



REGIONAL REVIEW FINDING

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

DATE: Jan 3 2007

ARC REVIEW CODE: R612041

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

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Fulton County
Name of Proposal: Wiregrass Farms (Hathcock)

Review Type: Development of Regional Impact

Date Opened: Dec 4 2005

Date Closed: Jan 3 2007

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed Wiregrass Farms development is a residential neighborhood located in south Fulton County. According to information submitted for the review, the proposed development is surrounded by agricultural and single family residential parcels. There are no commercial or retail oriented services within the immediate area of the site. However, there are several commercial developments within two miles of the site at Butner Road and Stonewall Tell Road, Cascade Palmetto Road and Cambellton Road and Butner Road and Cascade Palmetto Highway. There are also several designated business parks within the surrounding area, providing opportunities for individuals to live and work within close proximity to one another.

According to the Envision6 Unified Growth Policy Map, the proposed development is located in area designated as suburban neighborhood. Recommended development types of this designation include general commercial and low density residential uses.

According to the information submitted for the review, the proposed development includes up to 30% open space. ARC recommends placing greater intensity at the site driveways while preserving additional open space be considered. It is then possible that the proposed development could support minimal neighborhood service retail.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

DOUGLAS COUNTY

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

CITY OF ATLANTA

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

FULTON COUNTY SCHOOLS

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

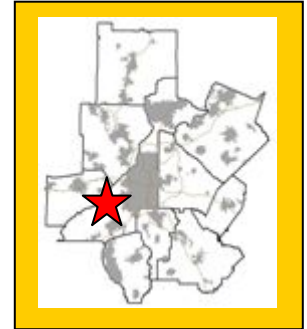
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	December 4, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Wiregrass Farms #1222
Final Report Due:	January 3, 2006		Comments Due By:	December 18, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Wiregrass Farms is a residential development located in south Fulton County on 271.76 acres. The proposed development will consist of a total of 469 residential units that will include 116 active adult units and 353 single family detached units. Site access is proposed along West Stubbs Road and DeMooney Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

GENERAL

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

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

The project site is currently zoned AG-1 (agricultural). The proposed zoning is CUP (community unit plan). Information submitted for the review states that the proposed zoning is consistent with Fulton County's Future Land Use Map which designates the area as residential.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

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

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

YEAR	NAME
2004	Twin Lakes Community Development
2004	Schultz-Butner Road Tract
2003	Camp Creek Treatment Facility Expansion
2003	PEC Butner Road
1989	The Woodlands
1989	Resource Technology Center

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

Based on information submitted for the review, the site is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed Wiregrass Farms development is a residential neighborhood located in south Fulton County. According to information submitted for the review, the proposed development is surrounded by agricultural and single family residential parcels. There are no commercial or retail oriented services within the immediate area of the site. However, there are several commercial developments within two miles of the site at Butner Road and Stonewall Tell Road, Cascade Palmetto Road and Cambellton Road and Butner Road and Cascade Palmetto Highway. There are also several designated business parks within the surrounding area, providing opportunities for individuals to live and work within close proximity to one another.

According to the Envision6 Unified Growth Policy Map, the proposed development is located in area designated as suburban neighborhood. Recommended development types of this designation include general commercial and low density residential uses.

According to the information submitted for the review, the proposed development includes up to 30% open space. ARC recommends placing greater intensity at the site driveways while preserving additional open space be considered. It is then possible that the proposed development could support minimal neighborhood service retail.

The proposed development is located with the Clifton Community overlay district. The proposed development should meet the requirements of the overlay district.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.



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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.

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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 proposed project is located in south Fulton County along DeMooney Road between Stonewall Tell Road and West Stubbs Road.

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

It is entirely within Fulton County’s boundaries; however, it is two miles from Douglas County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is surrounded by other residential uses and undeveloped land.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$129 million with an expected \$1.5 million in annual local tax revenues.

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

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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?

None were determined during the review.

NATURAL RESOURCES

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

Watershed Protection

The proposed project is not in the Chattahoochee River Corridor, but is in the portion of the Chattahoochee Basin that drains into the Corridor. The project property abuts a portion of Camp Creek, a tributary to the Chattahoochee and contains several blue line tributaries to Camp Creek that are shown on the regional USGS topo coverage and are also shown on the project plans. Buffers of at least 80 feet are shown, but not identified, along Camp Creek and all other tributaries shown on the project plans. These appear to meet the requirements of Fulton County's stream buffer ordinance.

Any other state waters on the property not subject to the County buffer ordinance will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. This project is not in the watershed of the proposed South Fulton Municipal Regional Water and Sewer Authority Reservoir on Bear Creek and is not subject to the Part 5 water supply watershed criteria.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Land use areas were estimated based on the project plans. Single-family areas with less than ¼-acre lots have been included with multi-family, as there are no separate factors for that lot size. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

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Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Forest/Open	263.10	21.05	157.86	2367.90	61828.50	0.00	0.00
Medium Density SF (0.25-0.5 ac)	12.60	17.01	74.47	541.80	10092.60	4.28	1.01
Townhouse/Apartment	77.30	81.17	827.88	5179.10	46766.50	58.75	10.82
TOTAL	353.00	119.22	1060.21	8088.80	118687.60	63.03	11.83

Total % impervious 12%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Two site access points will be associated with this development.

- One full-movement access point will be provided from the spine road onto West Stubbs Road.
- One full-movement access point will be provided from the spine road onto DeMooney Road.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
353 Single Family Homes	64	192	256	210	123	333	3318
116 Town Homes	10	48	58	45	22	67	728
TOTAL NEW TRIPS	74	240	314	255	145	400	4046

* Due to a lack of transit service in the area and the developments single residential use, no trip reductions were taken.

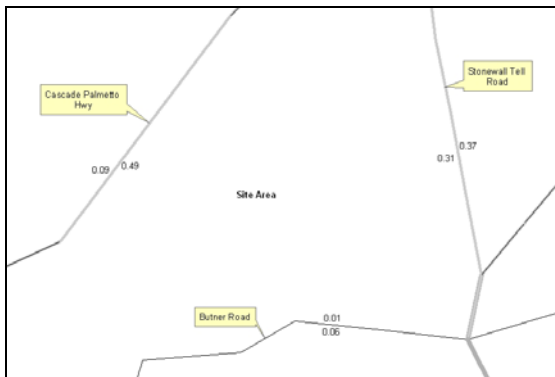
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

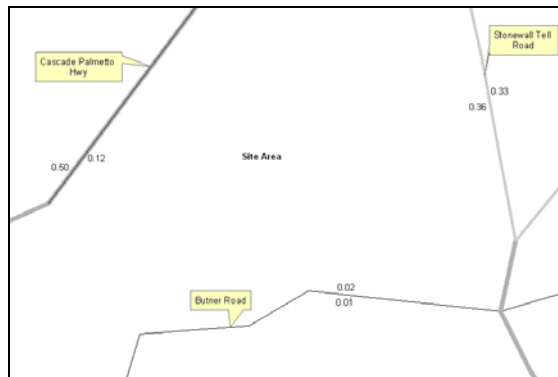
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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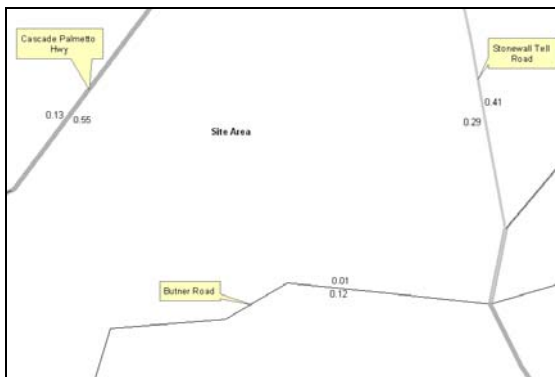
V/C Ratios



2005 AM Peak



2005 PM Peak



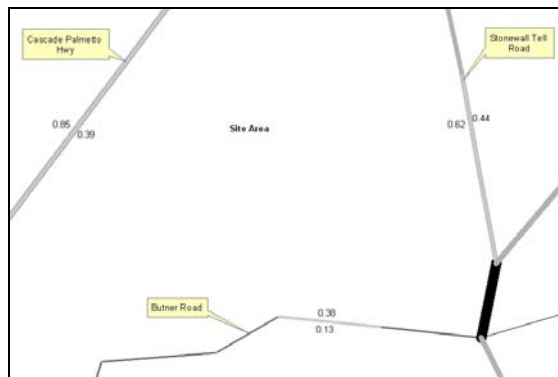
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

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 2006-2011 TIP, approved in March of 2006. 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.

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2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-190	SR 70 (CASCADE PALMETTO HIGHWAY)	Bridge Upgrade	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-924C	SR 6 (CAMP CREEK PARKWAY) TRUCK LANES: SEGMENT 3	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Wiregrass Farms Residential Development.

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.

West Stubbs Road at Cascade Palmetto Highway

- Signalize this intersection.
- Provide exclusive left and right-turn lanes along Cascade Palmetto Highway.
- Provide an exclusive right-turn lane on West Stubbs Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. However, the transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service in the future year total condition. The recommendations stated in the no-build condition are applicable to the build condition.

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?

No transit service is available adjacent to the site. The nearest park and ride lot is the MARTA Barge Road Park and Ride Lot which is serviced by MARTA bus routes 83, 170, 283 and 66.

- MARTA bus route 83 provides service from the Barge Road Park and Ride Lot with a connection to the MARTA Oakland City Rail Station, Monday through Friday from 4:38 a.m. till 11:47 p.m. with headways between 9 and 24 minutes. Saturday service is provided from 5:25 a.m. till 11:55 p.m. with headways between 4 and 25 minutes. Sunday service is provided from 6:25 a.m. till 11:55 p.m. with headways between 4 and 25 minutes.
- MARTA bus route 170 provides service from the Barge Road Park and Ride Lot with a connection to the MARTA Hamilton E. Holmes Rail Station, Monday through Friday from 4:45 a.m. till 10:41 p.m. with headways between 30 and 50 minutes. Saturday service is

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provided from 5:36 a.m. till 11:06 p.m. with headways of 1 hour and 10 minutes. Sunday service is provided from 6:52 a.m. till 11:10 p.m. with headways of 1 hour and 10 minutes.

- MARTA bus route 283 provides service from the Barge Road Park and Ride Lot with a connection to the MARTA Oakland City Rail Station, Monday through Friday from 5:55 a.m. till 6:34 p.m. with headways between 15 and 18 minutes.
- MARTA bus route 66 provides service from the Barge Road Park and Ride Lot with a connection to the MARTA Hamilton E. Holmes Rail Station, Monday through Friday from 5:26 a.m. till 10:47 p.m. with headways between 24 and 33 minutes. Saturday service is provided from 6:13 a.m. till 8:53 p.m. with headways of 40 minutes. Sunday service is provided from 6:01 a.m. till 10:41 p.m. with headways of 1 hour and 10 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		4%

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

This project is located in a predominantly undeveloped area with no transit service available and limited bicycle and pedestrian infrastructure.

According to the impact analysis in the traffic study, two intersections will operate below acceptable levels of service in the future background and future total traffic conditions after the recommended improvements are implemented. It suggested the recommended improvements be implemented prior to completion of this project.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.126 MGD.

Which facility will treat wastewater from the project?

The Camp Creek facility will provide wastewater treatment for the proposed development.

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

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The capacity of the Camp Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.126 MGD based on regional averages.

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

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

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

Information was not submitted for the review.

Will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

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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.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 469 housing units that will include multi-family residential.

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 103.01. This tract had a 139.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 88 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

Likely, assuming the development is approved with multiple price ranges of housing.

* 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.

Haley Fleming

From: Graham, Harry [Harry.Graham@dot.state.ga.us]
Sent: Thursday, December 14, 2006 5:01 PM
To: Haley Fleming
Cc: Sunita Nadella; Gena Wilder
Subject: RE: Wiregrass Farms - DRI

Haley:

Here are some comments I have for the Wiregrass Farms DRI.

1. We recommend left turn lanes are included on eastbound West Stubbs as well as northbound on DeMooney road. Operationally, the added lanes will ensure an additional level of safety to the intersection.
2. We recommend the round-a-bout proposed for Street A have similar characteristics as recommended by FHWA. Proposed diameter appear to be quite large and with potentially S.F. drives located in the loop.
3. We recommend the crossing of the lake from the back waters of Camp Creek have adequate equilibrium from both side of the newly bisected lake.
4. Please add a "Total" row for Table 1.
5. Distribution percentages may need to be re-evaluated.
6. Page 8 of the TA Report references some sort of planned improvements at the intersection of "West Stubbs and Cascade Palmetto Road which are yet to be approve the GDOT"... point out specifically the work that is proposed there and "WHO" is going to fund these improvements.
7. Intersections within the study network that are currently operating at a LOS F should be considered for improvement by modeling potential changes at the very minimum.
8. Add a "Total" row for Table 3 for easy verification of the volumes assumed in table 1.

Should there be any questions related to these recommendations, please let me know and I will attempt to provide additional clarity.

Harry Graham
District Traffic Operations Manager
Georgia Department of Transportation
Office of Traffic Operations, District 7
404-463-4961 Office
770-986-1016 Fax
harry.graham@dot.state.ga.us

From: Sunita Nadella [mailto:sunita@seengineering.com]
Sent: Thursday, December 14, 2006 4:14 PM
To: Graham, Harry
Subject: Wiregrass Farms -DRI

Harry, Here is my contact information.
It was a pleasure talking to you. And I look forward for your recommendations.

CHATTAHOOCHEE HILL COUNTRY

ALLIANCE



Terry DeMeo King
Executive Director

December 18, 2006

Ms. Haley Fleming, Review Coordinator
Atlanta Regional Commission
Transmitted via email: h Fleming@atlantaregional.com

Ms. Fleming,

Thank you for the opportunity to review and respond to the Development of Regional Impact – Request for Comments for the proposed Wiregrass Farms (Hathcock) development. As you know, the Chattahoochee Hill Country Alliance is a nonprofit, community-based organization focused on implementing sustainable land use practices in portions of South Fulton, Douglas, Carroll and Coweta Counties (65,000 acres). Due to our priorities for balanced growth in this rural region, we appreciate the inclusion of our comments on developments of regional impact (DRI).

My primary concerns for the Wiregrass proposal are related to the impact of traffic on our rural arterial and collector roads and on the main thorough-fares such as the South Fulton Parkway. I understand that the DRI Review Report indicates traffic will be congested on the adjacent road system in about 2030. However, it does not appear as though this impact was considered in connection with additional anticipated development in this portion of the County. In particular, it does not appear that the developer is contemplating transportation infrastructure improvements that will protect the context of the future adjoining development and maintain the sense of place appropriate to the area.

Specifically, I am concerned that the entire South Fulton County area, along with the adjacent portions of Douglas and Carroll Counties, lacks a comprehensive transportation plan focused on how the transportation infrastructure in this very rural landscape will support ALL of the developments expected over the next two decades. This can be seen especially in increases in traffic flow on the South Fulton Parkway even since the last section was completed this past summer.

I respectfully request that a regional comprehensive transportation infrastructure plan be completed for South Fulton County and the adjacent portions of Douglas and Carroll Counties, including future options for transit to ensure that this area's rural character be protected, while maintaining traffic flow on the South Fulton Parkway – our main connection to Atlanta's business area.

Thank you for the opportunity to share my comments. Please contact me, if you have any questions.

Best Regards,

Terry DeMeo King
Executive Director

CHATTAHOOCHEE HILL COUNTRY ALLIANCE, INC.
6505 Rico Road • Palmetto, Georgia 30268 • 770-463-1548 • www.chatthillcountry.org

Your DRI ID NUMBER for this submission is: **1233**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 9/25/2006 1:34:54 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, Planner Fulton Co., Dept. of Envir. & Comm. Dev., 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:		Hathcock
Development Type	Description of Project	Thresholds
Housing	353 single family lots 116 attached active adult dwellings	View Thresholds
Developer / Applicant and Mailing Address:		Matt Ornstein for Triad Properties 1266 W. Paces Ferry Road, #181 Atlanta, GA 30327
Telephone:		404-401-3505
Fax:		678-904-9407
Email:		orsteincapital@aol.com
Name of property owner(s) if different from developer/applicant:		Hathcock OSCP1 LLC et al
Provide Land-Lot-District Number:		14F, LL 146, 157, 152, 153, & 154
What are the principal streets or roads providing vehicular access to the site?		West Stubbs/Demooney
Provide name of nearest street(s) or intersection:		Butner/Cascade Palmetto
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		N33degrees,40"13.0" / W84degrees36'53.6"
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y

If yes, how close is the boundary of the nearest other local government?	5 miles
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: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
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?	Fulton County
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 10/2008

Local Government Comprehensive Plan

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

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	
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?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 11/28/2006 8:06:38 AM

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:	Hathcock aka Wiregrass Farms Subdivision
DRI ID Number:	1233
Developer/Applicant:	Matt Ornstein for Triad Properties
Telephone:	678-904-9406
Fax:	678-904-9407
Email(s):	ornsteincapital@aol.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:	\$129 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1.5 million
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)?	0.126 MGD (270 gallons per day for each home)
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:	
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:	Fulton County, Camp Creek
--	---------------------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.126 MGD (270 gallons per day for each home)
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:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	4,046
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: Signalizaion of W. Stubss Road @ Cascade Palmetto Hwy with exclusive turn lanes on Cascade Palmetto Hwy and exclusive right turn lanes on W. Stubbs Road	

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:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35 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:	

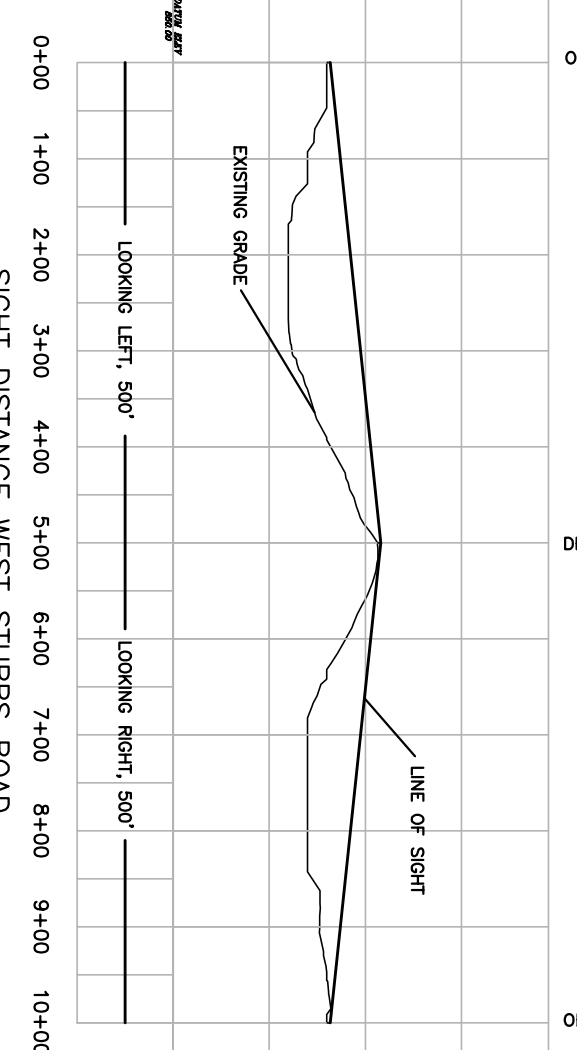
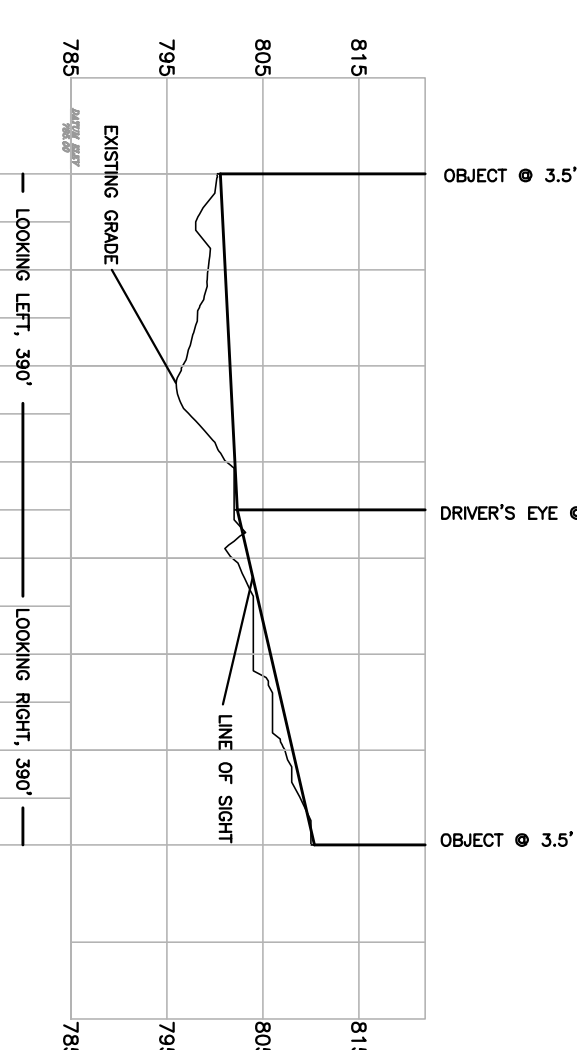
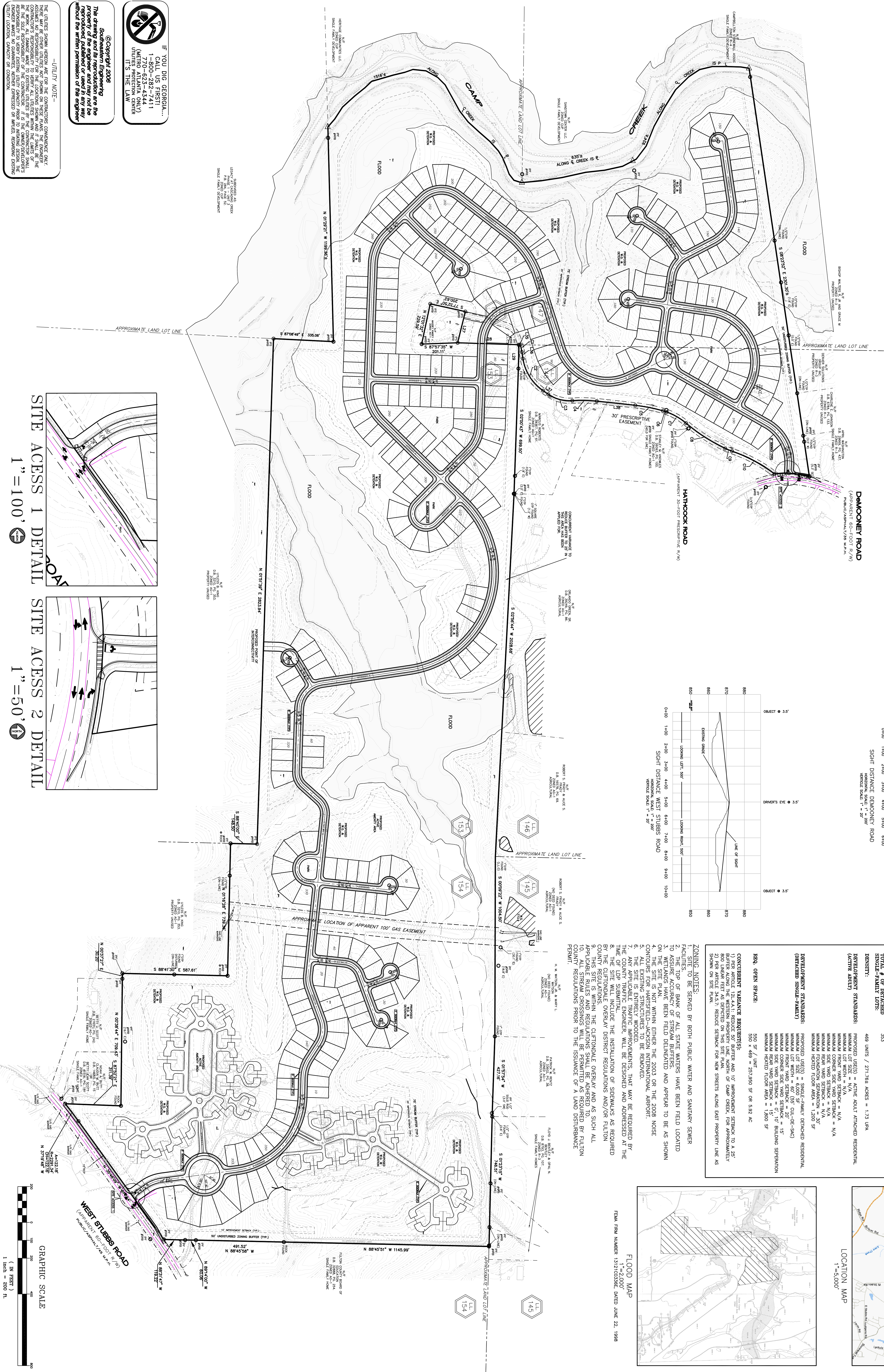
Environmental Quality

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?	Y
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: There are several stream crossings that may cause temporary disturbance to the floodplain.	

CURVE TABLE			
CURVE	LENGTH	RADIUS	BEARING
C1	41.16'	370.77'	N12°01'39"W 41.14'
C2	217.62'	267.16'	S32°11'00"E 211.66'
C3	141.58'	209.15'	S74°54'46"E 138.90'
C4	136.96'	743.61'	N89°01'48"W 136.76'
C5	158.09'	919.37'	N78°49'39"W 157.90'
C6	21.98'	350.00'	N72°06'07"W 21.98'
C7	125.24'	350.00'	N60°03'04"W 124.57'
C8	260.96'	1014.25'	S67°53'24"E 260.24'
C9	40.90'	350.00'	S67°53'24"E 40.88'
C10	271.10'	826.86'	N61°50'44"W 269.89'
C11	80.03'	365.00'	S87°02'31"W 79.87'
C12	115.18'	790.37'	N82°30'08"W 115.08'

LINE TABLE		
LINE	BEARING	LENGTH
L27	S13°47'39"W	179.30'
L28	N88°09'26"W	342.29'
L29	S01°12'07"W	133.10'
L33	S88°25'14"E	45.53'
L35	N89°02'43"W	7.89'
L36	N08°50'43"W	37.40'
L37	N55°31'10"W	35.18'
L38	N83°45'13"W	216.19'



SITE DATA

DEVELOPER: MOSS DEVELOPMENTS, LLC
6030 BETHELVIEW ROAD, SUITE 102
CUMMING, GEORGIA 30004
PHONE (770) 200-3534

ENGINEER: SOUTHEASTERN ENGINEERING, INC.
1000 SOUTHEASTERN DRIVE, SUITE A
MARIETTA, GEORGIA 30066
PHONE (770) 321-3935

BOUNDARY REFERENCE: JACK W. BERRY AERIAL TOPOGRAPHY 2" INTERNAL

CURRENT ZONING: AC-1

PROPOSED ZONING: CUP

TOTAL SITE AREA: 271.76 ACRES

TOTAL # OF ACTIVE ADULT UNITS: 116

TOTAL # OF DETACHED SINGLE-FAMILY LOTS: 353

DENSITY: 469 UNITS / 271.76 ACRES = 1.73 UPA

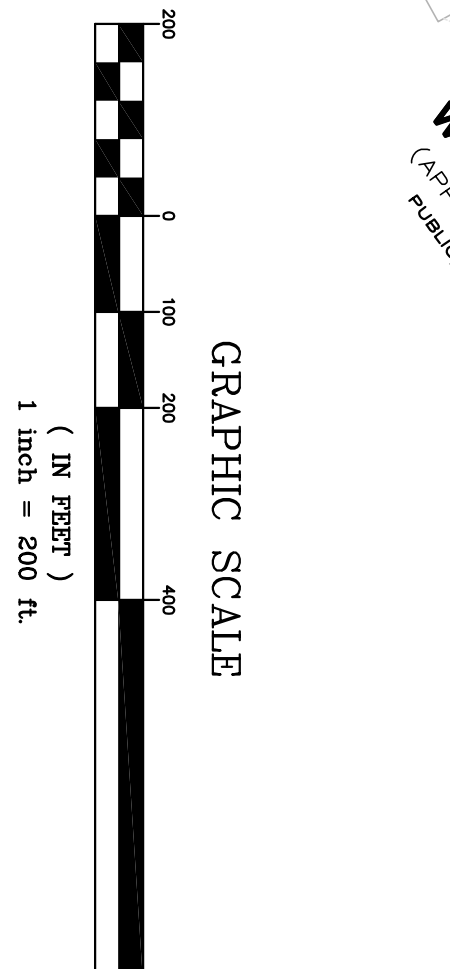
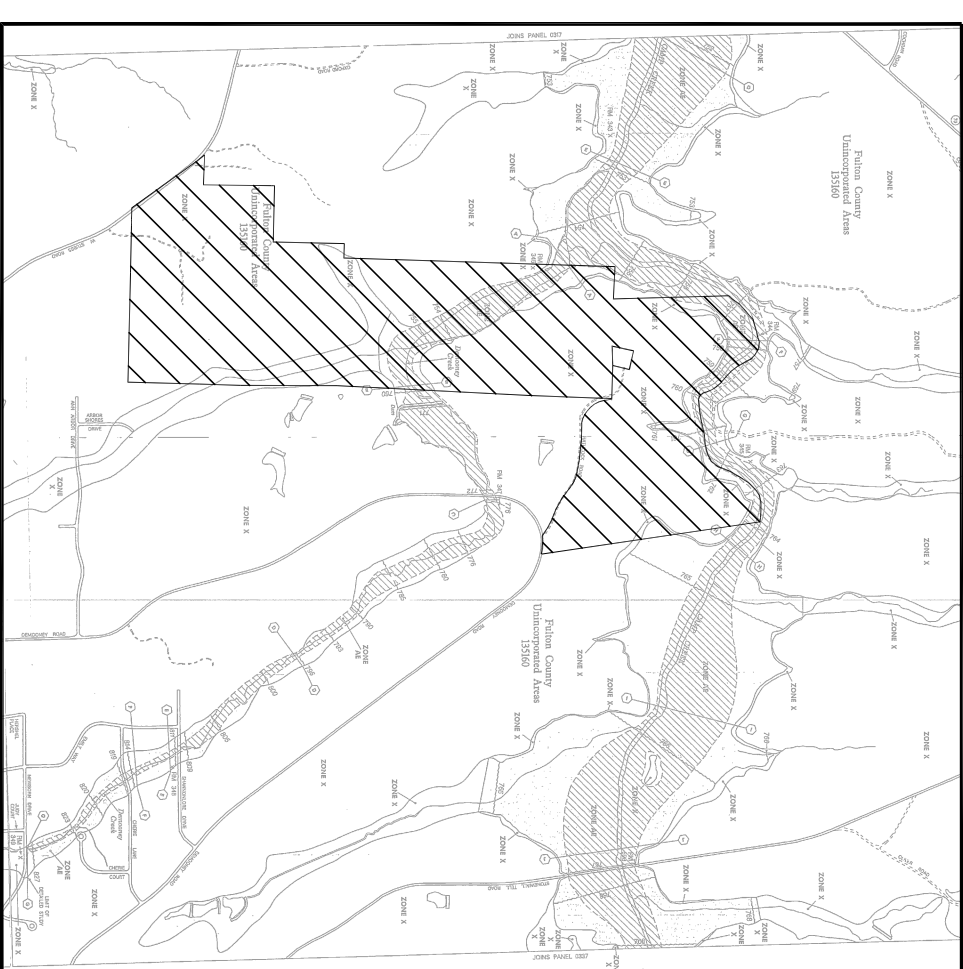
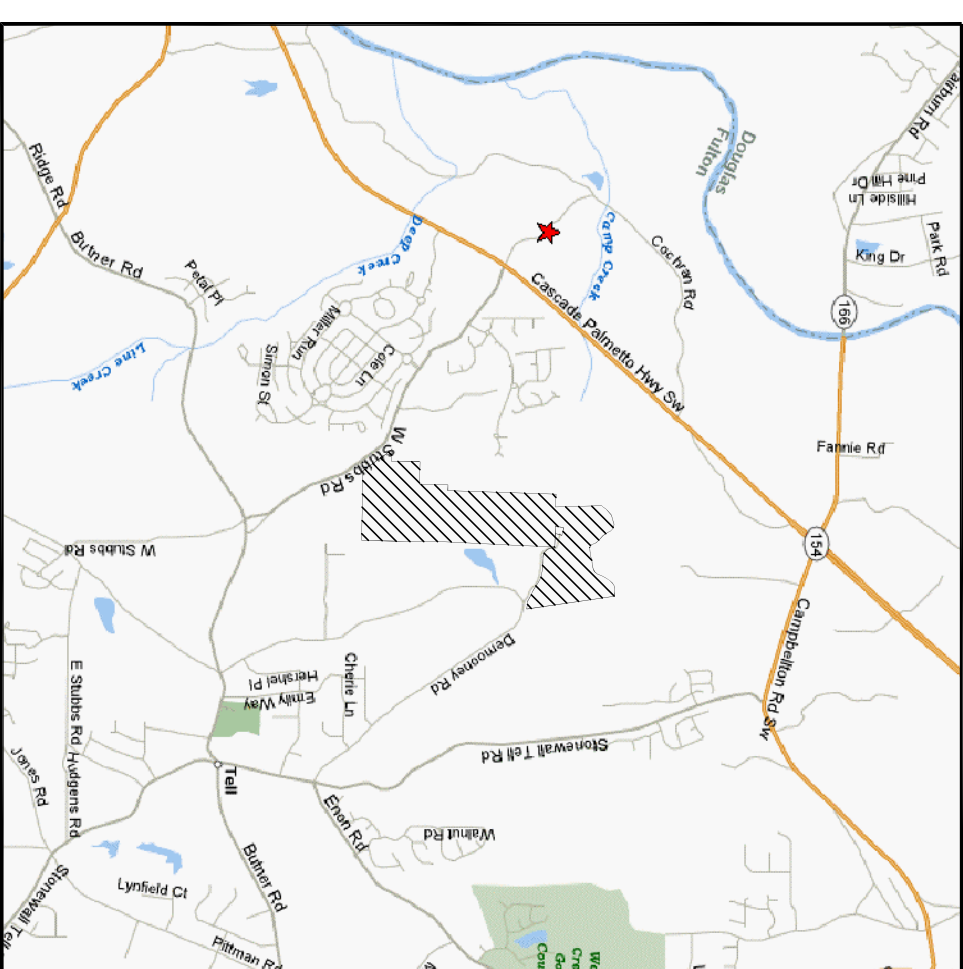
DEVELOPMENT STANDARDS: PROPOSED USE(S) = ACTIVE ADULT ATTACHED RESIDENTIAL
MINIMUM LOT SIZE = N/A
MINIMUM LOT WIDTH = N/A
MINIMUM FRONT YARD SETBACK = N/A
MINIMUM SIDE YARD SETBACK = N/A
MINIMUM REAR YARD SETBACK = N/A
MINIMUM SIDE YARD SETBACK = 0' TO BUILDING SEPARATION
MINIMUM REAR YARD SETBACK = 15'0" SF
MINIMUM HEATED FLOOR AREA = 1200 SF

DEVELOPMENT STANDARDS (DETACHED SINGLE-FAMILY): PROPOSED USE(S) = SINGLE-FAMILY DETACHED RESIDENTIAL
MINIMUM LOT SIZE = 500' (65' CL-DE-SW)
MINIMUM LOT WIDTH = 50' (65' CL-DE-SW)
MINIMUM FRONT YARD SETBACK = 20' - 14'
MINIMUM SIDE YARD SETBACK = 0' TO BUILDING SEPARATION
MINIMUM REAR YARD SETBACK = 15'0" SF
MINIMUM HEATED FLOOR AREA = 1200 SF

RR OPEN SPACE: 550 SF / LOT
550' x 400' = 220,000 SF OR 5.92 AC

CONCURRENT VARIANCE REQUEST(S): 1. VARIANCE TO DECREASE FRONT YARD SETBACK TO 10' TO 14' BUFFER ALONG THE WESTERN PROPERTY LINE NORTH OF CAMP CREEK FOR APPROXIMATELY 800 LINEAR FEET AS SHOWN ON THIS SITE PLAN.
2. VARIANCE TO DECREASE REAR YARD SETBACK FOR NEW STREETS ALONG EAST PROPERTY LINE AS SHOWN ON SITE PLAN.

ZONING NOTES: 1. SITE TO BE SERVED BY BOTH PUBLIC WATER AND SANITARY SEWER FACILITIES. 2. TOP OF BANK OF ALL STATE WATERS HAVE BEEN FIELD LOCATED TO ASSURE ACCURACY OF STREAM BUFFERS. 3. WETLANDS HAVE BEEN FIELD DELINEATED AND APPEAR TO BE AS SHOWN ON SITE PLAN. 4. THE SITE IS NOT WITHIN EITHER THE 2003 OR 2008 NOISE CONTOURS FOR HATHFIELD-JACKSON INTERNATIONAL AIRPORT. 5. ALL EXISTING STRUCTURES TO BE REMOVED. 6. ANY APPLICABLE TRAFFIC IMPROVEMENTS, THAT MAY BE REQUIRED BY THE COUNTY TRAFFIC ENGINEER, WILL BE DESIGNED AND ADDRESSED AT THE TIME OF SUBMITTAL FOR THE INSTALLATION OF SIGNALS AS REQUIRED BY THE CLIFTONDALE OVERLAY DISTRICT REGULATIONS AND/OR FULTON COUNTY REGULATIONS. 7. ANY APPLICABLE TRAFFIC IMPROVEMENTS, THAT MAY BE REQUIRED BY THE COUNTY TRAFFIC ENGINEER, WILL BE DESIGNED AND ADDRESSED AT THE TIME OF SUBMITTAL FOR THE INSTALLATION OF SIGNALS AS REQUIRED BY THE CLIFTONDALE OVERLAY DISTRICT REGULATIONS AND/OR FULTON COUNTY REGULATIONS. 8. THIS SITE IS WITHIN THE CLIFTONDALE OVERLAY AND AS SUCH ALL APPLICABLE TRAFFIC IMPROVEMENTS, THAT MAY BE REQUIRED BY THE COUNTY TRAFFIC ENGINEER, WILL BE DESIGNED AND ADDRESSED AT THE TIME OF SUBMITTAL FOR THE INSTALLATION OF SIGNALS AS REQUIRED BY THE CLIFTONDALE OVERLAY DISTRICT REGULATIONS AND/OR FULTON COUNTY REGULATIONS PRIOR TO THE ISSUANCE OF A LAND DISTURBANCE PERMIT.



REZONING EXHIBIT

WIREGRASS FARMS

LAND LOTS 147, 152, 153, 154 OF 14 F

FULTON COUNTY, GA

Project No. 19906326

Design By: NRA

Drawn By: CGH

Checked By: CGH

Date: 1/17/06

Scale: 1" = 200'

No

Revision

Date

MOSS DEVELOPMENTS, LLC.

6030 BETHELVIEW ROAD, SUITE 102

CUMMING, GA 30004

(770) 616-6708

SEI

SOUTHEASTERN ENGINEERING

Civil & Environmental Engineering, Land Surveying and Planning

2470 Sandy Plains Rd., Suite A

Marietta, Georgia 30066

tel: 770-321-3936 fax: 770-321-3935

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