

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: April 16, 2023

TO:	Chairman Jeffrey E. Turner, Clayton County Commission
ATTN TO:	Tiras Petrea, Zoning Administrator, Clayton County
FROM:	Mike Alexander, Director, ARC Center for Livable Communities
RE:	Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Pleasant Hill Road Residential DRI 3855

Submitting Local Government: Clayton County

Date Opened: March 28, 2023 Date Closed: April16, 2023

Description: A DRI review of a proposal to construct 500 townhomes and 280 multi-family units on a currently wooded 73-acre site off of Pleasant Hill Road in Clayton County.

Comments:

<u>Key Comments</u>

The Atlanta Region's Plan assigns the Established Suburbs growth management designation to the project site. The project is partially aligned with Established Suburbs policy recommendations which emphasize the importance of preserving single-family neighborhoods with appropriate infill development. The project could be more aligned with Established Suburbs policies by preserving additional wooded land and taking steps to retain existing trees within the development footprint.

The project is expected to generate approximately 5,574 daily new vehicular trips; several improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 1,491 parking spaces are proposed but no EV charging or bike parking spaces are proposed; inclusion of a base number of both EV charging and bike parking spaces would be supportive of regional multi-modal transportation policies. The Clayton Connects Greenway Trail Plan shows a key trail segment running along the northern and western edges of the site; the applicant should coordinate with Clayton County regarding providing an easement for and/or constructing the trail segment.

There are a number of MARTA bus stops and schools within walking distance of the project. Pedestrian connectvity should be provided from the site to these destinations.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation to all areas in the region- Established Suburbs for this project – and provides accompanying growth policy recommendations which are detailed at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is projected to generate 5,574 daily new vehicular trips; a number of roadway improvements to mitigate the traffic impact are proposed.

The Clayton Connects Greenway Trail Plan shows a key trail segment running along the northern and western edges of the site; the applicant should coordinate with Clayton County regarding providing and easement for and/or constructing the trail segment.

A total of 1,491 parking spaces are proposed but no EV charging or bike parking spaces are proposed; inclusion of a base number of both EV charging and bike parking spaces would be supportive of regional multi-modal transportation policies.

There are several bus stops withing walking distance of the site on Godby Road and Phoenix Boulevard. Coordination should be undertaken with MARTA to provide pedestrian connectivity to these stops.

There are several schools within walking distance of the site. The applicant should coordinate with the County and the Schools District to ensure pedestrian connectivity to these schools.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group Comments

ARC's Natural Resources Group comments are attached.

Both the USGS coverage for the project area and the submitted site plan show a blue-line stream along the western boundary of the property and identified as Camp Creek on the site plan. The site plan also shows an unmapped blue line stream at the southern boundary of the property. The Clayton County 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Erosion and Sedimentation Control buffer, are shown on both streams, though the 25-foot State buffer is not identified. The only intrusion into the buffers shown on the site plan is a road crossing at the unnamed, unmapped stream. Road crossings are generally exempt from local stream buffer regulations, but if any proposed work does not meet the exemption, a variance may be required. Any other unmapped streams on the property may be subject to the County buffers as well as the State 25-foot Erosion and Sedimentation Control Buffer. Any unmapped waters of the state on the property will also be subject to the State 25-foot Erosion and Sedimentation Control Buffers.

Environmental Comments

Almost all of the 72 acre site is currently wooded and Camp Creek and an unnamed tributary traverse the site. Five of the project's 72 acres will be retained as open space. Additional retention of wooded and stream adjacent areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

Incorporation of green stormwater and heat island mitigation designs for the large number of surface car parking spaces proposed and use of an ecosystem-based design for the stormwater detention areas would be supportive of regional environmental policies.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Atlanta Region's Plan Growth Policy Considerations: Established Suburbs

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors. By providing a large number of attached single-family units, the project partially aligns with The Atlanta Region's Plan's recommendations for Established Suburbs. The project could be more aligned with Established Suburbs recommendations by preserving additional wooded land and by utilizing a construction approach that retains existing trees in the development footprint where possible rather that clear-cutting than entire site. Clayton County leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

ATLANTA REGIONAL COMMISSION GEORGIA DEPARTMENT OF TRANSPORTATION GEORGIA ENVIRONMENTAL FINANCE AUTHORITY CITY OF COLLEGE PARK CITY OF UNION CITY FAYETTE COUNTY GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY GEORGIA CONSERVANCY CITY OF EAST POINT CLAYTON COUNTY GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION CITY OF SOUTH FULTON CITY OF RIVERDALE FULTON COUNTY

For questions, please contact Donald Shockey at (470) 378–1531 or <u>dshockey@atlantaregional.org</u>. This finding will be published to the ARC review website located at <u>http://atlantaregional.org/plan-reviews</u>.





Developments of Regional Impact DRI Home <u>Tier Map</u> View Submissions **Apply** <u>Login</u> DRI #3855 **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: Clayton County Individual completing form: Tiras Petrea Telephone: 770.477.3577 E-mail: Tiras.Petrea@claytoncountyga.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: Pleasant Hill Road Residential Location (Street Address, 1820 Pleasant Hill Rd (Tax Parcel 13103A A001) GPS Coordinates, or Legal Land Lot Description): Brief Description of Project: The tract is currently undeveloped and is in the RM (Multiple Family Residential) Zoning District Phase 1 consists of 500 townhomes units Phase 2 consists of 280 multifamily unit Development Type: Hotels (not selected) Wastewater Treatment Facilities Office Mixed Use Petroleum Storage Facilities Commercial Airports Water Supply Intakes/Reservoirs Wholesale & Distribution Attractions & Recreational Facilities Intermodal Terminals Hospitals and Health Care Facilities Post-Secondary Schools Truck Stops Housing Waste Handling Facilities Any other development types Quarries, Asphalt & Cement Plants If other development type, describe: Project Size (# of units, floor Ph 1 - 500 townhomes; Ph 2 - 280 multifamily Developer: Brent Holdings LLC Mailing Address: 270 N Jeff Davis Dr Address 2: City:Fayetteville State: GA Zip:30214 Telephone: 770.461.0478 Email: rferry@brentholdings.net Is property owner different (not selected) Yes No from developer/applicant? If yes, property owner: South Fulton LLC Is the proposed project (not selected) Yes No entirely located within your

DRI Initial Information Form



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DRI Site Map | Contact





What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	844.56
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to e	xpand the existing water supply capacity:
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional	line (in miles) will be required?
	Wastewater Disposal
Name of wastewater treatment provider for this site:	Clayton County Water Authority
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	844.56
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to e	xpand existing wastewater treatment capacity:
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional li main	ne (in miles) will be required? Approximately 1.3 miles - All internal extensions from existing
	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,	Daily Trips 5,574; AM Peak Hour Trips: 104 entering, 256 exiting; PM Peak Hour Trips: 255 entering, 177 exiting
please provide.) Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	◯(not selected) [®] Yes◯No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below	See detailed traffic study for more information.
	Solid Waste Disposal
How much solid waste is the project expected to generate annually (in tons)?	638
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to e	xpand existing landfill capacity:
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	
	Stormwater Management

What percentage of the site 50% is projected to be impervious surface once the

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:60' BUFFERS ALONG THE NORTH AND SOUTH, PORTIONS AT 45' SETBACK; PHASE II HAS 20' SETBACKS. 25' YARD SETBACK IN CENTER AROUND EXISTING SINGLE FAMILY PARCEL. STATE AND COUNTY STREAM BUFFERS ALONG EXISTING STREAMS (25' STATE, 50' UNDISTURBED AND 75' IMPERVIOUS). DETENTION PONDS, BIO PONDS, PERVIOUS PARKING STALLS AND INFILTRATION TRENCHES THROUGHOUT. POSSIBLE UNDERGROUND STORAGE FOR PHASE II (MULTIFAMILY).

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any o	uestion above describe how the identified re

It you answered yes to any question above, describe how the identified resource(s) may be affected: THERE IS FLOOD ZONE AT REAR, BUT PLANS ARE TO AVOID. ONE INTERMITTENT STREAM CROSSING PROPOSED. NWP WILL BE REQUIRED FOR CROSSING.

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proposed development has been constructed?

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DRI Site Map | Contact

PLEASANT HILL ROAD RESIDENTIAL DRI Clayton County Natural Resources Department Comments March 29, 2023

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Department has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Water Supply Watersheds

The proposed project is located in the Flint River Watershed, which is classified as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, the Part 5 criteria are minimal for large water supply watersheds with direct river intakes, consisting of limits on hazardous material storage within seven miles upstream of the intake.

Stream Buffers

Both the USGS coverage for the project area and the submitted site plan show a blue-line stream along the western boundary of the property and identified as Camp Creek on the site plan. The site plan also shows an unmapped blue line stream at the southern boundary of the property. The Clayton County 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Erosion and Sedimentation Control buffer, are shown on both streams, though the 25-foot State buffer is not identified. The only intrusion into the buffers shown on the site plan is a road crossing at the unnamed, unmapped stream. Road crossings are generally exempt from local stream buffer regulations, but if any proposed work does not meet the exemption, a variance may be required. Any other unmapped streams on the property may be subject to the County buffers as well as the State 25-foot Erosion and Sedimentation Control Buffer. Any unmapped waters of the state on the property will also be subject to the State 25-foot Erosion and Sedimentation Control Buffer.

Stormwater and Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.



regional impact + local relevance

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#3855
DRI Title	Pleasant Hill Road Residential
County	Clayton County
City (if applicable)	N/A
Address / Location	Southwest corner of the intersection of SR 314 (West Fayetteville Road) and East Pleasant Hill Road.
Proposed Developmer	nt Type: A DRI review of a proposal to construct 500 townhomes and 280 multi-family units on a currently wooded 73-acre site off of Pleasant Hill Road in Clayton County.
	Build Out: 2027
Review Process	EXPEDITED
	NON-EXPEDITED
REVIEW INFORMATI	<u>ON</u>
Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	Marquitrice Mangham
Date	April 5, 2023
TRAFFIC STUDY	

Prepared by	A&R Engineering, Inc.
Date	February 10, 2023

REGIONAL TRANSPORTATION PLAN PROJECTS

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?
 - YES (provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)

All planned and programmed projects within the Regional Transportation Plan are located on page 23 of the traffic study.

NO (provide comments below)

Click here to provide comments.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO 🛛

YES (identify the roadways and existing/proposed access points)

None of the proposed driveways provide access to the site via a roadway identified as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO NO

YES (identify the roadways and existing/proposed access points)

None of the proposed driveways provide access to the site via a roadway identified as a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

NOT APPLICABLE (nearest station more than one mile away)

RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line

 Nearest Station
 Click here to enter name of operator and rail line

 Distance*
 Within or adjacent to the development site (0.10 mile or less)

 0.10 to 0.50 mile
 0.50 to 1.00 mile

Walking Access*

	Sidewalk and crosswalk network is incomplete
	Not applicable (accessing the site by walking is not consistent with the type of development proposed)
	Click here to provide comments.
Bicycling Access*	Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	Low volume and/or low speed streets provide connectivity
	Route follows high volume and/or high speed streets
	Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)
Transit Connectivity	Fixed route transit agency bus service available to rail station
	Private shuttle or circulator available to rail station
	No services available to rail station
	Not applicable (accessing the site by transit is not consistent with the type of development proposed)
	Click here to provide comments.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or
prefer not to drive, expand economic opportunities by better connecting people and jobs, and can
help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion
plans are being considered in the general vicinity of the development site, the agency should give
consideration to how the site can be best served during the evaluation of alignments and station
locations. Proactive negotiations with the development team and local government(s) are
encouraged to determine whether right-of-way within the site should be identified and protected
for potential future service. If direct service to the site is not feasible or cost effective, the transit
agency and local government(s) are encouraged to ensure good walking and bicycling access
accessibility is provided between the development and the future rail line. These improvements
should be considered fundamental components of the overall transit expansion project, with
improvements completed concurrent with or prior to the transit service being brought online.

- NOT APPLICABLE (rail service already exists)
- NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- NO (no plans exist to provide rail service in the general vicinity)
- YES (provide additional information on the timeframe of the expansion project below)
 - CST planned within TIP period
 - CST planned within first portion of long range period
 - CST planned near end of plan horizon

Click here to provide comments.

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Ac ca joi bio loo wo	ccess between major deve nnot or prefer not to drive bs, and can help reduce co cycling between the deve cal government(s) is enco alking and bicycling infras	lopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.
\ge	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
	SERVICE WITHIN ONE M	ILE (provide additional information below)
	Operator(s)	Click here to enter name of operator(s).
	Bus Route(s)	Click here to enter bus route number(s).
	Distance*	Within or adjacent to the development site (0.10 mile or less)
		0.10 to 0.50 mile
		0.50 to 1.00 mile
	Walking Access*	Sidewalks and crosswalks provide sufficient connectivity
		Sidewalk and crosswalk network is incomplete
		Not applicable (accessing the site by walking is not consistent with the type of development proposed)
		Click here to provide comments.
	Bicycling Access*	Dedicated paths, lanes or cycle tracks provide sufficient connectivity
		Low volume and/or low speed streets provide sufficient connectivity
		Route uses high volume and/or high speed streets
		Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

NO

🛛 YES

MARTA

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

NOT APPLICABLE (nearest path or trail more than one mile away)

YES (provide additional information below)

Name of facility Note: The Clayton Connects Greenway Trail Plan shows a key trail segment running along the northern and western edges of the site; the applicant should coordinate with Clayton County regarding providing an easement for and/or constructing the trail segment.

Distance	Within or adjacent to development site (0.10 mile or less)
	0.15 to 0.50 mile
	0.50 to 1.00 mile
Walking Access*	Sidewalks and crosswalks provide connectivity
	Sidewalk and crosswalk network is incomplete
	Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	Dedicated lanes or cycle tracks provide connectivity

] Low volume and/or low speed streets provide connectivity
] Route uses high volume and/or high speed streets
] Not applicable (accessing the site by bicycling is not consistent with the type of development proposed

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- YES (connections to adjacent parcels are planned as part of the development)
- YES (stub outs will make future connections possible when adjacent parcels redevelop)
- NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- OTHER (Please explain)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
 - PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
 - NO (walking and bicycling facilities within the site are limited or nonexistent)
 - NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
 - OTHER (Please explain)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- YES (connections to adjacent parcels are planned as part of the development)
- YES (stub outs will make future connections possible when adjacent parcels redevelop)
- NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)
- 12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

UNKNOWN (additional study is necessary)

YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)

NO (see comments below)

Click here to enter text.

- 14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?
 - NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)

YES (see comments below)

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None at this time.



<section-header><section-header></section-header></section-header>				
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<form></form>	DEVELOPMENT STANDARDS			
<form></form>	TOTAL UNITS	500 SINGLE-FAMILY UNITS (PHASE I) 280 MULTIFAMILY UNITS (PHASE II)	Planners & Engineers Collaborativ	/e+
<form></form>	UNIT DENSITY	10.74 UNITS/AC		_
<form> Martine Martine in Proceedings of the Control of the</form>		5% (3.62 AC)	LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINE	ering
<form></form>	OPEN SPACE PROVIDED	7.15% (5.19 AC) 15 FEFT	ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOU	RCES
<form> National State National State National State National St</form>	SIDE YARD	20 FEET MF / 45 & 60 FEET SF	350 RESEARCH COURT STE 200	
<form></form>	REAR YARD	40 FEET	PEACHTREE CORNERS, GA S0092	
<form></form>	MAX LOT COVERAGE	50% LOT AREA (36.285 AC)		
<form></form>	PROPOSED LOT COVERAGE	28.947 AC 75 FEET	PROJECT	
<form></form>	PARKING			
<form></form>	REQUIRED PARKING PHASE I (SINGLE	1000 SPACES	PIFASANT HILL	
<form></form>				•
<form></form>		1000 SPACES	RD. RESIDENTIA	
<text></text>	(MULTIFAMILY) - 1.75 SP. PER UNIT	490 SPACES		•
<section-header></section-header>	PARKING SPACES PROVIDED PHASE II	491 SPACES		
<section-header></section-header>			A MASTER PLANNED RESIDENTIA	AI .
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	SITE NOTES:		W ΕΔΥΕΤΤΕΛΙΙΙΕ ΒΟ	
<list-item></list-item>	1. ALL STRIPING AND ARROWS TO MEET GE	ORGIA DOT STANDARDS.	ATLANTA, GA 30349	
	2. AT ALL POINTS ALONG THE PUBLIC RIGH IS LESS THAN 5 INCHES HIGH, THE EXIST	I OF WAY WHERE THE EXISTING CURB HEIGHT ING CURB SHALL BE REMOVED AND REPLACED		
	OR RESET TO MINIMUM CLAYTON COR REPLACED.	JUNIT REQUIREMENTS AND THE SIDEWALK		
	3. PRIOR TO THE DEDICATION AND ACCEP OR STREET INFRASTRUCTURE TO THE	PTANCE OF SANITARY SEWER, STORM SEWER CLAYTON COUNTY, "AS-BUILT" DRAWINGS AND		
	3-YEAR MAINTENANCE BONDS ARE RE DEMONSTRATE ADEQUATE COMPACTION	QUIRED. THE STREET CONSTRUCTION SHALL	FOR	
ПОВОЛАТИ С ВИЛИСТВИ С МАЛОХОВИЦИ С ВАКОВАНИИ ПОВОЛАТИ С ВИЛИСТВИИ С ВОЛУСКИ С ВЕРЕМАККА ИЛ СОСОЛЯТИТА ПОВОЛАТИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ С ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ С ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ПОВОЛАТИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ПОВОЛАТИСТВИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ПОВОЛАТИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ПОВОЛАТИ В ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ ВИЛИСТВИИ	PREPARED BY A GEORGIA REGISTE SANITARY SEWER INSTALLATION SI	RED PROFESSIONAL CIVIL ENGINEER. THE HALL INCLUDE AN INTERNAL TELEVISION	BRENT HOLDINGS LLC.	
 In INTELLATION OF DEPENDENT CONTRACTOR AND PROVIDED AND P	INSPECTION, A SUCCESSFUL MANDF PRESSURE TEST.	KELL PULL AND SUCCESSFUL LEAK-DOWN	270 NORTH JEFF DAVIS DRIVE	
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 PLANING DEPENDENT: PLANING DEPENDEN	AND GUTTER SHALL CONFORM TO T LOCATION OF SIDEWALKS AND SETBA	THE CLAYTON COUNTY STANDARD DETAILS. CKS ZONES AS SHOWN AS DETERMINED BY	P:(//U)461-04/8	
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CONTRACTOR MAIL DEVINES THEMES THEOREM SECOND ARCHITECTURE THANKS THE AUTOMATIC DATA MAIL SUBJECT TO AND DEVIATION AND DEVIATION	6. EXISTING STRUCTURES WITHIN CONS REMOVED, OR RELOCATED AS NECESSA	TRUCTION LIMITS ARE TO BE ABANDONED RY.	DRI # 3855	
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	8. BUILDING DIMENSIONS SHOWN ON TH ARCHITECTURAL PLANS FOR ACTUAL DI	HIS PLAN ARE SCHEMATIC IN NATURE. SEE MENSIONS.	REVISIONS	
10. SIGNALIZEED INTERSECTION: SR 314(W ETTEVILLE RD) @ E. PLEASANT RD 0. SIGNALIZED INTERSECTION: SR 314(W ETTEVILLE RD) @ E. PLEASANT RD 0. SIGNALIZED INTERSECTION: SR 314(W ETTEVILLE RD) @ E. PLEASANT RD 0. SIGNALIZED INTERSECTION: SR 314(W ETTEVILLE RD) @ E. PLEASANT RD 0. SIGNALIZED INTERSECTION: SR 314(W ETTEVILLE RD) @ E. PLEASANT RD	9. SITE CONTRACTOR SHALL FURNISH "AS	B-BUILT" DRAWINGS INDICATING ALL CHANGES		
11. CONTRACTOR SHULL BE REENVOLUE TO ALL DE CONTROL INCLUENCE DE NOTES 12. CONTRACTOR SHULL DE RESIDENT BARANES ISSISTE ARE POR DE SUBJECTATION AND POR DESIDENT	10. SITE WORK CONTRACTOR IS RESPONSIB	LE FOR WORK TO WITHIN 5' OF THE BUILDINGS.	1 02/21/2023 CK INITIAL SUBMIT	TAL
 Inter construction in the one based boundary data is a submitted by boundary data	11. CONTRACTOR SHALL BE RESPONSIBLE	FOR ALL RELOCATION INCLUDING BUT NOT		
 PARENDALIZED INTERSECTION: SR 314(W: Trade and the presented of the state of the st	EIMITED TO, ALL UTILITIES, STORM DRA ETC., GOVERNING AUTHORITIES SPECIF	INAGE, SIGNS, TRAFFIC SIGNALS AND POLES, ICATIONS AND SHALL BE APPROVED BY SUCH.		
 I. HENDEN NOTED. I. THERE ARE NOT ALL DE PERMITED SEPARATELY. I. OFEN BURNING OR BURNING TO SIGNAL DE PERMITED SEPARATELY. I. THERE ARE NO NAROW NETLANDS IN SETTEME THE NATIONAL WELLANDS INVENTORY. I. AL REQUIRED TRATE C BRINGE MURT MEET MILTOR STANDARDS. 	12. TYPICAL RADIUS FOR THE SITE IS X	. DIMENSIONS ARE FACE TO FACE UNLESS		
19 AL LEADURATION AND PERMANENT SUBJECT ALL LARGED	OTHERWISE NOTED.			
1. STRUCTURE AT ALL RECLUMED TAMPTIC SIGNALE MADE MEET MUTCH STRUCTURES 3. ALL RECLUMED TAMPTIC SIGNALE MADE MADE MADE MADE MADE MADE MADE MAD	14. OPEN BURNING OR BURY PITS ARE NOT	ALLOWED.		
AL REQUIRED TRAFFIC SIGNAGE MUST MEET MUTCH STANDARDS.	15. THERE ARE NO KNOWN WETLANDS ON S	ITE PER THE NATIONAL WETLANDS INVENTORY		
Signalized intersection: SR 314(W Scale 1"=30'	MAP. 16 ALL REQUIRED TRAFFIC SIGNAGE MUST	MEET MUTCH STANDARDS		
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SCALE 1"=30'	(ETTEVILLE RD) @ E. PLE	EASANT RD		
GEORGIA WEST ZONE	SCALE 1"=30'			