

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: February 10, 2023

TO: Mayor Khalid Kamau, City of South Fulton
ATTN TO: Derek Hull, Community Development Director, City of South Fulton
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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: Cedar Grove Village Center DRI 3739

Submitting Local Government:City of South FultonDate Opened:January 24, 2023Date Closed:February 10, 2023

Description: A DRI review of a proposal to construct a mixed-use development on a 67-acre site at the intersection of Cedar Grove Road and South Fulton Parkway in the City of South Fulton in Fulton County. The project will include 16 detached single-family units, 344 attached single-family units, 436 multi-family units, 35,240 SF of office space, 14,000 SF of retail space, and 16,080 SF of restaurant space.

Comments:

<u>Key Comments</u>

The project is partially aligned with applicable Developing Rural Areas policy recommendations which note: "These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low- intensity development. "

The designation of approximately 24 acres out of the 67-acre site for parks and conservation areas is highly aligned with Developing Rural Areas policies and goals; preservation of additionally environmentally sensitive and forested areas of the site would further this alignment.

The project's robust mix of office, residential, retail, restaurant and residential uses centered around a wide entry boulevard strongly aligns with regional transportation and placemaking goals.

The project is expected to generate 6,794 new daily vehicular trips; a number of roadway improvements are proposed to address the trips created.

It will be critical to establish a safe and easily accessible pedestrian connection across Cedar Grove Road so that nearby residents can safely access the site and project residents can access the retail destinations west of Cedar Grove Road.

The site includes an unnamed tributary to Deep Creek and four small streams. The site plan shows some but not all applicable state and City of South Fulton stream buffers which must all be clearly mapped and identified in the final plan. Some intrusions into the mapped buffers are shown, and others may be apparent when all buffers are properly mapped. City variances may be required for some or all of these intrusions.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Developing Rural Areas. The Plan's Regional Development Guide (RDG) provides general information and policy recommendations for Developing Rural Areas described at the end of these comments.

The proposed mixed-use higher density core along the central boulevard will serve both project and surrounding residents and is strongly supportive of regional development pattern goals. Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate 6,794 new daily vehicular trips and numerous associated roadway improvements are proposed.

It will be critical to establish a safe and easily accessible pedestrian connection across Cedar Grove Road, ideally at the central boulevard entrance, so that nearby residents can safely access the site and project residents can access the retail destinations west of Cedar Grove Road. Without this provision, the project may create a safety hazard for pedestrians who will likely still cross the road even without a designated crosswalk.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. 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.

ARC Natural Resource Comments

ARC's Natural Resource Group full comments are attached.

Both the project site plan and the USGS coverage for the project area show an unnamed tributary to Deep Creek, starting in the center of project property and running north through the property. Four small streams flowing into the unnamed tributary are also shown on the submitted site plan. The site plan shows buffers identified as a 50-foot undisturbed buffer and additional 25-foot impervious surface setback on all the indicated streams. The State 25-foot Erosion and Sedimentation Buffer is not shown. The City of South Fulton stream buffer protection ordinance requires a 75-foot undisturbed buffer and an additional 25-foot impervious surface setback. The submitted site plan shows some intrusions into the mapped 75-foot impervious setback shown on the plans, including portions of the paved trails and several areas where parking or other paved areas intrude into the setbacks. Variances may be required for these intrusions, and if the streams shown on the project site plan meet the requirements of the City stream definitions, the deeper buffers will need to be shown and further variances requested. The State 25-foot Erosion and Sedimentation Buffer needs to be shown on all waters of the State on the property. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinances and any other waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

Environmental Comments

The proposed retention of 24 of the project's 67 acres for park and conservation areas is highly supportive of regional environmental goals. Retention of some additional natural wooded areas would be in keeping with regional policies regarding carbon sequestration and heat island mitigation.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy Considerations: Developing Rural Areas

This DRI site falls under the UGPM Developing Rural Areas designation which denotes areas in the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low- intensity development. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas.

The project partially aligns with Developing Rural Areas recommendations in that nearly 35% of the site is set aside for open space and conservation. Preservation of additional natural area would strengthen the

project's alignment with Developing Rural Areas policies. City of South Fulton leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

Atlanta Regional Commission Georgia Department of Transportation Georgia Environmental Finance Authority City of Fairburn GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY GEORGIA CONSERVANCY MARTA

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION CITY OF UNION CITY CITY OF CHATTAHOOCHEE HILLS

For questions, please contact Donald Shockey at (470) 378–1531 or <u>dshockey@atlantaregional.org</u>. This finding will be published to the ARC review website located at <u>http://atlantaregional.org/plan-reviews</u>.





DRI Initial Information Form

jurisdiction?	
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: 2030 Overall project: 2030
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DRI Site Map | Contact





Name of water supply provider for this site: City of Atlanta

Stormwater Management		
If yes, please explain:		
Will any hazardous waste be generated by the development?	◯(not selected)◯Yes [©] No	
If no, describe any plans to expand existing landfill capacity:		
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No	
How much solid waste is the project expected to generate annually (in tons)?	2,400 tons per year	
Solid Waste Disposal		
If yes, please describe below	:See detailed traffic study for list of recommended improvements.	
Are transportation improvements needed to serve this project?	(not selected) Yes No	
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	
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.)	AM Peak Hour: 175 entering, 280 exiting. PM Peak Hour: 379 entering, 331 exiting. 24 Hour 2 way: 6,794 trips per day.	
Land Transportation		
If yes, how much additional li	ine (in miles) will be required?01-0.4 miles	
Is a sewer line extension required to serve this project?	(not selected) Yes No	
If no, describe any plans to e	xpand existing wastewater treatment capacity:	
Is sufficient wastewater treatment capacity available to serve this proposed	◯(not selected) [®] Yes [®] No	
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.19 MGD	
Name of wastewater treatment provider for this site:	Fulton County	
Wastewater Disposal		
If yes, how much additional line (in miles) will be required? 2 miles		
required to serve this project?	(not selected) Yes No	
If no, describe any plans to e	xpand the existing water supply capacity:	
capacity available to serve the proposed project?	◯(not selected) [®] Yes [®] No	
supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.21 MGD	
What is the estimated water		

What percentage of the site 51% is projected to be impervious surface once the

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stream buffers, wetland preservation detention ponds, water quality measures, and natural parks. Storm Sewer Systems will be in accordance with the GA Stormwater Management Manual

Environmental Quality

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

proposed development has been constructed?

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 q	uestion above, describe how the identified resource(s) may be affected:
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DRI Site Map | Contact

CEDAR GROVE VILLAGE CENTER DRI City of South Fulton Natural Resources Group Review Comments January 31, 2023

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 in the portion of the Chattahoochee River watershed drains into the 2000-foot Chattahoochee River Corridor, but it is not within the Corridor itself. While this portion of the Chattahoochee watershed is downstream of the existing public water supply intakes on the Chattahoochee, there are two proposed intakes that may affect the project area. The final locations have not been determined for either proposed intake. One intake would serve Coweta County and may be located in Coweta or the southern portion of Fulton County. The second proposed intake would be at or near Bear Creek in Chattahoochee Hills and would serve the southern portions of Fulton County. Once an intake location is approved on the Chattahoochee, the land in the watershed upstream of the intake would be classified as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, the Part 5 criteria are minimal for large water supply watersheds with direct river intakes, consisting of limits on hazardous material storage within seven miles upstream of the intake.

Stream Buffers

Both the project site plan and the USGS coverage for the project area show an unnamed tributary to Deep Creek, starting in the center of project property and running north through the property. Four small streams flowing into the unnamed tributary are also shown on the submitted site plan. The site plan shows buffers identified as a 50-foot undisturbed buffer and additional 25-foot impervious surface setback on all the indicated streams. The State 25-foot Erosion and Sedimentation Buffer is not shown. The City of South Fulton stream buffer protection ordinance requires a 75-foot undisturbed buffer and additional 25-foot impervious surface setback. The submitted site plan shows some intrusions into the mapped 75-foot impervious setback shown on the plans, including portions of the paved trails and several areas where parking or other paved areas intrude into the setbacks. Variances may be required for these intrusions, and if the streams shown on the project site plan meet the requirements of the City stream definitions, the deeper buffers will need to be shown and further variances requested. The State 25-foot Erosion and Sedimentation Buffer needs to be shown on all waters of the State on the property. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinances and any other waters of the State on the property. Any unmapped streams of the State on the property will 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) 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.



regional impact + local relevance

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

DRI INFORMATION

DRI Number	#3739	
DRI Title	Cedar Grove Village Center	
County	n ty Fulton County	
City (if applicable)	f applicable) South Fulton, GA	
Address / Location	cation In between South Fulton Parkway and McClure Road, and north of Cedar Grove Road.	
Proposed Developmen	t Type: A DRI review of a proposal to construct a mixed-use development on a 67 acre site at the intersection of Cedar Grove Road and South Fulton Parkway in the City of South Fulton in Fulton County. The project will include 16 detached single-family units, 344 attached single-family units, 436 multi-family units, 35,240 SF of office space, 14,000 SF of retail space, and 16,080 SF of restaurant space. Build Out: 2030	
Review Process	EXPEDITED NON-EXPEDITED	
REVIEW INFORMATION		
Prepared by	ARC Transportation Access and Mobility Division	
Staff Lead	Reginald James	
Copied	d Marquitrice Mangham	
Date	February 7, 2023	

TRAFFIC STUDY

Prepared by	A&R Engineering, Inc.
Date	October 4, 2022

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)

Information on page 24 of the traffic study.

NO (provide comments below)

Click here to provide comments.

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)

Site access is not provided via a roadway 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 NO

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

Site access is not provided via a roadway 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 awa	\boxtimes	NOT APPLICABLE	(nearest station	more than	one mile awa
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RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator ,	/ Rail Line
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Nearest Station

Click here to enter name of operator and rail line

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

Distance*

🗌 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?

- 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.

Ac ca jo bi lo w	ccess between major deve nnot or prefer not to driv bs, and can help reduce co cycling between the deve cal government(s) is enco alking and bicycling infras	lopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.
\square	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
	SERVICE WITHIN ONE M	ILE (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

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?



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):

None at this time.

Summary				
Commercial Residential Parking Provided				
	sf	units	Non-Res.	Res.
Block A				
Commercial	14,000	_	87	-
Block B			35	
Commercial	14,000	-	- 70 -	
Mixed Use	19,350	124	100	187
Block C			5	45
Multifamily		232		358
Mixed Use	14,160	77	71	116
Central Boulevard				
Commercial/Restaurant	4,160		40	
Total	65,670	433	368	661
	-			
Townhouse and Single Fam	ily			
Townhouses - Rear load		287		
Townhouses - Front load		57	_	
Single Families		16		
TOTAL 3		360		
Guest parking provided*		195 spaces		
* These are on-street parking as well as off-street spaces located in the alleys.				
Not including 12 spaces at Community Center				
Total Site Area	66.9	acres		
Total Residential	793	units		
Density	11.9	du/ac		
		•		





CEDAR GROVE VILLAGE CENTER DRI # 3739



2022.06.03

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