



# 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: Jul 1 2010

ARC REVIEW CODE: R1006011

TO: Chairman John Eaves  
ATTN TO: Morgan Ellington, Fulton County  
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:** Grey Mixed Use

**Review Type:** Development of Regional Impact  
**Date Opened:** Jun 1 2010

**DRI Checklist Summary:**

Regional Policies and Adopted Plans: 90%  
Development Project Score: 39%  
Open Space Preservation/Environmental Quality Score: 67%

Overall Score: 53.7%  
**Overall Weighted Score: 70%**

**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.

**Comments:** The proposed development is located within the suburban neighborhood area on the Atlanta Region Unified Growth Policy Map (UGPM). Suburban neighborhood is defined as areas that will be developed at a more suburban scale with appropriate commercial development and low intensity mixed use serving the local area. The proposed mixed use development incorporates a variety of housing types and commercial development to serve the local area.

The proposed development will consist of several uses within close proximity of one another. Though the uses are adjacent, they are not mixed. The current shape of the subject property is very disjointed and hampers the ability of the existing development, as well as future developments to connect to one another in a direct and logical way. The presence of the existing power easement and future power substation also present barriers to future connectivity and integration between development sites. Rather than developing the site as if there were no adjoining properties that could develop or redevelop in the future, the proposed development should be planned so that the entire block develops and functions in a more integrated manner.

The developer should provide connections to adjacent properties where possible. The commercial and office portion of the site, tracts 1-5, could be connected to the existing buildings that front onto Utoy Springs Road providing these properties with additional connections to the road network and improving connectivity within the area.

The proposed development is also providing a surplus of parking. As well as reducing the amount of parking to the required amount, the developer should seek to reduce parking even more. This can help to reduce the amount of impervious surface and thus reduce the amount of stormwater runoff. What parking does remain, should be placed behind or to the side of buildings and screened from the nearest public street.

Comments continued on the next page

The developer should also consider clustering the residential development in order to place residents closer to retail and commercial services and create additional greenspace. The current site plan shows two story apartments. These could be "stacked" to make four story buildings which would decrease the acreage taken up by the apartments and create additional room for potential greenspace.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF ATLANTA

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF EAST POINT

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

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

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

## General Project Information

Project name:	Grey Mixed Use		
DRI number:	2089		
Local jurisdiction:	Fulton County		
Local government action requested:	Rezoning		
Project description (include acreage):	This project, located in central Fulton County, is a proposed mixed use development consisting of 20,500 square feet of retail/commercial space, 31,333 square feet of office space, 384 multi-family units, and an existing golf driving range. The proposed project is located at 3520 Cascade Road just west of I-285.		
Project phasing/buildout:	2012		
Project location:	South side of Cascade Road between Utoy Springs Road and Fairburn Road to the west and I-285 to the east.		
Current description of the site:	There is an existing 10,626 square foot commercial building, an existing 1,968 square foot commercial building, and an existing 22 space surface parking lot on the site that will be demolished. There is an existing driving range on the site with an existing 1,955 square foot building and an existing 21 space surface parking lot that will remain.		
Is any portion of the project built or under construction?	No		
If you answered the previous question with "Yes", please describe.	N/A		
Affected local governments (3 miles of project site):	City of Atlanta and City of East Point		
Adjacent/surrounding land uses and development:	Single family and multi-family residential, and commercial/retail		
Value at Build-Out:	\$60,000,000		
Expected annual local tax revenues:	\$500,000		
Site access roads:	Cascade Road, Utoy Springs Road, and Fairburn Road		
Number of site driveways proposed:	4		
Total traffic volume to be generated by the proposed development:	3,899 daily trips, 563 AM peak hour trips, 390 PM peak hour trips		
Estimated water supply demand to be generated by project:	0.141 mgd		
Sufficient water capacity available:	Yes		
Estimated sewage flow to be generated by project:	0.141 mgd		
Sufficient wastewater capacity available:	Yes		
Estimated solid waste generated by the project annually:	2,417 tons		
Sufficient landfill capacity available:	Yes		
Number of students expected to be generated by the project:	Information not submitted for the review		
Schools expected students to attend and capacity:			
School 1:	Hamilton E Mills ES	Capacity:	Yes
School 2:	Paul D West MS	Capacity:	Yes
School 3:	Tri-Cities HS	Capacity:	Yes

	GRTA Criteria	ARC Score	Comments
<b>A. Regional Plans and Policies</b>			
<b>1. Unified Growth Policy Map</b>			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) Suburban Neighborhoods
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	
<b>2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance</b>			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	0	Information not submitted for the review. The applicant has indicated that best practices will be used. A letter stating this should be provided to ARC staff.
<b>3. Regional Transportation Plan (RTP) Goals &amp; Objectives</b>			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		3	Proposed development is located on Cascade Road and is adjacent to I-285, both of which are on the RSTS.
<b>4. RTP and Transportation Improvement Program (TIP)</b>			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies) See traffic study
<b>5. Livable Centers Initiative (LCI)</b>			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		N/A	(Including any LCI transportation projects) The proposed development is not located within an LCI study area

	GRTA Criteria	ARC Score	Comments
<b>A. Regional Plans and Policies</b>			
<b>6. Regionally Adopted Plans</b>			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located)
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		N/A	
<b>7. Locally Adopted Plans</b>			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		3	
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		3	
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
<b>Possible Score (Standard is 42)</b>	N/A	<b>30</b>	
<b>Components Score</b>	N/A	<b>27</b>	
<b>Percentage</b>	N/A	<b>90%</b>	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>1. Mixture of Uses</b>			
<p>A. Does the development incorporate a mixture of complementary land uses?</p> <ul style="list-style-type: none"> <li>• 3 points: There are 3 or more complementary uses within the development.</li> <li>• 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses.</li> <li>• 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses.</li> </ul>	N/A	2	The development contains 3 complimentary uses, but only 2 are located within close proximity to one another.
<p>B. Does the development have vertically mixed uses?</p> <ul style="list-style-type: none"> <li>• 3 points: The development contains three or more vertically mixed uses.</li> <li>• 2 point: The development contains two or more vertically mixed uses.</li> </ul>	N/A	N/A	
<p>C. The development contains or is in close proximity to active or passive greenspace?</p> <ul style="list-style-type: none"> <li>• 3 points: The development contains both an active and passive greenspace.</li> <li>• 2 points: The development is adjacent to active or passive greenspace with connections.</li> <li>• 1 point: The development is within 1/2 mile of an active or passive greenspace.</li> </ul>	N/A	1	
<b>2. Jobs to Housing Balance</b>			
<p>Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?</p> <ul style="list-style-type: none"> <li>• 3 points: Yes, the development is located within 1/2 mile of a defined metro job center.</li> <li>• 2 points: Yes, the development is located within 1 mile of a defined metro job center.</li> </ul>	N/A	0	The proposed development is located more than 1 mile from a metro job center
<b>3. Housing Diversity and Affordability</b>			
<p>A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).</p> <ul style="list-style-type: none"> <li>• 3 points: Yes.</li> </ul>	N/A	0	Information not submitted for the review.
<p>B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?</p> <ul style="list-style-type: none"> <li>• 3 points: Yes.</li> </ul>	N/A	0	
<p>C. For developments with a multifamily rental component, does the development achieve certain affordability levels?</p> <ul style="list-style-type: none"> <li>• 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income.</li> <li>• 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income.</li> <li>• 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income.</li> </ul>	N/A	0	Information not submitted for the review.

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? • 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income.	N/A	N/A	
E. For developments with a homeownership component, does the development achieve certain affordability levels? • 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income. • 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income. • 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income.	N/A	N/A	
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? • 3 points: Yes.	N/A	N/A	
<b>4. Aging in Place</b>			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? • 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. • 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives. • 1 point: Yes, the development includes accessibility measures.	N/A	N/A	
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). • 3 points: Yes	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>5. Accessibility - Non-motorized</b>			
A. Are there sidewalks within the development? • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets.		0	The submitted site plan shows one sidewalk on one internal street/drive
B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network? • 3 points: Yes		0	
C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations? • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes.		0	
D. Does the development include construction of multi-use trails? • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only.		N/A	
E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices? • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed.		2	
F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided? • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network.		0	Sidewalk connections to all buildings not shown on submitted site plan
G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site? • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only.		0	Direct connections not shown on submitted site plan



	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		0	None shown on site plan
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		0	Parking should be moved or screened from view
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		1	One building is proposed to be oriented toward a public road
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	3	(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas)
<b>6. Accessibility - Transit</b>			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		3	
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		0	Where appropriate, the developer should assist with providing/improving bus stop locations to serve residents and visitors to the site

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		N/A	
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	
G. Is transit available beyond peak-hours of travel?		N/A	
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
<b>7. Access Management</b>			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		3	
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		2	
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		2	
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		N/A	May not be warranted
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. • 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
<b>8. Connectivity</b>			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? • 3 points: There are separate ingress/egress points in 3 or more cardinal directions. • 2 points: There are separate ingress/egress points in 2 cardinal directions. • 1 point: There are separate ingress/egress points.		2	
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? • 3 points: There are connections to all adjacent stub outs or dead ends. • 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided. • 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).		0	There is one connection provided to one adjacent property. The developer should provide additional connections to the other adjacent properties, especially those adjacent to the commercial/office portion of the proposed development. Stub outs should be provided where <u>potential future</u>
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? • 3 points: All proposed land uses within the development are connected via the internal street network. • 2 points: Most of the proposed land uses within the development are connected via the internal street network.		2	
D. Can the internal street network be reasonably anticipated to add to the public roadway? • 3 points: No restricted access • 2 points: Internal restricted access with multiple access points		0	Internal roads are planned to be private
E. Is the development consistent with other connectivity related issues not fully addressed above? • 3 points: Yes		N/A	(List of other connectivity related issues and describe developments consistency)

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>9. Project Character and Design</b>			
<p>A. Is the development a redevelopment site?</p> <ul style="list-style-type: none"> <li>• 3 points: The development is a redevelopment site that requires environmental remediation.</li> <li>• 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones.</li> <li>• 1 point: The development is a redevelopment site.</li> </ul>	N/A	N/A	
<p>B. Does the development re-use or rehabilitates existing and/or historic structures?</p> <ul style="list-style-type: none"> <li>• 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development.</li> <li>• 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development.</li> </ul>	N/A	N/A	
<p>C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?</p> <ul style="list-style-type: none"> <li>• 3 points: Yes and on-site community spaces are open to the general public.</li> <li>• 2 points: Yes.</li> </ul>	N/A	N/A	
<p>D. Does the development provide no more parking than the minimum required by the local jurisdiction?</p> <ul style="list-style-type: none"> <li>• 3 points: A parking variance is being requested to provide less than the minimum required.</li> <li>• 2 points: Yes.</li> </ul>	N/A	1	The proposed development is providing more parking than is required and should seek to reduce below the amount required.
<p>E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?</p> <ul style="list-style-type: none"> <li>• 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles.</li> <li>• 2 points: Yes, the development includes 3 of the above listed.</li> <li>• 1 point: Yes, the development includes 2 of the above listed.</li> </ul>	N/A	0	

	GRTA Criteria	ARC Score	Comments
<b>B. Project</b>			
<b>10. Community Facilities</b>			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	3	
<b>11. Infrastructure Adequacy</b>			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	3	(Please explain)
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	N/A	
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	N/A	
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	N/A	
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
<b>Possible Score</b>	N/A	<b>93</b>	
<b>Component Score</b>	N/A	<b>36</b>	
<b>Percentage</b>	N/A	<b>39%</b>	

	GRTA Criteria	ARC Score	Comments
<b>C. Open Space and Preservation/ Environmental Quality</b>			
<b>1. Protection of Critical Environmental Areas</b>			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	3	
<b>2. Conservation</b>			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	1	Approximately 20 of the 60 acres (33%) is classified on the site plan as open space.
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	0	Information not submitted for the review
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	3	None shown on site plan
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
<b>C. Open Space and Preservation/ Environmental Quality</b>			
<b>3. Stormwater Management</b>			
A. Does the development have a stormwater management plan? • 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities. • 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume)	N/A	0	The applicant has stated that the proposed development will have a stormwater management plan. A letter should be provided to ARC stating this.
<b>4. Buffers</b>			
A. Will the proposed development require a stream buffer variance under any applicable ordinances? • 3 points: The development does not require a stream buffer variance.	N/A	3	
<b>5. Environmental Protection</b>			
C. Is the development seeking a LEED certification? • 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments. • 2 points: At least half of the non-residential buildings are seeking LEED certification. • 1 point: One non residential buildings is seeking LEED certification.	N/A	N/A	
D. Is the development seeking an EarthCraft certification? • 3 points: The development is seeking Earthcraft Communities certification. • 2 points: At least half the residential homes will be certified an Earthcraft Home.	N/A	N/A	
<b>Possible Score</b>	N/A	<b>24</b>	
<b>Component Score</b>	N/A	<b>16</b>	
<b>Percentage</b>	N/A	<b>67%</b>	

# ARC Score Sheet

Enter the values for the appropriate numbered section.

## A. Regional Development Plans and Policies (50% of the Total Score)

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	6
3. Regional Transportation Plan (RTP) Transportation	Section Score:	3
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	0
6. Regionally Adopted Plans	Section Score:	0
7. Locally Adopted Plans	Section Score:	9
	<b>A. Component Points:</b>	27
	<b>B. Points Possible Points:</b>	30
	<b>C. Component Percentage</b>	90%

## B. Project (30% of the Total Score)

1. Mixture of Uses	Section Score:	3
2. Jobs to Housing Balance	Section Score:	0
4. Housing Diversity and Affordability	Section Score:	0
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	6
7. Accessibility- transit	Section Score:	3
8. Access Management	Section Score:	13
9. Connectivity	Section Score:	4
10. Project Character and Design	Section Score:	1
11. Community Facilities	Section Score:	3
12. Infrastructure Adequacy	Section Score:	3
	<b>A. Component Points:</b>	36
	<b>B. Points Possible Points:</b>	93
	<b>C. Component Percentage</b>	39%

## C. Open Space and Preservation/Environmental Quality (20% of the Total Score)

1. Protection of Critical Environmental Areas	Section Score:	9
2. Conservation	Section Score:	4
3. Stormwater Management	Section Score:	0
4. Buffers	Section Score:	3
5. Environmental Protection	Section Score:	0
	<b>A. Component Points:</b>	16
	<b>B. Points Possible Points:</b>	24
	<b>C. Component Percentage</b>	67%

<b>A. Total Points:</b>	79
<b>B. Total Possible Points:</b>	147
<b>C. Unweighted Score</b>	53.7%

**Overall Project  
Score**

**70%**



	GRTA Criteria	ARC Score	Comments
<b>D. Non-Expedited Review Criteria Only (GRTA)</b>			
<b>1. Vehicle Miles Traveled</b>			
A. Is off-site trip generation to/from the development reduced by at least 15%?		N/A	
B. For developments with residential components, is the development located within 1/2 mile of a number of existing jobs equal to or greater than 50% of the number of dwelling units in the development?		N/A	
C. For developments without a residential component, is the development located within 1/2 mile of a number of existing dwelling units equal to or greater than 50% of the number of new jobs created by the development?		N/A	
D. Is the development designed to encourage the use of alternative transportation modes both on-site and off-site?		N/A	
E. Does the development consist of a mixture of complimentary land uses or is located within a short walking distance (less than 1/2 mile) to external complimentary uses?		N/A	
F. Does the traffic analysis utilize all available and practical trip reduction techniques?		N/A	
G. What conditions beyond the control of the developer and local government impact the ability of the development to reduce vehicle miles of travel? (please specify)		N/A	
<b>2. Transportation and Traffic Analysis</b>			
A. Does the development impact regional mobility?		N/A	
B. Does the development affect the safety or operations of impacted roadways?		N/A	
C. Do existing and proposed (in a transportation improvement program) infrastructure of impacted roadways continue to operate in a safe and efficient manner while adequately serving new trips generated by the development?		N/A	
D. Are proposed mitigation measures (from DRI traffic analysis) feasible and within the control of the applicant or appropriate agencies to implement as a means of addressing negative impacts to the transportation system?		N/A	
E. Can the proposed mitigation measures be implemented within the time frame proposed for development build-out?		N/A	
F. Other issues not fully addressed here which require clarification or explanation?		N/A	

<b>3. Relationship to Existing Development and Infrastructure</b>			
A. Is the development located within an area where existing or planned infrastructure will be in place by project build-out to meet the service needs of residents, employees, and visitors of the project?		N/A	
B. If the development is predominantly industrial, what is the proximity to the nearest intermodal station or other freight transfer location?		N/A	
C. If the development is predominantly industrial, what is the proximity to interstate access?		N/A	
D. Are there other utility/local authorities, other than transportation related, the development team is having discussions with concerning future infrastructure needs?		N/A	
E. Other issues not fully addressed here which require clarification or explanation?		N/A	

	GRTA Criteria	ARC Score	Comments
<b>E. Expedited Review Criteria Only</b>			
<b>1. Limited Trip Generation (pick one)</b>			
A. Is the proposed development project to generate no more than one thousand (1,000) gross daily trips?		N/A	
B. Is the proposed development projected to generate more than one thousand (1,000) but no more than three thousand (3,000) gross daily trips?		N/A	
C. Is the proposed development projected to generate fewer than one hundred (100) gross PM peak hour weekday trips?		N/A	
<b>2. Mixed Uses</b>			
A. Does the proposed development contain two or more complementary, interconnected, and interdependent land uses?		N/A	
B. Due to the interconnected, mixed-use nature of the development, is a twenty percent (20%) reduction in trip generation between dissimilar land uses reasonably anticipated?		N/A	
C. Is the site designed so as to support the trip reductions taken and to maximize the likelihood of the use of on-site alternative modes of transportation by residents, employees, and visitors to the DRI?		N/A	
D. Are all of the land uses within the proposed development accessible by vehicles and pedestrians, with no single use restricting access to, from, or within the site?		N/A	
<b>3. Area of Influence</b>			
A. Is the proposed development located within an area designated in the Regional Development Plan (RDP) and the Unified Growth Policy Map (UGPM), or its successor, as being located within the Central City, a Regional Center, a Mega Corridor, or an Urban Redevelopment Corridor?		N/A	
B. Is the proposed development consistent with the RDP and UGPM in both density and proposed development type(s)?		N/A	
C. Are at least sixty-five percent (65%) of the single occupant automobile trips generated by the proposed development reasonably anticipated to have a trip bound by a three mile radius or less?		N/A	
<b>3. Alternative Modes of Transportation</b>			
A. Are at least twenty-five (25%) of the trips generated by the proposed development likely to be by way of modes of transportation other than the single occupant vehicle?		N/A	
<b>OR:</b>		N/A	
A. Is the proposed development located within an area which has been designated by GRTA as a Transit Enable Area (TEA) and is consistent with any land use parameters established by GRTA as a part of designation of the area as a TEA?		N/A	

	GRTA Criteria	ARC Score	Comments
B. Is the development majority or wholly (50.1% to 100%) within a designated TEA; and,		N/A	
C. Does the project meet or exceed the residential and/or employment densities established by the RDP and UGPM, or its successor; and,		N/A	
D. Is the project consistent with regionally adopted transportation plans; and,		N/A	
E. Are proposed land uses limited to residential, commercial, office, hospitals or health care facilities, hotels, and post secondary schools; and,		N/A	
F. Does the development contribute to an improvement in the Jobs to Housing Balance; and,		N/A	
G. Is the development pedestrian oriented so that the movement of pedestrians is not restricted and access to transit facilities is convenient and logical in placement so as to maximize transit ridership to and from the site; and,		N/A	
H. If the development is primarily residential in nature, does it provide at least ten percent (10%) of the residential units as workforce housing, defined here as affordable to households earning seventy-five percent (75% of the region's median income; and,		N/A	
I. Is the majority of parking provided within structures and is parking limited by providing no more than the minimum required by the local jurisdiction; and,		N/A	
J. Does the development conform to existing street block patterns or introduce new public roadways/pedestrian paths to create block patterns or shorten block lengths; and,		N/A	
K. Is at least seventy-five percent (75%) of the street frontage occupied by active street level uses?		N/A	
<b>3. Livable Centers Initiative (LCI)</b>			
A. Is the proposed development located within an area approved for inclusion within the LCI program by the ARC?		N/A	
B. Is the development consistent with the policies, design elements, and overall standards established by the LCI study and any subsequently funded Supplemental Study(s)?		N/A	
C. Has the affected local government completed and adopted the initial LCI Study within their adopted Comprehensive Plan?		N/A	
D. Has the local government shown efforts towards implementation of the adopted study?		N/A	
E. Do the staffs of the local government(s), ARC, and GRTA agree upon the eligibility of the proposed DRI for this type of Expedited Review?		N/A	



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Lyubov Zuyeva, Transportation Planning Division

**DATE:** June 2, 2010

**SUBJECT:** **TPD Review of DRI # 2089**

Project: Grey Mixed Use

County: South Fulton

Location: on the south side of Cascade Road, west of I-285, and east of Utoy Springs Road/Fairburn Road

Analysis:

Expedited ☐

Non-Expedited ☒

**cc:** David Haynes  
TPD

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The Transportation Planning Division has reviewed the traffic study performed by Kimley-Horn and Associates on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The proposed 60 acre site would house 31,333 SF of office, 11,166 SF of retail; 6,000 SF of automobile parts sales; 11,500 SF of high-turnover sit-down restaurant space; 3,000 SF of fast food restaurants with drive through; and 384 units of apartments.

### **INFRASTRUCTURE**

#### **Transportation**

**How many site access points will be associated with the proposed development? What are their locations?**

Site access is proposed via two driveways off Cascade Road (one the eastern-most driveway is existing right-in, right-out driveway for the golf driving range); one driveway off Utoy Springs Road; and two driveways off Fairburn Road south of junction with Utoy Springs Road. Inter-parcel access is proposed with the gas station located in the southeast quadrant of the Utoy Springs Road and Cascade Road intersection.

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

Kimley-Horn and Associates performed the transportation analysis. Trip generation rate was calculating using the ITE rates published in Trip Generation Manual, 7<sup>th</sup> Edition (2003). A 2% background traffic growth rate was used, based on historical trends, to project background traffic to 2012. Mixed-use vehicle trip reductions were used in accordance with ITE Trip Generation Handbook, 2<sup>nd</sup> Edition (2004). A 15.07% weekday and 14.63% PM peak trip reduction rate was applied for internal capture based on mixed use. An 18% alternative mode trip reduction was applied to the multi-family residential and office trips. A 74% pass-by reduction rate was applied to the retail and automobile parts sales weekday and PM peak trips. A 43% pass-by reduction was applied to the high-turnover sit-down restaurants and fast food drive-through restaurant space for weekday and PM peak trip rates. The ARC staff finds this methodology acceptable. The resulting trip generation rates projected for the build-out year of 2012, with calculated mixed-use, alternative mode and pass-by reductions, are listed in the table below.

<b>Grey Mixed Use Gross Trip Generation, Build-Out Year (2012)</b>						
Land Use	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
384 Apartment Units	1,229	1,229	38	154	149	80
31,333 SF Office	273	273	65	9	19	95
11,166 SF Retail	816	816	26	16	71	76
6,000 SF Auto parts sales	168	168	6	6	16	16
11,500 SF High-turnover/sit-down restaurant	731	731	69	63	77	49
3,000 SF fast food restaurant with drive-through window	744	744	81	78	54	50
Total before reductions	3,961	3,961	285	326	386	366
Mixed-Use Reduction	-597	-597	-0	-0	-55	-55
Alternative Mode Reduction	-216	0216	-19	-30	-24	-27
Pass-By Reduction	-1198	-1198	-0	-0	-101	-101
Net New Trips	1,950	1,950	266	296	206	183

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

**2008-2013 TIP\***

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AT-AR-BP306	Danforth Road pedestrian facility phase I: from New Hope Road to Regency Center Drive	Bicycle and Pedestrian	2011
FS-217	Campbellton Road and New Hope Road intersection improvement	Intersection Improvement	2012
AT-AR-BP304	Southwest Atlanta sidewalk program: Cascade Road, Benjamin Mays Drive and Fontaine Avenue	Bicycle and Pedestrian	2012
AT-AR-238	Barge Road and Campbellton Road intersection improvement	Intersection Improvement	2010
AT-AR-237	Greenbriar Parkway pedestrian improvements (LCI)	Bicycle and Pedestrian	2010

*\*The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26<sup>th</sup>, 2007.*

**Envision6 RTP (Long Range Projects)\***

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AT-032	Campbellton Road capacity improvement, from Enon Road to East Barge Road	General Capacity	2030
AT-110	Barge Road to Greenbriar Parkway Connector	General Capacity	2020
AT-112	Stone Hogan Connector extension, from Stone Road to North Desert Drive	General Capacity	2020

*\*The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26<sup>th</sup>, 2007.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Grey Mixed Use.**

According to the findings, there will not be any capacity deficiencies as a result of future year background traffic. However, there will be an intersection improvement needed at Cascade Road and Utoy Springs Road/Research Drive intersection based on the future development traffic, to bring up the future expected LOS to "D":

- add a third eastbound through lane (along Cascade Road)
- add one northbound left turn lane (along Utoy Springs Road)

**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?**

The location is served by three MARTA bus routes:

- Route 71 travels along Cascade Road adjacent to the proposed site, and connects to West End MARTA station.
- Route 165 travels along Cascade Road and connects to the HE Holmes MARTA station; the closest stop is at Cascade Road and Fairburn Road intersection

- Route 170 travels along Fairburn Road and Cascade Road adjacent to the proposed site; this route connects to the Barge Road Park & Ride Lot and the HE Holmes MARTA station.

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

None proposed.

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

Based on the traffic analysis completed by Kimley-Horn and Associates, the intersection improvement at Cascade Road and Utoy Springs Road/Research Drive intersection would be needed, to ensure all affected intersections keep a vehicle LOS “D” or better at build-out (2012):

- add a third eastbound through lane (along Cascade Road)
- add one northbound left turn lane (along Utoy Springs Road)

ARC would like to see the following additional transportation improvements, necessary to improve Access Management and safety, pedestrian and transit connections, and to enable the alternative mode and mixed use reductions claimed:

- Close Driveway A due to low usage, proximity to the I-285 on-ramps, and Access Management and safety considerations. Instead, provide access to the golf range off the newly constructed Driveway B, ensuring sufficient throat length required for safety
- At intersection of Cascade Road and Utoy Springs Road/Research Center Drive, where additional eastbound through lane and northbound left turn lane are proposed, the resulting pedestrian crossing distance across Cascade Road will be longer than 60 feet (distance at which a pedestrian refuge island is recommended in GDOT Pedestrian and Streetscape Guide, 2003). Install pedestrian median refuge islands with ADA-compliant curb ramps or cut throughs at this intersection, to enable safe pedestrian crossing across Cascade Road. If pedestrian signal phase is not automatic but uses pedestrian push buttons for actuation, provide additional pedestrian push buttons to actuate the signal in the median refuge islands. Ensure signal timing provides sufficient pedestrian crossing time in compliance with 2009 MUTCD. Ensure that the curb ramps, if not already ADA-compliant, are upgraded to be compliant. Safe pedestrian crossings are necessary to enable transit use in the corridor.
- Provide a road stub-out from Road 17 in westward direction (towards Fairburn Road), at the corner of the parking lot next to Jones’ property, so that in the future, when the single-family residential properties along Fairburn Road redevelop, a new street connection can be created continuing New Halem Street to connect to proposed Road 17.
- Proposed 4 feet wide sidewalk along the proposed private road (roads 21, 18, 17) on the property should be widened to a 5 feet sidewalk or provide a 5x5’ passing zone every 200 feet to be compliant with ADA guidelines (ADAAG and PROWAG).



- Private roadway terminating in Driveway C that connects to Utoy Springs Road does not appear to have sidewalks, based on the plan. Provide sidewalks along both sides, at least 5 feet wide.
- Build sidewalks (at least 5' wide) along both sides of Fairburn Road, from the southern tip of the development, to connect with existing sidewalks on Utoy Road. On the south side, the east side sidewalk should connect with existing sidewalk along the existing townhomes property. While the proposed development does not include all the properties along Fairburn Road, it likely precludes a future large-scale redevelopment along this stretch of Fairburn Road. Therefore, the currently proposed DRI development presents the best opportunity to add the sidewalks along the stretch of the road. Sidewalks are particularly important to allow transit users to access a transit stop.
- Roads 22, 24, 25, 26 and 28 lead to the apartments in the southeastern corner of the proposed development and should have a sidewalk 5 feet wide installed on at least one side, to allow pedestrian access from Fairburn Road to the proposed 2-story apartments.
- All the commercial and office buildings should have access via ADA-compliant sidewalks or pedestrian walkways, so that those are clearly marked and pedestrians can navigate safely through the parking lots. It is not immediately clear from the plan which buildings have pedestrian access and which ones do not. It appears that Buildings 2, 3A and 3B are not well-connected to the sidewalk network. If pedestrians consider it unsafe to approach the building due to the lack of ADA-compliant sidewalks through the parking lot, no alternative mode trip reduction can be claimed.
- While there are currently no bicycle facilities along the corridor, Fairburn Road is indicated as a secondary bike route on Connect Atlanta Plan, with connection to Benjamin Mays core bike route to the north of the site. A 4-ft bikeable shoulder and "share the road" signs should be provided along Fairburn Road, from the southern tip of the proposed development, to Fairburn Road and Utoy Road split at the northern end.

**GREY MIXED USE DRI**  
**Fulton County**  
**Environmental Planning Division Review Comments**  
**June 1, 2010**

Watershed Protection

The proposed project is not in the Chattahoochee River Corridor, but is in the portion of the Chattahoochee Basin that drains into the Corridor. It is located downstream of the portion of the Chattahoochee that is a water supply watershed in the Atlanta Region. South Utoy Creek, a tributary of Utoy Creek, is shown running along the eastern edge of the project property in the existing driving range area on the submitted plans and is also shown as a perennial stream on the regional USGS coverage. The submitted plans show a 75-foot undisturbed buffer and an additional 25-foot impervious setback on South Utoy Creek. However, the buffer and setback are not identified as Fulton County stream buffers. Any unmapped streams on the property that meet Fulton's stream buffer ordinance stream definition will also be required to have the County buffers.

All state waters on the property are subject to the 25-foot Georgia Erosion and Sedimentation Act buffers.

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 that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Land use areas were estimated based on the project plans. Actual loading factors will depend on 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 (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Agriculture/Pasture & Cropland (Driving Range)	13.93	6.13	30.37	181.09	4555.11	0.00	0.00
Office/Light Industrial	8.17	10.54	139.95	931.38	5784.36	12.09	1.55
Townhouse/Apartment	37.88	39.77	405.69	2537.96	22917.40	28.79	5.30
<b>TOTAL</b>	59.98	56.44	576.01	3650.43	33256.87	40.88	6.86

Total % 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](http://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.

## Jonathan Tuley

---

**From:** Jared Lombard  
**Sent:** Thursday, June 03, 2010 11:12 PM  
**To:** Jonathan Tuley  
**Subject:** Fwd: DRI #2089 Grey Mixed Use

FYI

Sent from my iPad

Begin forwarded message:

**From:** "Joiner, Jack" <[jjoiner@dot.ga.gov](mailto:jjoiner@dot.ga.gov)>  
**Date:** June 3, 2010 23:00:39 EDT  
**To:** "Jared Lombard" <[jlombard@atlantaregional.com](mailto:jlombard@atlantaregional.com)>  
**Cc:** "Comer, Carol" <[ccomer@dot.ga.gov](mailto:ccomer@dot.ga.gov)>  
**Subject:** DRI #2089 Grey Mixed Use

Jared:

Reference subject DRI. The proposed development is located about 4 mile SSE of Fulton County-Brown Field which is the closest airport. If vertical construction at the site exceeds approximately 200 feet above the ground elevation, an FAA Form 7460-1 (copy attached) must be completed and sent to Mr. Nick Goodly, Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Avenue, Suite 2-260, College Park, Georgia 30337 (telephone: 404-305-7148). The FAA must be in receipt of the notification, not later than 30 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with Fulton County Airport and Hartsfield-Jackson Atlanta International Airport. FAA will advise the proponent if any action is necessary. Thank you for the opportunity to comment on the proposed development.

Jack

Jack Joiner  
Aviation Programs  
(404)505-4867 (GDOT Office)  
(770)594-9747 (Home Office)  
(404)229-1352 (Cell Phone)  
E-Mail: (GDOT Office) [jjoiner@dot.ga.gov](mailto:jjoiner@dot.ga.gov)  
(Home Office) [joiner465@charter.net](mailto:joiner465@charter.net)



Department of the Environment and Community Development  
141 Pryor Street, SW  
Suite 2085  
Atlanta, GA 30303

February 26, 2010

Mr. Jon Tuley, Senior Planner  
Atlanta Regional Commission  
Land Use Planning Division  
40 Courtland Street, NE  
Atlanta, GA 30303

RE: DRI # 2089, Grey Mixed Use

Dear Jon,

In our preliminary review of DRI # 2089, Grey Mixed Use, we have concerns regarding traffic flow, access to the site, and flood plain.

Staff is reviewing the curb cut locations. Curb cuts along Utoy Springs Road and Fairburn Road need to align with existing curb cuts on the opposite side of the roads. Staff notes that the entrance to the multi-family component does not align with an entrance across Fairburn Road. Staff also is concerned with traffic stacking on Utoy Springs Road at the intersection of Cascade Road.

In regards to access, the fire department requires 2 means of access to residential developments with more than 30 units. 188 of the 384 multi-family units are located near the south property line and only have one means of access which requires an easement across another adjacent property. Staff also notes that the access road from the retail development to the multi-family is located in the flood plain.

In regards to flood plain, Staff is concerned that there is not enough room to balance the cut/fill on the site for the proposed development in the floodplain. Staff recognizes that at this point the site has not been engineered. However, Staff has concerns about the environmental impacts of this development. There is also a concern regarding underground detention within the retail development. Underground vaults located adjacent to the flood plain may not function as designed during a flood event. Staff will need to review the hydrology at the time of application for a land disturbance permit.

Please feel free to contact me at 404-612-8049

Sincerely,

  
Morgan Ellington,  
Senior Planner

# Developments of Regional Impact

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

DRI #2089

## 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

Individual completing form:

Morgan Ellington

Telephone:

404-612-8049

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:

Grey Mixed Use

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

3520 Cascade Road, Atlanta, GA, District 14, LL 248, District 14F, LL 9 &amp; 10

Brief Description of Project:

Mixed Use Development with retail, office, restaurant, auto specialty store, and multi-family units

### 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.):	11,166 sf retail, 31,333 sf office, 14,500 sf restaurant, 6,000 sf auto specialty store, 384 units m
Developer:	Grey Partners, LLC, Doug Crawford (represented by Jessica Guinn of The Collaborative Firm)
Mailing Address:	5090 Riverview Road
Address 2:	
	City:Atlanta State: GA Zip:30327
Telephone:	404-684-7031 (Jessic
Email:	jguinn@thecollaborativefirm.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	New Hope Estates, LLC and Tompkins Cores Properties
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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
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: December 2012 Overall project: December 2012
<hr/>	
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# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2089**

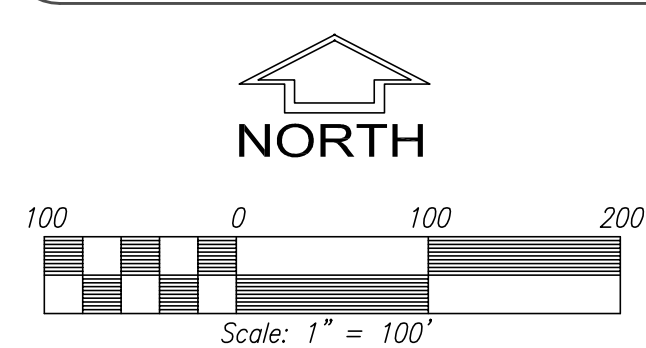
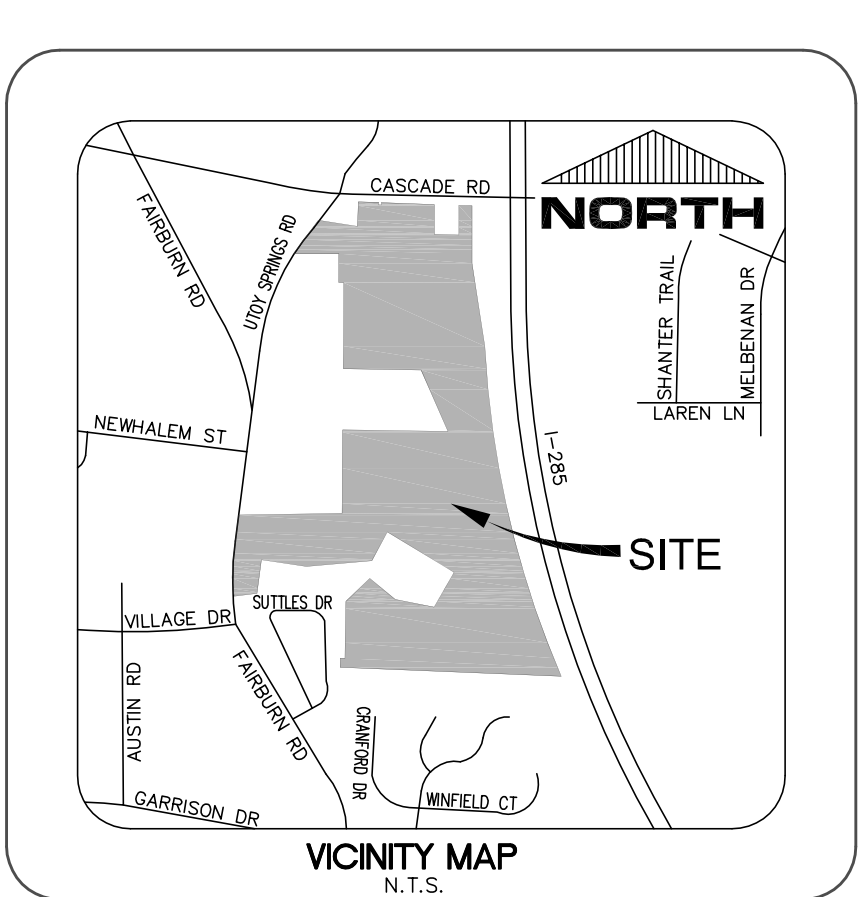
DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
Local Government Information	
Submitting Local Government:	Fulton
Individual completing form:	Morgan Ellington
Telephone:	404-612-8049
Email:	Morgan.Ellington@FultonCountyGA.gov
Project Information	
Name of Proposed Project:	Grey Mixed Use
DRI ID Number:	2089
Developer/Applicant:	Grey Partners, LLC, Doug Crawford (represented by Jessica Guinn of The Collaborative Firm)
Telephone:	404-684-7031 (Jessic
Email(s):	jguinn@thecollaborativefirm.com
Additional Information Requested	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$60 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$500,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): Two commercial buildings	
<b>Water Supply</b>	
Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.141 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?	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.141 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?	
<b>Land Transportation</b>	
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.)	3900 Daily Trips, 562 AM Peak Hour Trips, 389 PM Peak hour trips
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: Please refer to the Transportation Analysis dated May 2010.	
<b>Solid Waste Disposal</b>	



How much solid waste is the project expected to generate annually (in tons)?	2,417 tons
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:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	20 percent
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Applicant states that site contains flood plain, stream buffer and will have both water quality and detention.	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" 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 checked="" type="radio"/> Yes <input 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 checked="" type="radio"/> Yes <input 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: Applicant states that the site will be designed to minimize exposure to floodplain and wetlands. Applicant also states that if areas are encroached, special consideration will be used to minimize affected areas.	
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DRIVEWAY & ROAD CHART	
DRIVEWAY A	EXISTING DRIVING RANGE ACCESS
DRIVEWAY B	NEW CASCADE ROAD ACCESS
DRIVEWAY C	UTOY SPRINGS ROAD ACCESS
DRIVEWAY D	FAIRBURN ROAD MAIN ACCESS
DRIVEWAY E	FAIRBURN ROAD EMERGENCY ACCESS
ROADS	1-28 (ALL INTERNAL ROADS)

FAIRBURN ROAD  
APPROXIMATE R/W LOCATION

UTOY SPRINGS ROAD  
(R/W VARIES)

NEW CASCADE ROAD  
(R/W VARIES)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

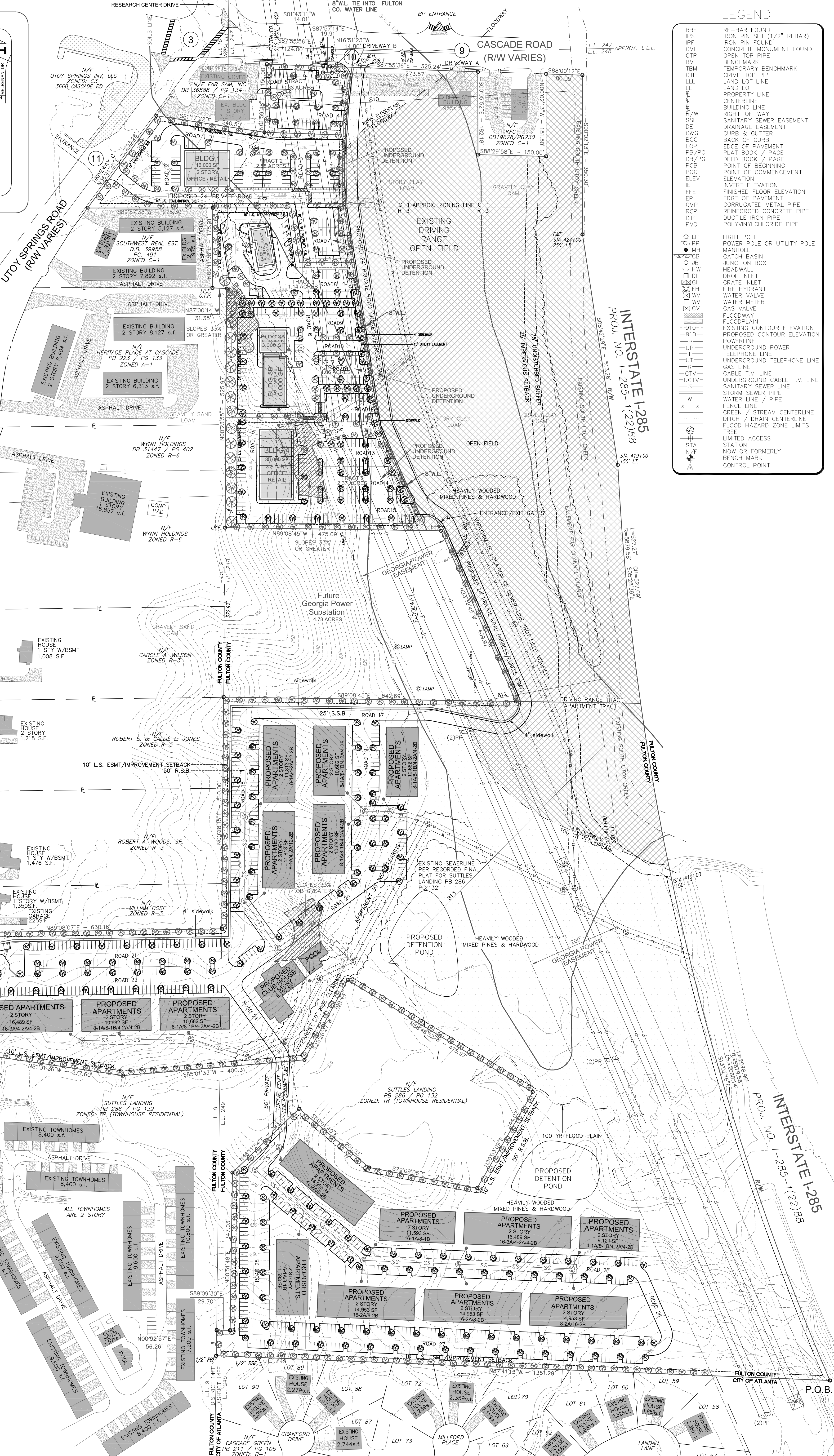
FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)

FAIRBURN ROAD  
(40' R/W)



LEGEND	
RBF	RE-BAR FOUND
IFS	IRON PIN FOUND (1/2" REBAR)
IPF	IRON PIN FOUND
CMF	CONCRETE MONUMENT FOUND
OTP	OPEN TOP PIPE
BM	BENCHMARK
TBM	TEMPORARY BENCHMARK
CTP	CRIMP TOP PIPE
LL	LAND LOT
LL	LAND LOT
LL	PROPERTY LINE
CL	CENTERLINE
BL	BUILDING LINE
R/W	RIGHT-OF-WAY
SSE	SANITARY SEWER EASEMENT
DE	DRAINAGE EASEMENT
C&G	CURB & GUTTER
BOC	BORDER OF CURB
EOP	EDGE OF PAVEMENT
PB/PB	PLAT BOOK / PAGE
DB/PB	DEED BOOK / PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
ELEV	ELEVATION
IE	INVERT ELEVATION
FFE	FINISHED FLOOR ELEVATION
EP	EDGE OF PAVEMENT
CMP	CORRUGATED METAL PIPE
RCP	REINFORCED CONCRETE PIPE
DIP	DUCTILE IRON PIPE
PVC	POLYVINYLCHLORIDE PIPE
LP	LIGHT POLE
CP	POWER POLE OR UTILITY POLE
PP	MANHOLE
CB	CATCH BASIN
JB	JUNCTION BOX
HW	HEADWALL
DI	DROP INLET
GI	GRATE INLET
FH	FIRE HYDRANT
WM	WATER METER
GV	GAS VALVE
FW	FLOODWAY
FL	FLOODPLAIN
CE	EXISTING CONTOUR ELEVATION
PE	PROPOSED CONTOUR ELEVATION
UP	UNDERGROUND POWER
TL	TELEPHONE LINE
UT	UNDERGROUND TELEPHONE LINE
GL	GAS LINE
CTV	CABLE T.V. LINE
UCV	UNDERGROUND CABLE T.V. LINE
SSL	SANITARY SEWER LINE
SSP	STORM SEWER PIPE
WL	WATER LINE / PIPE
FL	FENCE LINE
CR	CREEK / STREAM CENTERLINE
DL	DITCH / DRAIN CENTERLINE
FHZ	FLOOD HAZARD ZONE LIMITS
TR	TREE
LA	LIMITED ACCESS
STA	STATION
N/F	NOW OR FORMERLY
BM	BENCH MARK
CP	CONTROL POINT

INTERIOR LINE TABLE		
LINE	LENGTH	BEARING
L1	181.45	S87°59'17"E
L2	172.51	N89°59'58"E
L3	121.99	S08°49'21"E
L4	123.14	N00°00'00"E
L5	31.61	N00°22'06"E
L6	297.61	N90°00'00"E
L7	89.67	S08°49'28"E
L8	121.99	S08°49'28"E
L9	252.75	N89°59'18"W
L10	207.94	N08°49'28"W
L11	191.26	S08°49'15"E
L12	63.75	N00°00'00"E
L13	120.73	N90°00'00"E
L14	81.64	S08°49'19"E
L15	241.61	N00°24'30"E
L16	444.32	S08°08'46"E
L17	30.74	S89°08'45"E
L18	252.53	S23°39'45"E

INTERIOR CURVE TABLE		
CURVE	LENGTH	RADIUS
C1	150.20	1504.38
C2	160.18	1512.48

TRACT AREA CHART	
TRACT	AREA
TRACT 1	0.831 ACRES
TRACT 2	2.377 ACRES
TRACT 3	1.135 ACRES
TRACT 4	1.662 ACRES
TRACT 5	2.368 ACRES
DRIVING RANGE	13.930 ACRES
APARTMENTS	37.882 ACRES
TOTAL AREA	59.985 ACRES



P.O. BOX 2214 • LOGANVILLE, GEORGIA 30052 • PHONE: (404) 354-3122

No.	By	Date	Revision
1	RWB	11/20/09	INITIAL SUBMITTAL
2	RWB	2/08/10	ADDRESSED GRTA CHECKLIST
3	RWB	5/24/10	ADDRESSED COMMENTS

Cadd File No:

### PROPOSED SITE PLAN CONCEPT PLAN FOR GREY MIXED USE DRI 2089

LAND LOTS 9, 10, 247 & 249 DISTRICT HFF  
FULTON COUNTY, GEORGIA



INFORMATION REGARDING THE REPUTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THIS DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS AND HIS CONTRACTORS SHALL HEREBY DISTINCTLY UNDERSTAND THAT THE SURVEYOR IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THIS INFORMATION.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY NAMED IN THE CERTIFICATE HEREON. SAID CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS RECERTIFICATION BY THE SURVEYOR NAMING SAID PERSON.

DATE: 11/20/09  
Scale: 1" = 100'  
Drawn By: CEP  
Checked By: RWB  
Sheet No.  
3 of 3