

DATE: June 15, 2021

ARC REVIEW CODE: R2105262

TO: Mayor William Edwards  
ATTN TO: Marissa Jackson, Planner  
FROM: Douglas R. Hooker, Executive Director  
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

**Name of Proposal:** Sandtown Village DRI #3290

**Submitting Local Government:** City of South Fulton

**Review Type:** Development of Regional Impact **Date Opened:** May 26, 2021 **Date Closed:** June 15, 2021

**Description:** A Development of Regional Impact (DRI) review of a proposed mixed-use project on a 60-acre site in the City of South Fulton at the southeastern corner of the intersection of Camp Creek Parkway (SR 6) and Campbellton Road SW (SR 154/166). The location is not currently served by MARTA buses. It proposes 92 detached single-family homes, 288 multifamily units, 91,400 SF of shopping center, and 39,400 SF of restaurant. Access is proposed with two new driveways on Campbellton Road and one to the existing neighborhood at Woodside Drive. The local trigger is a rezoning. Expected buildout is 2025.

**Comments:** According to the ARC's Unified Growth Policy Map (UGPM), this DRI is located in the Developing Suburbs area of the region. These are generally areas that were constructed from around 1995 to today. These areas are projected to remain suburbs through 2040. ARC's Regional Development Guide (RDG) contains recommendations for this area at the end of these comments.

This project supports some aspects of regional policy by introducing new housing and retail options to a location that is largely single-family. As a mixed-use project, it carries the potential for reducing vehicle trips by allowing residents of the development and some of the surrounding neighborhoods walk to the businesses.

ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another

alternative mode. As presented, the site plan appears to show sidewalks on the internal streets, but no crosswalks at various locations are indicated. Both the central park space and the majority of the commercial uses are surrounded by surface parking without clear pedestrian pathways. Please see the attached comment from GDOT's aviation division regarding construction equipment heights.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. Please see the attached comments from ARC's Natural Resources Group, which note that this project is in the Camp Creek watershed and could become part of the Chattahoochee River large water supply watershed when proposed intakes for South Fulton and Coweta County are built downriver. They also note that there appear to be some intrusions from the multifamily parking onto the City's stream buffer and impervious setback that may require variances.

Further to the comments above, recommendations for Developing Suburbs contained in the RDG include: New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged

- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC AGING & HEALTH RESOURCES
ARC RESEARCH & ANALYTICS	ARC NATURAL RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
MARTA	FULTON COUNTY	CITY OF ATLANTA
BOULEVARD (FULTON INDUSTRIAL) CID		

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or [ggiuffrida@atlantaregional.org](mailto:ggiuffrida@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## Developments of Regional Impact

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### DRI #3290

#### 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: South Fulton

Individual completing form: Marissa Jackson

Telephone: 470-809-7235

E-mail: [marissa.jackson@cityofsouthfultonga.gov](mailto:marissa.jackson@cityofsouthfultonga.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: Sandtown Village

Location (Street Address, 14F0118 LL0146; 14F0118 LL0443; 14F0106 LL1064  
GPS Coordinates, or Legal  
Land Lot Description):

Brief Description of Project: This is a rezoning of 60.15 for a mixed use development that will include multi-family, single family residential, and commercial.

#### Development Type:

- |                                                            |                                                             |                                                       |
|------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |                                                       |

If other development type, describe:

Project Size (# of units, floor area, etc.): 127,200 sq ft. commercial, 250,200 sqft. single family, 421,500 sqft multi-family

Developer: Hutch Development LLC

Mailing Address: 1707 Mount Vernon Rd.

Address 2:

City: Dunwoody State: GA Zip: 30338

Telephone: 770-800-0959

Email: [malik@hutchdevelopment.com](mailto:malik@hutchdevelopment.com)

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Camp Creek Capital LLC (14F0106 LL1064), William D. Carlton Residuary Trust (14F0118 LL0146), The Ha

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☐ No

If yes, provide the following Project Name:

information: Project ID:

The initial action being  
requested of the local  
government for this project:

- ☒ Rezoning  
☐ Variance  
☐ Sewer  
☐ Water  
☐ Permit  
☐ Other

Is this project a phase or  
part of a larger overall  
project?

☐ (not selected) Yes ☐ No

If yes, what percent of the  
overall project does this  
project/phase represent?

Estimated Project Completion Dates: This project/phase: 2025  
Overall project: 2025

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### DRI #3290

#### 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 [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: South Fulton  
Individual completing form: Marissa Jackson  
Telephone: 470-809-7235  
Email: [marissa.jackson@cityofsouthfultonga.gov](mailto:marissa.jackson@cityofsouthfultonga.gov)

#### Project Information

Name of Proposed Project: Sandtown Village  
DRI ID Number: 3290  
Developer/Applicant: Hutch Development LLC  
Telephone: 770-800-0959  
Email(s): [malik@hutchdevelopment.com](mailto:malik@hutchdevelopment.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.)  
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?  
☒ (not selected) ☐ Yes ☐ No

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

#### Economic Development

Estimated Value at Build-Out: \$106,400,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,720,000

Is the regional work force sufficient to fill the demand created by the proposed project?  
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?  
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

#### Water Supply

Name of water supply provider for this site: Atlanta Department of Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.200 MGD

Is sufficient water supply capacity available to serve the proposed project?  
☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?

### Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County Water Services

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.167 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, 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.) 13,514 Net Daily Trips; 1,138 AM Trips, 1,340 PM Trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please refer to the traffic study completed by Kimberly-Horn and Associates.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 6,792 Tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☒ Yes ☐ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? Approximately 77% Buildable Area

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Not all 77% will be impervious: wetlands, stream buffers, detention ponds and other grassed areas will help with stormwater management. Open park spaces and landscaping will also help.

### Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No

2. Significant groundwater recharge areas? ☐ (not selected) ☒ Yes ☐ No

3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:  
Impacts to wetlands will be minimized as much as possible throughout the site and impacts will be permitted appropriately.

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[DRI Site Map](#) | [Contact](#)

## Greg Giuffrida

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Thursday, June 10, 2021 9:57 AM  
**To:** Greg Giuffrida  
**Subject:** RE: ARC DRI Review Notification: Sandtown Village DRI #3290  
**Attachments:** ARC Preliminary Report - Sandtown Village DRI 3290.pdf

Greg,

The proposed mixed-use project on a 60-acre site in the City of South Fulton at the southeastern corner of the intersection of Camp Creek Parkway (SR 6) and Campbellton Road SW (SR 154/166) is 6 miles from Fulton County Executive Airport/Charlie Brown Field (FTY) and outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception if construction or construction equipment exceeds 100' above the ground level. If construction or construction equipment exceeds 80' above the ground level an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

### Alan Hood

*Airport Safety Data Program Manager*



#### *Aviation Programs*

600 West Peachtree Street NW  
6<sup>th</sup> Floor  
Atlanta, GA, 30308  
404.660.3394 cell  
404.532.0082 office

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**From:** Greg Giuffrida <GGiuffrida@atlantaregional.org>  
**Sent:** Wednesday, May 26, 2021 9:05 PM  
**To:** Andy White <white.a@tandh.com>; Charles Whatley <charles@citinomic.com>; David.Clark@fultoncountyga.gov; Denise Hayley <dwhayley@hstarlaw.com>; Garrett Phelps <phelps.g@tandh.com>; Hakim Hilliard <hhilliard@hstarlaw.com>; Harrison Forder - Kimley Horn (Harrison.Forder@kimley-horn.com) <Harrison.Forder@kimley-horn.com>; John Walker - Kimley Horn (John.Walker@kimley-horn.com) <John.Walker@kimley-horn.com>; Joseph Armstrong Fielden Jr. <JoeJR@jafielden.com>; malik@hutchdevelopment.com; Marissa Jackson - City of South Fulton (marissa.jackson@cityofsouthfultonga.gov) <marissa.jackson@cityofsouthfultonga.gov>; Nathan Mai-Lombardo <nathan.mai-lombardo@cityofsouthfultonga.gov>; Shayla Reed - City of South Fulton (Shayla.Reed@cityofsouthfultonga.gov) <Shayla.Reed@cityofsouthfultonga.gov>; Thomas Udell - Jacobs (Thomas.Udell@jacobs.com) <Thomas.Udell@jacobs.com>; AWalter@AtlantaGa.Gov; bsmoot-madison@AtlantaGa.Gov; colteanu@atlantaga.gov; Curtis Tyger - City of Atlanta DOT (cmtyger@AtlantaGa.Gov)



**SANDTOWN VILLAGE DRI**  
**City of South Fulton**  
**Natural Resources Group Review Comments**  
**May 25, 2021**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The project is located in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor.

The proposed project is in the Camp Creek watershed, which is part of Chattahoochee Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. Camp Creek flows into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake.

**Stream Buffers**

The USGS coverage for the project area shows an unnamed tributary to Camp Creek near the southeastern boundary of the project property. The submitted site plan shows this stream, as well as two other stream segments on the south side of the property and one on the west side of the property. All show a 75-foot undisturbed buffer and additional 25-foot impervious surface setback that is consistent with the city of South Fulton's Stream Buffer Ordinance. The State 25-foot Erosion and Sedimentation Act buffers area also shown. However, some intrusions into the City undisturbed buffer and impervious setback are shown, including some of the parking areas for the multi-family portion of the project. These intrusions may require a variance from the City. A stream crossing may require a variance from the State 25-foot Erosion and Sedimentation Act buffer. Any unmapped streams on the property may also be subject to the City Stream Buffer Ordinance. Any unmapped waters of the State on the property may be subject to the 25-foot state Erosion and Sedimentation Act buffers.

**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater best site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

## Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

### DRI INFORMATION

**DRI Number** #3290  
**DRI Title** Sandtown Village  
**County** Fulton County  
**City (if applicable)** City of South Fulton  
**Address / Location** Southeast quadrant of the intersection of Camp Creek Parkway (SR 6) at Campbellton Road (SR 154/SR166)

**Proposed Development Type:**

The develop proposes a 60.15-acre development consisting of 92 single-family detached units, 288 multifamily residential units, 91,400 SF shopping center space, and 39,400 SF restaurant space.

**Build Out :** 2025

**Review Process** ☐ EXPEDITED  
☒ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** [Click here to enter text.](#)  
**Date** May 25, 2021

### TRAFFIC STUDY

**Prepared by** Kimley-Horn  
**Date** May 24, 2021

## **REGIONAL TRANSPORTATION PLAN PROJECTS**

**01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

Table 13 (page 28) within the traffic analysis includes a list of programmed projects.

☐ NO *(provide comments below)*

## **REGIONAL NETWORKS**

**02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

Of the three access points, Site Driveway A is located on Campbellton Road/SR154/SR 166, which is a regional thoroughfare. This driveway is approximately 850 feet east of Camp Creek Parkway, which is also designated as a regional thoroughfare.

**03. Will the development site be directly served by any roadways identified as Regional Truck Routes?**

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

The proposed development will be served by two regional truck routes (Campbellton Road/SR154/SR 166 and Camp Creek Parkway/SR 6).

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance\*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide sufficient connectivity

- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access\*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

\* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

**06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance\* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

**07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.*

☐ NO

☒ YES

MARTA operates within the jurisdiction.

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access\*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity



- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

\* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

### **09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER ( *Please explain* )

Based on the review of the site plan, a potential emergency access is referenced at Camp Creek Parkway/SR 6 and the adjacent side of the development.

### **10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

*The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.*

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER ( *Please explain* )

There are no proposed bicycle improvements.

**11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?**

*The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

**12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

*The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.*

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

**RECOMMENDATIONS**

**13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

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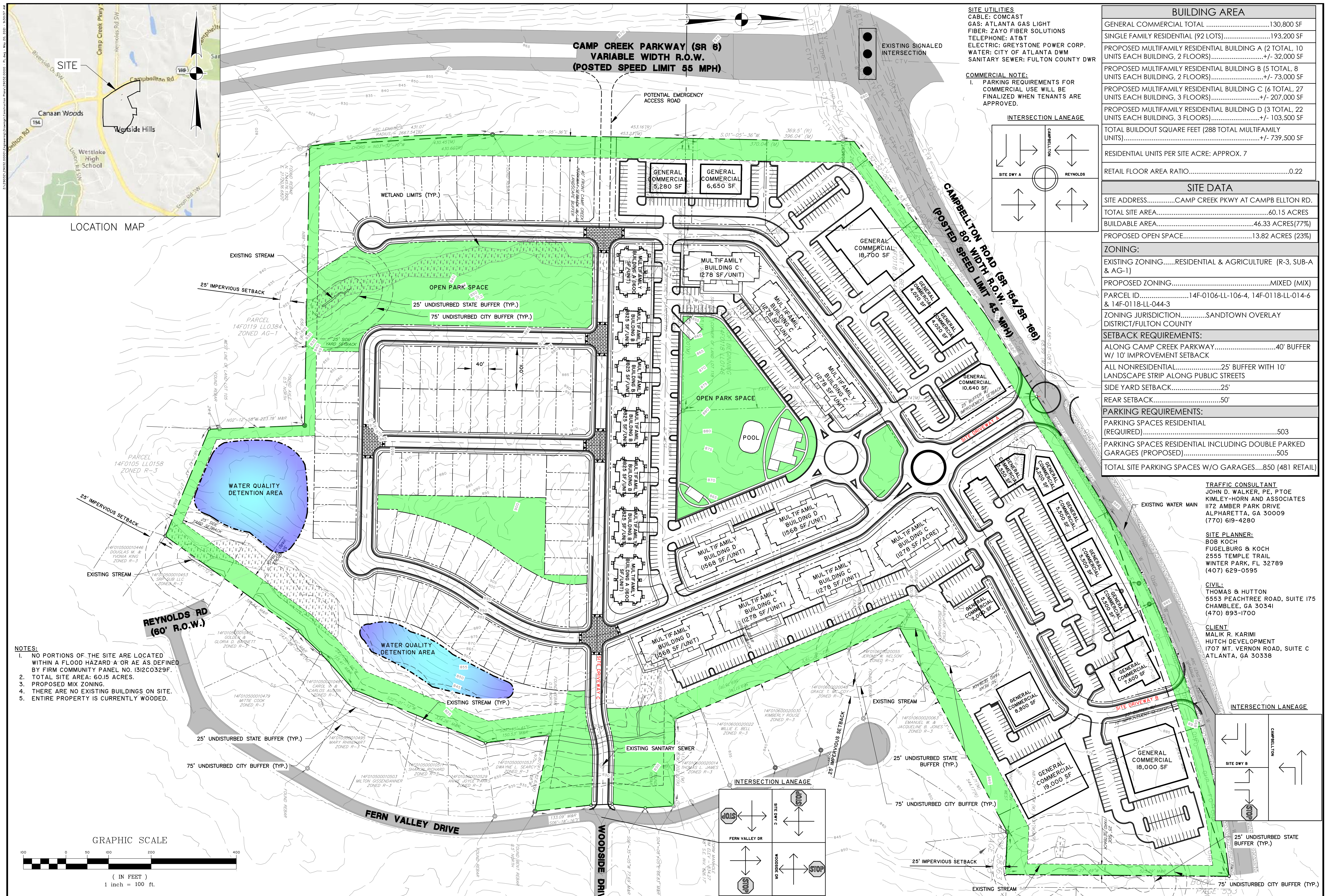
**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

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**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**



[illegible]

**THOMAS  
&  
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<b>SANDTOWN VILLAGE DRI #3290</b> <b>HUTCH DEVELOPMENT</b> FULTON COUNTY, GEORGIA
CAMP CREEK PKWY AT CAMBELL TON RD
<b>REZONING SITE PLAN</b>

JOB NO:	J-29032 0000
DATE:	05/13/2021
DRAWN:	
DESIGNED:	
REVIEWED:	
APPROVED:	
SCALE:	1" = 100'

# C1.1