



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

February 22, 2004

FILE COPY

Honorable Karen Handel, Chairwoman
Fulton County Commission
141 Pryor Street, SW R
Atlanta, Georgia 30303

RE: Development of Regional Impact Review
Schultz-Butner Road Tract

Dear Chairwoman Handel:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review known as the Schultz-Butner Road Tract development. 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. The Atlanta Regional Commission reviewed the proposed project 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 project is or is not in the best interest of Fulton County.

It is strongly encouraged that the site design incorporates greater vehicular and pedestrian connectivity and circulation throughout the site and adjacent commercial and recreational activities, such as Walden Park. The Regional Development Plan calls for the advancement of sustainable greenfield development in Policy #7 through balanced development; specifically, cluster development that offers a variety of housing types and neighborhood and community based activities. Although the development offers a range of housing types by lot size, price, and type, it is encouraged that the site design cluster development to preserve more contiguous open space. It is also strongly encouraged that attention is paid to preserving the wetlands on site.

Honorable Handel
February 19, 2004
Page 2

I am enclosing a copy of our final review and comments we received during the review. Please feel free to call me, or Haley Fleming (404-463-3311), if you have any questions concerning the review.

Sincerely,

A handwritten signature in dark ink, appearing to read "Charles Krautler". The signature is fluid and cursive, with the first name "Charles" written in a larger, more prominent script than the last name "Krautler".

Charles Krautler
Director

CK/mhf

Enclosures

C: Ms. Morgan Ellington, Fulton County
Mr. Billy Schultz, Telfair Brokers
Mr. John Gaskin, HGOR
Mr. Harold Linnenkohl, GDOT
Mr. Rick Brooks, GDCA
Mr. David Word, GEPD
Mr. Steven Stancil, GRTA
Mr. William Fernandez, MARTA

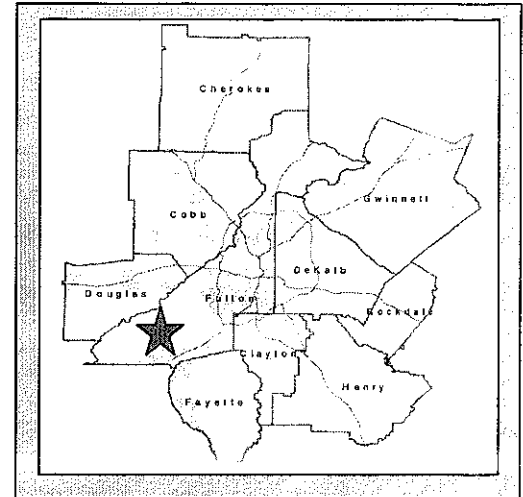
Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

Go to Headings: Description, Regional Plan Consistency, Population/Employment, Location, Economy, Transportation, Trip Generation, VC Ratios, Trans. Projects, Transit, Historic Resources, Wastewater Water Supply, Housing

Georgia Department of Community Affairs DRI:	<u>FORM 1</u>	Submitted on: 9/16/2003	<u>FORM 2</u>	Submitted on: 12/12/03
--	---------------	-------------------------	---------------	------------------------

PROPOSED DEVELOPMENT:

The Schultz-Butner Road Tract development includes plans for 675 single-family homes, 122 townhouses, and 217,800 square feet of commercial/retail space. The site is located between Cascade-Palmetto Highway and Butner Road, just north of Campbellton-Fairburn Road. The site contains 360.47-acres, of which 19.8% (71.31-acres) would be preserved as greenspace. Access to the site is gained from both Cascade-Palmetto Highway and Butner Road. The commercial development has four proposed access points from Butner Road. The development is located within Land Lots 31, 32, 35, 36, 42, and 43 in the 9th District of Fulton County.



PROJECT PHASING:

The project is to be completed as a single phase, with a build out year of 2012.

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.

No, according to information submitted by the host-local government, the project is not consistent with the comprehensive plan. The site is currently zoned AG1. The applicant is proposing for a rezoning to MIX. The future land use land calls for zoning R1 and R2.

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

No impacts were determined during the review.

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

No impacts were determined during the review.

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

ARC regional review of the proposed development is conducted, where appropriate, using the following Regional Development Plan Policies and Best Practices:

Is the proposed development consistent with regional plans and policies?

This project meets or exceeds many of the policies and best development practices of the Regional Development Plan (RDP). However, the site design could be further refined to improve the consistency with RDP Policies and Practices. It is strongly recommended that the following policies and practices be used to evaluate the current site design:

It is strongly encouraged that the site design incorporates greater vehicular and pedestrian connectivity and circulation throughout the site and adjacent commercial and recreational activities, such as Walden Park. Travel distances to collector and arterial streets should be minimized.

The Regional Development Plan calls for the advancement of sustainable greenfield development in Policy #7 through balanced development; specifically, cluster development that offers a variety of housing types and neighborhood and community based activities. Although the development offers a range of housing types by lot size, price, and type, it is encouraged that the site design cluster development to preserve more contiguous open space. It is also strongly encouraged that attention be paid to preserving the wetlands on site.

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.

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

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.
- Practice 2: Contribute to the area's jobs-housing balance
- 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.
- Practice 5: Place higher-density housing near commercial centers, transit lines, and parks.
- Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing.
- Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges.
- Practice 8: Reserve school sites and donate them if necessary to attract new schools.
- 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.
- 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. It is suggested that access streets be 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.

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

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.

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. According to regional averages, at build out the development will have a population of 1,956, including 524 students. The project's long-term employment is projected at 436 employees.

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

The following projects were reviewed by the ARC as either any Area Plan (1984 to 1991) or as a DRI (1991 to present) and are located within 2.0 miles of the subject site:

Year	Name
1989	RESOURCE TECHNOLOGY CENTER
1989	THE WOODLANDS
2000	ANNEEWAKEE TRAILS
2000	KNIGHTS S. FULTON PKWY RESIDENTIAL DEV
2003	CAMP CREEK TREATMENT FAC EXP
2003	PEC BUTNER ROAD
2003	CHATTAHOOCHEE VILLAGE II

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

No.

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

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

No, the project will add 436 jobs to the area.

LOCATION

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

The site is located between Cascade-Palmetto Highway and Butner Road, just north of Campbellton-Fairburn Road. Access to the site is gained from both Cascade-Palmetto Highway and Butner Road. The commercial development has four proposed access points from Butner Road. The development is located within Land Lots 31, 32, 35, 36, 42, and 43 in the 9th District of Fulton County.

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 project is located approximately a half mile from Douglas County to the west.

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.

It does not appear the project would impact land uses in surrounding jurisdictions greatly.

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?

The estimated build-out value of the project for this development is: \$224,275,000

Annual Tax Revenue	\$3,134,019
---------------------------	--------------------

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

The number of short-term jobs generated by the project will depend on the 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?

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

The development could provide additional housing opportunities and types to the area.

NATURAL RESOURCES

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

Yes, the site contains a stream, areas of wetland and floodplain.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

Watershed Protection

The property is in the basin of the Chattahoochee River Corridor. In 1998, the Metropolitan River Protection Act (Georgia Code 12-5-440 et seq.) was amended to include the Chattahoochee from the City of Atlanta Water Intake, just upstream of Peachtree Creek to the southern limits of Fulton and Douglas Counties. While the property is outside the 2000-foot Chattahoochee River Corridor, it is subject to the Fulton County tributary buffer ordinance if any affected streams occur on or next to the property. The property is not upstream of any water supply intakes and is not affected by any water supply watershed criteria.

Georgia Erosion and Sedimentation Act/Stream Buffer Requirements

The Georgia Erosion and Sedimentation Control Act requires a 25-foot buffer on "State waters."

Floodplains and Wetlands

Information submitted with the review indicates the floodplain areas would be primarily left intact. The ARC's Regional Development Plan policy recommends protection of environmentally sensitive areas.

Storm Water/Water Quality

Steps should be taken to limit the amount of pollutants that will be produced during and after construction. During construction, the project should conform to Fulton County's erosion and sediment control requirements. After construction, water quality can be impacted without storm water pollution controls.

Structural Storm Water Controls

According to information submitted with the review, the development proposes storm water management. ARC staff recommends that before any permits are issued, the County should require

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

that the developer submit a storm water management plan as a key component of the Plan of Development. The storm water plan should include location, construction and design details and all engineering calculations for all storm water quality control measures. The Plan also should include a monitoring program to ensure storm water pollution control facilities function properly. ARC staff recommends that structural controls be designed to accommodate the installation, operation and maintenance of automatic equipment at inlet and outlet locations for the monitoring of flow rates and water quality. It is recommended that the monitoring program consider the following minimum elements:

- Monitoring of four storms per year (1 per quarter);
- Collection of flow weighted composite of the inflow to the structure during the entire storm event;
- Collection of a flow weighted composite of the outflow from the structure—the sampling period should include the peak outflow resulting from the storm event;
- Analysis of inflow and outflow flow weighted composite samples for biochemical oxygen demand (BOD), total suspended solids (TSS), zinc, lead, total phosphorous (TP) and total nitrogen (TKN & NO3); and
- Collection of grab samples at the inlet and outlet locations during the periods of peak inflow and outflow for pH, dissolved oxygen (DO) and fecal coliform bacteria.

The County should determine the actual number and size of storms to be monitored as well as who should be responsible for conducting the monitoring. Monitoring should be conducted at the development's expense. Analysis should conform to EPA standards. Specific monitoring procedures and parameters analyzed may change in the future based on continuing storm water runoff and water quality studies.

The storm water plan should require the development to submit a detailed, long-term schedule for inspection and maintenance of the storm facilities. This schedule should describe all maintenance and inspection requirements and persons responsible for performing maintenance and inspection activities. These provisions and the monitoring program should be included in a formal, legally binding maintenance agreement between the County and the developer.

In addition to inspections required in the storm water management plan, the formal maintenance agreement between the developer and the County should allow for periodic inspections for the storm water facilities to be conducted by the County. If inadequate maintenance is observed, the development should be notified and given a period of time to correct any deficiencies. If the development fails to respond, the County should be given the right to make necessary repairs and bill the development.

The County should not release the site plans for development or issue any grading or construction permits until a storm water management plan has been approved and a fully executed maintenance/monitoring agreement is in place.

HISTORIC RESOURCES

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

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

The John F. Beaver House is located northwest of Fairburn off of GA 92.

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

No negative impacts were determined during the review.

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

N/A

INFRASTRUCTURE

Transportation

An analysis of the submitted transportation study will occur during the review period for this project.

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

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
SF Detached Dwellings			
With all of the below:	Yes	15%	15%
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?			
Bike/ped networks connecting to land uses within and adjoining the site		4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)			19%

INFRASTRUCTURE:

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

Wastewater is estimated at 0.3399 MGD based on information submitted with the review.

Which facility will treat wastewater from the project?

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

Fulton County Camp Creek Wastewater Treatment Plant, The nearest sewer line to the project is approximately ¼ mile northeast of the site along Deep Creek.

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

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

What other major developments the plant serving this project will serve?

ARC has reviewed a number of major developments, as described before in this review report that would add wastewater flow to this plant. Construction of the proposed development should be arranged to coincide with any expansion needs of the Camp Creek facility.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand is estimated at 0.3999 MGD based on information submitted with the review.

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

Water supply should be sufficient, but water-conserving measures are essential in all new developments.

INFRASTRUCTURE

Solid Waste

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

Based on regional averages, the development will generate 2,251 tons of solid waste per year.

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

No.

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

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.)?**

No impacts were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

Yes, the project will create demand with the proposed commercial space; however, the project does propose the construction of 797 residential units at varying price points.

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

No.

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

The site is located in a growing area of the County where a wide variety of housing types and prices are will be needed. The project site is located in Census Tract 103.01 (2000). According to the 2000 Census, this tract increased in number of housing units by 6.7 percent from 1990 to 2000, and it has an occupancy rate of 95.6 percent compared to a MSA average of 94.6 percent. The proposed development will provide additional housing options in the area, including townhouses and an active adults component.

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

Yes, according to information submitted with the review, 85% of the employee positions could afford housing within the most affordable segment of the proposed project. In addition, a weighted average of 36% of the positions can afford the range of housing mix.

Preliminary Report:	January 22, 2004	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Schultz-Butner Rd Tract DRI # 471
Final Report Due:	February 22, 2004		Comments Due By:	February 6, 2004

- * Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2002 median income of \$57,795 for family of 4 in Georgia.



STAFF REPORT AND RECOMMENDATIONS

February 16, 2004

Mr. Steven L. Stancil, Executive Director
Georgia Regional Transportation Authority
245 Peachtree Center Avenue, NE, Ste. 900
Atlanta, Georgia 30303-1223

RE: Staff Report and Recommendations – DRI # 471 Schultz-Butner Road Tract

GRTA Staff has reviewed the DRI # 471 Schultz-Butner Road Tract Review Package, and provides this Staff Report and Recommendations pursuant to Section 2-302 of the *Procedures and Principles for GRTA Development of Regional Impact Review* ("P&P").

PROJECT SUMMARY

Name and Number of DRI	DRI # 471 Schultz-Butner Road Tract
Jurisdiction	Fulton County
Local Development Approval Sought	Rezoning
Location	Adjacent to the southeast of Cascade Palmetto Highway (SR 154) and northwest of Butner Road, near its intersection with Campbellton-Fairburn Road (SR 92)
Uses and Intensities of Use	675 single-family units, 122 townhouse units, 217,800 square feet of commercial space
Project Phasing & Build-Out Schedule	Single phase (2012)
Trip Generation (ADT / AM Peak / SAT / PM Peak)	(788 / 1,622 / 2,057 / 17,003)
STAFF RECOMMENDATION	Approved Subject to the Conditions Provided Within

STAFF FINDINGS SUMMARY

Item	Supports Approval	Supports Conditional Approval	Does Not Support Approval	Comments
Internal Circulation § 3-101.A., P&P	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Ingress and Egress § 3-101.B., P&P	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Quality, Character, Convenience, and Flexibility of Transportation Options § 3-103.A.1., P&P-	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Vehicle Miles Traveled § 3-103.A.2., P&P	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Relationship Between Location of Proposed DRI and Regional Mobility § 3-103.A.3., P&P	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Relationship Between Proposed DRI and Existing or Planned Transit Facilities § 3-103.A.4., P&P	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Transportation Management Area Designation § 3-103.A.5., P&P	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Offsite Trip Reduction / Techniques § 3-103.A.6., P&P	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Balance of Land Uses – Jobs-Housing Balance § 3-103.A.7., P&P	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Relationship Between Proposed DRI and Existing Development and Infrastructure § 3-103.A.8., P&P	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

TECHNICAL COMPLIANCE WITH GRTA DRI REVIEW STANDARDS

The recommendations in this document are based on the information found in the Technical Analysis Transmittal dated February 5, 2004, and a review of the applicant's DRI review package. The Review Package includes the site development plan dated June 11, 2003, revised on January 19, 2004 and received by GRTA on January 20, 2004, prepared by HGOR, titled "Schultz Butner Road" (Site Plan) and the analysis prepared by A&R Engineering, Inc. dated December 10, 2003 (together the Review Package).

Technical Analysis Findings:

The technical analyses transmittal reported the improvements that serve the DRI in the build-out year, without regard to whether the improvements are generated as a direct result of the DRI. These improvements are "land transportation service[s] or access improvement[s] which [are] necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI" (Principles and Procedures, Section 1-201.R.) The improvements are either (1) improvements currently in an adopted transportation improvement program (TIP) or regional transportation plan (RTP) or (2) improvements that were identified in the Review Package.

The following improvements in the study network are documented in an adopted TIP or RTP, have been assumed as built in the analyses of the no-build and build conditions for the build-out year, and are planned for completion before the build-out of the proposed project:

The following projects are located within the vicinity of the proposed DRI as listed in the ARC's Atlanta Region FY 2003-2005 TIP Summary:

- FS-036A: Roadway extension of South Fulton Parkway from SR 154 to Cochran Mill Road
- FS-069: Replacement of a bridge on Fairburn Road at Camp Creek Parkway, and addition of turn lanes once the bridge is reconstructed.
- FS-076: Intersection improvements on Butner Road at Camp Creek Parkway. Improvements including adding turn lanes and upgrade signals
- FS-130: Upgrading of Fairburn Road from Garrison Drive to the CSX R/R Bridge. Includes intersection improvements at Utoy, Springs, and Cascade Road, as well as bike lanes along Fairburn Road.
- FS-138: Replacement of an existing bridge on SR 70 over Deep Creek.
- FS-141: Reconstruction of a bridge on Enon Road over Camp Creek Parkway
- FS-190: Replacing the existing bridge on SR 70 over Camp Creek Parkway.

The following improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project:

- Campbellton Fairburn Road @ Butner Road
 - Install a traffic signal
- Campbellton Fairburn Road @ Demooney Road
 - Install a traffic signal
- Cascade Palmetto Highway @ Campbellton Fairburn Road
 - Install a traffic signal

RECOMMENDATIONS

GRTA Staff Recommends that DRI # 471 Schultz-Butner Road Tract be **APPROVED SUBJECT TO THE CONDITIONS PROVIDED BELOW** based on the information provided by the Applicant and Local Government, and the analysis and conclusions provided in this report. Specific recommendations are provided below pursuant to Section 2-302.B., P&P.

Proposed Conditions to GRTA Notice of Decision:

- Development Intensity and use
 - The development shall have a mixture of uses, including residential types and a maximum of 218,000 square feet of commercial space.
- Parking Facilities
 - The minimum required parking spaces by Fulton County shall be the maximum number provided for the commercial portion of the development and for the three proposed amenity centers.
- Road Connectivity
 - No more than three commercial driveways are to be allowed onto Butner Road.
 - Provide a minimum of two vehicular connections from the western property line to adjacent property(ies).
 - Internal residential subdivision streets will intersect with Street A a minimum of 15 times.
 - Provide a vehicular connection from the western cul-de-sac of Street I southward to Street P.
 - Provide for a means of vehicular connection from Pod 2 to Pod 3 if both pods are approved for non-residential use.
 - The maximum distance between a cul-de-sac and a three or four-legged intersection that has at least one leg that does not terminate in a cul-de-sac shall be 1,200 feet.
- Pedestrian Facilities
 - Provide sidewalks along both sides of all internal roadways.
 - Provide sidewalks along all external roadways where adjacent to the subject property.
 - Provide a pedestrian trail/pathway through open space located south of Pods 10 and 16 and north of Pods 9 and 12. Provide access easements and allow for future connections with adjacent properties to greenspace and trail.

- Provide a pedestrian trail/pathway through open space located east of Pods 4, 13, and 15 and west of Pods 1, 2, 3, and 14. Provide access easements and allow for future connections with adjacent properties to greenspace and trail.
- Provide a pedestrian connection from:
 - Street C, across from Street E, to the Amenity Center.
 - Street F to open space south of Pod 10
 - Street K to open space north of Pod 9
 - Streets N, O, and HH to open space and required trail
 - Street U to Street V
 - Street V to Street W
 - Street GG to Street R
 - Cul-de-sac of Street CC to open space on Street R across from amenity center
 - Cul-de-sac of Street AA to Street BB cul-de-sac
 - Cul-de-sac of Street BB to Street DD cul-de-sac
 - Street DD to open space and required trail
- Bicycle Facilities
 - Provide bicycle racks at the front of any commercial space and at the amenities center.

Proposed Roadway Improvements as Conditions to GRTA Notice of Decision:

The following improvements are required on and adjacent to *state* routes:

- Campbellton Fairburn Road (SR 92) at Butner Road
 - Install a traffic signal.
 - Construct an eastbound left turn lane on Campbellton Fairburn Road.
 - Construct a westbound left turn lane on Campbellton Fairburn Road.
 - Construct a westbound right turn lane on Campbellton Fairburn Road.
 - Construct a southbound left turn lane on Butner Road
- Campbellton Fairburn Road (SR 92) at Demooney Road
 - Install a roundabout or traffic signal, as approved by Georgia DOT.
 - If signalized, construct an eastbound left turn lane on Campbellton Fairburn Road and a southbound right-turn lane on Demooney Road
- Configure intersection of South Fulton Parkway at Campbellton Fairburn Road (SR 92) in order to provide:
 - Dual southbound left-turn lanes, two through lanes, and a single right-turn lane on SR 92
 - Dual northbound left-turn lanes, two through lanes, and a single right-turn lane on SR 92
 - Dual eastbound left-turn lanes, two through lanes, and a single right-turn lane on South Fulton Parkway
 - Dual westbound left-turn lanes, two through lanes, and a single-right turn lane on South Fulton parkway
- Cascade Palmetto Highway (SR 154) at Main Site Access
 - Provide a southbound left-turn lane on Cascade Palmetto Highway to main site access

The following improvements are required on and adjacent to *non-state* roads:

- Butner Road & West Stubbs Road
 - Install a roundabout or traffic signal as approved by Fulton County DOT

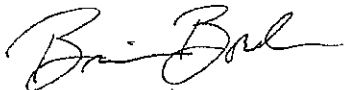
- Butner Road & Stonewall Tell Road
 - Install a roundabout or traffic signal as approved by Fulton County DOT
- Main Site access & Butner Road
 - Provide a northbound left-turn lane on Butner Road
 - Provide a southbound right-turn lane on Butner Road
 - Provide separate right-turn and left-turn lanes on main site access driveway
- Provide separate right-turn and left-turn lanes from Pod 2 on to Butner Road
- Provide a left-turn lane on Butner Road into Pod 2
- Provide separate right-turn and left-turn lanes from Pod 3 on to Butner Road

Proposed Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All "Proposed Conditions to GRTA Notice of Decision" are provided.
- All "Roadway Improvements as Conditions to GRTA Notice of Decision" are provided.

GRTA Review by:



Brian Borden, AICP
Principal Planner

cc:

Kirk Fjelstul, GRTA
Mark Willey, GRTA
Elizabeth Smith, DCA
Mike Alexander, ARC
Steve Walker, GDOT
Harry Graham, GDOT District 7

Morgan Ellington, Fulton County
Nicole Hall, Fulton County
Brannon Sabbarese, A & R Engineering
John Gaskin, HGOR
Joellen Wilson, HGOR

POD	PROPOSED USE	NO. UNITS	%CREASE
1	RETAIL	1	1.40
2	RETAIL	12	12.60
3	RETAIL	4	4.53
4	SINGLE FAMILY LOTS - REF K129	116	68.00
5	SINGLE FAMILY LOTS - 70' X 129	39	16.63
6	SINGLE FAMILY LOTS - 70' X 129	74	32.26
7	SINGLE FAMILY LOTS - 70' X 129	54	22.50
8	SINGLE FAMILY LOTS - 70' X 129	12	5.03
9	SINGLE FAMILY LOTS - 60' X 129	62	25.87
10	SINGLE FAMILY LOTS - 60' X 129	45	17.94
11	SINGLE FAMILY LOTS - 50' X 129	11	4.53
12	SINGLE FAMILY LOTS - 70' X 129	53	21.52
13	SINGLE FAMILY LOTS - 100' X 129	111	57.01
14	TOWNHOMES	122	25.46
15	AMENITY	9	3.63
16	AMENITY	5	5.13
	TOTAL	797	360.47

PROPOSED RESIDENTIAL DENSITY: 2.2 UNITS/AC

[illegible]

The topographic map shows the study area with elevation contours. The contours are labeled with values: 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000. A north arrow is located in the upper right corner of the map.

SITE PLAN

NAME	OS-B-2003
DOB	05/04
POB	05/27/1971
DELINQ YR	1982
ETHNICITY	W
SCAT	AS, F, M, O, G
REMARKS	P-1

LANDSCAPE ARCHITECTURE = PLANNING = URBAN DESIGN = ENVIRONMENTAL SERVICES

H&G R

HUGHES	GOOD	O'LEARY & RYAN
--------	------	----------------