



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: Aug 17 2007

ARC REVIEW CODE: R707181

TO: Chairman John Eaves
ATTN TO: Morgan Ellington, Planner
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: Hawks Ridge

Review Type: Development of Regional Impact

Date Opened: Jul 18 2007

Date Closed: Aug 17 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 development was originally reviewed as a DRI in 2004, known as the Schultz-Butner Road Tract. At that time, the development was proposing 675 single family homes, 122 townhomes, and 217,000 square feet of commercial space. Also, the site plan indicated that 71.31 acres (19.8%) would be preserved as greenspace. The Schultz-Butner Road Tract was determined to be in the Best Interest of the Region; and therefore, of the State at that time because the project was proposed as a mixed use development, providing retail services to individuals living within the community. Through the rezoning process, the development has been revised to a single family residential development. ARC's Regional Development Policies strive to promote sustainable economic development in all areas of the region, increase opportunities for mixed use development, increase the amount, quality, and connectivity of greenspace, and encourage a variety of home styles, densities, price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups. According to the Unified Growth Policy Map, the proposed development is located in an area defined as suburban neighborhood. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers and are developed at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area.

Fulton County's Comprehensive Land Use Map suggests residential uses at 1 to 2 units per acres for the site of the proposed development. The Fulton County 2025 Comprehensive Plan designates commercial nodes in the Cedar Grove Crossroads area that are appropriate for retail, office, county facilities, community facilities and transitional retail uses. Based on a review of existing and approved developments under construction, there is and will be neighborhood oriented commercial development directly across the Butner Road and State Route 92.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
FULTON COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DOUGLAS COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

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.

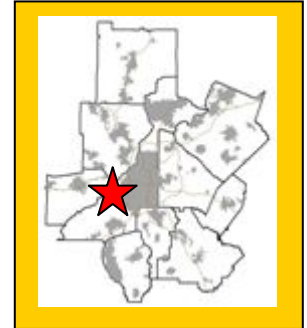
The ARC review website is located at: <http://www.atlantaregional.com/landuse>

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Hawks Ridge development is a single family residential development on 360.47 acres located in south Fulton County. The proposed development will consist of 522 single family residential units. Access to the development is proposed along Butner Road and Cascade Palmetto Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2012.

GENERAL

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

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

The project site is currently zoned community unit plan (CUP). The site is not being rezoned and allows for residential only. Information submitted for the review states that the proposed development is consistent with the future land use plan for Fulton County, which designates the area as residential, allowing for up to two units per acre.

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 governments.

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?

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?

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

YEAR NAME

1989 RESOURCE TECHNOLOGY CENTER
1989 THE WOODLANDS
2000 ANNEE WAKEE TRAILS
2000 KNIGHTS S. FULTON PKWY RESIDENTIAL DEV
2003 CAMP CREEK TREATMENT FAC EXP
2003 PEC BUTNER ROAD
2003 CHATTAHOOCHEE VILLAGE II
2004 SCHULTZ-BUTNER ROAD TRACT
2004 TWIN LAKES COMMUNITY DEVELOPMENT
2006 WIREGRASS FARMS (HATHCOCK)

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 was originally reviewed as a DRI in 2004, known as the Schultz-Butner Road Tract. At that time, the development was proposing 675 single family homes, 122 townhomes, and 217,000 square feet of commercial space. Also, the site plan indicated that 71.31 acres (19.8%) would be preserved as greenspace. The Schultz- Butner Road Tract was determined to be in the Best Interest of the Region; and therefore, of the State at that time because the project was proposed as a mixed use development, providing retail services to individuals living within the community. Through the rezoning process, the development has been revised to a single family residential development. ARC's Regional Development Policies strive to promote sustainable economic development in all areas of the region, increase opportunities for mixed use development, increase the amount, quality, and connectivity of greenspace, and encourage a variety of home styles, densities, price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups. According to the Unified Growth Policy Map, the proposed development is located in an area defined as suburban neighborhood. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers and are developed at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area.

Fulton County's Comprehensive Land Use Map suggests residential uses at 1 to 2 units per acres for the site of the proposed development. The Fulton County 2025 Comprehensive Plan designates commercial nodes in the Cedar Grove Crossroads area that are appropriate for retail, office, county

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

facilities, community facilities and transitional retail uses. Based on a review of existing and approved developments under construction, there is and will be neighborhood oriented commercial development directly across the Butner Road and State Route 92.

The development is also proposing 179.92 acres or 48.66% of the total site acreage as open space. ARC's Regional Development Policies promote open space throughout the region to increase the amount, quality, connectivity, and accessibility of a greenspace system.

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

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.

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

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.

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

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, between Cascade Palmetto Highway and Butner Road, north of Highway 92.

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

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

The proposed development is surrounded by other single family neighborhoods and neighborhood oriented retail.

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 \$114,840,000 with an expected \$2,088,000 in annual local tax revenues.

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

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?

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.

Water Supply Watersheds/Stream Buffers

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 USGS coverage for the project area shows two tributaries to Deep Creek, itself a tributary of the Chattahoochee, crossing the property. These streams, as well as their unmapped branches, are shown on the project plan, and buffers are shown along them. The Fulton County stream Buffer Ordinance requires 75-foot buffers. Any buffers smaller than County requirements will require a variance from Fulton County. 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 property is classified as townhouse/apartment because no category was developed for high density single-family residential. 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
Townhouse/Apartment	360.47	378.49	3860.63	24151.49	218084.35	273.96	50.47

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

TOTAL	360.47	378.49	3860.63	24151.49	218084.35	273.96	50.47
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Total Percentage Impervious: 48%

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?

There will be a total of two access points. One will be at Cascade Palmetto Highway and the second will be located at Butner Road.

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

SEI 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:

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Homes <i>522 units</i>	94	281	375	299	176	475	4,755
TOTAL NEW TRIPS	94	281	375	299	176	475	4,755

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.

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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-120	SR 154 (Cascade-Palmetto Highway) at Wilkerson Mill Road	Roadway Operational Upgrades	2009
FS-190	SR 70 (Cascade-Palmetto Highway) at Camp Creek	Bridge Upgrade	2008
FS-191	SR 154 (Cascade-Palmetto Highway) at Bear Creek	Bridge Upgrade	2008
FS-206	SR 154 (Cascade-Palmetto Highway) at Cedar Grove Road/Ridge Road	Roadway Operational Upgrades	2010

2030 RTP*

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

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Hawk's Ridge Residential.

According to the findings, there will be no capacity deficiencies as a result of future year **background** and future year **total** traffic. The transportation consultant has not made further recommendations for improvements to be carried out to upgrade the existing level of service.

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?

There is no transit service within immediate vicinity of the proposed development.

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

None proposed.

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>SF Detached Dwellings</i>		
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include? connections between units in the site?		
connections to retail center and adjoining uses with the project limits?	15%	15%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		19%

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

According to the traffic study, findings show that there are limited capacity deficiencies within the surrounding roadway network. However, according to the V/C ratios in this review, it is forecasted that Campbellton-Fairburn Road will experience high levels of congestion in the year 2010 and beyond. It is recommended that the intersection of Campbellton-Fairburn Road and Cascade Palmetto Highway be re-examined with and without the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.183 gallons per day.

Which facility will treat wastewater from the project?

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

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

The capacity of Camp Creek is listed below

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.
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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 0.183 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 543 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:

Preliminary Report:	July 18, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Hawks Ridge #1460
Final Report Due:	August 17, 2007		Comments Due By:	August 1, 2007

- **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.)?**

The proposed development is projected to generate and estimated 398 to 773 students. Based on comments received during the review, the current facilities is not able to meet the demand. The developer should work with Fulton County Schools to determine ways to alleviate some of the demand on the current school system.

HOUSING

Will the proposed project create a demand for additional housing?

No, the development is proposing 522 single family 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 103.01. This tract had a 219.9 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 91 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.

Rezoning Impact Statement: ATLANTA REGIONAL COMMISSION Fulton County School System

PETITION: Hawks Ridge

USE # UNITS

SF 522
TR / Condo 0
MF 0

2006-07 HOME SCHOOL	ESTIMATED # STUDENT GENERATED	CAPACITY ^A	PROJECTED ENROLLMENT ^B	PROJECTED UNDER/OVER CAPACITY ^C	# PORTABLE CLASSROOMS	CAN FACILITY MEET DEMAND?
RENAISSANCE ES	186 to 362	850	1,071 to 1,137	221 to 287	7	NO
RENAISSANCE MS	102 to 210	1,200	1,021 to 1,085	-179 to -115	0	NO
CREEKSIDE HS	110 to 201	1,850	2,556 to 2,714	706 to 864	21	NO
TOTAL	398 to 773					

HS REGION: CREEKSIDE HS	AVERAGE	AVERAGE + 1 STD. DEV.	
One single family unit generates:	0.35602 to 0.69272	0.69272	elementary school students per unit
	0.19619 to 0.40217	0.40217	middle school students per unit
	0.21018 to 0.38511	0.38511	high school students per unit
One multifamily or apartment unit generates:	0.10243 to 0.18339	0.18339	elementary school students per unit
	0.09511 to 0.15532	0.15532	middle school students per unit
	0.08778 to 0.10564	0.10564	high school students per unit
One residential town home unit generates:	0.17934 to 0.24799	0.24799	elementary school students per unit
	0.0751 to 0.10862	0.10862	middle school students per unit
	0.11709 to 0.15921	0.15921	high school students per unit

AVERAGE OPERATIONAL COST PER STUDENT:

TOTAL COST: \$9,002 PORTION LOCAL REVENUE SOURCES: \$5,843 PORTION STATE AND OTHER REVENUE SOURCES: \$3,159

^A Updated Georgia Department of Education state capacity.

^B Projected enrollment is for fall of the 2007-08 school year.

^C Positive values indicate number of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity.

^{*} State capacity indicates space. However due to the number of special programs at the school, portable classrooms are needed to accommodate the instructional needs of the school.

August 6, 2007

Mr. Jared Lombard, Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI) # 1460
Hawks Ridge Development**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1460 – Hawks Ridge Development – located in the south of Fulton County.

The location of this development – south Fulton County – is a rapidly developing area that MARTA currently does not operate scheduled bus service. However, MARTA Planning Department has been coordinating with local elected officials to develop appropriate level of service that will address the transit needs in the community. We believe that this project is a positive development in that regard, and we hope that when completed the residents will extend the same positive disposition to public transit service as we have received from the larger south Fulton County community.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning

cc: Ms. Haley Fleming, Senior Planner

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1460**

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:

Fulton County

Individual completing form:

Morgan Ellington, Planner EC&D/Zewdie Bekele, EC&D

Telephone:

404-730-8049

E-mail:

Morgan.Ellington@fultoncountyga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:

Schultz-Butner Road Tract (Hawks Ridge)

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

Butner Road @ Cascade Palmetto Highway. LL 31, 32, 35, 36, 42, & 43 of the 9th District.

Brief Description of Project:

A total of 522 single family dwelling units on 360.47 acres at a density of 1.45 units per acre.

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.):	522 single family dwelling units on 360.47 acres at 1.45 units per acre.
--	--

Developer:	Billy Schultz, Inc.
------------	---------------------

Mailing Address:	3085 Paces Mill Road
------------------	----------------------

Address 2:	
------------	--

	City:Atlanta State: GA Zip:30339
--	----------------------------------

Telephone:	678-305-9420
------------	--------------

Email:	billy@telfairbrokers.com
--------	--------------------------

Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
---	--

If yes, property owner:	
-------------------------	--

Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
---	--

If no, in what additional jurisdictions is the project located?	
---	--

Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
--	--

If yes, provide the following information:	Project Name: Schultz-Butner Road Tract
--	---

	Project ID: 471
--	-----------------

The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Site Plan modification
--	--

Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
--	--

If yes, what percent of the overall project does this project/phase represent?	
--	--

Estimated Project Completion Dates:	This project/phase: 2012 Overall project: 2012
-------------------------------------	---

[Back to Top](#)

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

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Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#) [Tier Map](#) [FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

DRI #1460

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:

Fulton County

Individual completing form:

Morgan Ellington, Planner EC&D/Zewdie Bekele, EC&D

Telephone:

404-730-8049

Email:

Morgan.Ellington@fultoncountyga.gov

Project Information

Name of Proposed Project:

Schultz-Butner Road Tract (Hawks Ridge)

DRI ID Number:

1460

Developer/Applicant:

Billy Schultz, Inc.

Telephone:

678-305-9420

Email(s):

billy@telfairbrokers.com, ambeen@bellsouth.net

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:

\$114,840,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

\$2,088,000

Is the regional work force

☐ (not selected) ☒ Yes ☐ No

sufficient to fill the demand created by the proposed project?	
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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)?	.183 mgd
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Fulton Co., Deep Creek
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.183 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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.)	4,755
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation	

improvements needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below:	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	543
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	35 %
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: To mitigate the project's impact on stormwater management, perimeter property buffers, stream buffers and detention ponds shall be utilized.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: Deep Creek Watershed	
Back to Top	

LINE	TYPE	LENGTH
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3	3	10.00
4	4	10.00
5	5	10.00
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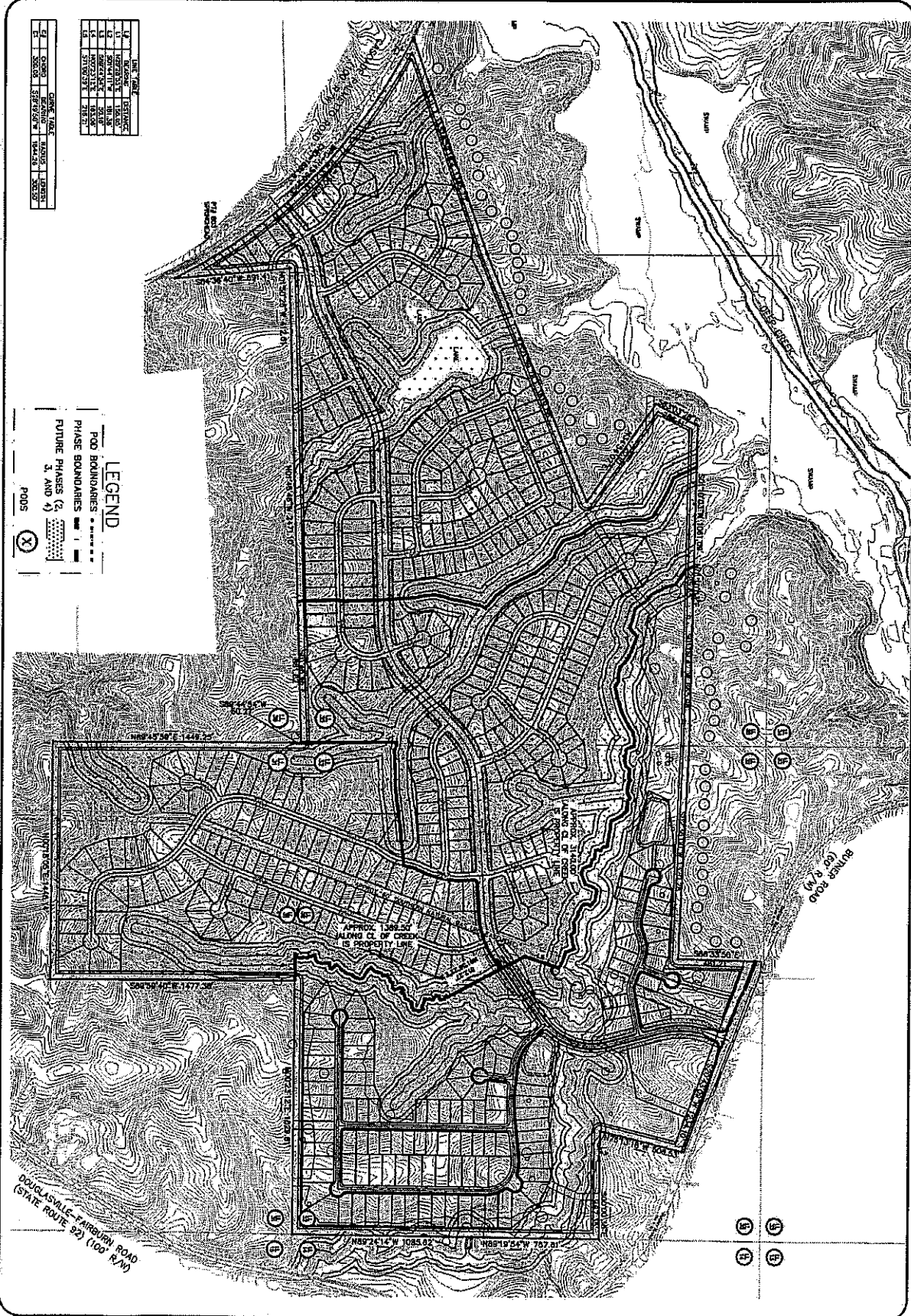
LEGEND

POD BOUNDARIES: ———

PHASE BOUNDARIES: ———

FUTURE PHASES (2, 3, AND 4): - - - - -

PODS: (X)



SITE

1.000

OVERALL SITE PLAN (ALL PHASES)

HAWK'S RIDGE PHASE 1

Division 8, Section C, Lot 14 & 15
Fulton County, Georgia

OWNER/DEVELOPER:

Bulwer Road, LLC
3127 Chestnut Drive
Atlanta, GA 30340
24 HOUR PHONE: (478) 578-5670
CONTACT: DEBBY STROBER