REGIONAL REVIEW NOTIFICATION

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

DATE: Mar 31 2006 **ARC REVIEW CODE**: R603312

TO: Chairman Karen Handel
ATTN TO: Morgan Ellington, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Serenbe
Review Type: Development of Regional Impact

Description: The proposed addition of the Serenbe development will include 344 residential units and 121,950 square feet of commercial space on 300.59 acres. This proposal includes 35 live work units, 73 condominium units, 27 townhomes, 179 cottages, and 30 estate lots for the residential portion of the development. The commercial space will include 8,750 square feet of general offices (live work units), 15,700 square feet of restaurant space, 40,000 square feet of general office space, 40,000 square feet of retail, and a 17,500 square foot health and wellness center. The overall Serenbe development includes approximately 700 acres, of which approximately 150 acres is either developed or currently under construction. The remaining 250 acres is planned to be rezoned and developed at a later date.

Submitting Local Government: Fulton County
Date Opened: Mar 31 2006
Deadline for Comments: *Apr 14 2006*
Earliest the Regional Review can be Completed: May 1 2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
COWETA COUNTY
CITY OF PALMETTO
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY SCHOOLS
CHATTAHOOCHEE HILL COUNTRY ALLIANCE
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CHATTAHOOCHEE-FLINT RDC

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-04-14 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Serenbe** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Apr 14 2006*

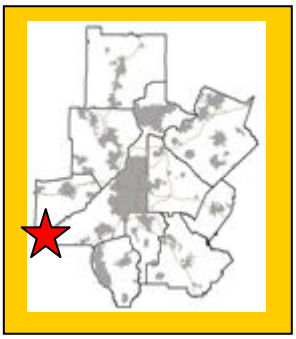
Preliminary Report:	March 31, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Serenbe #1036
Final Report Due:	May 1, 2006		Comments Due By:	April 14, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED ADDITION:

The proposed addition of the Serenbe development will include 344 residential units and 121,950 square feet of commercial space on 300.59 acres. This proposal includes 35 live work units, 73 condominium units, 27 townhomes, 179 cottages, and 30 estate lots for the residential portion of the development. The commercial space will include 8,750 square feet of general offices (live work units), 15,700 square feet of restaurant space, 40,000 square feet of general office space, 40,000 square feet of retail, and a 17,500 square foot health and wellness center. The overall Serenbe development includes approximately 700 acres, of which approximately 150 acres is either developed or currently under construction. The remaining 250 acres is planned to be rezoned and developed at a later date.

PROPOSED DEVELOPMENT:



The Serenbe development is the first proposed planned hamlet in the Chattahoochee Hills Country Overlay District established by Fulton County. The development will consist of number of use types. A total of 212 residential units would be constructed, including farm sites, estate lots, single-family detached homes, and 55 live-work units containing 1,000 square feet of ground floor retail/office space. There would be an additional 42,000 square feet of neighborhood retail space and 10,000 square feet of office space. The 224-acre project also proposes a 15,000 square foot farmers market, a recycling center, 4,000 square foot health club, 23,000 square foot arts center, private equestrian center, and an amphitheater. Based on the design, the developer states that 74% of the site would remain in its natural state. The project exceeds review thresholds as a mixed-use development greater than 120 acres in size, and the project may also exceed the 400,000 gross square footage threshold for a mixed-use development dependent on residential unit sizes.

The Serenbe development is located on the western side of Atlanta-Newnan Road, south of Hutcheson Ferry Road. It is located in southern Fulton County, adjacent to its border with Coweta County. The project is designed so that the developed areas are focused primarily on two U-shaped roads connected by an internal roadway. The most densely developed areas would be located in the curves of the U-shaped roads. All internal roadways, alleys, and lanes are proposed for private ownership. The roadways would be gravel, except for in the Horseshoe Village in the northern portion of the site. Four future connections are identified on the site plan for access to adjacent undeveloped parcels.

PROJECT PHASING:

The project would be built as a single phase with a build-out date of 2014.

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 with the development. The review was initiated upon rezoning from AG-1 to CUP-CHC (Chattahoochee Hills Country) within Fulton County.

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

The site proposed for development is adjacent with Coweta County to the south, and it is approximately 1.0 mile from the City of Palmetto to the east. This will be determined based on comments received from potentially impacted local governments.

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

Coweta County has indicated some concern with the proposed wastewater treatment facility, as well as traffic impacts.

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?

It would be anticipated the development would generate an additional 618 jobs.

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 three mile radius of the proposed project.

YEAR	NAME
200	Serenbe

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

The site is heavily wooded.

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

No.

Is the proposed development consistent with regional plans and policies?

PROPOSED ADDITION:

The proposed additional residential and retail development to Serenbe is consistent with many of the policies and best development practices of the Regional Development Plan (RDP). The plan expands upon the core principles of Serenbe and the Chattahoochee Hills Country. The development continues to preserve no less than 60% of the gross acreage of open space throughout the development.

The site plan includes sidewalks and pedestrian trails for internal connection to the components of this phase of the development as well as the other phases of the development. The site plan also shows stub outs and future road connections. These future road connections are important to the overall development of the project at build-out and should be preserved during construction.

ORIGINAL DEVELOPMENT:

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. In particular, the project could be altered to provide for a greater clustering of the development into a traditional neighborhood design.

At present, the development is focused on two entry roadways from Atlanta-Newnan Road, which are both U-shaped in appearance. The vast majority of development has direct access, either by driveway or alley, to these two roadways. The design encourages automobile trips internally due to distances caused by the curvilinear nature of the design as this separates the individual uses from one another. Compounding the issue is the lack of sidewalks connecting the various areas of the development. Presently, sidewalks are only proposed in the village areas of the site, which is also the proposed location of the only paved streets. The site plan indicates numerous existing trails that are on the property, however proposed roadways and residential lots would impact many of these trails. In addition, not all of the villages or associated sidewalks are accessible from the trail system. Also, the type of surface for the trails could further impact the usability of these trails by potential users.

Connectivity within the development is an important issue as discussed above, however there is also the concern of connectivity with adjacent properties. There are four proposed roadway connections to adjacent, undeveloped parcels. It is important to note that all of these connections would require travel over a gravel-surfaced roadway in order to travel to the adjacent parcels. While this project is of a lower density, the fact that future developments may depend on these gravel roadway connections for accessibility becomes a greater concern.

While this design is capable of preserving a large area in a natural state (74% of the site), it appears to impact a greater area than is necessary due to this linear design. It was initially anticipated the developer would have to seek a variance from the Chattahoochee Hills Country Overlay District's requirements for block standards due to the design.[1] It has subsequently been determined by the county that pedestrian paths intersecting with streets consistent a new block, therefore a grid street pattern would not be necessary.

[1] Chattahoochee Hills Country Overlay District requirement for block standards states: "1. The maximum length for a block is 600 linear feet with the total perimeter length not to exceed 1,680 linear feet. The total area of a block shall not exceed 3.30 acres. 2. Any block exceeding 400 feet in length shall include a dedicated alley or lane providing through access."

It is strongly recommended that the following policies and practices be used to evaluate the current site design:

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 development is located on the western side of Atlanta-Newnan Road, south of Hutcheson Ferry Road in southern 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 site proposed for development is adjacent to Coweta County to the south and is approximately one mile from the City of Palmetto to the east.

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.

The surrounding land use is primarily residential in character. The development will provide additional housing and retail/service opportunities to the surrounding community.

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 and annual local tax revenues was not submitted for the review.

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 proposed development will provide additional housing and service sector opportunities in the area.

NATURAL RESOURCES

PROPOSED ADDITION:

To be determined during the review.

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, information submitted for the review indicates the site contains an area identified as jurisdictional wetlands in the southern portion of the site and appears to remain undisturbed. Additionally, the site is located within the Cedar Creek small water supply watershed.

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

Watershed Protection

The project is in the Chattahoochee River Basin, but it is not located within 2,000 feet of the Chattahoochee Corridor. The property is located within the Cedar Creek small water supply watershed.

Georgia Erosion and Sedimentation Act/Stream Buffer Requirements

The Georgia Erosion and Sedimentation Control Act requires a 25-foot buffer on "State waters." Fulton County has adopted a more stringent buffer requirement of 100 feet.

Wetlands and Floodplains

There are two areas of floodplain, one in the northern portion of the tract and one in the southern portion. The floodplain found in the southern portion of the site mirrors to some extent the wetland area identified there and no disturbance is proposed of that area. The northern area impacted by the floodplain is predominantly unaffected, excluding a road crossing and possible impacts from commercial and live/work units.

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 the 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 proposed development would include storm water management. Before any permits are issued, the County should require 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 developer's or owner'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 developer 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 responsible party.

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 responsible party should be notified and given a period of time to correct any deficiencies. If the party fails to respond, the County should be given the right to make necessary repairs and bill the responsible party.

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.

No. However, the site plan has identified areas of interest for an archeological reservation.

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

The development appears to be preserving this area without disturbance.

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

By not disturbing the area and placing the area into open space, the development hopes to preserve the site.

INFRASTRUCTURE
Transportation

Proposed Addition:

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

The parkway planned to route through the development will be a two lane divided roadway with sidewalks throughout. The north access at Atlanta Newnan Road and south access at Atlanta Newnan Road were analyzed as un-signalized intersections.

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

Traffic Engineering Consultants, Inc 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:

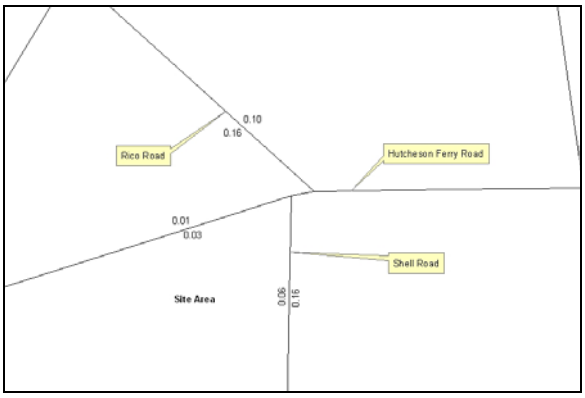
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
68 Residential live-work units	5	25	29	24	12	37	398
73 Condominiums	5	27	32	26	13	39	428
50 Town houses	3	18	22	18	9	27	293
237 Cottages	45	133	178	154	85	239	2268
42 Estate homes	8	24	32	27	15	42	402
17,000 sq ft Live-work commercial space	23	3	27	4	21	25	187
2,000 sq ft Artist loft space	3	-	3	-	2	3	20
59,000 sq ft Office space	80	11	91	15	73	87	645
29,000 sq ft Restaurant	-	-	-	148	73	221	2648
63,000 sq ft Retail center	-	-	-	70	93	162	2549
38,000 sq ft Health and wellness center	5	6	11	98	63	161	-
29,000 sq ft Institutional space	25	13	38	17	33	50	652
Reductions	-30	-39	-69	-90	-74	-164	-1574
TOTAL NEW TRIPS	**172**	**221**	**392**	**512**	**418**	**930**	**8917**

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

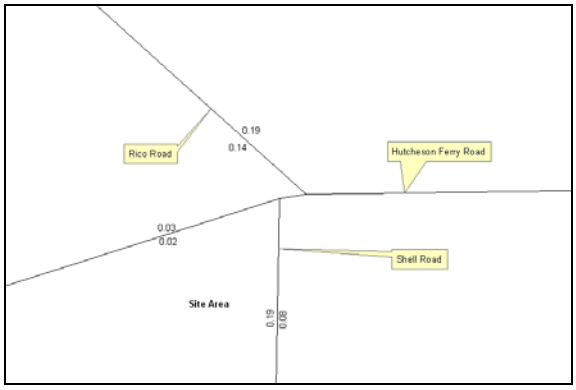
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. 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.

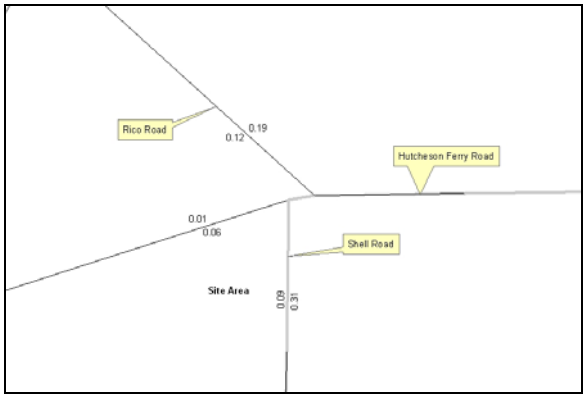
V/C Ratios



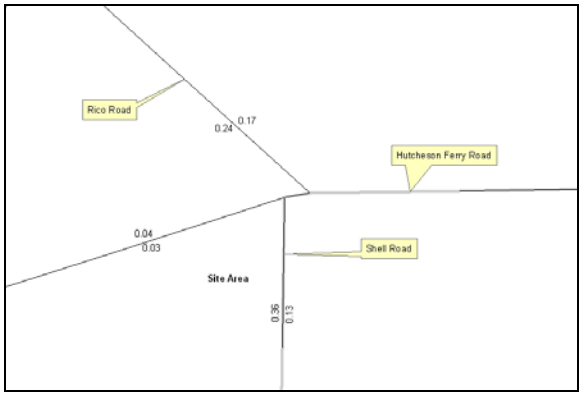
2005 AM Peak



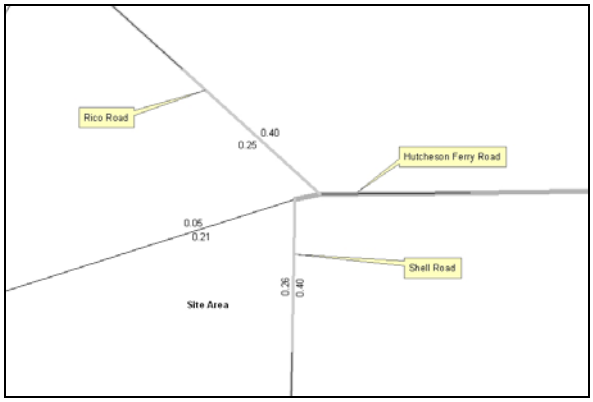
2005 PM Peak



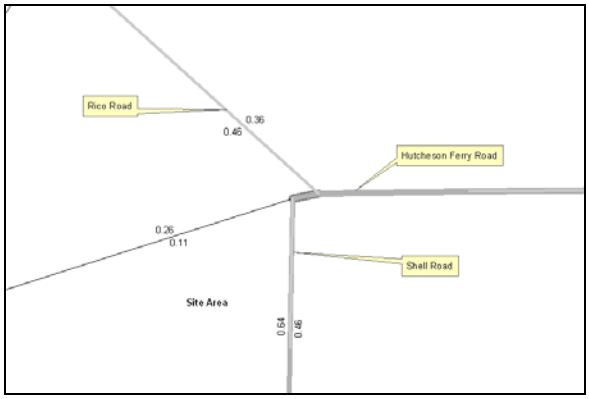
2010 AM Peak



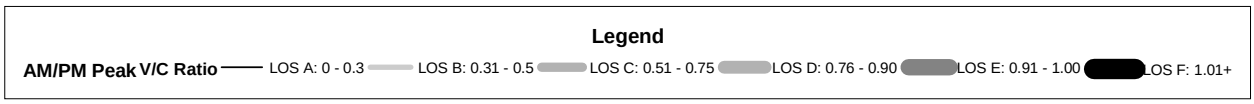
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel 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.

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

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FS-196	SR 14 SPUR (SOUTH FULTON PARKWAY) ACCESS MANAGEMENT PLAN	Study	2006
FS-120	SR 154 (CASCADE-PALMETTO HIGHWAY)	Roadway Operations	2009
FS-191A, B	SR 154 (CASCADE-PALMETTO ROAD)	Bridge Upgrade	2008

2030 RTP*

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

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Serenbe Mixed-Use Development.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic.

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

Atlanta-Newnan Road and Hutcheson Ferry Road

- Add a westbound left-turn lane.

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

Transit service is provided 4.5 miles to the east of the site in the City of Palmetto by MARTA bus route #180. This route provides service from downtown Palmetto to the College Park MARTA rail station from 5:18 a.m. to 10:40 p.m. Monday through Friday with headways between 20 and 30 minutes. Service is provided on Saturday from 5:32 a.m. till 10:50 p.m. with headways every 50 minutes. Service is provided on Sunday from 6:37 a.m. till 10:20 p.m. with headways every 50 minutes.

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

None proposed.

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

This proposed development is located in a secluded section of the region with great potential for future development. In order to mitigate future congestion, it is suggested that all recommended improvements be implemented prior to completion of this project.

Original Proposed Development

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

Access to the development is proposed at five locations along two public driveways. Three of the site driveways are located along Rockland Road. These three site driveways are dedicated to the residential components of the site. One driveway is located at the existing T intersection of Rockland Road and McDaniel Mill Road. The second driveway is located approximately 1,600 feet to the west of the first driveway. The third driveway is approximately 800 feet west of the second driveway.

The other two site driveways are dedicated to the retail land use. One full-movement driveway is located at the existing T intersection of Turner Hill Road and Rockland Road. The other right-in/right-out only driveway is located along Turner Hill Road approximately 500 feet north of the intersection of Turner Hill Road and Rockland Road.

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

Kimley-Horn and Associates 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	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
704 Condominiums	46	227	273	222	109	331	3,759	149	126
20,000 sq ft Retail Space	8	57	65	36	39	75	859	51	48
Reductions	-	-	-	-18	-18	-36	-342	-8	-8
TOTAL NEW TRIPS	**54**	**284**	**338**	**240**	**130**	**370**	**4,276**	**192**	**166**

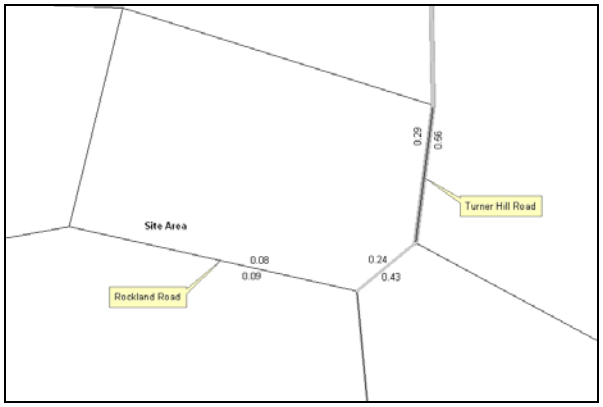
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

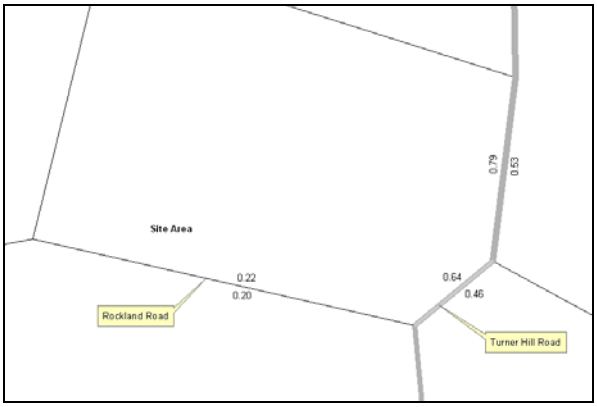
an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. 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.

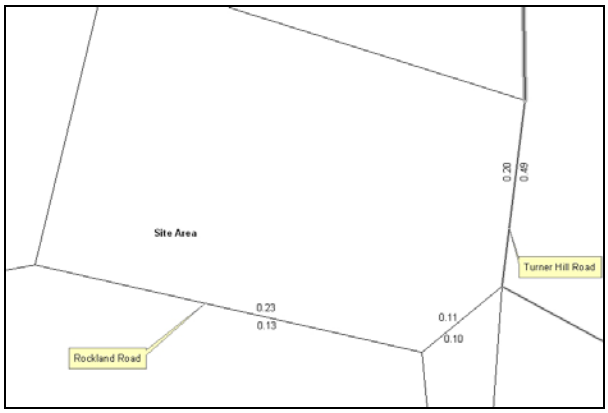
V/C Ratios



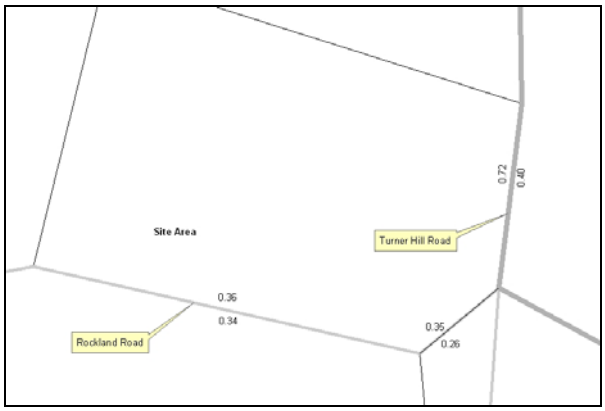
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel 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.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-327A, B	HAYDEN QUARRY ROAD / SIGMAN ROAD EXTENSION	Roadway Capacity	2009
AR-305A, B	I-20 EAST ITS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2007
RO-049	HURST ROAD	Bridge Upgrade	2009
RO-237	KLONDIKE ROAD	Roadway Operations	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-330	TURNER HILL ROAD	Roadway Capacity	2012
RO-235A	SIGMAN ROAD EXTENSION / HAYDEN QUARRY ROAD	Roadway Capacity	2009
DK-AR-009A	I-20 EAST	Roadway Capacity	2014
AR-H-251	I-20 EAST HOV LANES	HOV Lanes	2016
DK-030A, B	US 278 (COVINGTON HIGHWAY)	Roadway Capacity	2020
RO-241	ABBOTT ROAD EXTENSION	Roadway Capacity	2012

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Lakeview at Stonecrest.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Turner Hill Road at I-20 WB Ramps

- Install an additional northbound left-turn lane along Turner Hill Road with protected-only left-turn phasing.

Klondike Road at Rockland Road

- Install a northbound and southbound left-turn lane along Klondike Road.
- Install a traffic signal when warranted.

Rockland Road at McDaniel Mill Road

- Install a westbound left-turn lane along Rockland Road.

Rockland Road at Turner Hill Road

- Install a southbound left-turn lane along Tuner Hill Road.
- Install a westbound right-turn lane along Rockland Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried

out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Turner Hill Road at Mall Parkway

- Re-stripe the existing southbound right-turn only lane to be southbound shared through/right-turn lane.

Rockland Road at McDaniel Mill Road

- Install a northbound right-turn lane along McDaniel Mill Road.

Turner Hill Road at Driveway #1

- Install a southbound right-turn lane along Turner Hill Road.
- Install a right-turn lane exiting the site.

Turner Hill Road at Rockland Road/Driveway #2

- Install an eastbound shared left/thru/right0turn lane exiting the site; stop controlled

Rockland Road at McDaniel Mill Road/Driveway #3

- Install a westbound right-turn lane along Rockland Road.
- Install an eastbound left-turn lane along Rockland Road.
- Install a separate southbound left-turn/thru lane and right-turn lane exiting the site; stop-controlled.

Rockland Road at Driveway #4

- Install a westbound right-turn lane along Rockland Road.
- Install an eastbound left-turn lane along Rockland Road.
- Install a separate southbound left-turn and right-turn lane exiting the site; stop controlled.

Rockland Road at Driveway #5

- Install a westbound right-turn lane along Rockland Road.
- Install a southbound shared left/right-turn lane exiting the site; stop controlled.

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

The site is within one mile of Stonecrest Mall which is serviced by MARTA bus route #116 and express route #216. Express route #216 connects Stonecrest Mall with downtown Atlanta, Monday through Friday from 5:30 a.m. till 7:10 p.m. Headways are every 15 minutes. Route #116 provides service from Stonecrest Mall to the MARTA Indian Creek Rail Station, Monday through Friday from 5:14 a.m. till 11:58 p.m. Headways are every 15 minutes. Service is provided on Saturdays from 6:50 a.m. till 10:44 p.m. with headways every 30 minutes and Sunday service is available from 6:50 a.m. till 10:29 p.m. Headways are every 30 minutes.

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

None proposed.

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

The roadway network in this area suffers from high peak-hour volume. As demonstrated in the impact section of the traffic study, the addition of the project's traffic onto the roadway network challenges existing capacity. In order to minimize traffic impacts caused by this development, it is suggested that all recommended improvements be implemented prior to completion of this project.

INFRASTRUCTURE

Wastewater and Sewage

The developer indicated an estimate of .25mgd for the wastewater to be generated by the development. It is proposed the development, which is in a non-sewered basin, will have a private wastewater treatment system. The treatment system would consist of a central collection system for the development discharging untreated water into vegetated wetland areas and through a re-circulating sand filter. Additionally, the developer intends to re-use treated wastewater onsite.

Which facility will treat wastewater from the project?

It will be a privately developed system.

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

This is dependent upon the system put into place at time of development.

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

This will be a privately developed wastewater treatment facility; therefore, the ARC has not reviewed other major development projects that would be serviced by the plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.25 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?

The developer proposes constructing a private water system with a connection to the City of Atlanta's water system as a reserve supplier.

INFRASTRUCTURE
Solid Waste

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

Information was not submitted with the review estimating 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.

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

Yes, the project will incorporate a neighborhood recycling center at one of the project entrances from Atlanta-Newnan Road.

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 344 residential units to the existing Serenbe development, .

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 proposed for the development is located in Census Tract 104.00. This tract had an 8.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing report. The census tract data in which the project is located shows that 88 percent of the housing units are single-family, compared to 67 percent for the region; thus indicating a need for additional housing options in the immediate area.

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

The average estimated annual income of a worker within the development is $29,380. It appears that there may be limited opportunities for a one-person household to find housing within the development. It is much more likely that a two or more person household could find affordable housing within the development. There are additional opportunities for housing in the vicinity excluding the proposed development, and it is likely numerous other potential employees could find affordable housing within this area.

* 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: 1036
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/6/2006 2:28:48 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:	Morgan Ellington, Fulton County, Suite 2085, 141 Pryor Street, Atlanta, GA 30303
Telephone:	404-730-8049
Fax:	404-730-7818
E-mail **(only one)**:	Morgan.Ellington@co.fulton.ga.us

*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:	Serenbe

Development Type	Description of Project	Thresholds
Mixed Use	344 residential units 121950 retail on 300.59 acres	View Thresholds

Developer / Applicant and Mailing Address:	Stephen D. Nygren, Serenbe Dev. Corp., 10950 Hutchenson Ferry Road, Palmetto, GA 30268 Rep. Carolyn Gerstler, Southeastern Engineering 770-321-3936
Telephone:	770-463-9997
Fax:	
Email:	sdnygren@mindspring.com; gerstler@seengineering.com
Name of property owner(s) if different from developer/applicant:	Stephen D. Nygren, Serenbe Properties, LLC
Provide Land-Lot-District Number:	19, 45, 46, 51 & 52 of District 8
What are the principal streets or roads providing vehicular access to the site?	Atlanta Newnan Road
Provide name of nearest street(s) or intersection:	Atlanta Newnan Road and Hutchenson Ferry 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.):	HTTP://www.serenbecommunity.com/maps.html

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?	southern property line is Coweta County
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?	Y
If yes, provide the following information (where applicable):	Name: Serenbe
	Project ID: 362
	App #: 362
The initial action being requested of the local government by the applicant is:	Rezoning, Variance
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	private, on site
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	43 percent
Estimated Completion Dates:	This project/phase: 3 years Overall project: 8 years

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
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?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	

Other (Please Describe):

Submitted on: 3/23/2006 2:15:16 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington
Telephone:	404-730-8049
Fax:	404-730-7818
Email (**only one**):	Morgan.Ellington@co.fulton.ga.us

Proposed Project Information

Name of Proposed Project:	Serenbe
DRI ID Number:	1036
Developer/Applicant:	Serenbe Dev. Corp/ Steve Nygren
Telephone:	404-957-0082
Fax:	
Email(s):	sdnygren@mindspring.com

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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
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:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.25 mgd
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: na	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	on site - private

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.25mgd
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: yes, system is private to be maintained and operated by private company	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	na

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.)	484 peak hour trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	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: improvements to Hutchenson ferry and Atlanta Newnan Road as described in traffic study	

Solid Waste Disposal

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

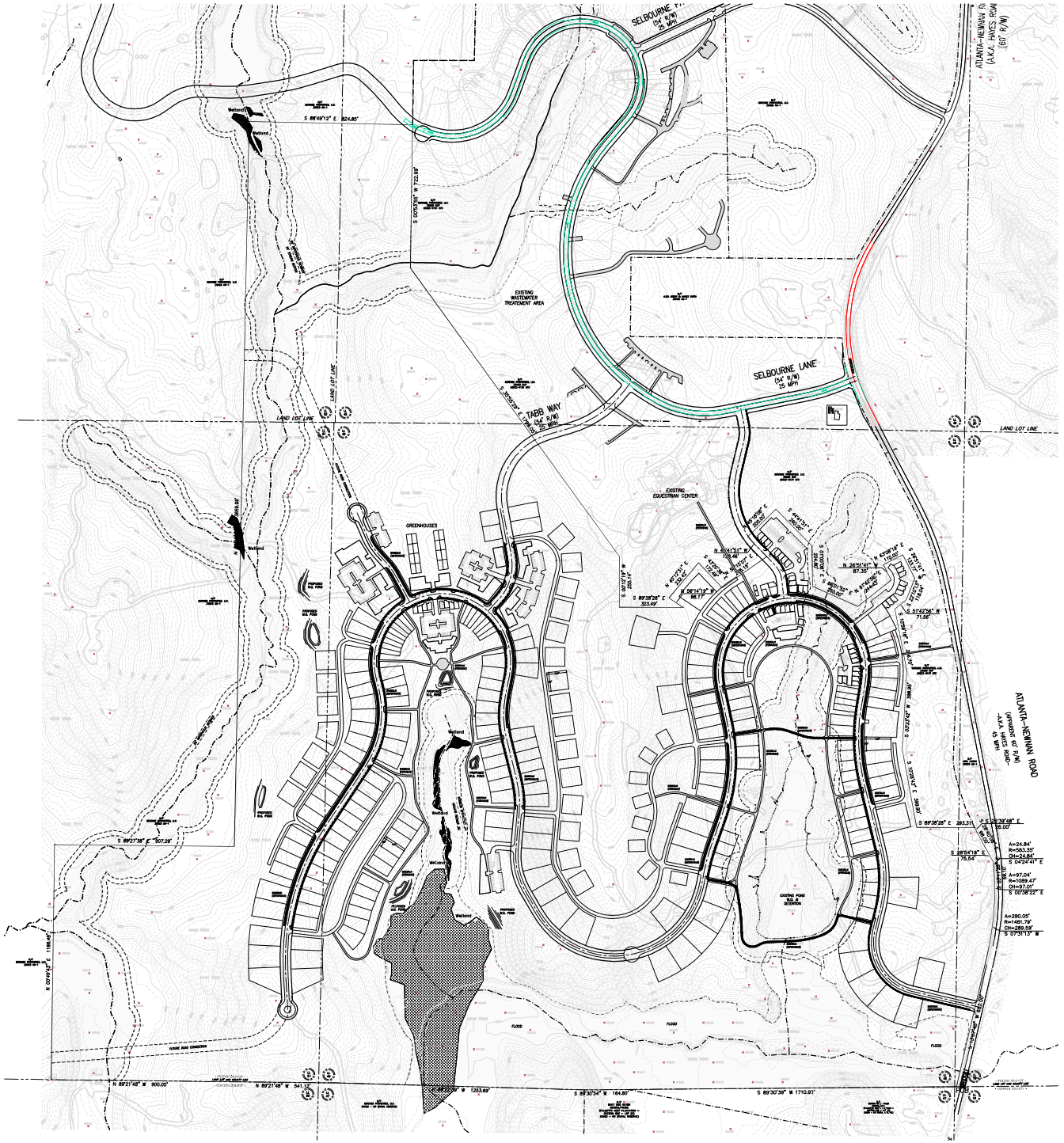
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	max 10 percent
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's 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:	
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: the intent of development is to work with the existing natural features.	



LOCATION MAP
SCALE: 1"=3000'

NOTES:
1. SITE TO BE SERVED BY PUBLIC WATER.
2. SITE TO BE SERVED BY PRIVATE SEWER SYSTEM.
3. WETLANDS HAVE BEEN FIELD DELINEATED AND APPEAR AS SHOWN.
4. THE SITE IS NOT WITHIN EITHER THE 2003 OR THE 2008 NOISE CONTOURS FOR HARTSFIELD-JACKSON INTERNATIONAL AIRPORT.
5. NO EXISTING STRUCTURES APPEAR TO BE ON-SITE.
6. WITH THE EXCEPTION OF THE AREAS ALREADY PERMITTED FOR CONTRUCTION, THE SITE IS WOODED AS SHOWN BY THE EXISTING TREELINE OUTLINED ON THIS EXHIBIT.
7. ANY APPLICABLE TRAFFIC IMPROVEMENTS, THAT MAY BE REQUIRED BY THE COUNTY TRAFFIC ENGINEER, WILL BE DESIGNED AND ADDRESSED PRIOR TO THE ISSUANCE OF A LAND DISTURBANCE PERMIT.
8. ALL STREAM CROSSINGS WILL BE PERMITTED AS REQUIRED BY FULTON COUNTY REGULATIONS PRIOR TO THE ISSUANCE OF A LAND DISTURBANCE PERMIT.
9. THIS DEVELOPMENT SHALL COMPLY WITH THE 60, 10, 30 RULE AS SET FORTH IN THE REGULATIONS FOR HAMELTS WITHIN THE CHATTAHOOCHEE HILL COUNTRY OVERLAY DISTRICT.
10. ALL PUBLIC RIGHT-OF-WAYS PROPOSED TO BE 54' WIDE.

SITE DATA

APPLICANT:	SERENBE DEVELOPMENT CORPORATION
DEVELOPER:	SERENBE DEVELOPMENT CORPORATION 10950 HUTCHESON FERRY ROAD, SUITE 425 PALMETTO, GEORGIA 30268 PH: (770) 643-2610
ENGINEER:	SOUTHEASTERN ENGINEERING, INC. 2470 SANDY PLAINS ROAD, SUITE A MARIETTA, GEORGIA 30066 PH: (770) 321-3936
BOUNDARY REFERENCE:	BY OTHERS
CURRENT ZONING:	CUP, 2002Z-0131 SFC
PROPOSED ZONING:	CUP-CHC
TOTAL ACREAGE:	300.59 ACRES
TOTAL NUMBER OF RESIDENTIAL UNITS:	344
RESIDENTIAL DENSITY:	344 UNITS/300.59 ACRES = 1.14 UPA
TOTAL COMMERCIAL SQUARE FOOTAGE:	121,950 SF
COMMERCIAL DENSITY:	121,950 SF/300.59 ACRES = 405.70 GROSS SF/AC
SINGLE FAMILY DEVELOPMENT STANDARDS:	MIN. UNIT SIZE = 1,000 SF MIN. LOT FRONTAGE = 20' MIN. LOT WIDTH = 20' MIN. FRONT SETBACK = 0' MIN. SIDE SETBACK = 0' MIN. REAR SETBACK = 0' MIN. BUILDING SEPARATION = 10'
LIVE WORK DEVELOPMENT STANDARDS:	MIN. UNIT SIZE = 600 SF MIN. LOT FRONTAGE = 15' MIN. LOT WIDTH = 15' MIN. FRONT SETBACK = 0' MIN. SIDE SETBACK = 0' MIN. REAR SETBACK = 0' MIN. BUILDING SEPARATION = 10'
FLOOD INFORMATION:	PER FEMA FIRM PANEL 13121 C 0438 E, DATED JUNE 22, 1998, PORTIONS OF THIS SITE ARE WITHIN A 100 YEAR FLOODPLAIN. SPECIFICALLY, THIS SITE LIES WITHIN FEMA DESIGNATED FLOOD ZONE(S) X, A & AE.

CONCURRENT VARIANCE REQUEST(S):

1) PER ARTICLE 12J.5(6); TO ALLOW MAXIMUM OVERALL DENSITY TO EXCEED ONE UNIT TO THE ACRE.
2) PER ARTICLE 12J.6.A.1; TO DELETE THE REQUIREMENT THAT ALL BUILDING BE ORIENTED TO FACE THE STREET.
3) PER ARTICLE 12J.6.A.2; TO DELETE THE REQUIREMENT THAT DISPLAY WINDOWS BE STREET-FACING AND AT STREET LEVEL.
4) PER ARTICLE 12J.6.A.3; TO DELETE THE REQUIREMENT THAT PRIMARY ENTRANCES BE STREET-FACING AND AT STREET LEVEL.
5) PER ARTICLE 12J.6.B.1; TO DELETE THE REQUIREMENT THAT ALL RESIDENTIAL BUILDINGS BE ORIENTED TO A STREET.
6) PER ARTICLE 12J.6.B.2; TO DELETE THE REQUIREMENT THAT A STREET-FACING DOOR FOR EACH RESIDENTIAL UNIT IS REQUIRED.
7) PER ARTICLE 12J.6.D.1; TO DELETE THE REQUIREMENT THAT ALL OFF-STREET PARKING FOR NON-RESIDENTIAL BUILDING, TOWNHOUSES, AND MULTI-FAMILY BUILDINGS BE LOCATED TO THE SIDE OR REAR.
8) PER ARTICLE 12J.6.D.5; TO REDUCE THE REQUIRED NUMBER OF OFF-STREET PARING SPACES, FOR NON-RESIDENTIAL USES, BY ONE-HALF.
9) PER ARTICLE 12J.6.D.6; TO ALLOW FOR SHARED PARKING.
10) PER ARTICLE 12J.6.D.8; TO DELETE THE REQUIREMENT THAT WHEN SURFACE PARKING ABUTS A STREET RIGHT-OF-WAY, A MINIMUM FOUR-FOOT WIDE LANDSCAPE AREA SHALL SCREEN THE PARKING.
11) PER ARTICLE 12J.6.D.14; TO ALLOW LOADING AREAS TO BE IN THE FRONT OF BUILDINGS.
12) PER ARTICLE 12J.6.E; TO DELETE THE STREET STANDARDS.
13) PER ARTICLE 12J.6.F; TO DELETE THE REQUIRED BLOCK STANDARDS.
14) PER ARTICLE 12J.6.H.1; TO DELETE THE REQUIREMENT FOR SIDEWALKS ALONG BOTH SIDES OF ROADWAYS.
15) PER ARTICLE 12J.6.I; TO DELETE THE LANDSCAPING REQUIREMENTS ALONG ALL ROADWAYS.

ATLANTA NEWNAN ROAD

HORIZONTAL SCALE: 1"=100'
VERTICAL SCALE: 1"=10'

GRAPHIC SCALE

(IN FEET)
1 inch = 200 ft.

REZONING EXHIBIT
SERENBE DEVELOPMENT
LAND LOTS 19, 45, 46, 51 & 52 OF DISTRICT 8
FULTON COUNTY, GEORGIA

N/A

Project No.	11505152
Design By:	CAG
Drawn By:	CAG
Checked By:	CAG
Date:	1/31/06
Scale:	1" = 200'

NORTH

No	Revision	Date

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