

DATE: AUGUST 30, 2021

ARC REVIEW CODE: R2108091

TO: Chairman Jeffrey Turner, Clayton County
ATTN TO: Keedra Jackson, Senior Planning Consultant
FROM: Douglas R. Hooker, Executive Director, ARC
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's 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: Waldon Park DRI #3257

Submitting Local Government: Clayton County

Review Type: DRI

Date Opened: August 9, 2021

Date Closed: August 30, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development in unincorporated Clayton County at the southwestern corner of Tara Boulevard (US 19/SR 3) and Old Poston Road. The project proposes 431 detached single-family lots, 262 attached townhomes, and 66,500 square feet of retail and restaurant space. Site access is proposed via two right-in/right-out only driveways and one full-access driveway on Tara Boulevard, one full-access driveway on Old Poston Road, and one full-access driveway on Poston Road. The local trigger is a rezoning to PUD. Expected buildout is 2027.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in a Developed/Established Suburb area. The Plan details recommended policies for areas and places on the UGPM. General information and recommendations for Developed/Established Suburbs are listed at the bottom of these comments.

This development manifests certain aspects of regional policy. It connects to all three adjacent roadways to offer options for ingress and egress and provide access to destinations without channeling residents to one major arterial. The site is also transit accessible, with stops just to the south on Tara Boulevard for MARTA bus route 800. It provides internal connectivity and recreation opportunities by including sidewalks and walking trails throughout the site, as well as a multi-use path around the perimeter of the site on all three external road frontages. The DRI also offers opportunities to foster a sense of community by incorporating centralized park/green spaces as well as restaurant and retail uses within the development.

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 best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages.

Additional comments from ARC's Natural Resources Group are attached. They indicate that the DRI site plan shows a lake and stream in the northern part of the property and a stream in the southwest part of the property. The 50-foot undisturbed buffer and additional 25-foot impervious surface setback (total of 75 feet) required under the Clayton County Stream Buffer Ordinance are shown along both streams, but the applicable 25-foot State Erosion and Sedimentation Act buffer is not clearly identified for either stream. The only development activities shown in the stream buffers are internal street and sidewalk crossings (Road D and Road G), but this activity may require County and/or State variances.

Although the site is not directly served by transit, it is roughly a third of a mile north of stops for MARTA bus route #800 on Tara Blvd. at Winding Way Lane. This bus route links the City of Lovejoy (south of the DRI site) with the Clayton County Justice Center (north of the DRI site). The Justice Center is also a transfer point for MARTA bus routes 191, 192 and 193, which connect to multiple regional employment centers. The proposed multi-use path on the property's Tara Blvd. frontage – part of the Tara Blvd. widening project (PI #722030) and shown on the DRI site plan – will help connect potential transit users to and from the site. Users could include DRI site residents accessing jobs elsewhere on the south side of the region or potential workers commuting to the DRI's retail and restaurant spaces. County staff should ensure the multi-use path, as constructed, promotes this connectivity in a safe, comfortable, convenient way. Creating a safe pedestrian crossing of Tara Blvd. at Winding Way Lane will also be an important consideration for the future as that intersection appears to be unsignalized and without crosswalks at present.

Comments received from GDOT's Aviation Division note that the DRI is seven miles north of Atlanta Speedway Airport (HMP) but is outside the FAA approach/departure surfaces and compatible land use areas for, and does not appear to impact, the airport. However, if any construction or construction equipment exceeds 200 feet above ground level, a Form 7460-1 must be submitted to the Federal Aviation Administration (FAA) 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.

The intensity of this DRI generally aligns with The Atlanta Region's Plan recommended range of densities and building heights in Developed/Established Suburbs. In terms of local land use, the project appears similar to nearby properties to the west and south, which are largely residential. Still, County leadership and staff, along with the applicant team, must collaborate to ensure absolute maximum sensitivity to nearby neighborhoods, land uses and natural resources, as well as nearby local governments such as the City of Jonesboro to the north.

As mentioned above, the underlying area for this location is the Developed/Established Suburbs area, per ARC's UGPM. These are areas of largely residential development that were constructed from about 1970 to

1995 and are projected to remain suburban in character through 2040. Associated recommendations from The Atlanta Region's Plan 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 RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CLAYTON COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
CITY OF JONESBORO

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GRTA
MARTA

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@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 #3257

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: Clayton

Individual completing form: Keedra T. Jackson

Telephone: 770-477-5934

E-mail: keedra.jackson@claytoncountyga.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: Waldon Park

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Tara Blvd, Poston Rd, Old Poston Rd

Brief Description of Project: Seeking rezoning to PUD to allow for mixed-use project consisting of townhomes and commercial. 65,000 commercial space; 288 attached townhomes and 460 SFR detached lots.

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.): 167 acres

Developer: Rockhaven Homes, LLC

Mailing Address: 4062 Peachtree Rd NE #A277

Address 2:

City: Brookhaven State: GA Zip: 30319

Telephone: 770-519-1668

Email: bhughes@rockhavenga.com

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

If yes, property owner: RDW Farms

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 information: Project Name: Waldon Park
Project ID: 967

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: 2027
Overall project: 2027

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DRI #3257

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: Clayton
 Individual completing form: Keedra T. Jackson
 Telephone: 770-473-5934
 Email: keedra.jackson@claytoncountyga.gov

Project Information

Name of Proposed Project: Waldon Park
 DRI ID Number: 3257
 Developer/Applicant: Rockhaven Homes, LLC
 Telephone: 770-519-1668
 Email(s): bhughes@rockhavenga.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: \$230 million
 Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$190 million for residential, \$40 million for commercial
 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: Clayton County Water Authority

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

.2422 MDG

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:
n/a

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?
n/a

Wastewater Disposal

Name of wastewater treatment provider for this site: Clayton County Water Authority

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

1.7 MDG

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: n/a

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.)

1,405 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: n/a

Solid Waste Disposal

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

1,646 tons/year

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

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

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

If yes, please explain: n/a

Stormwater Management

What percentage of the site is projected to be impervious surface once the

49%

proposed development has
been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Existing streams located within 75' buffers. Existing pond will remain on-site. 5 water quality basins to be constructed. Natural vegetated buffers of 30' and 40'.

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:
n/a

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Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, August 24, 2021 10:27 AM
To: Andrew Smith
Subject: FW: ARC DRI Review Notification: Waldon Park DRI #3257
Attachments: ARC Preliminary Report - Waldon Park DRI 3257.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Andrew,

The proposed mixed-use development in unincorporated Clayton County at the southwestern corner of Tara Boulevard (US 19/SR 3) and Old Poston Road is 7 miles north of the Atlanta Speedway Airport (HMP). It is outside the FAA approach and departure surfaces, and is outside airport compatible land use areas, and does not appear to impact the airport.

If any construction equipment or construction exceeds 200' above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. Those submissions for any associated buildings or cranes taller than 200' 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
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Tuesday, August 10, 2021 11:27 AM
To: Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; pmartin@srta.ga.gov; pemmanuel@srta.ga.gov; Cain Williamson <cwilliamson@ATLtransit.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Kay, Linda M <LKay@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; 'cyvandyke@dot.ga.gov'; 'ccomer@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Kassa, Habte <hkassa@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston

WALDON PARK DRI #3257
Clayton County
ARC Natural Resources Group Review Comments

August 9, 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 County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Water Supply Watershed Protection

The proposed project is in the Flint River Water Supply Watershed, a water supply source for Fayette and Clayton Counties. The watershed is greater than 100 square miles above the intake and there is no reservoir directly on the Flint within this watershed area. Therefore, the only criteria applicable in such watersheds under the Georgia Planning Act's Part 5 minimum water supply watershed criteria apply to the handling and storage of hazardous materials and hazardous waste. No other water supply watershed criteria apply.

Stream Buffer Protection

The USGS coverage for the project area shows an existing pond but no streams on the project property. Both the pond and a stream running through it are shown on the submitted site plan. In addition, a second stream crosses the southwest portion of the project property. The 50-foot undisturbed buffer and 25-foot impervious surface setback required under Clayton County Stream Buffer Ordinance are shown along both streams. The Georgia 25-foot State Erosion and Sedimentation Act buffer also applies to both streams but is not shown on either stream on the plans. The only development activity shown within the stream buffers on both streams are driveway and sidewalk crossings, which may require variances. Any unmapped streams may also be subject to the County Buffer Ordinance and all unmapped waters of the state may be subject to the 25-foot State Erosion and Sedimentation Act Buffer.

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) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better 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 #3257
DRI Title Waldon Park
County Clayton County
City (if applicable)
Address / Location Southwest corner of Tara Blvd (SR 3) and Old Poston Road

Proposed Development Type:

The proposed mixed use development consists of 288 townhome units, 460 single-family detached homes, and 66,500 square feet of commercial area.

Build Out: 2028

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 August 3, 2021

TRAFFIC STUDY

Prepared by Lumin8 Transportation Technologies
Date May 25, 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*)

A list of projects is referenced on Table 1 on page 3 of the document.

☐ 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*)

There are five proposed driveways three of the five are located on SR 3/Tara Blvd, which is identified 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 development site will be directly served by SR 3/Tara Blvd which is identified as a regional truck route.

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

There are two rail projects identified in the RTP. The first phase (AR-485A) will provide rail service from East Point to Jonesboro, whereas the second phase (AR-485B) will provide service from Jonesboro to Lovejoy. Both projects are in long range 2026-2030 and 2031-2040, respectively.

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) MARTA

Bus Route(s) Route 191, Route 192, Route 193, and Route 800

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)

Per the review of aerial maps, there are no existing sidewalks.

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 of the proposed development site. The Xpress' Jonesboro Commuter Park and Ride lot is near the proposed project area which Routes 440/441 service the lot.

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*)

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*)

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)*

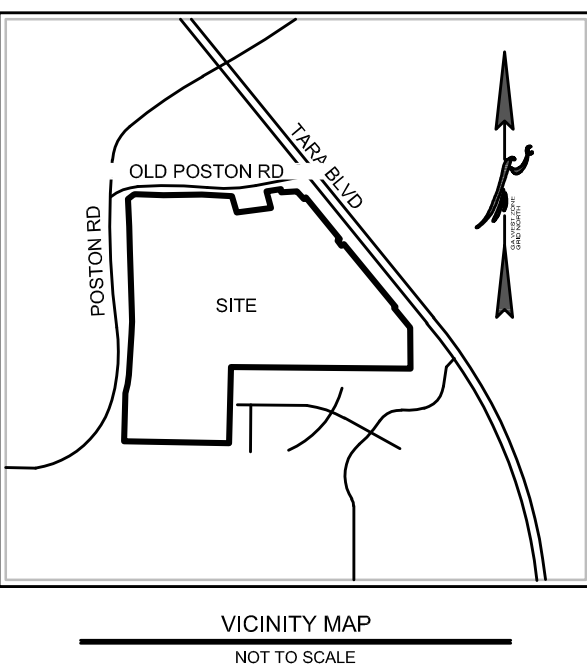
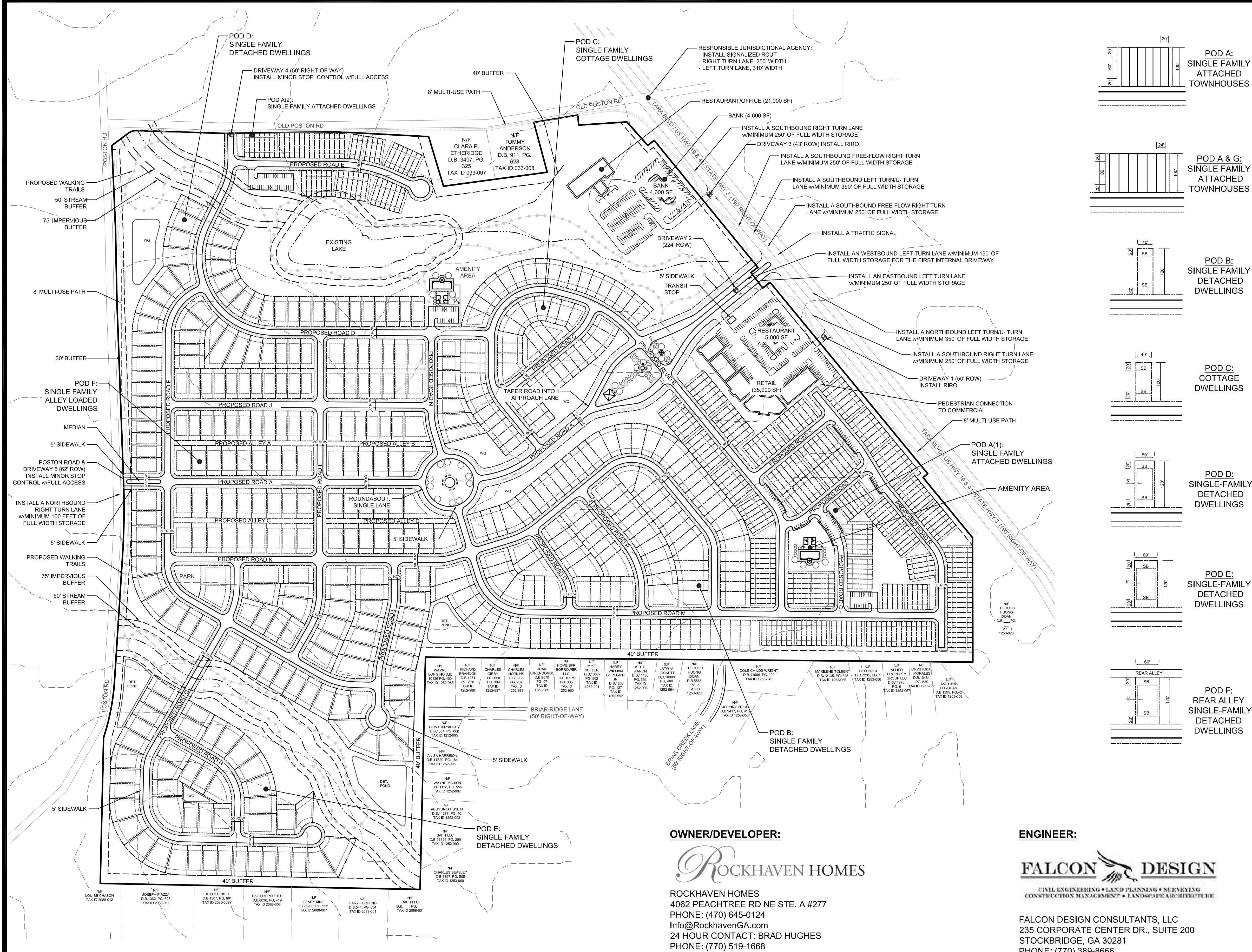
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14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ 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):



LAND USE SUMMARY
TOTAL AREA: 167.82 AC

PROPOSED ZONING:
PUD (PLANNED UNIT DEVELOPMENT)
GROSS D.U.A. = 4.13 du/ac
OPEN SPACE: +/- 44.54 ACRES

RESIDENTIAL UNITS
ATTACHED TOWNHOMES (2-STORY):
POD A(1) - 20'x100': 130 UNITS
- 24'x100': 84 UNITS
POD A(2) - 20'x100' 48 UNITS
SINGLE FAMILY DETACHED DWELLINGS (1-STORY):
POD B - 40'x120': 120 UNITS
POD C - 40'x100': 65 UNITS
POD D - 50'x120': 79 UNITS
POD E - 60'x120': 102 UNITS
POD F - 60'x120' REAR ENTRY: 65 UNITS
TOTAL UNITS : 693

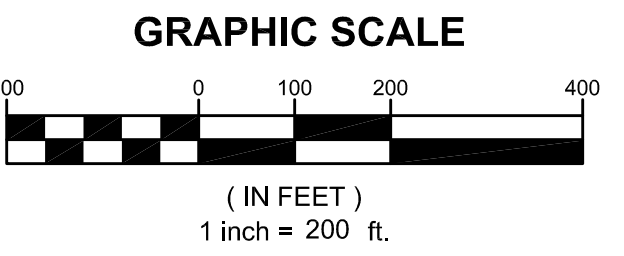
COMMERCIAL AREA: +/- 10 ACRES
COMMERCIAL POD 1 (+/- 6 ACRES)
BUILDING SQUARE FOOTAGE: +/-25,600 sq. ft.
FLOOR AREA RATIO = 0.1
COMMERCIAL POD 2 (+/- 4 ACRES)
BUILDING SQUARE FOOTAGE: +/-40,900 sq. ft.
FLOOR AREA RATIO = 0.2

PEDESTRIAN CONNECTIVITY
5' SIDEWALKS (48,813 LF): INCLUDED ALONG ALL STREETS WITHIN PODS
8' MULTI-USE PATH (5,510 LF): LOCATED ALONG FRONTAGE AT TARA BLVD, OLD POSTON RD, AND POSTON RD TERMINATING AT WEST ENTRANCE (ACCESS 1)
MULCHED WALKING TRAILS (8,933 LF): LOCATED THROUGHOUT OPEN SPACE PROVIDE ADDITIONAL PEDESTRIAN CONNECTIVITY CROSSWALKS AND CURB RAMPS; TO BE PROVIDED WHERE REQUIRED AND APPROPRIATE

COMMERCIAL PARKING SUMMARY
REQUIRED PARKING SPACES: 436
TURN LANES: 2
PROVIDED OFF-STREET PARKING SPACES: 452

EXISTING ZONING & DENSITY
MIXED-USE AREA: 81.36 AC (±10 AC COMMERCIAL)
RS180 AREA: 86.5 AC

THROUGH LANES
- PROPOSED ROAD A, 2 LANES BETWEEN STATE ROUTE 3 & POSTON ROAD
- PROPOSED ROAD D TO B TO A, 2 LANES BETWEEN STATE ROUTE 3 & OLD POSTON ROAD



OWNER/DEVELOPER:

Rockhaven Homes
4062 PEACHTREE RD NE STE. A #277
PHONE: (470) 645-0124
Info@RockhavenGA.com
24 HOUR CONTACT: BRAD HUGHES
PHONE: (770) 519-1668

ENGINEER:

FALCON DESIGN
CIVIL ENGINEERING • LAND PLANNING • SURVEYING
CONSTRUCTION MANAGEMENT • LANDSCAPE ARCHITECTURE
FALCON DESIGN CONSULTANTS, LLC
235 CORPORATE CENTER DR., SUITE 200
STOCKBRIDGE, GA 30281
PHONE: (770) 389-8666

TRAFFIC CONSULTANT:

LUMIN8
TRANSPORTATION TECHNOLOGIES

LUMIN8 TRANSPORTATION TECHNOLOGIES
SPEEDY BOUTWELL
PHONE: (770)-289-0464

CIVIL ENGINEERING
CONSTRUCTION MANAGEMENT
LAND SURVEYING
LANDSCAPE ARCHITECT
LAND PLANNING

FALCON DESIGN CONSULTANTS

STOCKBRIDGE OFFICE
215 CORP. CTR. DR., STE. 200
STOCKBRIDGE, GEORGIA 30281
PH: (770) 389-8666 • FAX: (770) 389-8668
www.fdc-llc.com

NEWNAN OFFICE
40 GREENWAY CT., STE. A
NEWNAN, GEORGIA 30055
PH: (770) 755-7978

CLARKSBURG OFFICE
500 PIRKLE FERRY RD., STE. C
CLARKSBURG, GEORGIA 30606
PH: (678) 807-0105

DRI #3257 - SITE PLAN
FOR
**WALDON PARK
ROCKHAVEN HOMES**
LOCATED IN:
LAND LOTS 209& 242, 5TH DISTRICT,
LAND LOTS 33 & 35, 6TH DISTRICT,
CLAYTON COUNTY, GEORGIA

DATE	REVISIONS
1.	
2.	
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DRAWN BY:	MT
REVIEWED BY:	JDL
REVISED BY:	

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