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: 2/28/2005 **ARC REVIEW CODE**: R502041

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

NOTE: This is digital signature. Original on file.

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

Submitting Local Government: Fulton County
Name of Proposal: **Oakley Township Expansion**

Review Type: Development of Regional Impact	**Date Opened:** 2/4/2005	**Date Closed:** 2/28/2005

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 State.

Additional Comments: The proposed development is consistent with the majority of regional plans and policies. The proposed development, an expansion of DRI under development, does not include a mix of uses. There are commercial service oriented uses proposed in the original development that will promote shorter travel distances from home to commercial and work activities, and preservation of environmentally sensitive areas and open space. Pedestrian connections, such as sidewalks, will be provided, encouraging an alternative mode of transportation and circulation throughout the development and reducing short travel distances.
Further refinement of the site plan should include better pedestrian connections throughout the development. Sidewalks should be provided throughout the residential components that allow safe and convenient passage to other areas of the development, particularly the parks and commercial components. Although there are no dedicated bike lanes, bike racks, and storage should be considered at the retail establishments of the development as well as any park area that would be used for active and passive recreational opportunities.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY SCHOOLS
TOWN OF TYRONE
COWETA COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
SOUTH FULTON CID
CHATTAHOOCHEE-FLINT RDC
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
CITY OF UNION CITY
CITY OF FAIRBURN
CHATTAHOOCHEE HILL COUNTRY ALLIANCE

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

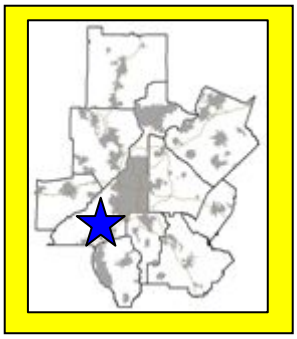
The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

Preliminary Report:	February 4, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Oakley Township Expansion
Final Report Due:	March 6, 2005		Comments Due By:	February 18, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Oakley Township Expansion is a single-family detached residential development of 283 lots. The original Oakley Township DRI included 930 lots but was later expanded to 984 homes. This expansion is a DRI since it will increase the number of units of the original DRI by more than 10 percent. The Georgia Department of Community Affairs rules require that the remaining undeveloped portions of the original DRI plus the expansion must be reviewed as a new DRI. There are 524 lots still to be developed from the original DRI. The review will be these 524 lots combined with the 283 lots included in the expansion for 807 lots. The expansion area is 90.14 acres and is located to the southwest of the original development with road access along Fayetteville Road in southern Fulton County.



PROJECT PHASING:

The project will be built in one phase, with build-out expected in 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.

Information submitted with the review states that the development is inconsistent with the Fulton County Comprehensive Plan Future Land Use Map. South of Oakley Road the Map suggests residential at a density of 2 to 3 units per acre. North of Oakley Road the Comprehensive Land Use Map suggests industrial. The net density of the development is 3.42 lots per acre.

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

Comments from Fulton County Schools are attached. No impacts were determined during the review.

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

No impacts were determined during the review. The project is located in unincorporated Fulton County within ¾ of a mile of the western boundary of Union City and the northern boundary of Fayette County.

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?

Based on national averages, the development will generate 2018 people and 505 school age children.

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 mile radius of the proposed project.

Year	Name
1985	SOUTH PARK
2001	OAKLEY TOWNSHIP
2002	ADESA AUTO AUCTION
2003	SOUTH PARK MIXED USE
2003	SOUTHPARK, BUILDING 2, PHASE 3
2004	GOODSON 1 DIST CENTER

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently undeveloped and forested.

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 consistent with the majority of regional plans and policies. The proposed development, an expansion of DRI under development, does not include a mix of uses. There are commercial service oriented uses proposed in the original development that will promote shorter travel distances from home to commercial and work activities, and preservation of environmentally sensitive areas and open space. Pedestrian connections, such as sidewalks, will be provided, encouraging an alternative mode of transportation and circulation throughout the development and reducing short travel distances.

Using the Best Practices for land use, transportation, environment, and housing that are listed below will help to ensure that the site plan meets the goals and policies of the regional plan.

Although the proposed development does protect environmental sensitive areas on this site, the areas of open space are separated and disconnected from each other and from other portions of the site. It is strongly encouraged an open space plan be developed that allows for connectivity of green space to throughout the site and for possible future connections to adjacent sites. Greenspace should be

conveniently accessible to residents of the development and located in areas where passive and active recreational opportunities can be maximized.

Further refinement of the site plan should include better pedestrian connections throughout the development. Sidewalks should be provided throughout the residential components that allow safe and convenient passage to other areas of the development, particularly the parks and commercial components. Although there are no dedicated bike lanes, bike racks, and storage should be considered at the retail establishments of the development as well as any park area that would be used for active and passive recreational opportunities.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The site is located in southern Fulton County.

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

As noted previously, the project is located in unincorporated Fulton County within ¾ of a mile of the western boundary of Union City and the northern boundary of 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.

No landuse would be negatively impacted. The development will improve road access for the original Oakley Township development.

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 $102,575,000 million with an expected $14,004,059 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?

This is residential development.

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. Streams on the property may be subject to the County's South Fulton Tributary Buffer Zone Ordinance. All waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

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. 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
Commercial (w/ Fire Station)	3.13	5.35	54.46	338.04	3076.79	3.85	0.69
Forest/Open	20.21	1.62	12.13	181.89	4749.35	0.00	0.00
Med. SF (0.25-0.5 ac)	457.31	617.37	2702.70	19664.33	366305.31	155.49	36.58
TOTAL	480.65	624.34	2769.29	20184.26	374131.45	159.34	37.27
Total percent impervious	25%						

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.

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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?

An existing main access point is located on Oakley Road at Oakley Industrial Boulevard. However, a new access point on Fayetteville Road will also be provided.

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

Marc R. Acampora, PE, LLC 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:

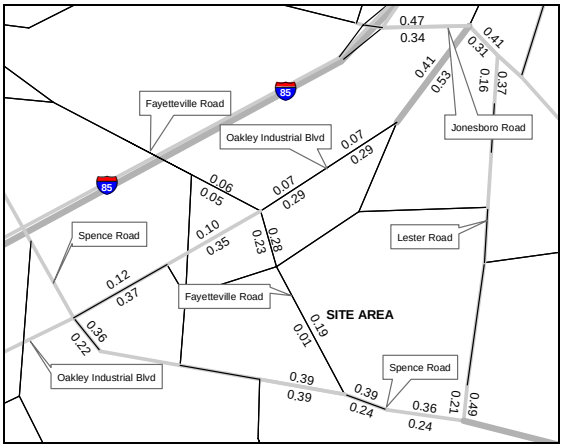
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Housing *807 Units*	144	430	574	442	260	702	7,100
TOTAL NEW TRIPS	**144**	**430**	**574**	**442**	**260**	**702**	**7,100**

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

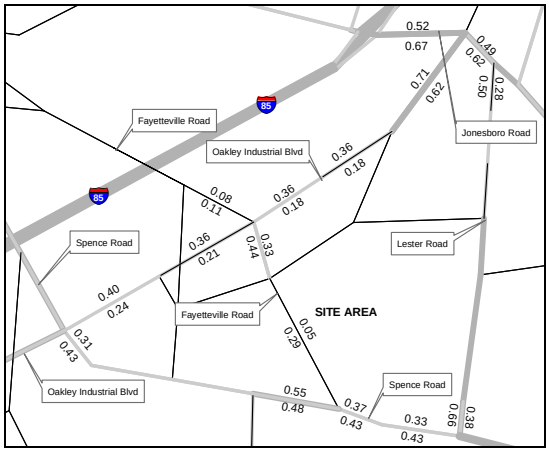
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

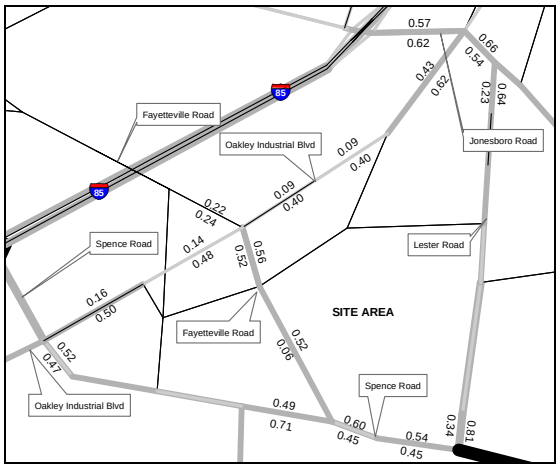
V/C Ratios



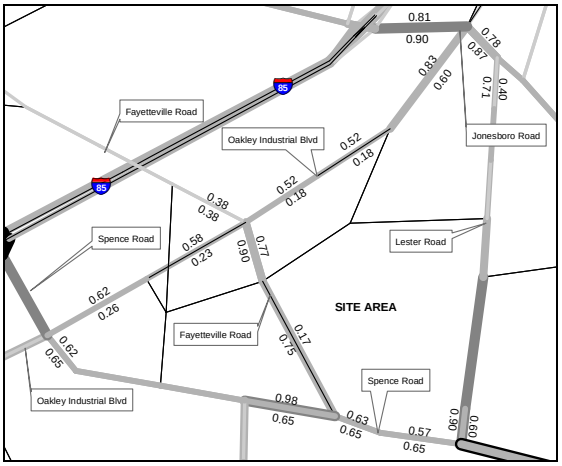
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2030 RTP and FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-430	I-85 South ATMS Communications/Surveillance from Camp Creek Parkway in Fulton County to SR 74 in Fulton County	ITS – Smart Corridor	2007
FS-202B1	Oakley Industrial Boulevard from Fayetteville Road to SR 138 (Jonesboro Road)	Roadway Operational Upgrades	2008
FS-AR-BP065	SR 138 (Jonesboro Road) bike lanes from US 29 (Roosevelt Highway) to Buffington Road	Bicycle Facility	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-152	I-85 South HOV lanes from I-285 South to SR 74 (Senoia Road) in Fulton County	HOV Lanes	2025
FS-202A	Oakley Industrial Boulevard extension from SR 138 (Jonesboro Road) to Buffington Road near intersection with Flat Shoals	Roadway Capacity	2020
FS-202B	Oakley Industrial Boulevard from SR 74 (Senoia Road) to SR 138 (Jonesboro Road) – Widening of existing segments and new alignment along southern portion of corridor	Roadway Capacity	2020
FS-AR-183	I-85 South at SR 138 (Jonesboro Road)	Interchange Upgrade	2020

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Oakley Township.

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. They are as follows:

Jonesboro Road and I-85 Ramps

- Change eastbound protected left turn phase to lead from lag.
- Extend the westbound right turn lane.

Jonesboro Road and Oakley Industrial Boulevard

- Widen northbound approach of Oakley Industrial Boulevard to include dual exclusive left turn lanes, a through lane, and an exclusive right turn lane.
- Eastbound right turn movement should be controlled by an overlap phase.

Jonesboro Road and Lester Road/Morgan Trace Apartments

- Add an exclusive right turn lane to eastbound Jonesboro Road at Lester Road.

Jonesboro Road and Buffington Road

- Widen the southbound approach of Buffington Road to include an exclusive left turn lane and a shared through / right turn lane and add protected / permitted left turn phasing.
- Add a westbound exclusive right turn lane on Jonesboro Road.
- Widen the northbound approach on Buffington Road to include an exclusive left turn lane and a shared through / right turn lane and add protected / permitted left turn phasing.
- Add protected / permitted phasing on the eastbound approach of Jonesboro Road.
- Improve the deteriorated pavement conditions and refresh the striping.

Oakley Industrial Boulevard and Fayetteville Road/Graham Road

- Temporarily move stop sign control to Oakley Industrial Boulevard approaches.
- Add a westbound exclusive right turn lane from Oakley Industrial Boulevard and a southbound exclusive left turn lane from Graham Road.

Spence Road and Oakley Industrial Boulevard

- Add a signal pending outcome of warrant study.

Spence Road and Fayetteville Road

- Add a westbound exclusive right turn lane.
- Add a signal pending outcome of warrant study.

Fayetteville Road/Newton Road

- Addition of westbound exclusive right turn lane on Fayetteville Road.
- Add a signal pending outcome of warrant study.

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. They are as follows:

Jonesboro Road and I-85 Southbound Ramps

- Add an eastbound right turn lane

Oakley Industrial Boulevard and Oakley Road

- Add a signal pending outcome of warrant study.

Oakley Industrial Boulevard and Fayetteville Road/Graham Road

- Add a signal pending outcome of warrant study.

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 Blue Flyer Route 289 offers service via Flat Shoals Road to the College Park MARTA station. Stops along this route include the South Fulton Park and Ride Lot and Shannon Mall with headways at every 20 minutes during the weekdays only. MARTA Route 89 operates from the College Park MARTA station to the South Fulton Park and Ride Lot. However, Route 89 has an alternate

routing that mimics the Blue Flyer Route 289 from the South Fulton Park and Ride Lot to Smith and Broad Streets in Union City. Headways for this route are every 20 minutes during the weekdays. On weekends, headways are every 30 minutes. The availability of these bus routes will allow for residents of Oakley Township to have mobility options to various destinations in the region. Unfortunately, there are no known plans at this time for expansion of transit service within proximity to the site area by the development's build-out year.

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

According to the traffic study, Oakley Industrial Boulevard and Oakley Road in the build condition do not meet appropriate LOS standards. It is suggested that the consultant's recommendations be considered to mitigate any future issues that may arise. Oakley Industrial Boulevard also experiences heavy volumes of truck traffic and may present an increased problem since the proposed development's main access point exists on this roadway. Any measures to resolve potential safety and operational issues are highly recommended. As exhibited in this review, the V/C ratios for Oakley Industrial Boulevard are minimal. However, concern over Fayetteville Road and Spence Road must be addressed due to possible capacity deficiencies that may occur in future years.

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

None proposed.

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
SF Detached Dwellings			
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%
Total Calculated ARC Air Quality Credits (15 % reduction required)			

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.3155 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Fulton County Camp Creek Facility.

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

The capacity of the Camp Creek plant is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24MGD 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*** *Final Report*

What other major developments the plant serving this project will serve?

ARC has reviewed a number of major developments, as described before in this review report that would add wastewater flow to this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.3712 MGD based on information submitted for the review.

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 419 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

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

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.)?**

No impacts were determined during the review.

AGING

Does the development address population needs by age?

No impacts were determined during the review.

What is the age demographic in the immediate area of the development?

No impacts were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

This is a residential development.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes. The site is near the City of Union City and the City of Fairburn and to Shannon Mall as well as being located across from Southpark.

Is there housing accessible to the project in all price ranges demanded?

Yes, but with very limited availability. The project site is located in Census Tract 105.04. According to ARC's Population and Housing report, Tract 105.04 had a 24.4 percent increase in number of housing units between 1990 and 2000 and has a 92.2 percent occupancy rate compared to 90.5 percent for the Region.

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

This will be determined during the review.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 703
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 1/3/2005 11:19:38 AM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Fulton County
*Individual completing form and Mailing Address:	Morgan Ellington, Fulton Co., Govt. Center, 141 Pryor Street, Atlanta, GA 30303 Please also add Nicole Hall to the distribution list. Nicole.Hall@co.fulton.ga.us
Telephone:	404-730-8049
Fax:	404-730-7818
E-mail **(only one)**:	Morgan.Ellington@co.fulton.ga.us

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

Proposed Project Information

Name of Proposed Project:	Oakley Township

Development Type	Description of Project	Thresholds
Housing	Single family residences - 984 lots under development with 283 additional lots being the subject of this application	View Thresholds

Developer / Applicant and Mailing Address:	Andy W. Oxley, Regional VP, DR Horton, Inc. 8200 Roberts Drive, Suite 400, Atlanta, GA 30350 (Carl Westmoreland is representative.)
Telephone:	770-399-8183
Fax:	770-350-6713
Email:	dcherren@drhorton.com; cwestmoreland@pgfh.com
Name of property owner(s) if different from developer/applicant:	M. Gerald Cochran, Jr. and Oakley Estates, Inc.
Provide Land-Lot-District Number:	36, 9F
What are the principal streets or roads providing vehicular access to the site?	Fayetteville Road, Red Hawk Road, Tocoa Circle, Quarry Drive
Provide name of nearest street(s) or intersection:	Fayetteville Road, Red Hawk Road, Tocoa Circle, Quarry Drive
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	abuts Union City
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	Y

If yes, provide the following information (where applicable):	Name: Oakley Township
	Project ID: no number, review completed 11/6/2001 - Finding in the best interest of the State
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	Fulton County and Union City via an easement
Is this project a phase or part of a larger overall project?	Y
If yes, what percent of the overall project does this project/phase represent?	22.3 percent
Estimated Completion Dates:	This project/phase: Overall project: 9 years from approval

Local Government Comprehensive Plan

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

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 1/28/2005 12:03:33 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Fulton County
Individual completing form:	Morgan Ellington (please also include Nicole Hall (traffic) on your list Nicole.Hall@co.fulton.ga.us Thnks
Telephone:	404-730-8049
Fax:	404-730-7818
Email (**only one**):	Morgan.Ellington@co.fulton.ga.us

Proposed Project Information

Name of Proposed Project:	Oakley Township
DRI ID Number:	703
Developer/Applicant:	D.R. Horton/ Andy Oxley, Regional VP
Telephone:	770-399-8183
Fax:	770-350-6713
Email(s):	dcherren@drhorton.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y

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

Economic Impacts

Estimated Value at Build-Out:	$102,575,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$14,004,569
Is the regional work force sufficient to fill the demand created by the proposed project?	Y

If the development will displace any existing uses, please describe (using number of units, square feet., etc):

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	3,226
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	

If there are plans to expand the existing water supply capacity, briefly describe below:

If water line extension is required to serve this project, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:	Camp Creek Treatment Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	3,226
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	

If there are plans to expand existing wastewater treatment capacity, briefly describe below:

If sewer line extension is required to serve this project, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	702 vph, 2-way pm peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: (Fulton County expects to receive 2 copies of the traffic study this afternoon, 1/28/05)	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	419
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35 percent
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Chatthoochee River Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 100 ft. stream buffer detention ponds, open space 27 percent	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

site plan by Hayes, James & Associates, Inc.

Oakley Township
Development of Regional Impact #703
Traffic Impact Study

Figure 2 - Site Plan

MARC R. ACAMPORA, PE, LLC

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Fulton County Schools
Where Students Come First

February 25, 2005

Mr. Mike Alexander
Review Coordinator
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

Dear Mr. Alexander,

We at the Fulton County School System appreciate the opportunity to review and provide comment regarding the proposed Oakley Township Expansion. We believe that intergovernmental cooperation is a fundamental component of successful regional planning. We utilize the information you provide us to forecast student enrollment and plan for their instructional needs.

The attached table details our estimates regarding the numbers of students the proposed development may generate as well as the state capacity and projected enrollment of schools that currently serve the area. The estimates only include the additional 283 lots as we have already accounted for the original 984 lots in our Capital Programs and Operational Budgets.

Please feel free to call me at my office (404) 763-5525 if you have any questions regarding this or any other matter.

Sincerely,

Patrick J. Burke
Director of Planning

786 Cleveland Avenue, SW • Atlanta, Georgia 30315-7299 • 404-768-3600 • www.fulton.k12.ga.us

FULTON COUNTY REZONING
FULTON COUNTY SCHOOL SYSTEM
FEBRUARY 2005

PETITION	USE	# UNITS
Oakley Township Expansion	SF	283
	TR	0
	MF	0

2004-05 HOME SCHOOL	ESTIMATE # STUDENTS GENERATED			CAPACITY[A]	ENROLLMENT[B]	UNDER/OVER STATE CAPACITY[C]	# PORTABLE CLASSROOMS	CURRENT FACILITY MEET DEMAND?
CAMPBELL ES	82	TO	131	825	636	-189	0	YES
BEAR CREEK MS	44	TO	70	1,050	1,189	139	8	NO
CREEKSIDE HS	54	TO	80	1,275	1,719	444	11	NO
TOTAL	180	TO	281					

	Average		Avg. + 1 Std. Dev.	
CREEKSIDE HS REGION				
One single family unit generates:	0.2897	to	0.4613	elementary school students per unit.
One single family unit generates:	0.1547	to	0.2467	middle school students per unit.
One single family unit generates:	0.1915	to	0.2829	high school students per unit.
One multifamily or apartment unit generates:	0.1729	to	0.3036	elementary school students per unit.
One multifamily or apartment unit generates:	0.1024	to	0.1739	middle school students per unit.
One multifamily or apartment unit generates:	0.0923	to	0.1646	high school students per unit.
One townhome unit generates:	0.1954	to	0.2775	elementary school students per unit.
One townhome unit generates:	0.1006	to	0.1555	middle school students per unit.
One townhome unit generates:	0.1006	to	0.1583	high school students per unit.

AVERAGE CONSTRUCTION COST PER STUDENT	ANNUAL OPERATING COST PER STUDENT	FULTON GOV'T OPERATING COST PER STUDENT	STATE/OTHER OPERATING COST PER STUDENT
$10,395	$8,475	$5,568	$2,907

[A] State Capacity is updated to accommodate full class-size reduction per HB 1187, the Georgia Education Reform Act.
[B] Enrollment based upon the official 1st month count of the 2004-05 school year
[C] Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity