located behind or in between the buildings. Shared parking should be applied to the retail component.

PRELIMINARY REPORT

REGIONAL DEVELOPMENT PLAN POLICIES

1. **Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.**
2. **Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.**
3. **Increase opportunities for mixed-use development, infill and redevelopment.**
4. **Increase transportation choices and transit-oriented development (TOD).**
5. **Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.**
6. **Preserve and enhance existing residential neighborhoods.**
7. **Advance sustainable greenfield development.**
8. **Protect environmentally sensitive areas.**
9. **Create a regional network of greenspace that connects across jurisdictional boundaries.**
10. **Preserve existing rural character.**
11. **Preserve historic resources.**
12. **Inform and involve the public in planning at regional, local and neighborhood levels.**
13. **Coordinate local policies and regulations to support the RDP.**
14. **Support growth management at the state level.**

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in South Fulton County, bounded on the west by Cascade-Palmetto Highway, and to the north by Campbellton Fairburn Road.

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

The proposed development is entirely within Fulton County; however, it is approximately 1.5 miles from the eastern boundary for Douglas 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.

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $907,500,000 with an expected $12,681,665 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 development will create service industry jobs in a rural area of the region.

NATURAL RESOURCES

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

Watershed Protection

The proposed project is crossed by Town Creek, a tributary to Tuggle Creek, and its tributaries and by tributaries to Deep and Line Creeks, all of which are shown as blue line (perennial) streams on the Campbellton USGS 1:24,000 quad sheet. Deep Creek and Tuggle Creek are a tributaries to the Chattahoochee River. Deep and Tuggle Creek and their designated tributaries (including the perennial

streams on this property) are subject to the requirements of South Fulton Tributary Buffer Ordinance, which is required under the Metropolitan River Protection Act. All state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. The project design needs to meet the requirements of these buffer regulations and all buffers need to be shown and clearly identified on the site plan. This project is not in the watershed of the proposed South Fulton Municipal Regional Water and Sewer Authority Reservoir on Bear Creek and is not subject to the Part 5 water supply watershed criteria.

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. No factors were developed for single-family residential on lots of less than ¼-acre, so such lots are classified as townhouse residential. 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
Commercial	23.00	39.33	400.20	2484.00	22609.00	28.29	5.06
Forest/Open	242.00	19.36	145.20	2178.00	56870.00	0.00	0.00
Medium Density SF (0.25-0.5 ac)	275.00	371.25	1625.25	11825.00	220275.00	93.50	22.00
Townhouse/Apartment	562.00	590.10	6019.02	37654.00	340010.00	427.12	78.68
TOTAL	1102.00	1020.04	8189.67	54141.00	639764.00	548.91	105.74

Total % impervious 33%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None has been identified.

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

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. There will be four access driveways along Campbellton Fairburn Road and one each along Ridge Road, Cascade Palmetto Road, Bethlehem Road, and Hall Road, for a total of eight access driveways into the development.

Georgia Regional Transportation Authority Review Findings

The traffic study analysis of the Base Year 2012 scenario indicates that only three out of the twelve intersections studied performed at the established LOS standard. The analysis of the Base Year 2012 includes the incorporation of the Chattahoochee Village II DRI (#457), Eagle McClure DRI (#205), Schultz Butner DRI (#471), PEC Butner DRI (#398) traffic. The consultant has made various recommendations for improvements to elevate the LOS levels of the problematic intersections. This will ensure that all affected intersections will perform at their required levels.

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

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

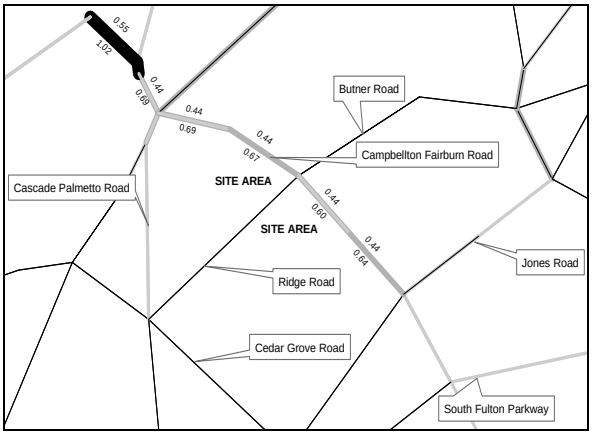
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single-Family Detached 1,440 units	248	756	1,004	683	394	1,077	11,059
Residential Townhouse 940 units	47	250	297	191	82	273	3,245
Shopping Center 200,000 square feet	132	81	213	389	391	780	8,553
TOTAL NEW TRIPS	**427**	**1,087**	**1,514**	**1,263**	**867**	**2,130**	**22,857**

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

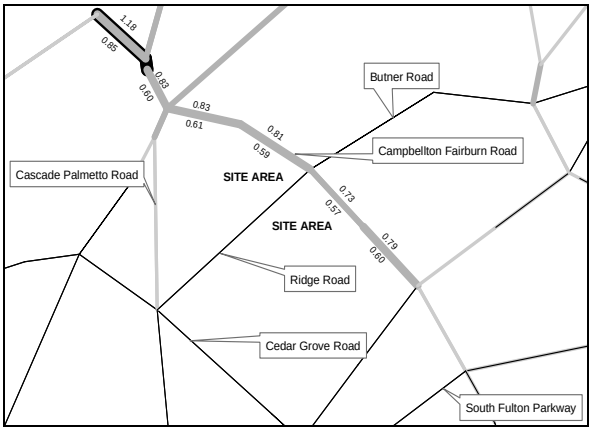
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

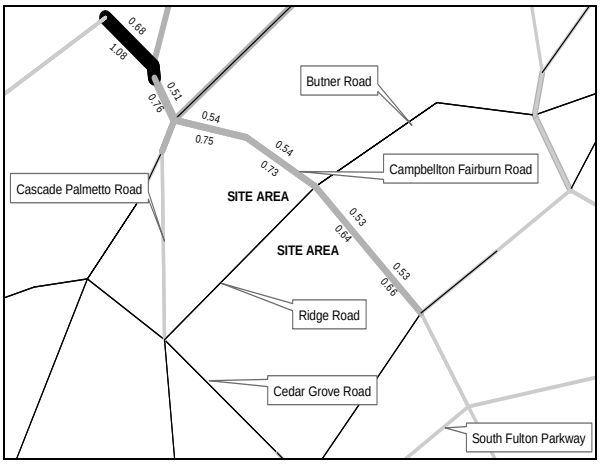
V/C Ratios



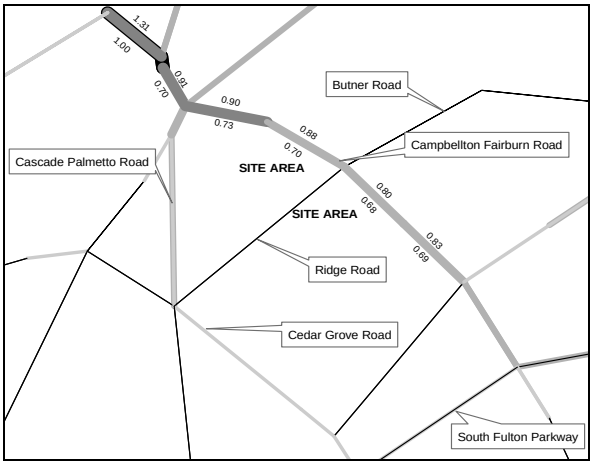
2010 AM Peak



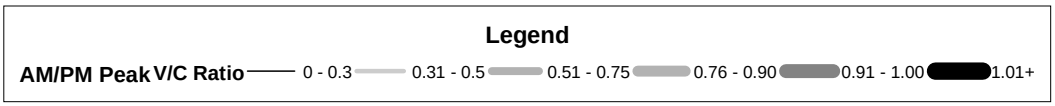
2010 PM Peak



2025 AM Peak



2025 PM Peak



For the V/C ratio figures, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-036A	South Fulton Pkwy from SR 154 to Cochran Mill Road	Roadway Capacity	2007
FS-069	Fairburn Road at Camp Creek Pkwy	Bridge Upgrade	2003
FS-076	Butner Road at Camp Creek Pkwy	Roadway Operations	2005
FS-130	Fairburn Road from Garrison Drive to CSX R/R	Roadway Operations	2009
FS-138	SR 70 at Deep Creek	Bridge Upgrade	2006
FS-141	Enon Road at Camp Creek	Bridge Upgrade	2004
FS-190	SR 70 at Camp Creek	Bridge Upgrade	2006

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Twin Lakes: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** and **total** traffic. The transportation consultant has made recommendations that the following improvements to upgrade existing current level of service be carried out:

- Widening of SR 92 between SR 154 and South Fulton Parkway to a 4-lane roadway

Campbellton Fairburn Road & Cascade Palmetto Highway

- Addition of 150 ft long eastbound right turn lane on Cascade Palmetto Highway
- Installation of signal pending warrant study

Cascade Palmetto Highway & Cedar Grove Road / Ridge Road

- Realignment of Ridge Road to form a T-intersection with Cedar Grove Road

Campbellton Fairburn Road & Ridge Road / Butner Road

- Installation of signal pending warrant study
- Addition of westbound left turn lane and a northbound left turn lane with 150 feet storage for signalization condition

Campbellton Fairburn Road & Demooney Road

- Installation of signal pending warrant study

Campbellton Fairburn Road & Jones Road

- Addition of side street stop sign at intersection

Campbellton Fairburn Road & Hall Road

- Addition of side street stop sign at intersection

Campbellton Fairburn Road & Thomson Road

- Addition of 150 foot long southbound left turn lane and 150 foot long northbound left turn lane on Campbellton Fairburn Road
- Addition of signal pending warrant study
- Addition of two westbound left turn lanes and eastbound left turn lane with 150 feet storage for signalization condition.
- Use permissive plus protected phasing for westbound left turns and southbound left turns
- Use permissive plus overlap phasing for eastbound right turns and northbound right turns

Campbellton Fairburn Road & South Fulton Parkway

- Addition of 600 ft westbound left turn lane, a 600 ft eastbound left turn lane, and a 400 ft southbound left turn lane.
- Convert the westbound right turn lane to a free flow right turn lane by adding a lane northbound from this intersection and turning right at the next intersection onto Thomson Road.
- Use permissive plus overlap phasing for northbound right turns and southbound right turns
- Use protected phasing for eastbound left turns, westbound left turns and southbound left turns

Cascade Palmetto Highway & Cedar Grove Road

- Installation of signal pending warrant study

Butner Road & West Stubbs Road

- Installation of signal pending warrant study

Butner Road & Stonewall Tell Road

- Installation of signal pending warrant study

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

Campbellton Fairburn Road & Cascade Palmetto Highway

- Addition of westbound left turn lane on Cascade Palmetto Highway and northbound left turn lane on Campbellton Fairburn Road with 150 feet storage for signalization condition

Campbellton Fairburn Road & Ridge Road / Butner Road

- Use permissive + protected phasing for westbound left turns and northbound left turns.

Campbellton Fairburn Road & Demooney Road

- Addition of side street stop sign at intersection
- Addition of signal pending warrant study
- Use permissive plus protected phasing for southbound left turns and a cycle length of 150 seconds in addition to improvements mentioned above

Campbellton Fairburn Road & Jones Road

- Addition of side street stop sign at intersection

Campbellton Fairburn Road & Hall Road

- Addition of side street stop sign at intersection

Campbellton Fairburn Road & Thomson Road

- Use protected phasing for westbound left turns and eastbound left turns

Campbellton Fairburn Road & South Fulton Parkway

- Add a 500 ft receiving lane for northbound through traffic
- Use protected phasing for northbound left turns, southbound left turns, eastbound left turns and westbound left turns.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed project will not be located in a rapid transit station area.

Is the site served by transit? If so, describe type and level of service.

The site is currently not serviced by transit.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are no plans to provide transit service within the immediate vicinity of the site.

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

None proposed.

The development PASSES the ARC's Air Quality Benchmark test..

Air Quality Impacts/Mitigation (based on ARC strategies)	**Credits**	**Total**
SF Detached Dwellings		15%
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		
Total		**15%**

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

The current roadway network surrounding the Twin Lakes development has a few capacity deficiencies. The V/C ratios presented in this review indicate a majority of the area's congestion is on Campbellton Fairburn Road, especially the roadways to the west of the site area. Many of the recommendations presented by the consultant entail signalization improvements and widening of existing roads. The placement of signalization may allow temporary relief for the area. However, signalization placement must be done carefully and not overdone. Implementing stop signs may help with traffic flow and aid in preventing any future traffic back ups in what is to become a highly active area.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at .998 MGD.

Which facility will treat wastewater from the project?

Camp Creek will provide wastewater treatment for the proposed development.

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

The capacity of Camp Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	**DESIGN CAPACITY MMF, MGD**	**2001 MMF, MGD**	**2008 MMF, MGD**	**2008 CAPACITY AVAILABLE +/-, MGD**	**PLANNED EXPANSION**	**REMARKS**
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 1.102 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 834,247 tons of solid waste per year and the waste will be disposed of in Fulton County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**

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

The ARC review identified no impacts.

HOUSING

Will the proposed project create a demand for additional housing?

This primary use proposed in this development is residential.

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

No, once developed, this project will not provide housing opportunities in close proximity to regional existing employment centers. The nearest regional employer, Hartsfield-Jackson Airport is more than 10 driving miles away.

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

The site proposed for the development is located in Census Tract 103.01. This tract had a 54.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 81 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options in the area.

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

Information submitted with the review suggests that the proposed development will not provide affordable housing opportunities for at least 10% of the workers in the proposed DRI.

* 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.

Your DRI ID NUMBER for this submission is: 552
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 3/30/2004 12:36:20 PM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Fulton County
*Individual completing form and Mailing Address:	Dwayne Cheatom CERM 2115 Monroe Drive, Suite 110 Atlanta, Georgia 30324
Telephone:	678.999.0173
Fax:	678.999.0186
E-mail **(only one)**:	dcheatom@cerm.com

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

Proposed Project Information

Name of Proposed Project:	Twin Lakes Community Development

Development Type	Description of Project	Thresholds
Mixed Use	Residential and Commercial Development planned	View Thresholds

Developer / Applicant and Mailing Address:	Mr. T. Dallas Smith 365 Stonecastle Pass Atlanta, Georgia 30331
Telephone:	
Fax:	
Email:	
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	Dist. 9, LL 11,12,13,14,15,16,17,28,29,31.
What are the principal streets or roads providing vehicular access to the site?	Highways 154/70, Hwy 92, and Butner Road
Provide name of nearest street(s) or intersection:	Highway 92 and Butner Road
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	Douglas County Line is approximately 1 mile west of the Site
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Fulton County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning Subsequently, client will apply for a LDP
What is the name of the water supplier for this site?	City of Atlanta Water
What is the name of the wastewater treatment supplier for this site?	No sewer exists on site
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2011

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe):	N

Submitted on: 8/2/2004 1:29:05 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington (please also include Nicole Hall (traffic) on your list Nicole.Hall@co.fulton.ga.us Thnks
Telephone:	404-730-8049
Fax:	404-730-7818
Email (**only one**):	Morgan.Ellington@co.fulton.ga.us

Proposed Project Information

Name of Proposed Project:	Twin Lakes Community Development
DRI ID Number:	552
Developer/Applicant:	BOJ, LLC c/o Dallas Smith
Telephone:	404-344-6856
Fax:	404-344-6857
Email(s):	tdal@bellsouth.net

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$907,500,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$12,681,665
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Hemphill Water
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	1.102 MGC
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below: n/a	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	n/a

Wastewater Disposal

Name of wastewater treatment provider for this site:	Camp Creek
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.998 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: n/a	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	n/a

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.)	pm peak hour (client did not specify a number)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	834,247 tons/yr
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below: na/	
Will any hazardous waste be generated by the development? If yes, please explain below:	
n/a	

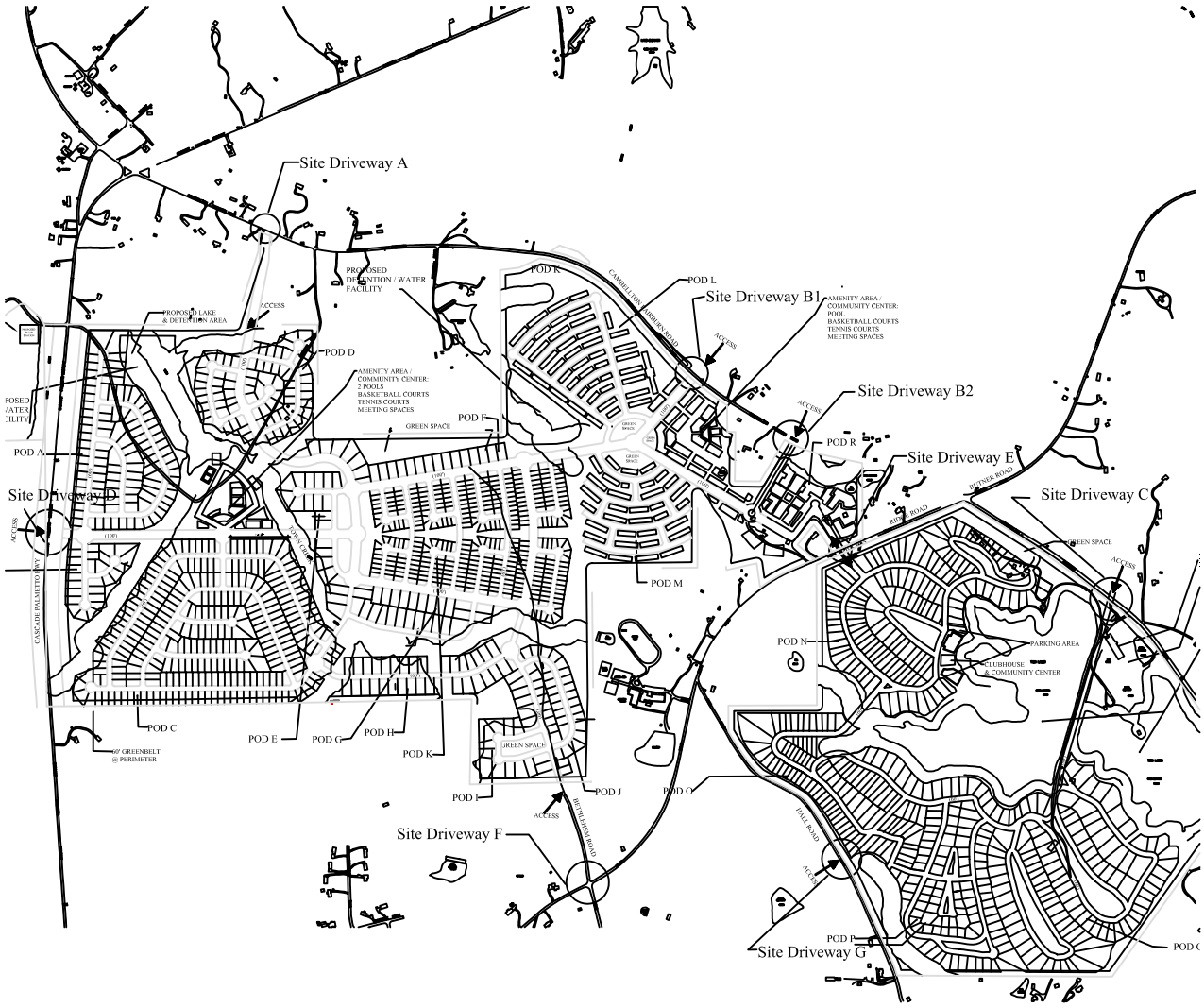
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50 percent
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Chattahoochee River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers, water quality ponds and grass swales will be proposed to mitigate the projects impacts on stormwater management.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N

5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: n/a	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



SITE PLAN

FIGURE 2

A&R Engineering Inc.