



ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET NE ATLANTA GEORGIA 30303

June 19, 2004

Honorable Shirley Franklin, Mayor
City of Atlanta
55 Trinity Avenue
Atlanta, Georgia 30303

RE: Development of Regional Impact Review
The Cascades

Dear Mayor Franklin:

I am writing to let you know that the ARC staff has completed the Development of Regional Impact (DRI) review known as the Cascades development. After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State. The Atlanta Regional Commission reviewed the proposed project 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 project is or is not in the best interest of the City of Atlanta.

Although, the proposed residential development is consistent with the many of the regional plans and policies; there are several elements of the site plan that should be further refined to better meet the regional plans and policies.

The development is proposed as a modified Traditional Neighborhood Design; however, the proposed site plan fails to promote a variety of housing choices besides residential townhomes of various size and style, and the proposed development does not encourage pedestrian movement with strong walking trails and connections. Topography and environmentally sensitive areas create many challenges for developing this site.

I am enclosing a copy of our final review and comments we received during the review. Please feel free to call me, or Haley Fleming (404-463-3311), if you have any questions concerning the review.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles Krautler', with a stylized flourish at the end.

Charles Krautler
Director

CK/mhf

Enclosures

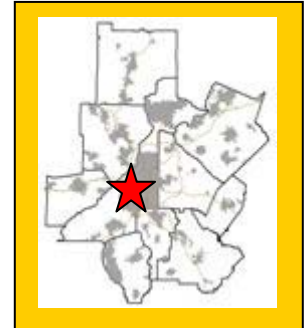
C: Ms. Nina Gentry, City of Atlanta
Ms. Marguerite Wilson, Centrex Homes

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Cascades is a proposed development on 93.170 that will consist of 638 townhomes that will range in two to three stories and a 2500 square foot clubhouse that will include meeting facilities, kitchen, two tennis courts, and two basketball courts. There are also several town greens proposed throughout the development. Total parking that will be provided on site is 1409 spaces: 642 garage spaces and 767 surface spaces. The site of the proposed development is located along the north side of Benjamin E. Mays Drive, west of I-285 in the City of Atlanta in southern Fulton County. Primary access to the proposed development will be off of Benjamin E. Mays Drive.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for June 2008.

GENERAL

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

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

The project site is currently zoned RG-3, residential general district. The proposed development follows the intent of the zoning through its townhome design and layout.

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

No inconsistencies were identified during the review.

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

No impacts were determined during the review.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

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

Year	Name
No Reviews within the two miles radius.	

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

Based on information submitted for the review, the site is undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

Although, the proposed residential development is consistent with the many of the regional plans and policies; there are several elements of the site plan that should be further refined to better meet the regional plans and policies.

The development is proposed as a modified Traditional Neighborhood Design; however, the proposed site plan fails to promote a variety of housing choices besides residential townhomes of various size and style, and the proposed development does not encourage pedestrian movement with strong walking trails and connections. Topography and environmentally sensitive areas create many challenges for developing this site.

It is recommended the proposed site plan be revised to address front entry townhomes and the pedestrian connections throughout the development. Cascade Drive, the main boulevard through the development, will create a standard of rear entry townhomes that should be applied throughout the development. Vehicles, bicycles, and pedestrians will be able to move along the boulevard together while removing garages off Cascade Drive. In contrast, townhome POD 3, POD 5, and POD 6 on the site plan include several shared parking lots and driveways. Besides sidewalks, pedestrian connections are minimal and in need of revision.

Refinement of the site plan to include pedestrian connections through connected trails between the townhomes would improve the quality of the overall development and enable residents to move throughout the site on foot without having to navigate through the parking lots. Where topography allows, trails and pathways should be considered to thoughtfully connect the townhome pods for pedestrians. Consideration to design, landscaping materials, and upkeep of all the proposed trails and pathways should be given.

The intensive land use in proximity to sensitive environmental areas, especially near Utoy Creek and green space areas should not interfere with the overall health and viability of these areas. Regional Development Policy 8 states that environmentally sensitive areas should be protected to ensure the “vital health of the region and quality of life” while “providing current and future economic benefits to

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

the region.” Increased stream buffer protections and heightened stormwater BMP’s should be considered and implemented for this development.

It is strongly recommended the proposed development incorporate principles and characteristics of conservation development and design. Conservation design will use less acreage of land with minimal land disturbance and maximum green space. Best Land Use Practices 4 recommends creating small clusters to preserve open space. Compacting POD 3 and POD 5 into a more dense area that maximizes shared parking opportunities could in return result in a better efficiency of land use while preserving much of the natural topography, tree coverage, and habitat. Minimizing grading and working with the landscape to create a more compact development that preserves green space could ensure minimal impacts on the Utoy Creek and eroding conditions that may arise from intense restructuring of the land.

Active green and recreational spaces should be connected to pedestrian trails and pathways as well as the overall total development. Intensive recreational space should not be in close proximity to sensitive environmental areas.

Finally, the development proposes a sole entrance boulevard, Cascade Drive, entrance that will be gated into the site off of Benjamin E. Mays Drive. The Best Transportation Practices list below emphasize connectivity and cohesiveness between the development and the surrounding community. It is strongly recommended that the development not be constructed as a gated community as it will lessen cohesiveness and activity between the site and the surrounding area.

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle”.

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

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

LOCATION

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

The proposed development is located in the City of Atlanta along the north side of Benjamin E. Mays Drive, east of Fairburn Road and west of Interstate 285.

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

The site is entirely within the City of Atlanta; however, the site boundary is adjacent to unincorporated Fulton County along the western property line.

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

None were determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$91,920,000 with an expected \$1,641,728 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

The proposed development will increase housing opportunities and the need for services to the area. The development is proposing housing that will accommodate a variety of generations, incomes, and cultures. However, the development is not proposing any commercial or retail service uses.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection

The proposed project is crossed by North Utoy Creek and two tributaries. North Utoy is a tributary to Utoy Creek, which in turn is a tributary to the Chattahoochee River. Under the Metropolitan River Protection Act, local jurisdictions with tributaries draining into the Corridor portion of the Chattahoochee must adopt tributary buffer ordinances for those streams. The City of Atlanta buffer ordinance, which is city-wide, requires a 75-foot buffer along both perennial and intermittent streams. The 75-foot buffers are shown on all the streams on the project property. In addition, all state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

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. Because no loading factor was developed for high-density single-family residential, the entire project has been classified as multi-family residential for this analysis. Actual loading factors will depend on the amount of impervious surface in the specific 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
Townhouse/Apartment	97.83	641.01	997.85	6242.39	56367.85	70.81	13.04
TOTAL	97.83	641.01	997.85	6242.39	56367.85	70.81	13.04

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) 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.



Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development will consist of 638 townhouse units and totals to 93 acres. Build out is scheduled for 2008 and is to be completed in one phase. Vehicular access will be via one full movement driveway along the northern edge of the site at Benjamin E. Mays Drive.

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

Marc R. Acampora, PE, LLC performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential Condominium/Townhouse 638 homes	37	179	216	175	86	261	2,946
TOTAL NEW TRIPS	37	179	216	175	86	261	2,946

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

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 1.0, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 0.8 or above are considered congested.

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
		Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB
Benjamin E Mays Drive (East of Fairburn Road)													
2005	1	690	360	330	0.14	0.14	0.13	1,710	910	800	0.33	0.35	0.31
2010	1	670	360	310	0.13	0.14	0.12	1,340	690	650	0.26	0.27	0.25
2025	1	990	500	490	0.19	0.19	0.19	1,910	940	970	0.37	0.36	0.37
% Change 2005-2010		-2.9%	0.0%	-6.1%	-3.7%	0.0%	-7.7%	-21.6%	-24.2%	-18.8%	-21.2%	-22.9%	-19.4%
% Change 2010-2025		47.8%	38.9%	58.1%	46.2%	35.7%	58.3%	42.5%	36.2%	49.2%	40.4%	33.3%	48.0%
% Change 2005-2025		43.5%	38.9%	48.5%	40.7%	35.7%	46.2%	11.7%	3.3%	21.3%	10.6%	2.9%	19.4%
Benjamin E Mays Drive (I-285 Overpass)													
2005	1	440	270	170	0.08	0.10	0.06	1,000	360	640	0.20	0.14	0.25
2010	1	380	220	160	0.08	0.09	0.06	760	300	460	0.15	0.12	0.18
2025	1	640	350	290	0.12	0.13	0.11	1,280	540	740	0.25	0.21	0.29
% Change 2005-2010		-13.6%	-18.5%	-5.9%	-6.3%	-10.0%	0.0%	-24.0%	-16.7%	-28.1%	-23.1%	-14.3%	-28.0%
% Change 2010-2025		68.4%	59.1%	81.3%	60.0%	44.4%	83.3%	68.4%	80.0%	60.9%	66.7%	75.0%	61.1%
% Change 2005-2025		45.5%	29.6%	70.6%	50.0%	30.0%	83.3%	28.0%	50.0%	15.6%	28.2%	50.0%	16.0%
Fairburn Road (North of Benjamin E Mays Drive)													
2005	1	1,240	480	760	0.22	0.17	0.27	2,320	1,340	980	0.42	0.48	0.35
2010	1	1,380	450	930	0.25	0.16	0.33	1,990	1,080	910	0.36	0.39	0.32
2025	1	1,930	590	1,340	0.38	0.23	0.52	2,620	1,520	1,100	0.51	0.59	0.42
% Change 2005-2010		11.3%	-6.3%	22.4%	11.4%	-5.9%	22.2%	-14.2%	-19.4%	-7.1%	-14.5%	-18.8%	-8.6%
% Change 2010-2025		39.9%	31.1%	44.1%	53.1%	43.8%	57.6%	31.7%	40.7%	20.9%	42.3%	51.3%	31.3%
% Change 2005-2025		55.6%	22.9%	76.3%	70.5%	35.3%	92.6%	12.9%	13.4%	12.2%	21.7%	22.9%	20.0%
MLK Jr Drive (East of Fairburn Road)													
2005	1	3,220	1,790	1,430	0.62	0.69	0.55	3,920	1,800	2,120	0.76	0.69	0.82
2010	1	2,280	990	1,290	0.44	0.38	0.50	2,970	1,480	1,490	0.57	0.57	0.57
2025	1	2,200	1,020	1,180	0.46	0.43	0.49	2,880	1,310	1,570	0.60	0.54	0.65
% Change 2005-2010		-29.2%	-44.7%	-9.8%	-29.0%	-44.9%	-9.1%	-24.2%	-17.8%	-29.7%	-24.5%	-17.4%	-30.5%
% Change 2010-2025		-3.5%	3.0%	-8.5%	4.5%	13.2%	-2.0%	-3.0%	-11.5%	5.4%	4.4%	-5.3%	14.0%
% Change 2005-2025		-31.7%	-43.0%	-17.5%	-25.8%	-37.7%	-10.9%	-26.5%	-27.2%	-25.9%	-21.2%	-21.7%	-20.7%

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
FS-073	Cascade Road from Danforth Road to Atlanta City Limits	Roadway Operations	2004
AT-AR-BP282	Fairburn Road from MLK Jr Drive to Stone Road	Multi-Use Facility	2006

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-146	Fairburn Road from Benjamin E. Mays Drive to City Limits	Roadway Capacity	2020
AT-195	Fairburn Road at Benjamin Mays Drive	Roadway Operations	2015
FS-132	I-285 West at Cascade Road	Interchange Upgrade	2013
M-AR-233	MARTA West Line Extension from Holmes Station to Fulton Industrial Blvd. Area	Fixed Guideway Transit Capital	2015

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Cascades: What are the recommended transportation improvements based on the traffic study done by the applicant?

For future **background** year, all intersections and roadway operations analyzed in the consultant's traffic study met the stated level of service. Therefore, there were no recommendations for mitigation.

For the future **total** year, the intersection at the site access and the Benjamin Mays High School exit was questioned. A need for signalization pending a warrant study would be adequate for this particular intersection in meeting the LOS D standard. The consultant emphasized the importance of aligning both access points for more efficient movement.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed project is not located immediately within a rapid transit station area. However, there is MARTA bus access to the HE Holmes MARTA Rail Station.

Is the site served by transit? If so, describe type and level of service.

Yes. MARTA Bus Route 165 services Fairburn Road within proximity to the proposed site and to the HE Homes MARTA Rail Station. MARTA Bus Route 160 runs along Boulder Park Drive just to the north of the proposed site.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

An extension of the MARTA West Line is proposed in the 2025 RTP to service the Fulton Industrial Area. This is beneficial to the Cascades development via MARTA Bus 160 with service to the Holmes Station and access to the Fulton Industrial corridor.

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

There are none proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Density Target levels			
Where Residential is dominant, 10-12 units/ac	Yes	4%	4%
Traditional Single-Use			
SF Detached Dwellings			
With all of the below:	Yes	15%	15%
Has a neighborhood center or one in close proximity?			
Has Bike and Pedestrian Facilities that include?			
connections between units in the site?			
connections to retail center and adjoining uses with the project limits?			
Total Calculated ARC Air Quality Credits (15 % reduction required)		19%	19%

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

The Cascades development will be placed in an area that is currently low in density and low in congestion. According to the V/C ratios indicated in this review, neither Benjamin E. Mays Drive nor Fairburn Road experience overwhelming levels of congestion. However, Fairburn Road is heavily traveled and will require some attention in accommodating greater volumes of traffic once more development is placed in the area. To the north and south of the site, Martin Luther King, Jr. Drive to the north and Cascade Road to the south experience high levels of congestion due their access into I-20 and I-285. Such access will be beneficial to those residing at Cascades in terms of access to employment and shopping opportunities. The extension of the MARTA West Line to the Fulton Industrial area will also help provide access to employment and other opportunities to those residing at Cascades.

Internally, the Cascades development appears to be efficient in terms of vehicular connectivity and pedestrian connectivity. Access to MARTA bus service may be hard to come by for the elderly or handicapped if they are located deep within the development. The implementation of sidewalks

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

within, adjacent and near the Cascades development will further enhance a better walking environment for all. It will also allow better connectivity to alternate modes of transportation that are available.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.154 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that the City of Atlanta will provide wastewater treatment for the proposed development.

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

The capacity of Utoy Creek Plant is listed below:

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
40	44	32	34	6	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system for 2007 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment



Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

How much water will the proposed project demand?

Water demand also is estimated at 0.290 MGD based on information submitted for the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 2,330 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

No impacts were determined during the review.

AGING

Does the development reflect age friendly qualities and characteristics?

The Cascades has a number of characteristics of a senior friendly development: the mix of housing sizes, the concentration of housing, low maintenance yards, and the shared green space and club house.

The location inside the City of Atlanta is particularly important to older adults, as many who have lived in the city a long time and are looking to downsize have few options below I-20. In addition the location of the MARTA bus route and the connection to the HE Holmes MARTA Station is very important to older adults whose diminishing capacity to drive forces them to seek out transportation alternatives.

However, the design of the Cascades puts significant distance between many of the townhomes and the MARTA bus route, making the MARTA bus unusable to many older adults.

Finally, it is strongly recommended that consideration is given to incorporating Easy Living building standards into the design of some or all of the townhomes. These changes are relatively inexpensive to make, but can determine whether or not an older adult would be able to purchase and live in a town home at Cascades.

For additional information on the characteristics of an Age Friendly Community, see the Aging in Place Toolkit: <http://www.atlantaregional.com/qualitygrowth/toolkits.html#aging>

HOUSING

Will the proposed project create a demand for additional housing?

It is unlikely, considering this proposed development is completely residential.

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

Yes, once developed, this project will provide housing opportunities within the City of Atlanta.

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

The site proposed for the development is located in Census Tract 79.00. This tract had a 1.5 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 94 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Preliminary Report:	May 20, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cascades #512
Final Report Due:	June 19, 2004		Comments Due By:	June 3, 2004

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

Likely, assuming the development is approved with multiple price ranges of housing.

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

Your DRI ID NUMBER for this submission is: 512
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 11/3/2003 3:35:50 PM

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

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

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Nina E. Gentry 55 Trinity Avenue Suite 3350 Atlanta, GA 30303
Telephone:	404.330.6722
Fax:	404.658.7491
E-mail (only one):	ngentry@atlantaga.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:			Cascades
Development Type	Description of Project	Thresholds	
Housing	638 townhomes with 2500 s.f. clubhouse and amenity package	View Thresholds	
Developer / Applicant and Mailing Address:		Centrex Homes Attn: Mr. Adam Corder 1750 Founders Parkway Suite 126-A Alphretta, GA 30004-4700	
Telephone:		770.663.7670	
Fax:		770.663.8549	
Email:		acorder@centrexhomes.com	
Name of property owner(s) if different from developer/applicant:			
Provide Land-Lot-District Number:		LL 245 14th District	
What are the principal streets or roads providing vehicular access to the site?		Benjamin E. Mays Road	
Provide name of nearest street(s) or intersection:		3476 Benjamin E. Mays Road between I-285 and Fairburn Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):			
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):			
Is the proposed project entirely located within your local government's jurisdiction?		Y	
If yes, how close is the boundary of the nearest other local government?		adjacent to unincorporated Fulton Co. along the western property line	
If no, provide the following information:			
In what additional jurisdictions is the project located?			
In which jurisdiction is the majority of the project located? (give percent of project)		Name: (NOTE: This local government is responsible for initiating the DRI review process.)	
		Percent of Project:	
Is the current proposal a continuation or expansion of a previous DRI?		N	
If yes, provide the following information (where applicable):		Name:	

	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: June 2008 Overall project: June 2008

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

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

Land Transportation Improvements	
Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
There are various transportation improvements scheduled in this area. Our transportation analysis will identify these needed improvements	Y

Submitted on: 5/11/2004 1:36:08 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Nina E. Gentry
Telephone:	404.330.6722
Fax:	404.658.7491
Email (only one):	ngentry@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	CASADES
DRI ID Number:	512
Developer/Applicant:	Centex Homes/Attn: Marguente Wilson
Telephone:	770.663.7670
Fax:	770.663.8549
Email(s):	mwilson@centexhomes.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	91,920,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,641,728
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet, etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.290
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.154 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	261
---	-----

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: There are no improvements needed at the analyzed intersections	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	2,330
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	39%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 75 foot stream buffers will be maintained on three streams. On-site stormwater will be directed to detention ponds then released into the stream buffers.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetlands are present on the subject property. Mainly confined within the stream beds. Any disturbance will be subject to the Corps of Engineers review and approval.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Floodplain is present on the subject property. The entry road is running through some floodplain fringe area with minimal impact. The road is designed to be built following the lay of the existing grades in the floodplain.	

Memorandum

TO: M. Haley Fleming, Senior Planner
Atlanta Regional Commission

FROM: Michael M. Tuller, AICP, Planning Division Manager

CC: Rob Hosack, AICP, Agency Director

DATE: June 3, 2004

RE: Development of Regional Impact – Cascades (DRI # 512)
Plan Review Comments & Recommendations

The Planning Division has researched the DRI proposal for this City of Atlanta development named Cascades and we would like to submit the following comments for your review and consideration.

The site plan submission indicates a significant amount of land will be disturbed for building pods within this townhouse community. The proposed plan will likely establish intensive mass grading, where storm water management controls will be of critical importance in preserving the existing water quality for the various tributaries leading towards Utoy Creek. The Planning Division recommends considering a comprehensive phasing plan, increased stream buffer protections, and heightened storm water BMP's for the various site locations being disturbed near this important watercourse.

The site plan in the DRI package does not provide the necessary information to determine the effectiveness of a proposed transportation network considered for this proposed townhouse community. The proposed single entrance at Cascade Road appears to be grossly inefficient factoring the trip generation demands for this 642 unit development plan, based on ITE guidelines. Consideration for vehicular access points on Benjamin E. Mays Drive and Fairburn Road will improve peak period operational demands, in comparison to the proposed entrance along Cascade Road. The curb cut across the roadway from this entrance may present operational challenges when integrated with this intensive land use scenario.

The proposed open space designed for the community appears deficient and environmentally non-compliant in addressing necessary storm water impacts during heavy rain events. The Planning Division welcomes an opportunity to amend our comments as new information becomes available.