


DATE: October 14, 2021

ARC REVIEW CODE: R2109201

TO: Mayor Troy Brumbalow, City of Cumming
ATTN TO: Scott Morgan, Director of Planning and Zoning
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 a 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: Sawnee Village DRI #3395

Submitting Local Government: City of Cumming

Review Type: DRI

Date Opened: September 20, 2021

Date Closed: October 10, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on an approximately 152-acre site in the City of Cumming, east of Dahlonega Street (SR 9) and west of Pilgrim Mill Road, with an additional portion east of Pilgrim Mill Road. The plan of development includes 149 single family detached residential lots; 341 townhome units; 262 multifamily units; 265 senior living units; 38,475 SF of office; 16,800 SF of restaurant; and 44,675 SF of retail. Site access is proposed via two full-movement driveways on Dahlonega Street, two full-movement driveways on Pilgrim Mill Road, and one full-movement driveway on a proposed extension of Sawnee Drive connecting Dahlonega Street to Pilgrim Mill Road. The nearest state route is US 19/GA 400, 1.3 miles to the northeast at Pilgrim Mill Road (SR 400 Exit 16) and 1.3 miles to the southeast at Bald Ridge Road (SR 400 Exit 15). The local DRI trigger action is an application for rezoning from an existing mix of OP Office-Professional, R-1A Single Family Residential and PSC Planned Shopping Center, to PUD Planned Unit Development. The expected buildout year is 2028. This DRI site was previously reviewed as The Villages at Brooks Farm Mixed-Use Development DRI #2848 in 2018. The new proposal is substantially different from the previous one and therefore warrants a new DRI review.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is primarily in the Developing Suburbs area, with a portion on the east side of Pilgrim Mill Road in the Lanier 400/Cumming-Northeast Regional Center. The Plan's Regional Development Guide (RDG) details general information and policy recommendations for Developing Suburbs and Regional Centers, which are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The project is located in fairly close proximity to the civic and commercial center of downtown Cumming. The mixed-use component of the project is located at the southwest corner of the site where it can augment the mixed-use downtown area. The site is also within walking and biking distance of the Forsyth County Library and local elementary, middle and high schools. This will allow some students to reach school by walking or biking, which can reduce car trips.

To capitalize on the DRI's potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. ARC also recommends the installation of sidewalks along all site frontages (Dahlonaga Street/SR 9, Sawnee Drive Extension, and Pilgrim Mill Road). To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

Special consideration should be given to bike and pedestrian facilities that safely accommodate users navigating the commercial/retail section of the project on the west side of the site – as well as crosswalks to allow safe access across Dahlonaga Street (SR 9) to Otwell Middle School and Cumming Elementary School. One logical location for crosswalk infrastructure is at Site Driveway A, but crosswalks are not identified on the DRI site plan. As part of the GRTA-required traffic impact study and per GDOT policy, an Intersection Control Evaluation (ICE) was performed at this intersection. Subject to GDOT approval as part of the driveway permitting process, the traffic study indicates that a traffic signal (with turn lanes), if warranted, or a single-lane roundabout (with northbound and southbound right-turn slip lanes), may be considered for future intersection control. It is important to note that there is also a long-range SR 9 widening project (GDOT PI #141890) that will include this segment of the roadway. The traffic study recommends considering the widening project when identifying future intersection control alternatives. Ultimately, the widening and the chosen intersection control method and design of SR 9 at Site Driveway A will need to accommodate clear, safe, convenient bike/pedestrian crossing facilities.

In the long term, Forsyth County school system officials, the City of Cumming and other relevant parties should also work to appropriately connect the western extent of any crosswalks across Dahlonaga Street/SR 9, and the existing sidewalks on the west side of Dahlonaga Street/SR 9, to the school buildings themselves. The shared/central school driveway connecting to SR 9 at DRI Site Driveway A is currently a one-way exit for buses only, with no sidewalk along it. Meanwhile the rear side of Otwell Middle School faces SR 9, with no sidewalk access between the school building and SR 9 or the shared/central school driveway. Lastly, the front side of Cumming Elementary School faces SR 9, but the entrance is served by a separate driveway north of the shared/central school driveway with no sidewalk along it; there is also no sidewalk access between the school building and SR 9 or the shared/central school driveway.

Long-term planning and consideration will need to be given to the future extension of Sawnee Drive that traverses part of the northern area of the site. That roadway will provide access to parts of this DRI and should be considered in terms of future traffic. ARC's understanding is that future traffic operations in the

area were modeled in the DRI traffic study with the assumption that Sawnee Drive Extension will in fact be open. Per the study, the roadway is proposed to be constructed and open to traffic by full DRI build-out (2028), but its alignment with Pilgrim Mill Road is currently under review and the exact design is to be determined at a later date. As documented in GRTA's DRI conditions, the intersection design that is ultimately selected will need to include crosswalks and pedestrian signals/phasing.

Additional transportation comments can be found in the attached comments from ARC's Transportation Access and Mobility Group.

Much of the site appears to have been previously cleared for agricultural and low intensity uses, indicating minimal tree canopy impact/disturbance from the DRI, particularly in the core of the project. However, it should be noted that the townhome portion of the site on the east side of Pilgrim Mill Road will require significant clearing and loss of tree canopy. Overall, the project can be substantially enhanced by the retention of as much of the extensive existing tree canopy and natural vegetation as is feasible. Open space areas with tree canopy can become a significant community amenity if connected by adjacent sidewalks and paths to a larger network. These areas can also retain a portion of the site's existing carbon storage/sequestration capacity and resulting positive effects on local air quality. Retaining tree canopy will additionally help moderate the heat island effect and create a more pleasant environment for residents and visitors. Similar to biking and walking infrastructure, protecting the tree canopy and the area's natural resources represents an opportunity to build in long-term value for this development and the broader area.

The site plan appears to indicate that all streams on the property will be adequately buffered. Specifically, the plan shows a stream with a short tributary on the eastern portion of the project property and a stream on the western side of the property. All indicated streams show the 25-foot State Sediment and Erosion Control buffer as well as the City of Cumming Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback. The only proposed development crossing the buffers are two road crossings, which may require variances. These and other comments on water resources from ARC's Natural Resources Group are attached.

The project can further support regional planning goals by incorporating aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general – especially in parking areas, on site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with The Atlanta Region's Plan's recommended parameters regarding density and building height in Developing Suburbs and Regional Centers. The land use also generally consistent with the Plan and the site's location in a generally developed area near downtown Cumming. However, it should be noted that this project is a short distance south of unincorporated Forsyth County and is also adjacent to single family residential uses, particularly to the north of the site. City leadership and staff, along with the applicant team, must therefore collaborate to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

One final item of note is the submitted DRI traffic impact study indicates that the senior living residential component of this DRI is proposed for an area north of Sawnee Drive Extension and will be served by Site Driveway E. However, on the submitted DRI site plan, that area is shown as “Pilgrim Mill Mixed-Use” and building footprints are greyed-out. As the City review process moves forward, the applicant team should make clear the proposed use and configuration for this area of the site.

The majority of this DRI site falls under the Developing Suburbs category of ARC’s Unified Growth Policy Map (UGPM). These are areas of largely residential development that were constructed from about 1995 to today and are projected to remain suburbs 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

A portion of the DRI site is in a Regional Center per ARC’s UGPM. Regional Centers are metro Atlanta’s centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. General policy recommendations for Regional Centers in The Atlanta Region’s Plan include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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| THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW: |
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| ARC COMMUNITY DEVELOPMENT ARC RESEARCH & ANALYTICS GEORGIA DEPARTMENT OF NATURAL RESOURCES GEORGIA ENVIRONMENTAL FINANCE AUTHORITY CITY OF CUMMING |
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| ARC TRANSPORTATION & MOBILITY ACCESS ARC AGING & HEALTH RESOURCES GEORGIA DEPARTMENT OF TRANSPORTATION GEORGIA SOIL & WATER CONSERVATION COMMISSION |
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| ARC NATURAL RESOURCES GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS SRTA/GRTA FORSYTH COUNTY |
|---|

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 #3395

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: Cumming

Individual completing form: Scott Morgan

Telephone: 770-781-2024

E-mail: s.morgan@cityofcumming.net

*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: Sawnee Village

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Dahlonga Highway (SR 9) Pilgrim Mill Road, Brooks Farm Drive, Pirklewood Circle

Brief Description of Project: Vertical mixed-use project (@ 153 Acres) Retail, office restaurant, senior living, residential (apartments, townhomes)

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.): 753 residential units, 84,400 square feet retail, office, restaurant, senior living component

Developer: The Providence Group of Georgia, LLC

Mailing Address: 11340 Lakefield Drive, Suite 140

Address 2:

City: Johns Creek State: GA Zip: 30097

Telephone: 404-274-4492

Email: cwalters@theprovidencegroup.com

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

If yes, property owner: Pilgrim Mill Family Limited Partnership, LLLP

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:
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: 2028
Overall project: 2028

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DRI #3395

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: Cumming
Individual completing form: Scott Morgan
Telephone: 770-781-2024
Email: s.morgan@cityofcumming.net

Project Information

Name of Proposed Project: Sawnee Village
DRI ID Number: 3395
Developer/Applicant: The Providence Group of Georgia, LLC
Telephone: 404-274-4492
Email(s): cwalters@theprovidencegroup.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: approx. \$430,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: approx. \$4,750,000

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: City of Cumming

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

0.28 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: City of Cumming

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

0.23 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.)

8,532 net daily trips, 592 net AM peak trips, 591 net PM peak 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 to be completed by Kimley Horn and Associates.

Solid Waste Disposal

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

4,173 tons annually

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?

60%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers, detention ponds.

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:

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SAWNEE VILLAGE DRI
City of Cumming
Natural Resources Group Comments
September 14, 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.

Watershed Protection

The project site is in the Lake Lanier Watershed. The Lake Lanier watershed is upstream of the portion of the Chattahoochee River under the jurisdiction of the Metropolitan River Protection Act. Lake Lanier, as a US Army Corps of Engineers lake, is exempt from the Georgia DNR Part 5 Minimum Planning Criteria for Water Supply Watersheds, and, as the site is more than seven miles upstream of the closest intake on the Chattahoochee, no other Part 5 Water Supply Watershed criteria apply.

Stream Buffers

The USGS coverage for the project area shows no blue line streams in or near the property. The submitted site plan shows a stream with a short tributary on the eastern portion of the project property and a stream on the western side of the property. All indicated streams show the 25-foot State Sediment and Erosion Control buffer as well as the City of Cumming Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback. The only proposed development crossing the buffers are two road crossings, which may require variances. Any unmapped streams on the property may also be subject to the City stream buffer ordinance, and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control 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 #3395
DRI Title Sawnee Village
County Forsyth County
City (if applicable) City of Cumming
Address / Location Between Dahlonega Highway (SR 9) and Pilgrim Mill Road north of Brooks Farm Drive with an eastern tract located east of Pilgrim Mill Road

Proposed Development Type: The proposed development includes 149 single-family units, 341 townhome units, 262 multi-family residential units, 193 senior living attached units, 72 senior living detached units, 38,475 SF of office space, 44,675 SF of retail space, and 16,800 SF for restaurants.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date September 17, 2021

TRAFFIC STUDY

Prepared by Kimley Horn
Date September 13, 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)*

The list of projects referenced on Table 7 included project(s) identified in the fiscally constrained RTP.

☐ 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)*

The development site will be directly served by SR 9/Dahlonge St via Site Driveways A and B. SR 20 and US 19/SR 400 are two other regional thoroughfares that are near the project site.

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*)

SR 9/Dahlonega Steet is identified as a regional truck route which will be accessed via Site Driveway A and B. There are two other regional truck routes near the project site. These routes are identified as SR 20 and US 19/SR 400.

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

The Xpress Cumming Park and Ride Lot is located south of the project site on Deputy Bill Cantrell Memorial Road near US 19/SR 400.

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)

Pedestrian sidewalk facilities are proposed along all site frontages.

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)

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)*

[Click here to enter text.](#)

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)*

[Click here to enter text.](#)

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

| Summary of Densities | | |
|-------------------------------------|--------|--------------------------|
| Multi-Family Units | 262 | |
| Detached Units | 221 | |
| Attached Units | 341 | |
| Total Units | 824 | |
| | | |
| Land Use | | Intensity |
| Single-Family Detached Housing | 149 | d.u. |
| Multi-Family Housing (Low-Rise) | 341 | d.u. |
| Multi-Family Housing (Mid-Rise) | 262 | d.u. |
| Senior Adult Housing - Detached | 72 | d.u. |
| Senior Adult Housing - Attached | 193 | occ. d.u. |
| General Office Building | 38,475 | s.f |
| | | |
| Shopping Center | 44,675 | s.f. gross leasable area |
| High-Turnover (Sit-Down) Restaurant | 16,800 | s.f |
| | - | |

NOTES:

1. ALL SURVEY DATA TAKEN FROM THE ALTA SURVEY BY ROCHESTER AND ASSOCIATES FOR LENAR GEORGIA, INC & FIRST AMERICAN ON 9/28/17.
2. ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE NOT LOCATED ON THIS SITE.
3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP NUMBER 13117C0132F, 104F, 151F & 155F DATED 03/04/2013, PORTIONS OF THE PROPERTY DO FALL WITHIN A DESIGNATED FLOOD HAZARD ZONE.
4. WATERS OF THE STATED ARE WITHIN 200' OF THIS PROPERTY.
5. THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
6. FORSYTH COUNTY FIRE DEPARTMENT SHALL APPROVE ROAD LAYOUT AND ENTRANCES.
7. WATER SERVICE SHALL BE PROVIDED BY FORSYTH COUNTY. EXISTING WATER SERVICE WILL BE USED.
8. SANITARY SEWER SERVICE WILL BE PROVIDED BY CITY OF CUMMING. EXISTING SEWER WILL BE TAPPED ON SITE.
9. THE PROPOSED DEVELOPMENT MAY BE GATED AND HAVE PRIVATE STREETS.

NOTE: Information regarding the reputed presence, size, character and location of existing underground utilities and structures is shown hereon. There is no certainty of the accuracy of this information and it shall be considered in that light by those using this drawing. The location and arrangement of underground utilities and structures shown hereon may be inaccurate and utilities and structures not shown may be encountered. The owner, his/her employees, his/her consultants and his/her contractors shall hereby distinctly understand that the engineer / surveyor is not responsible for the correctness or sufficiency of this information.

REFERENCE DOCUMENTS:

1. SEE ALTA SURVEY DATED 9/28/17, BY ROCHESTER AND ASSOCIATES

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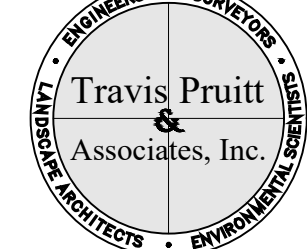
OWNER/DEVELOPER

thePROVIDENCEgroup

Warren Jolly

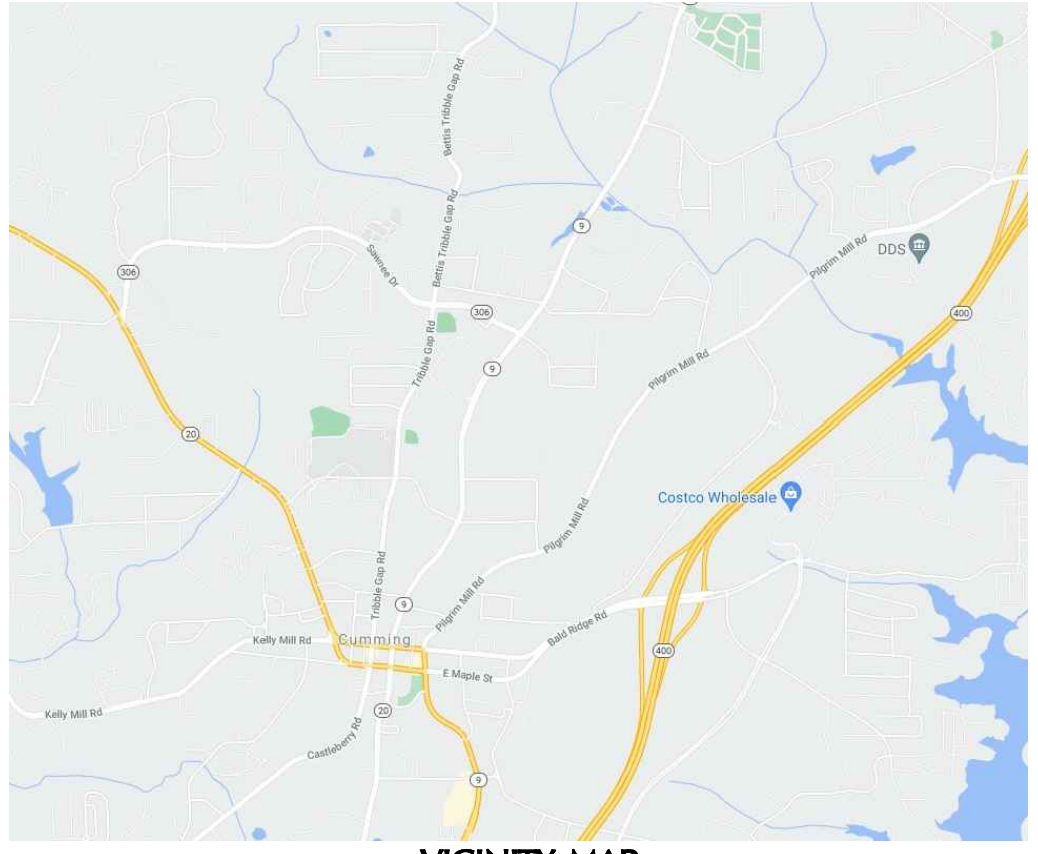
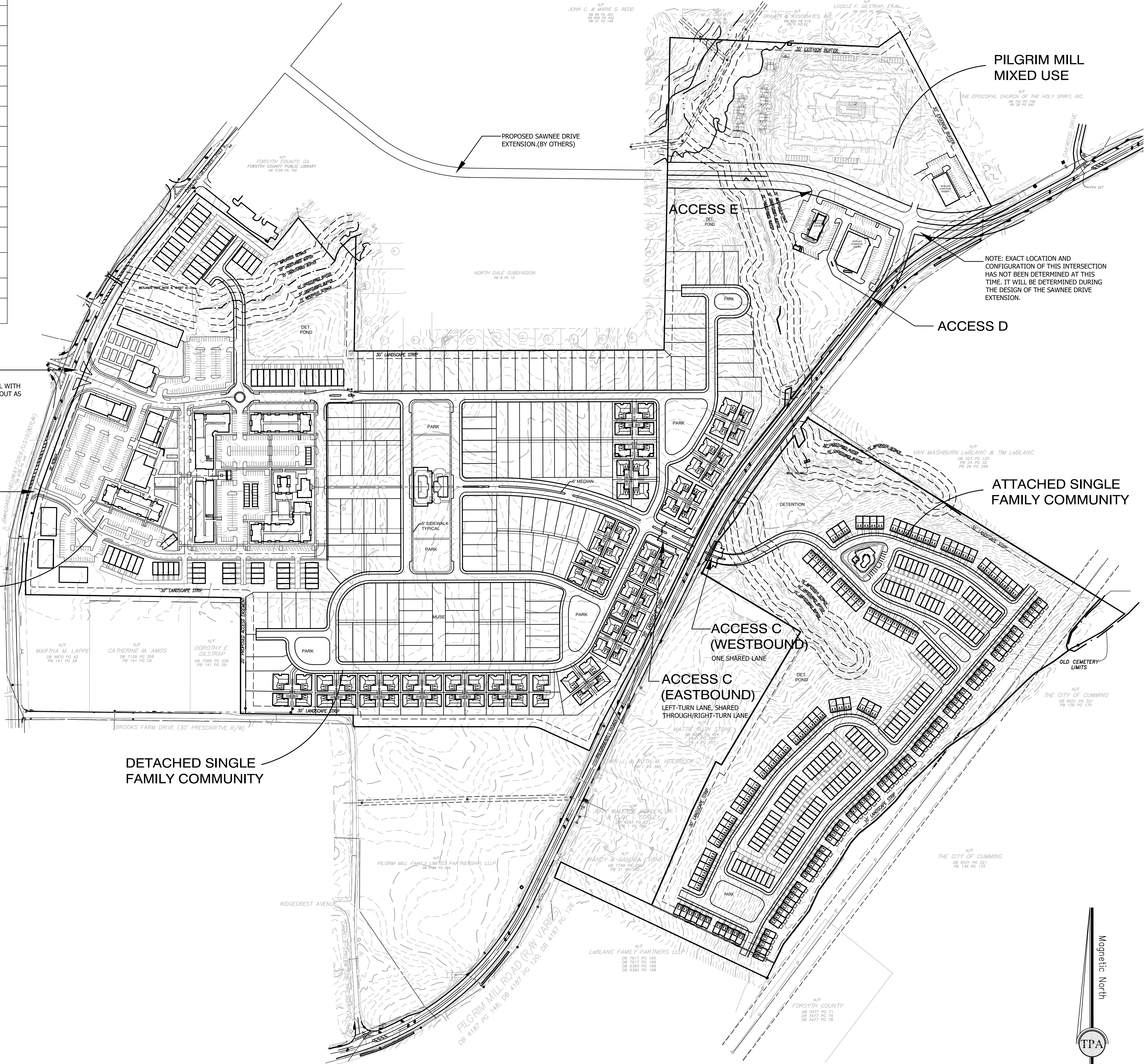
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SITE DATA:

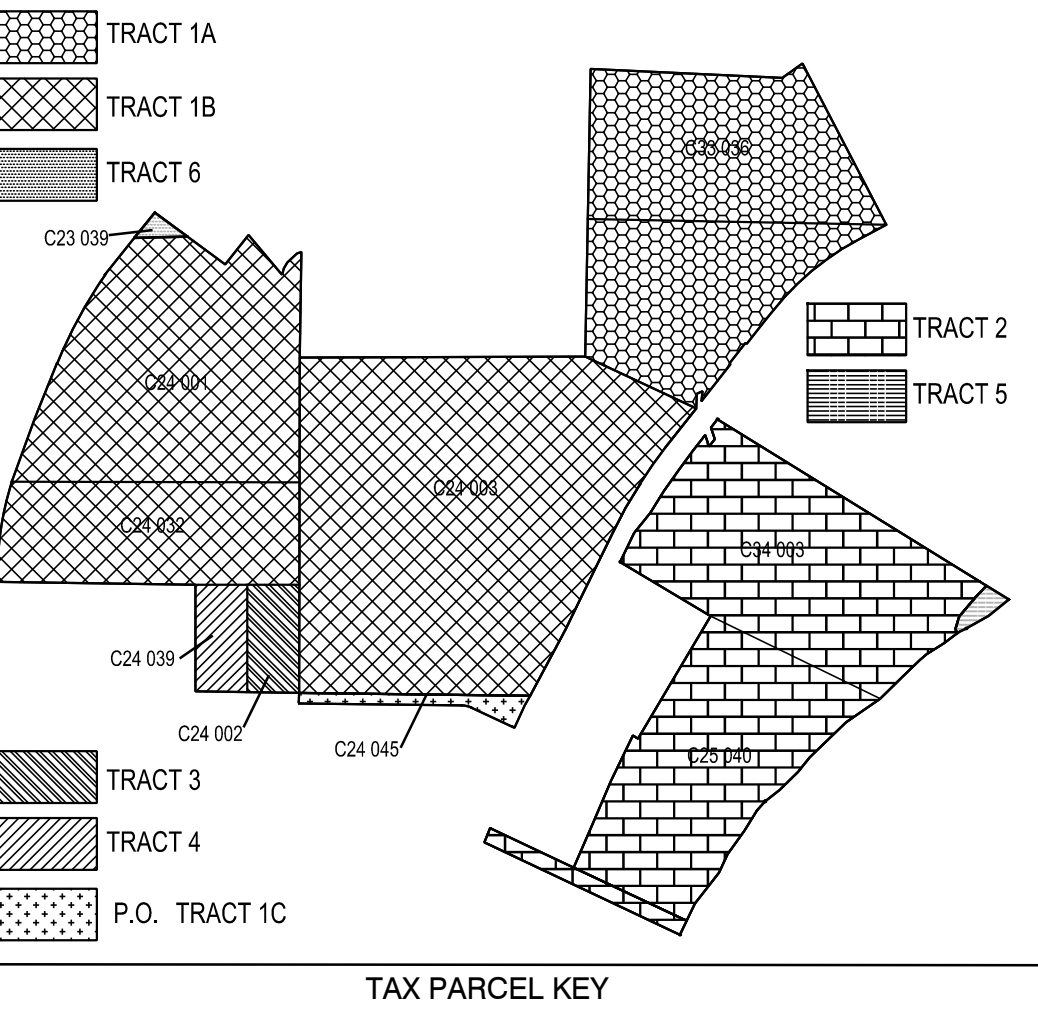
| | |
|---|---------------|
| TOTAL SITE AREA | 152.911 ACRES |
| OPEN SPACE (20%) | 30.582 ACRES |
| FLOODPLAIN (APPROXIMATE) | 2.13 ACRES |
| RESIDENTIAL DENSITY | 6.65 |
| NON-RESIDENTIAL FAR | 0.02 |
| MULTI-FAMILY & SENIOR LIVING MAX BUILDING HT. | 4 STORIES |
| COMMERCIAL BUILDING MAX HT. | 2 STORIES |

ZONING

| | |
|---------------------|-------------------|
| EXISTING ZONING | R-1A, OP, AND PSC |
| PROPOSED ZONING | PUD |
| ZONING JURISDICTION | CITY OF CUMMING |

PARKING SUMMARY

| | |
|----------------------------------|------------|
| DAHLONEGA HWY MIXED USE | 983 SPACES |
| PILGRIM MILL MIXED USE | |
| SENIOR LIVING | 236 SPACES |
| COMMERCIAL | 110 SPACES |
| DETACHED SINGLE FAMILY COMMUNITY | |
| SINGLE FAMILY | 442 SPACES |
| GUEST | 42 SPACES |
| ATTACHED SINGLE FAMILY COMMUNITY | 540 SPACES |



DRI SITE PLAN

SAWNEE VILLAGE

DRI #3395

725 Pilgrim Mill Road and 549 Dahlonega Highway

City of Cumming

Forsyth County, Georgia



For The Firm
Travis Pruitt
&
Associates, Inc.

| | |
|--------|------------|
| DATE: | 09-13-21 |
| SCALE: | 1" = 200' |
| CN: | 210140CP16 |
| LSV: | |
| JN: | |
| FN: | |