



## LETTER OF UNDERSTANDING

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May 6<sup>th</sup>, 2025

Steve Nygren  
Serenbe CH Properties, LLC  
9110 Selborne Lane  
Chattahoochee Hills, Georgia

**RE: Project Serenbe (DRI#: 4352)**

Dear Mr. Nygren,

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on April 14<sup>th</sup>, 2025 regarding **Project Serenbe (DRI#: 4352) Development** of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

### PROJECT OVERVIEW

- The proposed site is located at 33.5506 N, 84.7607 W, in the City of Chattahoochee Hills roughly bounded by the Chattahoochee River, SR 92, SR 70/S Fulton Parkway, Hutcheson Ferry Road, Cochran Mill Road, and Atlanta Newnan Road in Fulton County and Coweta County.
- The proposed development includes 646 single-family homes, 400 multifamily units, 24 Detached senior housing, 26 Attached senior housing hotel rooms, parks, schools, offices.
- The projected build-out is four phases to be completed by 2027, 2029, 2032, 2035.
- The proposed development will create three (3) new driveways in addition to the four (4) existing driveways. Two off the existing driveways are on Atlanta Newnan Road at Selborn Lane and Serenbe Lane. One existing driveway is on Tommy Lee Cook Drive at Cedar Ridge, and one existing driveway is on Hutchesons Ferry Road at Selborn Lane.
  - Driveway 1 located on Atlanta Newnan Road North of Selborn Lane
  - Driveway 2 located on Atlanta Newnan Road west of Selborn Lane
  - Driveway 3 located on Atlanta Newnan Road west of Selborn Lane
    - Proposed driveway #2 and driveway #3 will exclusively serve the residential pods which are not internally connected to the rest of the development.
- The DRI trigger for this development is a Permit (DRI Outdated and required updates).
- The vehicular trip generation is estimated to be 10,279 net daily trips based on the *ITE Trip Generation Manual 11<sup>th</sup> edition*.
- The applicant is applying for approval under GRTA's non-expedited Traffic Impact Study review process.

### STUDY NETWORK

1. Atlanta Newnan Road @ Driveway #1
2. Atlanta Newnan Road @ Driveway #2
3. Hutcheson Ferry Road @ Driveway #3
4. Hutcheson Ferry Road @ Selborne Lane
5. Atlanta Newnan Road @ Selborne Lane
6. Atlanta Newnan Road @ Serenbe Lane
7. Shell Road @ Serenbe Lane
8. Tommy Lee Cook Road @ Shell Road
9. Tommy Lee Cook Road @ Cedar Ridge
10. Tommy Lee Cook Road @ Sardis Church Road
11. Hutchesons Ferry Road @ Sardis Road
12. Atlanta Newnan Road @ Hutcheson Ferry Road
13. Hutcheson Ferry Road @ SR 70 / Campbellton Redwine Road
14. Hutcheson Ferry Road @ Rico Road
15. Hutcheson Ferry Road @ Cochran Mill Road
16. Jim Star Road @ Tommy Lee Cook Road
17. Tommy Lee Cook Road @ SR 29
18. SR 29 @ Church St
19. SR 29 @ Weldon Road
20. S Fulton Pkwy @ Cochran Mill Road

#### METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.
- All Study Network intersections shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future “no-build” conditions, and (3) future “build” conditions as specified in the *GRTA DRI Review Procedures*.
- This DRI shall be modeled and reviewed in four phases to be completed by 2027, 2029, 2032, 2035.
- The Level of Service (LOS) standard for all analysis shall be LOS D unless specified otherwise in Section 3.2.2.1. For example, a LOS E standard is allowed if the existing LOS for the intersection or approach is a LOS F.
- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account as required in Section 3.2.2.
- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use and pass-by reductions are allowed for this site. Pass-by reductions shall not exceed 15% of a roadway’s traffic volume standard established in Appendix 7.2.
- The trip assignment approach in the revised Methodology Meeting Packet shall be utilized for all Study Network intersection movements.
- The applicant shall research TIP, STIP, RTP and GDOT’s construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. Programmed transportation projects anticipated to open on or before the Build Out year of the DRI Project shall be modeled as completed in the No-Build and Build conditions unless approved otherwise.
- A 1.6% annual traffic Background Growth Rate shall be used for all roadways.
- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA, unless specified otherwise. As specified in Section 2.3, turning movement counts shall be collected while local schools are in session, on a Tuesday, Wednesday or Thursday (unless approved otherwise) and not during holiday periods (weeks of July 4<sup>th</sup>, Thanksgiving and +/- 5 days of Christmas).

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- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Transportation Study shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentages, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment and a bus blockage adjustment factor.

### ADDITIONAL REQUIREMENTS

**All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Transportation Study to be considered complete.** The *GRTA DRI Review Procedures* are located on GRTA's DRI website: <https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/> Contact GRTA staff if you have any questions on these requirements.

The Transportation Study shall also include as attachments the native LOS modeling file (i.e., Synchro modeling files) as well as the modeling reports (PDFs) for all Study Network intersections for the Existing, No-Build and Build conditions for all phases. The PDF reports shall be numbered (in page headers) and organized in order according to the Study Network numbering sequence in this Letter of Understanding. The reports shall also be organized in the following sequence: *Existing condition AM, Existing condition PM, No-build condition AM, No-Build condition PM, Build condition AM, Build condition PM*. If improvements are modeled, those PDFs shall be labeled as such and follow the appropriate condition's applicable peak period.

The Transportation Study appendices shall also include all turning movement count data, regardless of if using historic data or newly collected turning movement counts.

When documenting any Queue Length impacts required in Section 3.2.3.6, the TIS Executive Summary shall also note any individual *movements* not meeting the LOS standard where the DRI Project adds trips in the Build condition and exceeds available storage capacity for that movement.

When identifying mitigations in the existing, no-build and build conditions, the mitigations identified in preceding conditions shall not be modeled as complete when conducting the LOS analysis. The same mitigation may still be proposed as mitigation in the subsequent condition but it shall not be included as completed in the default analysis. For example, a turn lane may be identified as a needed improvement in the no-build condition. The turn lane should not be modeled as completed in the build condition. The turn lane should only be modeled as complete in the no-build with improvements condition and the build with improvements condition.

### DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding.**

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

Brittany Williams  
Program Manager

Cc:

Zane Grenell, DCA  
Brittany Williams, SRTA/GRTA/ATL  
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