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: May 21 2007 **ARC REVIEW CODE**: R705211

TO: Chairman John Eaves
ATTN TO: Morgan Ellington, Planner III
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 related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Oakmont (Oakhurst)
Review Type: Development of Regional Impact

Description: The proposed Oakmont development, also known as Oakhurst, is 34 acre apartment development in south Fulton County. The proposed development will consist of 610 multi-family apartment units. Access to the development is proposed along Oakley Industrial Blvd and Oakley Road.

Submitting Local Government: Fulton County
Date Opened: May 21 2007
Deadline for Comments: *Jun 4 2007*
Earliest the Regional Review can be Completed: Jun 20 2007

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF UNION CITY
FULTON COUNTY SCHOOLS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF FAIRBURN
SOUTH FULTON CID
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FAYETTE COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-06-04 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/landuse .

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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: **Oakmont (Oakhurst)** *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:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: *Jun 4 2007*

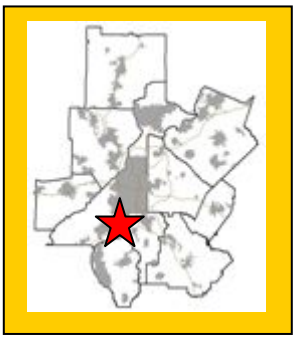
ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: May 21 2007	**ARC REVIEW CODE**: R705211
TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs	
FROM: Haley Fleming, Review Coordinator, Extension: 3-3311	
Reviewing staff by Jurisdiction:	
Land Use: Calvert, Brad	**Transportation:** Morley-Nikfar, Kris
Environmental: Sano	**Research:** Skinner, Jim
Aging: Stalvey, Beth	
Name of Proposal: Oakmont (Oakhurst)	
Review Type: Development of Regional Impact	
Description: The proposed Oakmont development, also known as Oakhurst, is 34 acre apartment development in south Fulton County. The proposed development will consist of 610 multi-family apartment units. Access to the development is proposed along Oakley Industrial Blvd and Oakley Road.	
Submitting Local Government: Fulton County	
Date Opened: May 21 2007	
Deadline for Comments: *Jun 4 2007*	
Earliest the Regional Review can be Completed: Jun 20 2007	
Response:	
1) □ Proposal is CONSISTENT with the following regional development guide listed in the comment section.	
2) □ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.	
3) □ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.	
4) □ The proposal does NOT relate to any development guide for which this division is responsible.	
5) □Staff wishes to confer with the applicant for the reasons listed in the comment section.	
COMMENTS:	

Preliminary Report:	May 21, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Oakmont (Oakhurst) #1366
Final Report Due:	June 20, 2007		Comments Due By:	June 4, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Oakmont development, also known as Oakhurst, is 34 acre apartment development in south Fulton County. The proposed development will consist of 610 multi-family apartment units. Access to the development is proposed along Oakley Industrial Blvd and Oakley Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2010.

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 M-1 and M-2 (industrial). The proposed zoning for the site is A-L (apartment limited dwelling). Information submitted for the review states that the proposed development is not consistent with the future land use plan for Fulton County, which designates the area as residential.

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

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?

This will be determined based on comments received from potentially impacted local governments.

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?

No, the proposed development would not increase the need for services in the area.

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 2 mile radius of the proposed project.

YEAR	NAME
2005	Majestic Airport Center III
2005	Oakley Township Expansion
2004	Goodson I Distribution Center
2003	Southpark, Building 2, phase 3
2002	Adesa Auto Auction
2001	Oakley Township
1985	Southpark

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 development is a single use residential development surrounded by other residential developments, but also industrial uses. The proposed development is located with an urban neighborhood according to the Atlanta Region's Unified Growth Policy Map. Urban neighborhoods are defined as distinct areas that are located in an urban area and may have a small commercial component to serve the local area. The proposed development is located within close proximity to commercial services and daily service needs.

There are several single family residential developments within the immediate area or currently under development. However, there are also several industrial warehouse developments within the immediate area. Being within a growing region, it is important to preserve large tracts of land for light industrial uses, especially in areas with convenient access to the region's major transportation systems. Although during a preliminary review, the proposed development does not directly conflict with regional plans and policies, the preservation and future planning of industrial areas and corridors adjacent to the region's major transportation systems and infrastructure is essential for the continued growth and efficient movement of goods within and through the region. Therefore, it is important for Fulton County to consider appropriate areas in the county for future industrial development.

PRELIMINARY 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.
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 proposed development is located in south Fulton County, east of Interstate 85 and south of Jonesboro Road. The proposed development is bounded by Oakley Road and Oakley Industrial Blvd.

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

The proposed development is entirely within the Fulton County's jurisdiction. The proposed development is adjacent to the City of Union City and less than 2 miles from the City of Fairburn and Fayette 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.

This will be determined based on comments received from potentially impacted local governments.

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 $45,000,000 with an expected $150,000 to $210,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be 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.

Water Supply Watersheds/Stream Buffers

The project is located within the Flint River Water Supply Watershed, a water source for Fayette and Clayton Counties. The watershed is classified as a large (greater than 100 square miles above intake) water supply watershed under the Georgia Planning Act Part 5 Environmental Planning Criteria, as adopted by Georgia EPD and DCA. The intake on the Flint is run-of-the-river and the project is more than seven miles upstream of the intake, so no minimum criteria are required under Part 5.

No streams are shown on USGS coverage for the project property. A stream is shown on the site plan with the required County 75-foot stream buffer and the State 25-foot Erosion and Sedimentation buffer. Any other waters of the state on the property will also be subject to the State 25-foot erosion and sedimentation buffer

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 produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use:	Land Area (Acres)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Forest/Open	12.00	0.96	7.20	108.00	2820.00	0.00	0.00

Townhouse/Apartment	22.00	23.10	235.62	1474.00	13310.00	16.72	3.08
TOTAL	34.00	24.06	242.82	1582.00	16130.00	16.72	3.08

Total Percentage Impervious: 31%

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?

Access to the site is proposed at two locations.

- Site Driveway 1 will be located along Oakley Industrial Boulevard and aligns with Oakley Terrace.
- Site Driveway 2 will be located along Oakley Road, approximately 500 ft north of Oakley Industrial Boulevard.

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
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
610 Apartments	61	242	303	229	124	353	3816
TOTAL NEW TRIPS	**61**	**242**	**303**	**229**	**124**	**353**	**3816**

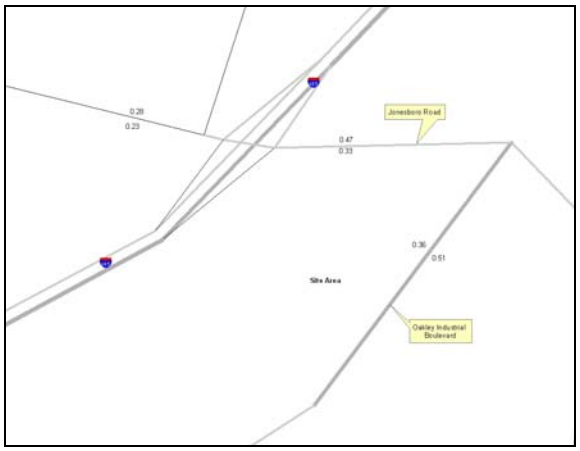
*Data above reflects gross trip generation.

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

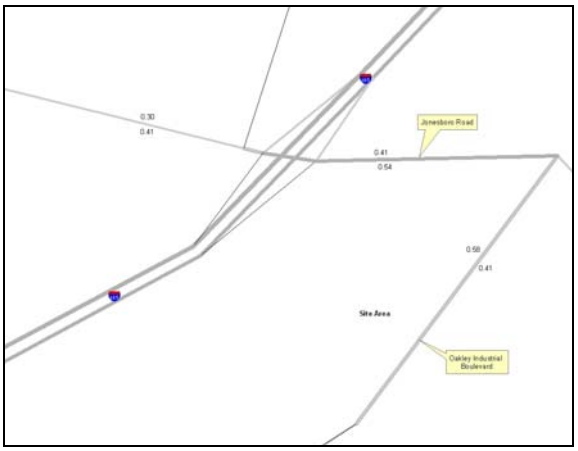
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

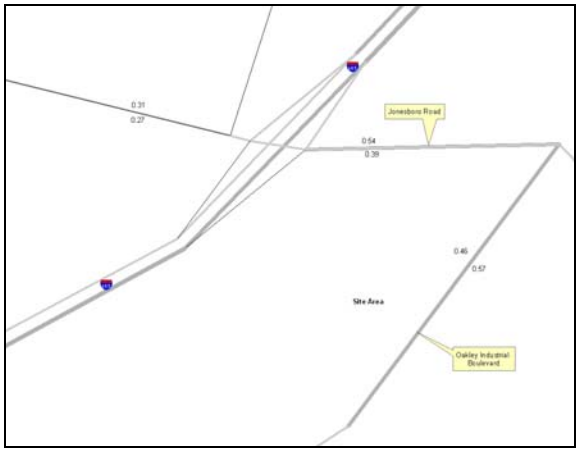
V/C Ratios



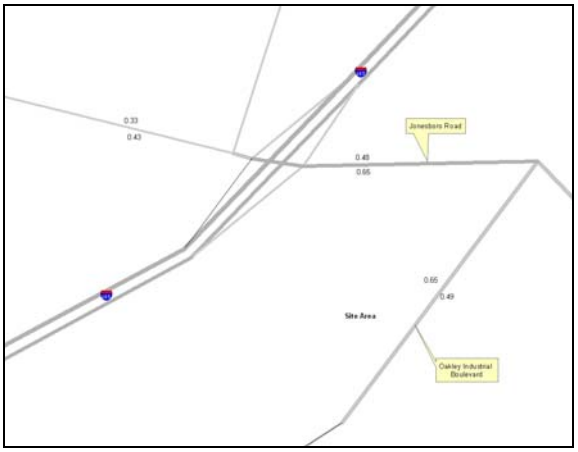
2005 AM Peak



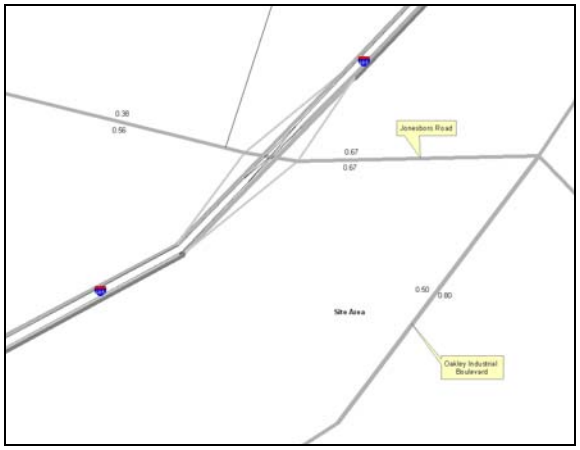
2005 PM Peak



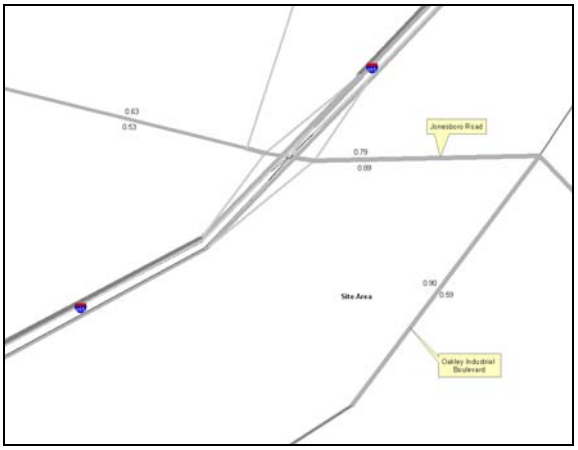
2010 AM Peak



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 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.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-202B1	OAKLEY INDUSTRIAL BOULEVARD	Roadway Operations	2008
FS-AR-BP065	SR 138 (JONESBORO ROAD) BIKE LANES	Bicycle Facility	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-202A	OAKLEY INDUSTRIAL BOULEVARD EXTENSION	Roadway Capacity	2020
FS-202B	OAKLEY INDUSTRIAL BOULEVARD	Roadway Capacity	2020
FS-AR-183	I-85 SOUTH	Interchange Upgrade	2020
AR-H-152	I-85 SOUTH HOV LANES	HOV Lanes	2025

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 Oakhurst.

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.

Jonesboro Road at Oakley Industrial Boulevard

- Install a third northbound approach lane along Oakley Industrial Boulevard.

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.

Oakley Industrial Boulevard at Oakley Road

- To satisfy GRTA's level of service standard of D, a traffic signal will need to be installed at this intersection. However, a traffic signal is not anticipated to be warranted based on the projected 2010 build conditions due to low side street left-turn volumes. A traffic signal warrant analysis report should be performed prior to a traffic signal being installed at this location.

Oakley Industrial Boulevard at Driveway 1

- Install a southbound shared through/right-turn lane along Driveway 1.
- Install a southbound left-turn lane along Driveway 1.

- Re-stripe the northbound right-turn lane as a shared through/right-turn lane along Oakley Terrace.
- Install a traffic signal when warranted.

Oakley Road at Driveway 2

- Install one ingress and one egress lane along Driveway 2.

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?

MARTA bus routes #89 and #289 provide service from Shannon Mall, approximately 1 mile from the proposed site, and from the South Fulton Park and Ride Lot, approximately 2 miles from the proposed site, to the MARTA College Park Rail Station.

- MARTA bus route #89 provides service, Monday through Friday, from 5:33 a.m. till 11:32 p.m. with headways between 40 and 50 minutes. Service is provided on Saturday from 6:28 a.m. till 9:49 p.m. with headways of 40 minutes. Service is provided on Sunday from 7:48 a.m. till 9:08 p.m. with headways of 40 minutes.
- MARTA Blue Flyer route #289 provides express bus service, Monday through Friday, from 5:40 a.m. till 9:59 a.m. in the morning and from 3:18 p.m. till 7:28 p.m. in the evening. Headways are between 25 and 30 minutes.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		**7%**

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

According to the impact analysis in the traffic study, two intersections will operate below the acceptable level of service in the future year background traffic condition prior to implementing the recommended improvement. Implementing the recommended improvement will allow one of the identified intersections to return to operation at the acceptable level of service.

In the future year total traffic condition, three intersections will operate below the acceptable level of service prior to implementing the recommended improvements. Implementing the recommended improvements will allow one of the identified intersections to return to operation at the acceptable level of service. The area surrounding the proposed site experiences high levels of peak period congestion. It is suggested that all recommended improvements be implemented prior to construction completion.

Additionally, the single use character and layout of this project present serious transportation limitations to users of the development and to the area surrounding the site. By developing this project as a single-use apartment community with an auto-oriented site plan, residents of this project will have no choice but to use automobiles for the vast majority of their trips. The area surrounding the proposed site consists of recently completed single-family subdivisions, institutional buildings, industrial space, commercial space and additional green field areas. The developer of this project has an opportunity to create a destination for the area surrounding the site, by providing needed retail and commercial space in a pedestrian friendly format, thus reducing the need for the use of automobiles and shortening the distance residents in the area need to travel to reach basic services.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.12 gallons per day.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Camp Creek plant will provide wastewater treatment for the proposed development.

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

The capacity of Camp Creek is listed below

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

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

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.12 gallons per day based on regional averages.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 900 tons of solid waste per year and will be disposed in Fulton County.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the development is proposing 610 apartment units.

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 105.1. This tract had a 80.3 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 83 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?

N/A

* 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.

Developments of Regional Impact

DRI #1366

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Morgan Ellington, Planner Fulton Co., Suite 2085
Telephone:	404-730-8049
E-mail:	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:	Oakmont
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	
Brief Description of Project:	610 multi-family units with a clubhouse and amenity package

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	○ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	
Developer:	Carmichael Development, LLC 2500 Hidden River Trace, Woodstock, GA 30188 (Note: Carl Westmoreland
Mailing Address:	
Address 2:	
	City: State: Zip:
Telephone:	770-617-6906 (Carmic
Email:	cjones750@yahoo.com & cwestmoreland@pogolaw.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	same
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	

Estimated Project Completion Dates:	This project/phase: Overall project: 2010

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Form 2 #13606

Developments of Regional Impact

I pressed [send application] but it did not work.

Your application has been saved but has not yet been submitted. The DRI Application Number is 1366. can link directly to this page at http://www.dca.state.ga.us/DRI/AdditionalForm.aspx?driid=1366.

DRI #1366

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Morgan Ellington, Planner, Fulton Co., Suite 2085
Telephone:	404-730-8049
Email:	Morgan.Ellington@co.fulton.ga.us

Project Information

Name of Proposed Project:	Oakmont (now known as OAKHURST)
DRI ID Number:	1366
Developer/Applicant:	Carmichael Development, LLC2500 Hidden River Trace, Woodstock, GA 30188
Telephone:	770-617-6906 (Carmi
Email(s):	cjones750@yahoo.com & JLHill@seyfarth.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	○ (not selected) ○ Yes ◉ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	◉ (not selected) ○ Yes ○ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	$45,000,00
Estimated annual local tax revenues (i.e.,	

property tax, sales tax) likely to be generated by the proposed development:	$150,000 - $210,000
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	

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)?	0.12 MGD average
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.12 MGD average
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, 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.)	Daily + 3,816; AM Peak Hour =303, PM Peak Hour + 353
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	○ (not selected) ◉ Yes ○ No
Are transportation improvements needed to serve this project?	○ (not selected) ◉ Yes ○ No

If yes, please describe below:

See traffic study to be submitted by Kimley Horn and Associates to ARC and GRTA this afternoon (5/15/07)

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	900 tons
Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ◉ Yes ○ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ◉ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	47 percent

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

The project has substantial stream buffers on site. In addition, detention and water quality measures will be constructed on site per Fulton County and GA Stormwater Manual Requirements.

Environmental Quality

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

1. Water supply watersheds?	○ (not selected) ○ Yes ◉ No

DRI Additional Information Form

2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

There is a flood plain on the site. However, no construction activity will be performed in the flood plain or in the adjacent buffers.

P.S. Project is now known as "Oakhurst" versus "Oakmont". Please also note Jessica Hill, Esq. is the attorney.

Submit Application | Save without Submitting | Cancel

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P.S. project is now known as "OAKHURST" vs OAKMONT. Please also note Jessica Hill is the attorney.

JLHill@seyfarth.com.

- morgan

LEGEND:

IPS	IRON PIN SET	CMF	CONCRETE MONUMENT FOUND
IPF	IRON PIN FOUND	—Z—Z—	OVERHEAD UTILITY LINE(S).
OT	OPEN TOP PIN	SSMH	SANITARY SEWER MAN HOLE
CT	CRIMP TOP PIN	MHT	MAN HOLE TELEPHONE
RB	REINFORCING BAR	DWCB	CATCH BASIN
CL	CENTERLINE	JB	JUNCTION BOX
R/W	RIGHT-OF-WAY	DI	DROP INLET
LL	LAND LOT	LLL	LAND LOT LINE
L	LINE	HW	HEAD WALL
R	RADIUS	CMP	CORRUGATED METAL PIPE
CONC	CONCRETE	RCP	REINFORCED CONCRETE PIPE
C	CURVE	CD	CROSS DRAIN
PP	POWER POLE	SSE	SANITARY SEWER EASEMENT
SP	SERVICE POLE	FH	FIRE HYDRANT
GV	GAS VALVE	DE	DRAINAGE EASEMENT
GM	GAS METER	WV	WATER VALVE
LP	LAMP POLE	WM	WATER METER
—SS—	SANITARY SEWER	CO C/O	SANITARY SEWER CLEANOUT
FC	FENCE CORNER	POB	POINT OF BEGINNING
—X—X—	FENCE	POC	POINT OF COMMENCEMENT
AE	ACCESS EASEMENT	PI	POINT OF INTERSECTION
PROP	PROPOSED	NTS	NOT TO SCALE
AC	AIR-CONDITIONER	SWCB	SINGLE WING CATCH BASIN
GP	GEORGIA POWER MANHOLE		
LE	LANDSCAPE EASEMENT		
SWB	STATE WATER BUFFER		
IB	IMPERVIOUS BUFFER		

GENERAL NOTES:

1. INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION SHOWN HEREON AS TO SUCH UNDERGROUND INFORMATION.
2. RIGHT-OF-WAYS ARE BASED ON CENTERLINES OF EXISTING PATHS OF TRAVEL, UNLESS NOTED OTHERWISE.
3. ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED.
4. PURSUANT TO RULE 180-6.09 OF THE GEORGIA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS, THE TERM "CERTIFY" OR "CERTIFICATION" RELATING TO LAND SURVEYING SERVICES SHALL MEAN A SIGNED STATEMENT BASED ON FACTS AND KNOWLEDGE KNOWN TO THE LAND SURVEYOR AND IS NOT A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED.
5. DEED/PLAT DISCLAIMER: THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORD DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY SUCH AS ELECTRONIC MEASURING DEVICES, MORE PRECISE ANGULAR MEASUREMENTS AND THE ADVENT OF SATELLITE SURVEYING TECHNIQUES USING "GPS" AND "GLONASS" SATELLITE CONSTELLATIONS. SURVEYS USING SATELLITE OBSERVATIONS ARE CORRECTED TO THE GEORGIA WEST STATE PLANE COORDINATE SYSTEM AND USE "GEODETIC" OR "GRID" NORTH AS OPPOSED TO "MAGNETIC" NORTH.

COMPOSIT PLAN FOR:

OAKHURST

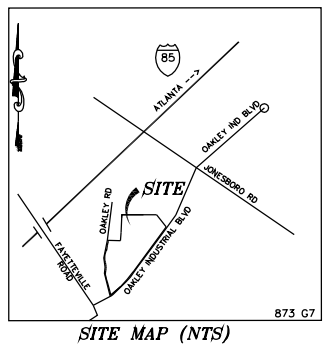
(FNA OAKMONT)

OAKLEY ROAD

LAND LOT 57, 9th DISTRICT
OF FULTON COUNTY, GEORGIA

1,482,304 sq. ft.
34.029 acres

US CENSUS TRACT:
131-21-010-510



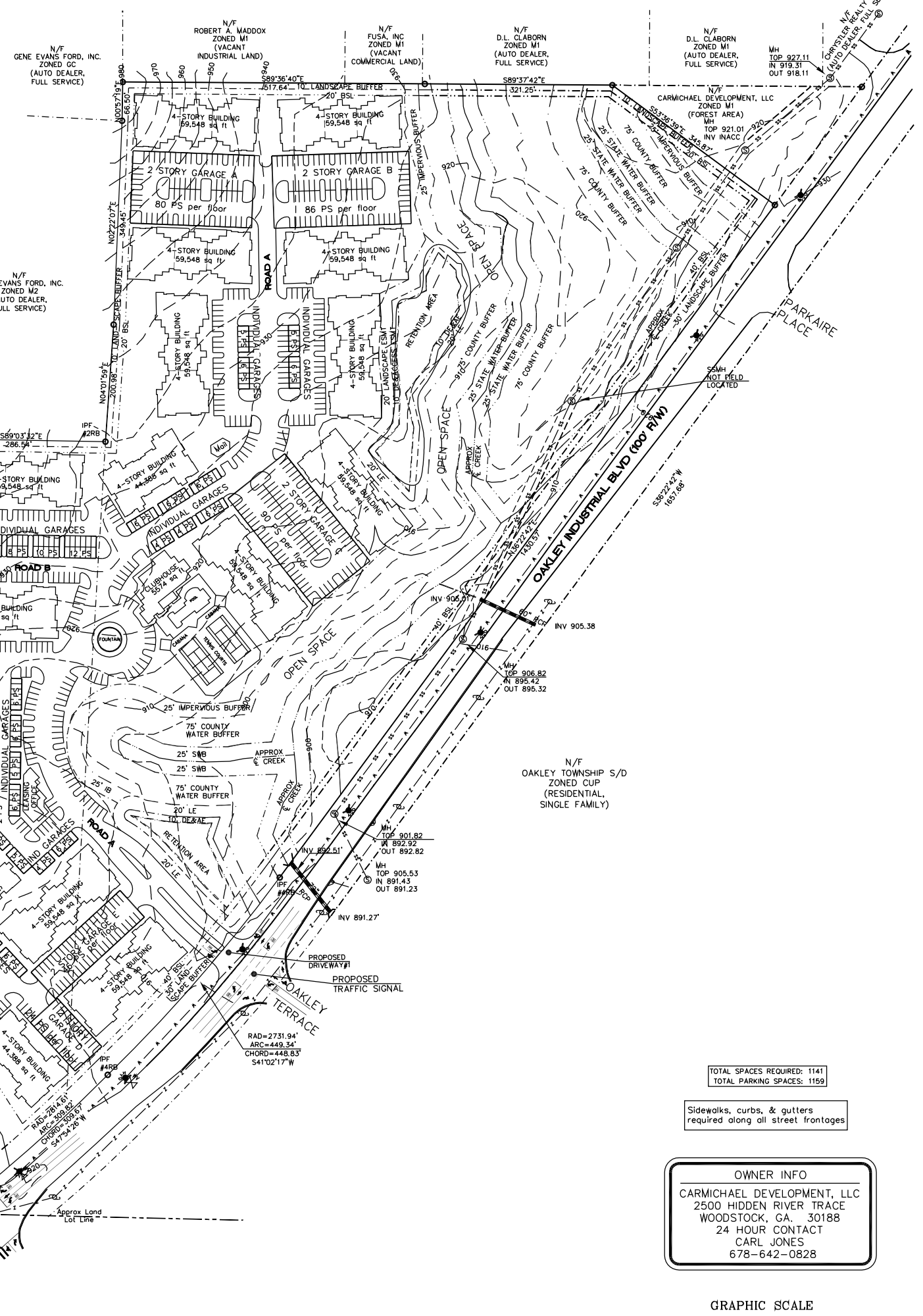
SITE MAP (NTS)

MAGNETIC

SITE INFORMATION

1. *EXISTING ZONING M1 & M2*
   PROPOSED ZONING A-L APARTMENT 34.029 ACRES
   (610 UNITS = 17.9 UNITS PER ACRE)
   ± 12 Acres of Buffers and Open Space

TOTAL AREA OF RESIDENTIAL UNITS:
3,628,672 sq ft



TOTAL SPACES REQUIRED: 1141
TOTAL PARKING SPACES: 1159

Sidewalks, curbs, & gutters required along all street frontages

OWNER INFO
CARMICHAEL DEVELOPMENT, LLC
2500 HIDDEN RIVER TRACE
WOODSTOCK, GA. 30188
24 HOUR CONTACT
CARL JONES
678-642-0828

GRAPHIC SCALE

100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

GEORGIA REGISTERED No. 25958 PROFESSIONAL ENGINEER ROBERT L. GIBBONS

FOR THE FIRM OF
TERRANOVA ENGINEERING, INC

I HAVE THIS DATE EXAMINED THE "FIA OFFICIAL FLOOD HAZARD MAP" AND FOUND THAT BY GRAPHIC PLOTTING ONLY THE REFERENCE PARCEL (IS NOT) IN AN AREA HAVING SPECIAL FLOOD HAZARDS, ZONE

MAP ID 13121 C0458E EFFECTIVE DATE: 06/22/1998
MAP ID 13121 C0460E EFFECTIVE DATE: 06/22/1998

JOB # 40150-1

PB ____, PAGE ____
DB ____, PAGE ____

COMPOSITE PLAN FOR: *OAKHURST* *FNA OAKMONT*

LAND LOT 57 | 9F DISTRICT | SECTION | FULTON COUNTY, GEORGIA

LOT | BLOCK | UNIT

SUBDIVISION

SURVEYED:
COMPUTED:
APPROVED:

DATE 02-06-07
SCALE 1" = 100'

REVISION	BY:	DATE:

FRONTLINE SURVEYING & MAPPING, INC.
www.frontlinesurveying.com

FRONTLINE SURVEYING & MAPPING, INC.
3595 Canton Road, Bld. A-9, Ste. 272, Marietta, GA 30066
TELEPHONE (678) 355-9905 FAX (678) 355-9805

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