

Municipal Clerk
Atlanta, Georgia

02- 0-0872

**AN AMENDED ORDINANCE
BY ZONING COMMITTEE.**

Z-02-34

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, as follows:

SECTION 1. That the Zoning Ordinance of the city of Atlanta be amended, and the maps established in connection therewith be changed so that the following property located at Redwine Road, S.W. be changed from the R-4 (Single Family Residential) District and the I-1 (Light Industrial) District, to the PD-MU (Planned Development-Mixed Use) District, to wit:

ALL THAT TRACT or parcel of land lying and being in Land Lots 35, 36 & 254 of the 14th District, and Land Lots 2, 3, & 4 of the 14FF District County, Georgia, being more particularly described by the attached legal description.

SECTION 2. That this amendment is approved under the provisions of Chapter 19 entitled, "Planned Development District", and Chapter 19A through Chapter 19D (as applicable) of the Zoning Ordinance of the City of Atlanta, and the Director, Bureau of Buildings, shall issue a building permit for the development of the above described property only in compliance with the applicable provisions of these Chapters and with the attached conditions.

SECTION 3. That the maps referred to, now on file in the Office of the Municipal Clerk, be changed to conform with the terms of this ordinance.

SECTION 4. That all ordinances or parts of ordinances in conflict with the terms of this ordinance are hereby repealed.

A true copy,

Rhonda Dauphin Johnson
Municipal Clerk, CMC

ADOPTED as amended by the Council
APPROVED by the Mayor

OCT 21, 2002
OCT 28, 2002



Conditions for Z-02-34

1. Site plan entitled "Princeton Lakes" prepared by Hughes, Good, O'Leary and Ryan, dated August 26, 2002, last revised August 23, 2002 (sic) and marked received by the Bureau of Planning August 27, 2002. Said plan consisting of two (2) sheets.
2. Final design of pods A through M, as shown on the above referenced site plan, shall be approved by the Bureau of Planning prior to the issuance any building permit.
3. Final landscape plans shall be approved by the Bureau of Planning and the City Arborist.
4. A Storm Water Management Plan, as noted in the ARC DRI review of this project, shall have been approved by the City and a fully executed maintenance/monitoring agreement shall be in place prior to the release of the site plan for development or issuance of any grading or construction permits.
5. Attachment A – General Conditions, Attachment B – Required Elements of the DRI Plan of Development and Attachment C – Required Improvements to Serve the DRI as per GRTA Notice of Decision shall be considered conditions of this rezoning and their provisions shall be enforced as such.



Attachment A – General Conditions

Roadway Improvements as Conditions to GRTA Notice of Decision:

Applicant shall make the following improvements on and adjacent to City of Atlanta roads:

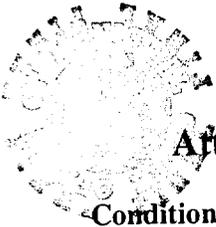
- Install a sidewalk on all adjacent frontages along Fairburn Road and Hogan Road.

Applicant shall make the following improvements on and adjacent to state routes, subject to GDOT approval:

- Camp Creek Parkway at Centre Parkway:
 - Provide two eastbound left turn lanes into the site
 - Provide an exclusive westbound right-turn lane into the site
 - Provide a third southbound left-turn lane out of the site creating triple lefts, when third eastbound lane is provided
 - Provide an exclusive right-turn lane out of the site
- Provide an additional (i.e., third) exclusive westbound through lane on Camp Creek Parkway along the entire frontage of the property

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Attachment B – Required Elements of the DRI Plan of Development

Conditions Related to Altering Site Plan after GRTA Notice of Decision:

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All of the conditions set forth in Attachment A are satisfied.
- Except for Pod G, all pods shall be accessible to each other through on-site public roadways, without using roadways external to the site plan.
- Each side of each internal roadway shall have a sidewalk, multi-use trail, or pedestrian trail.
- Provide sidewalks, multi-use trails, or pedestrian trails that connect all land uses within the development.
- Provide vehicular access connection between parking areas of all retail/commercial portions of the development.
- The property shall accommodate and allow interparcel access wide enough for a two-way vehicular and pedestrian facility along the eastern property line at a point within 1,000 feet of Camp Creek Parkway. The access is to be maintained in the event a future connection becomes available from an adjacent roadway or driveway.
- Provide a multi-use trail adjacent to a roadway that connects Camp Creek Parkway with Fairburn Road.
- Provide a “proposed trail” (i.e., sidewalk, multi-use trail, or pedestrian trail) that connects the south portion of the “existing lake” approximately at the south property line near Camp Creek Parkway (adjacent to Pod B, Pod, D or Pod F) to an access point at the “Atlanta Nature Preserve” (adjacent to Pod M).
- Provide a trail (i.e., sidewalk, multi-use trail, or pedestrian trail) completely around the “existing lake” in Pod D.
- Provide at least one vehicular and pedestrian access point to Hogan Road.
- Provide a minimum of two roundabouts within the internal roadway network.
- Provide at least one pedestrian access point to the Atlanta School Site.
- Provide at least one pedestrian access point from Pod F to Pod L (this may include access through a pocket park).
- Provide at least two vehicular access points from Pod L (southwest single-family residential) to the Redwine Parkway.
- Provide at least two vehicular access points from Pod K (southeast single-family residential) to the Redwine Parkway.
- Provide at least one pedestrian access point from Pod H to Pod M (the on-site nature reserve) with final connection ending at the “proposed trail.”
- Provide at least one pedestrian access point from Pod I (eastern single-family residential) to Pod M (the on-site nature reserve) with final connection ending at the “proposed trail.”
- Provide at least one pedestrian access point from Pod E (townhomes) to Pod M (the on-site nature reserve) with final connection ending at the “proposed trail.”
- Provide at least one pedestrian access point from Pod J (the amenities site) to Pod M (the on-site nature reserve) with final connection ending at the “proposed trail.”
- Provide at least two pedestrian access connections from Pod F office structures to the “proposed trail” along the lake.
- Pedestrian access at the eastern property line in Pod M (the on-site nature reserve) could be accommodated to an off-site pedestrian pathway north and/or east to the City of Atlanta Nature Preserve.

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- The development shall consist of retail/commercial, residential, and office land uses.
- Provide at least three bus stops, with shelters and connecting sidewalks, within the development, at a minimum, according to MARTA requirements, in the event that bus service begins by the full build-out year.
- Provide crosswalks for continuing a sidewalk, multi-use trail, or pedestrian trail at a roadway intersection.
- The office structures in Pod F shall front either the “proposed parkway” or the primary access driveway to the office component of the development, similar to what is depicted on the Site Plan. Direct pedestrian access and a ground-level entrance, facing the sidewalks along either of these two roadways, must be provided.

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Attachment C – Required Improvements to Serve the DRI

Pursuant to Section 1-201.R. of the *Procedures and Principles for GRTA Development of Regional Impact Review*, a “Required Improvement means a land transportation service [def. in Section 1-201.N] or access [def. in Section 1-201.A.] improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed by the Applicant prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1.

- Not applicable

Section 2.

- Campbellton Rd, from Enon Rd to East Barge Rd. Widen 2 to 4 lanes [Fairburn Rd to I-285 within the study network]; Cost: \$10,394,000 [State: \$2,078,800 Federal: \$8,315,200]; Implemented by GDOT and open to traffic by 2010 (ARC # AT 032, 2002-2004 TIP).
- Campbellton Rd, from Fulton Industrial Blvd to Wallace Rd. Widen 2 to 4 lanes [in study network from Fulton Industrial to Camp Creek Pkwy]; Cost: \$11,835,000 [State: \$2,395,800 and Federal: \$9,439,200] Implemented by GDOT and open to traffic by 2010. (ARC # FS 027A, 2002-2004 TIP).
- Fairburn Road at Camp Creek Parkway. Bridge reconstruction and addition of left turn lane; Cost: \$3,060,000; implemented by GDOT and open to traffic by 2003. (ARC # FS 069, 2002-2004 TIP).
- Camp Creek Pkwy at Campbellton Rd. Provide a second right turn lane on Campbellton Road or the second through lane should be re-striped as shared through-right by 2010.
- Campbellton at Fairburn. Add northbound and southbound right turn lanes on Fairburn Rd, add east and westbound right-turn lanes, and add northbound right-turn overlap phasing by 2010.
- Camp Creek Pkwy at I-285. Add free-flow right turn lanes onto I-285 by 2006. Add third northbound left turn lane from I-285 NB off-ramp by 2010. Add third westbound through lane to receive traffic from third left turn lane by 2010
- Camp Creek Pkwy at Centre Pkwy. Two eastbound left turn lanes into site; exclusive free-flow westbound right-turn lane into site; third southbound left turn out of site; exclusive right turn lane out of site; third eastbound and westbound through lane on Camp Creek Pkwy. All improvements needed by 2010.
- Camp Creek Pkwy at North Commerce Dr. Add a third eastbound through lane by 2010. Add westbound through lane on Camp Creek Pkwy by 2006.
- Camp Creek Pkwy at North Desert Drive. Optimization of signal timing by 2006. Add free-flowing right-turn lane from W. North Desert Drive by 2010.
- Fairburn Rd at Redwine Rd. Construct northbound right-turn lane; construct southbound left turn lane; construct westbound left and right turn-lanes; install signal with protected/permissive



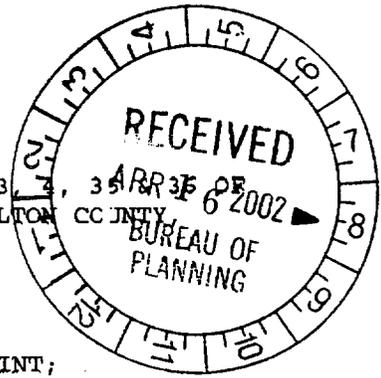
Southbound left-turns and permitted/overlap westbound right-turn phasing. All improvements needed by 2006.

- Camp Creek Pkwy at Welcome All Rd. Provide a protected/permissive left-turn phasing for westbound approach of the signal by 2005. Northbound right-turn overlap phasing, addition of third eastbound, and westbound through lanes on Camp Creek Pkwy by 2010.
- North Commerce Dr at Redwine Dr. Add signal by 2006.
- Add a third eastbound on Camp Creek Pkwy, creating three through lanes in each direction (within entire length of study network) by 2006.
- Add a third westbound through lane on Camp Creek Pkwy, creating three through lanes in each direction (within entire length of study network) by 2010.

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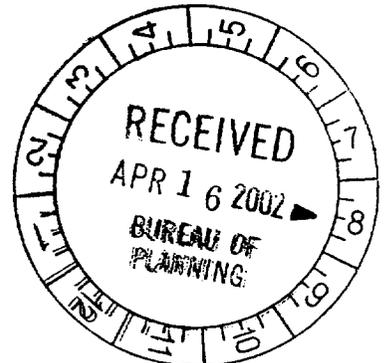
PROPERTY LINE DESCRIPTION CITY OF ATLANTA TRACT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, THE 14TH. DISTRICT & IN LAND LOT 254 OF THE 14TH. DISTRICT, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF LAND LOT 2
THENCE FOLLOWING THE SOUTHERLY LINE OF LAND LOT 36
NORTH 88 DEGREES 53 MINUTES 19 SECONDS WEST, 518.39 FEET TO A POINT;
THENCE LEAVING SAID SOUTHERLY LAND LOT LINE
NORTH 00 DEGREES 38 MINUTES 33 SECONDS EAST, 2816.35 FEET TO A POINT,
THENCE SOUTH 86 DEGREES 58 MINUTES 35 SECONDS EAST, 568.61 FEET TO A PCINT;
THENCE NORTH 01 DEGREES 35 MINUTES 35 SECONDS EAST, 39.90 FEET TO
THE SOUTHWESTERLY CORNER OF LAND LOT 3
THENCE FOLLOWING THE SOUTHERLY LINE OF LAND LOT 35 NORTH 86 DEGREES 58 MINUTES
35 SECONDS WEST, 850.14 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY OF
FAIRBURN ROAD (A 50' R/W)
THENCE FOLLOWING SAID SOUTHEASTERLY RIGHT OF WAY
ALONG A CURVE TO THE LEFT, AN ARC DISTANCE OF 189.90 FEET,
SAID CURVE HAVING A RADIUS OF 2687.44 FEET AND BEING SUBTENDE BY A CHCRD
OF 189.86 FEET, AT NORTH 66 DEGREES 59 MINUTES 07 SECONDS EAST, TO A PCINT,
THENCE NORTH 64 DEGREES 57 MINUTES 39 SECONDS EAST, 375.53 FEET TO A PCINT;
THENCE ALONG A CURVE TO THE LEFT, AN ARC DISTANCE OF 558.33 FEET,
SAID CURVE HAVING A RADIUS OF 606.44 FEET AND BEING SUBTENDE BY A CHORD
OF 538.82 FEET, AT NORTH 38 DEGREES 35 MINUTES 08 SECONDS EAST, TO A PCINT,
THENCE NORTH 12 DEGREES 12 MINUTES 37 SECONDS EAST, 565.66 FEET TO A PCINT;
THENCE LEAVING SAID SOUTHEASTERLY RIGHT OF WAY NORTH 51 DEGREES 51 MINUTES 44
SECONDS EAST, 182.43 FEET TO A POINT,
THENCE NORTH 89 DEGREES 41 MINUTES 43 SECONDS EAST, 186.70 FEET TO A PCINT;
THENCE NORTH 15 DEGREES 06 MINUTES 19 SECONDS EAST, 127.51 FEET TO A PCINT;
THENCE NORTH 37 DEGREES 00 MINUTES 02 SECONDS WEST, 354.26 FEET TO A PCINT
ON SAID SOUTHEASTERLY RIGHT OF WAY
THENCE FOLLOWING SAID SOUTHEASTERLY RIGHT OF WAY ALONG A CURVE TO THE RIGHT, AN
ARC DISTANCE OF 204.22 FEET,
SAID CURVE HAVING A RADIUS OF 1863.74 FEET AND BEING SUBTENDE BY A CHCRD
OF 204.12 FEET, AT NORTH 26 DEGREES 46 MINUTES 09 SECONDS EAST, TO A PCINT,
THENCE NORTH 29 DEGREES 54 MINUTES 30 SECONDS EAST, 38.29 FEET TO A POINT;
THENCE LEAVING SAID SOUTHEASTERLY RIGHT OF WAY SOUTH 60 DEGREES 09 MINUTES 23
SECONDS EAST, 799.64 FEET TO A POINT,
THENCE NORTH 15 DEGREES 33 MINUTES 29 SECONDS EAST, 1454.07 FEET TO A POINT *
ON THE SOUTHERLY RIGHT OF WAY OF HOGAN ROAD (A 80' R/W)
THENCE FOLLOWING SAID SOUTHERLY RIGHT OF WAY ALONG A CURVE TO THE LEFT, AN ARC
DISTANCE OF 323.87 FEET,
SAID CURVE HAVING A RADIUS OF 549.10 FEET AND BEING SUBTENDE BY A CHORD
OF 319.19 FEET, AT NORTH 78 DEGREES 38 MINUTES 54 SECONDS EAST, TO A PCINT,
THENCE NORTH 61 DEGREES 45 MINUTES 05 SECONDS EAST, 439.21 FEET TO A PCINT;
THENCE LEAVING SAID SOUTHERLY RIGHT OF WAY SOUTH 29 DEGREES 49 MINUTES 10
SECONDS EAST, 238.95 FEET TO A POINT,;
THENCE SOUTH 31 DEGREES 20 MINUTES 34 SECONDS EAST, 338.26 FEET TO A PCINT;
THENCE NORTH 67 DEGREES 27 MINUTES 06 SECONDS EAST, 595.74 FEET TO A PCINT;
THENCE SOUTH 05 DEGREES 48 MINUTES 47 SECONDS WEST, 56.25 FEET TO A POINT;
THENCE SOUTH 13 DEGREES 34 MINUTES 30 SECONDS EAST, 117.95 FEET TO A PCINT;
THENCE SOUTH 34 DEGREES 28 MINUTES 05 SECONDS WEST, 140.44 FEET TO A PCINT;
THENCE SOUTH 03 DEGREES 26 MINUTES 27 SECONDS EAST, 117.13 FEET TO A PCINT;
THENCE SOUTH 10 DEGREES 53 MINUTES 41 SECONDS EAST, 554.20 FEET TO A PCINT;
THENCE SOUTH 11 DEGREES 30 MINUTES 00 SECONDS WEST, 79.82 FEET TO A POINT;
THENCE SOUTH 83 DEGREES 49 MINUTES 49 SECONDS EAST, 49.86 FEET TO A POINT;

THENCE SOUTH 04 DEGREES 33 MINUTES 31 SECONDS WEST, 249.69 FEET TO A POINT;
THENCE SOUTH 87 DEGREES 42 MINUTES 19 SECONDS EAST, 170.02 FEET TO A POINT;
THENCE SOUTH 81 DEGREES 46 MINUTES 15 SECONDS EAST, 99.36 FEET TO A POINT;
THENCE SOUTH 87 DEGREES 47 MINUTES 40 SECONDS EAST, 188.33 FEET TO A POINT;
THENCE SOUTH 02 DEGREES 15 MINUTES 45 SECONDS WEST, 539.08 FEET TO A POINT;
THENCE SOUTH 33 DEGREES 18 MINUTES 17 SECONDS WEST, 385.80 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 21 MINUTES 43 SECONDS EAST, 300.14 FEET TO A POINT;
THENCE NORTH 88 DEGREES 24 MINUTES 41 SECONDS WEST, 360.71 FEET TO A POINT;
THENCE SOUTH 01 DEGREES 09 MINUTES 29 SECONDS WEST, 607.89 FEET TO THE
SOUTHEASTERLY CORNER OF LAND LOT 3 THENCE FOLLOWING THE EASTERLY LINE OF LAND
LOT 2 SOUTH 01 DEGREES 01 MINUTES 21 SECONDS WEST, 993.82 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 23 MINUTES 03 SECONDS WEST, 704.77 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 52 MINUTES 56 SECONDS WEST, 912.08 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 55 MINUTES 32 SECONDS WEST, 151.43 FEET TO THE
SOUTHEASTERLY CORNER OF LAND LOT 2, THENCE FOLLOWING THE SOUTHERLY LINE OF
LAND LOT 2 SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, 2975.06 FEET TO A POINT;
SAID POINT BEING THE POINT OF BEGINNING.

SAID TRACT OR PARCEL CONTAINS 409.03 ACRES



2-02-34

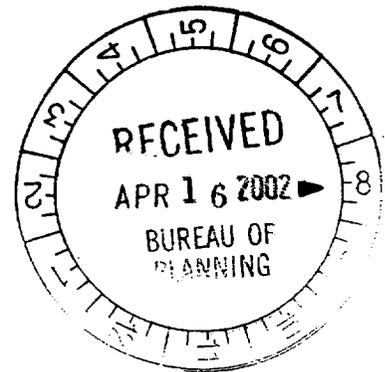
PROPERTY LINE DESCRIPTION TRACT 2

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 3, 4 & 35 OF THE 14TH DISTRICT, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF LAND LOT 3
THENCE FOLLOWING THE WESTERLY LINE OF LAND LOT 3 NORTH 02 DEGREES 27 MINUTES 28 SECONDS EAST, 1478.19 FEET TO A POINT, SAID POINT BEING THE POINT OF BEGINNING.

THENCE LEAVING SAID WESTERLY LAND LOT LINE NORTH 88 DEGREES 34 MINUTES 14 SECONDS WEST, 643.44 FEET TO A POINT
ON THE EASTERLY RIGHT OF WAY OF A 100' L & N RAILROAD RIGHT OF WAY,
THENCE FOLLOWING SAID EASTERLY RIGHT OF WAY ALONG A CURVE TO THE LEFT, AN ARC DISTANCE OF 1306.95 FEET,
SAID CURVE HAVING A RADIUS OF 1966.68 FEET AND BEING SUBTENDED BY A CHORD OF 1283.03 FEET, AT NORTH 29 DEGREES 48 MINUTES 33 SECONDS EAST, TO A POINT,
THENCE NORTH 10 DEGREES 46 MINUTES 17 SECONDS EAST, 921.87 FEET TO A POINT;
THENCE LEAVING SAID EASTERLY RIGHT OF WAY NORTH 85 DEGREES 59 MINUTES 20 SECONDS EAST, 142.03 FEET TO A POINT;
THENCE SOUTH 18 DEGREES 07 MINUTES 46 SECONDS EAST, 65.00 FEET TO A POINT;
THENCE SOUTH 00 DEGREES 53 MINUTES 41 SECONDS EAST, 229.39 FEET TO A POINT,
THENCE SOUTH 01 DEGREES 45 MINUTES 23 SECONDS EAST, 148.04 FEET TO A POINT;
THENCE SOUTH 01 DEGREES 54 MINUTES 00 SECONDS EAST, 115.00 FEET TO A POINT;
THENCE SOUTH 01 DEGREES 15 MINUTES 23 SECONDS EAST, 114.85 FEET TO A POINT;
THENCE SOUTH 89 DEGREES 29 MINUTES 23 SECONDS EAST, 174.75 FEET TO A POINT
ON THE WESTERLY RIGHT OF WAY OF FAIRBURN ROAD (A 50' R/W)
THENCE FOLLOWING SAID WESTERLY RIGHT OF WAY ALONG A CURVE TO THE RIGHT, AN ARC DISTANCE OF 734.10 FEET,
SAID CURVE HAVING A RADIUS OF 1249.24 FEET AND BEING SUBTENDED BY A CHORD OF 723.58 FEET, AT SOUTH 13 DEGREES 04 MINUTES 25 SECONDS WEST, TO A POINT,
THENCE SOUTH 29 DEGREES 54 MINUTES 30 SECONDS WEST, 193.63 FEET TO A POINT;
THENCE ALONG A CURVE TO THE LEFT, AN ARC DISTANCE OF 35.60 FEET,
SAID CURVE HAVING A RADIUS OF 1913.03 FEET AND BEING SUBTENDED BY A CHORD OF 35.60 FEET, AT SOUTH 29 DEGREES 22 MINUTES 30 SECONDS WEST, TO A POINT,
THENCE LEAVING SAID WESTERLY RIGHT OF WAY NORTH 88 DEGREES 15 MINUTES 05 SECONDS WEST, 228.43 FEET TO A POINT ON THE WESTERLY LINE OF LAND LOT 3,
THENCE FOLLOWING SAID WESTERLY LAND LOT LINE SOUTH 01 DEGREES 26 MINUTES 01 SECONDS WEST, 477.82 FEET TO A POINT;
SAID POINT BEING THE POINT OF BEGINNING.

SAID TRACT OR PARCEL CONTAINS 18.74 ACRES



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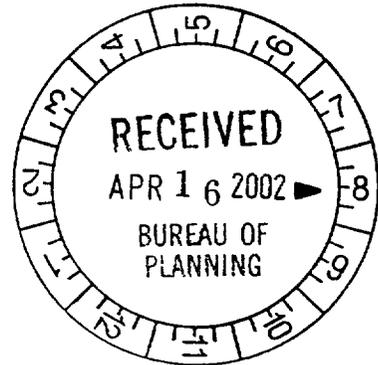
2-02-34

PROPERTY LINE DESCRIPTION TRACT 3

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 4 OF THE 14TH. FF DISTRICT, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY OF FAIRBURN ROAD (A 50' R/W) AND THE WESTERLY RIGHT OF WAY OF L & N RAILROAD (A 100' R/W) SAID POINT BEING THE POINT OF BEGINNING.
THENCE FOLLOWING SAID WESTERLY RIGHT OF WAY
SOUTH 10 DEGREES 46 MINUTES 17 SECONDS WEST, 458.85 FEET TO A POINT;
THENCE LEAVING SAID WESTERLY RIGHT OF WAY
NORTH 01 DEGREES 52 MINUTES 51 SECONDS WEST, 489.14 FEET TO A POINT;
ON THE SOUTHERLY RIGHT OF WAY OF FAIRBURN ROAD
THENCE FOLLOWING SAID SOUTHERLY RIGHT OF WAY
SOUTH 69 DEGREES 28 MINUTES 33 SECONDS EAST, 108.71 FEET TO A POINT;
SAID POINT BEING THE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINS 0.56 ACRES



2-02-34

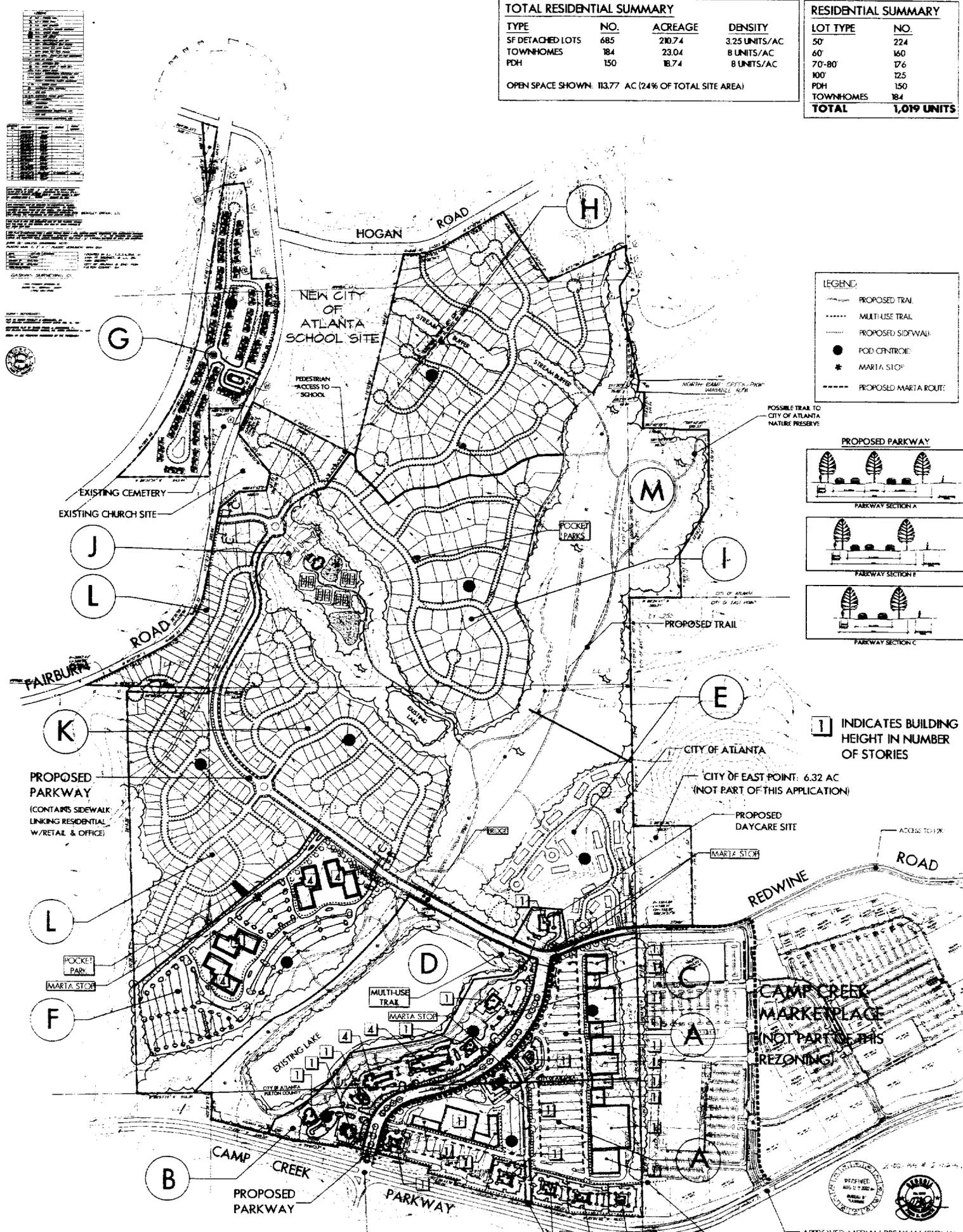
TOTAL RESIDENTIAL SUMMARY

TYPE	NO.	ACREAGE	DENSITY
SF DETACHED LOTS	685	210.74	3.25 UNITS/AC
TOWNHOMES	184	23.04	8 UNITS/AC
PDH	150	18.74	8 UNITS/AC

OPEN SPACE SHOWN: 113.77 AC (24% OF TOTAL SITE AREA)

RESIDENTIAL SUMMARY

LOT TYPE	NO.
50'	224
60'	160
70'-80'	176
100'	125
PDH	150
TOWNHOMES	184
TOTAL	1,019 UNITS



LEGEND:

- PROPOSED TRAIL
- MULTI-USE TRAIL
- PROPOSED SIDEWALK
- POB CENTROID
- * MARTA STOP
- PROPOSED MARTA ROUTE

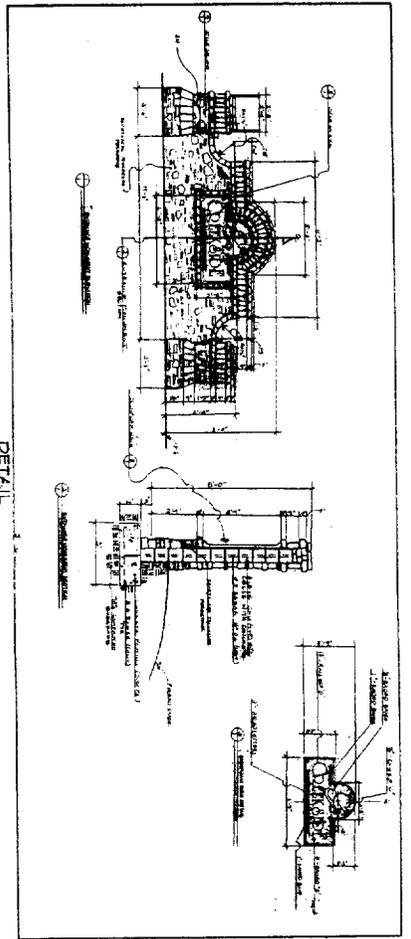
PROPOSED PARKWAY

Fairway Section A

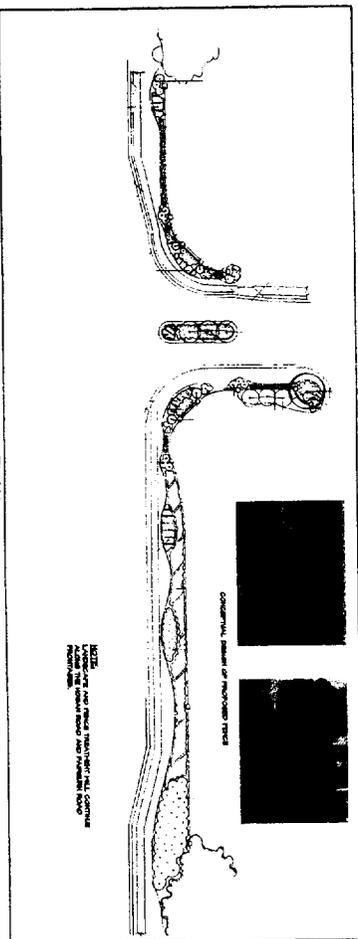
Fairway Section B

Fairway Section C

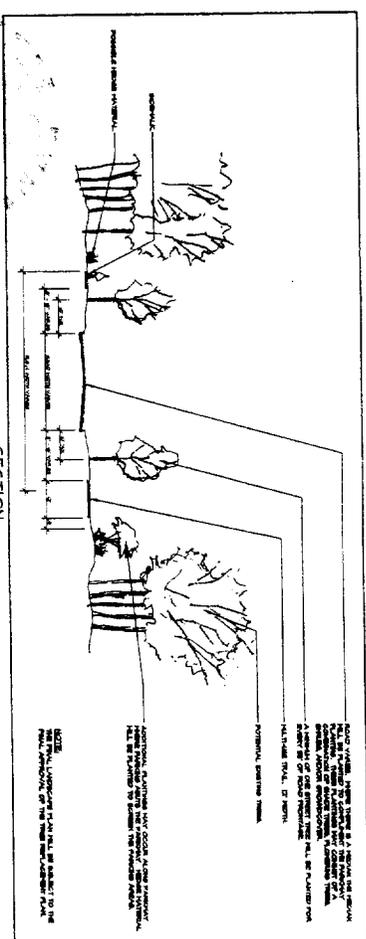
1 INDICATES BUILDING HEIGHT IN NUMBER OF STORIES



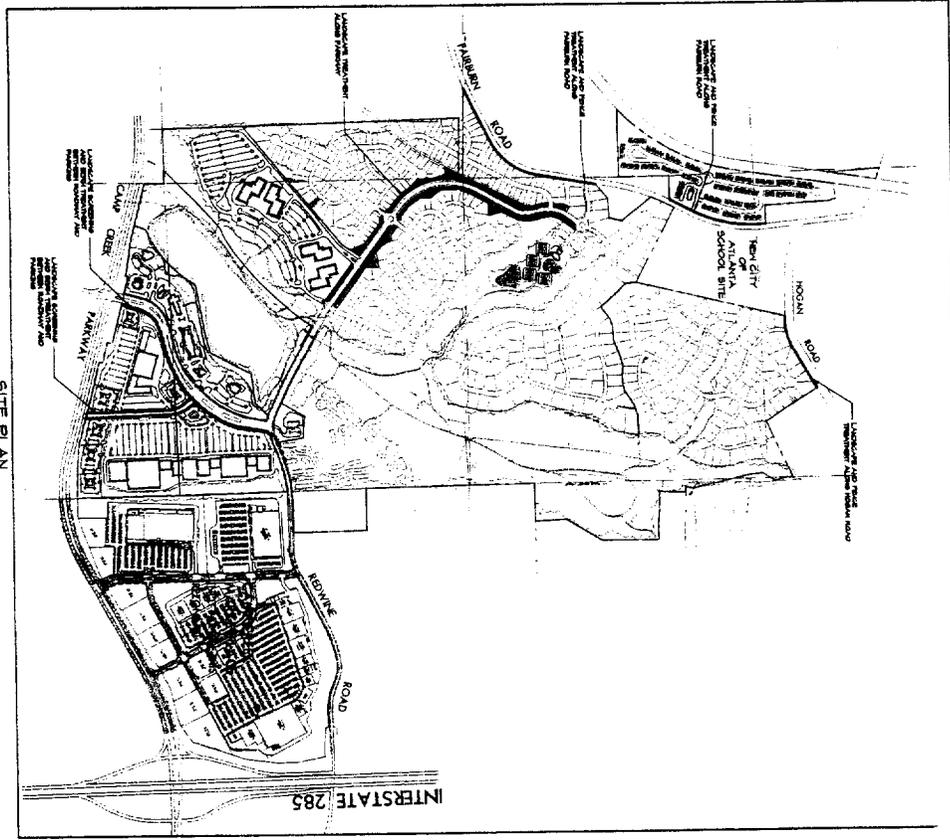
DETAIL
EXAMPLE OF MONUMENT SIGNAGE TO BE PLACED AT FAIRBURN ROAD AND HOGAN ROAD ENTRIES
N.T.S.



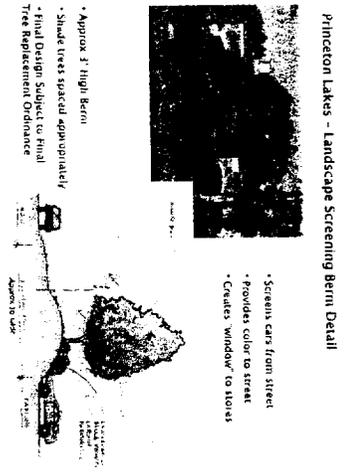
PLAN
CONCEPTUAL DESIGN OF LANDSCAPE AND HANDSCAPE AT FAIRBURN ROAD AND HOGAN ROAD ENTRIES
N.T.S.



SECTION
CONCEPTUAL LANDSCAPE TREATMENT ALONG PARKWAY
N.T.S.



SITE PLAN
1" = 400'



- Approx 3' High Berm
- Shade trees spaced appropriately
- Final Design Subject to final City Department Ordinance

- Screens cars from street
- Provides color to street
- Creates window to stoops

DATE	NOV 2002
DESIGN	2002
OWNER	WHL Field
DESIGNER	HGOR
CHECKED	AS/OWN
SCALE	AS SHOWN
SHEET	P-2
	2 of 2

RCS# 4122
10/21/02
4:46 PM

Atlanta City Council

Regular Session

02-O-0872

Z-02-34; Rezone Redwine Rd., SW from R-4
& I-1 to PD-MU
ADOPT AS AMEND

YEAS: 14
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 2
EXCUSED: 0
ABSENT 0

NV Smith	Y Archibong	Y Moore	Y Mitchell
Y Starnes	Y Fauver	Y Martin	Y Norwood
Y Young	Y Shook	Y Maddox	Y Willis
Y Winslow	Y Muller	Y Boazman	NV Woolard

02-O-0872

LARGE ATTACHMENT:

DOCUMENT(S),

MANUAL(S)

OR

MAP(S)

NOT COPIED,

PULL ORIGINAL

FOR COPY OR TO VIEW

02-0-0872

(Do Not Write Above This Line)

AN ORDINANCE Z-02-34
BY: ZONING COMMITTEE

AN ORDINANCE TO REZONE FROM THE R-4 (SINGLE-FAMILY RESIDENTIAL) AND THE I-1 (LIGHT INDUSTRIAL) DISTRICTS TO THE PD-MU (PLANNED DEVELOPMENT-MIXED USE) DISTRICT, PROPERTY LOCATED AT REDWINE ROAD, S.W., TRACT 1, FRONTING APPROXIMATELY 1145.41 FEET ON THE SOUTHEASTERLY SIDE OF FAIRBURN ROAD, S.W. BEGINNING APPROXIMATELY 1025.6 FEET FROM THE SOUTHEAST CORNER OF WELCOME ALL ROAD. PROPERTY ALSO FRONTS APPROXIMATELY 439.21 FEET ON THE SOUTHEASTERLY SIDE OF HOGAN ROAD; TRACT 2, FRONTING APPROXIMATELY 193.63 FEET ON THE SOUTHWESTERLY SIDE OF FAIRBURN ROAD BEGINNING APPROXIMATELY 305 FEET FROM THE SOUTHEAST CORNER OF HOGAN AND FAIRBURN ROADS. DEPTH: VARIES; AREA: TRACT 1, 409.03 ACRES, TRACT 2, 19.3 ACRES; LAND LOTS 35, 36 & 254 OF THE 14TH DISTRICT, AND LAND LOTS 2, 3 & 4 OF THE 14FF DISTRICT, FULTON COUNTY, GEORGIA.
OWNER: LARRY NELSON
APPLICANT: THE BENTLEY GROUP, LTD.
BY: LARRY M. DINGLE
COUNCIL DISTRICT 11

- CONSENT REFER
- REGULAR REPORT REFER
- ADVERTISE & REFER
- 1st ADOPT 2nd READ & REFER

Date Referred 5/20/02

Referred To: ZRB+Zoning

First Reading

Committee Zoning
Date Oct 15 2002
Chair Debbie Starns

Committee	<u>Zoning</u>
Date	<u>Oct 15 2002</u>
Chair	<u>Debbie Starns</u>
Actions	
Fav, Adv, Held (see rev. side)	
Other	<u>As Amended</u>
Members	<u>Metabala, Leluke, Ab. H. P. Shaw, J. ...</u>
Refer To	

Committee	
Date	
Chair	
Actions	
Fav, Adv, Held (see rev. side)	
Other	
Members	
Refer To	

COUNCIL ACTION

- 2nd
- 1st & 2nd
- 3rd
- Readings
- Consent
- V Vote
- RC Vote

CERTIFIED

CERTIFIED
OCT 21 2002
[Signature]

MAYOR'S ACTION

[Signature]
OCT 28 2002
MAYOR