REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: 1/13/2006 **ARC REVIEW CODE**: R512151

TO: Mayor Joe Macon
ATTN TO: Chris Montesinos, Assistant Planning Director
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of East Point
Name of Proposal: **Cascade Acres**

Review Type: Development of Regional Impact	**Date Opened:** 12/15/2006	**Date Closed:** 1/13/2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development is located approximately 3.5 miles west of the Hartsfield-Jackson Atlanta International Airport. Once the airport opens the new 5th runway, the majority of the development will lie between the 60 and 65 DNL noise contours associated with overall air traffic at the airport. The remaining portion of the site lies between the 65 and 70 DNL noise contours. Residential uses are deemed compatible between the 60 and 65 DNL noise contours; however, residential uses are not deemed compatible between the 65 and 70 DNL noise contours. Should a community determine that residential uses must be allowed, measures to achieve outdoor to indoor noise reduction levels of 30bd should be incorporated into the structure. Also, the FAA recommends that churches constructed within the 65 and 70 DNL noise contours incorporate measures in construction to achieve a noise reduction of at least 25db. Please see the attached comments from the Hartsfield-Jackson Atlanta International Airport.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA	FULTON COUNTY	CITY OF COLLEGE PARK
CITY OF HAPEVILLE	FULTON COUNTY SCHOOLS	PLANNING HARTSFIELD ATL. INT. AIRPORT

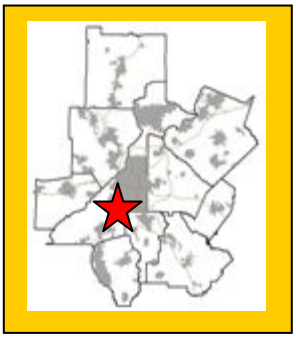
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

Preliminary Report:	December 15, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Cascade Acres #945
Final Report Due:	January 13, 2005		Comments Due By:	December 29, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Cascade Acres is a residential development that will consist of a 250,000 square foot worship center with approximately 3,000 seats, 152 single family homes, 112 townhomes, 70 senior housing units, 100 assisted living units, 37,000 square foot school (400 students), and a 26,500 square foot fitness center on approximately 152 acres within the City of East Point. Access to the development is proposed at two locations on Ben Hill Road.

PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned EI (Educational- Institutional District). The proposed zoning for the development is CUP. Information submitted for the review states that the proposed development is not consistent with the City of East Point's Future Land Use Plan, which designates the area as institutional. However, information submitted for the review also states that the City intends to amend the map to account for this development.

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

No comments were received from local governments identifying inconsistencies with comprehensive plans.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2004	**Lakeside Redevelopment**
2002	**Princeton Lakes**
2002	**Camp Creek Business Centre**
2002	**Buffington Road Industrial Center**
2001	**Camp Creek Business Centre**
2001	**South Meadow Business Park Expansion**
2000	**Majestic Business Park III**
1999	**Majestic II**
1996	**Eastern International Speedway**
1988	**Cowart Lake**
1986	**Camp Creek Center**

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

Based on information submitted for the review, the site of the proposed development is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located approximately 3.5 miles west of the Hartsfield-Jackson Atlanta International Airport. Once the airport opens the new 5th runway, the majority of the development will lie between the 60 and 65 DNL noise contours associated with overall air traffic at the airport. The remaining portion of the site lies between the 65 and 70 DNL noise contours. Residential uses are deemed compatible between the 60 and 65 DNL noise contours; however, residential uses are not deemed compatible between the 65 and 70 DNL noise contours. Should a community determine that residential uses must be allowed, measures to achieve outdoor to indoor noise reduction levels of 30bd should be incorporated into the structure. Also, the FAA recommends that churches constructed within the 65 and 70 DNL noise contours incorporate measures in construction to achieve a noise reduction of at least 25db. Please see the attached comments from the Hartsfield-Jackson Atlanta International Airport.

In regards to airport height and hazards, the proposed development is located under the protected surface for the airport and for construction of a building in this location, it is required the completion of FAA Form 7460-1, Notice of Proposed Construction or Alteration.

The proposed Cascade Acres meets ARC Regional Development Policies. The proposed development is providing mix of residential and active recreational uses. In the immediate surrounding area of the site, there are several office and industrial parks, as well as, a large retail shopping center. The proposed development is providing development and infrastructure investments that accommodate forecasted population and employment growth efficiently. The proposed development is also providing residential and recreational uses in an area with a strong employment base, providing an opportunity for individuals to live and work within close proximity to one another.

The ARC forecasts population and employment growth in the City of East Point over the next 25 years. ARC forecasts a population of over 79,000 residents within the Tri-Cities area and an employment base of greater than 67,000 jobs by 2030. The Tri-Cities is considered a job rich area due to the employment base of Hartsfield-Jackson Atlanta International Airport. It is important to provide quality, affordable housing within the area. The incorporation of well-planned residential communities with active recreational uses within a developing business and commercial center will ensure high quality livability and quality of life while accommodating the growth pressures that the Tri-Cities area will experience in the future.

The proposed road network includes lanes or alleyways behind the single family homes for rear entry access. This allows for continuous street frontage and sidewalks along the roads. ARC encourages the use of alleyways throughout residential developments to encourage safe pedestrian travel throughout the development.

The proposed development includes greenspace and park amenities throughout the development. The dedicated park space is continuous throughout the development and connects to the active recreational uses proposed in the development. It is strongly encouraged that a trail be provided throughout the development to encourage residents to use alternative modes of transportation, such as walking and biking, to the various uses within the site. Trails should also provide external connections to adjacent properties for future continuous linkage throughout the area. Best Transportation Practice 10, listed below, encourages developments to provide shortcuts and alternatives for pedestrians and bicyclists to the main road and any high volume streets.

There are several double frontage lots along Ben Hill Road. ARC recommends that an adequate buffer is provided between the road and the proposed homes.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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

LOCATION

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

The project is located in the City of East Point. The proposed development is 142 acres located west of the intersection of Ben Hill Road and Welcome All Road.

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

The proposed development is entirely within the City of East Point. The proposed development is adjacent to Fulton County.

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

The proposed development is surrounded by mostly undeveloped land and light industrial/distribution oriented businesses. There is residential development directly to the south of the proposed development.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $148 million with an expected $450,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development is adding residential and community service oriented uses in an area of the City of East Point and Fulton County that is reasonably anticipated for development of these uses.

NATURAL RESOURCES

Watershed Protection

The proposed project is crossed by an unnamed blue-line (perennial) creek which is a tributary to Camp Creek as shown on the regional USGS topo coverage. Camp Creek is a tributary to the Chattahoochee River. Camp Creek and its designated tributaries are subject to the requirements of the Metropolitan River Protection Act, which includes a requirement that all local governments in the watershed that drains into the Chattahoochee between Buford Dam and Peachtree Creek. All blue line streams should conform to East Point's tributary buffer zone ordinance. If no ordinance has been adopted, a minimum 35-foot buffer should be maintained along the blue line streams on the property. In addition, any streams on the property are subject to buffer requirements under the Metropolitan North Georgia Water Planning District Model Stormwater Ordinances. Local governments are required to adopt the model ordinances, including a stream buffer ordinance, or other ordinances that provide the same level of protection. All state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. While no buffers are specifically identified on the plans, shaded areas are shown along the identified streams ranging from 25 feet on the smaller streams to between 50 and 250 feet on the blue line stream. These shaded areas are within designated open space areas and no structures other than road crossings are shown intruding on the shaded areas. If these areas are buffers they should be indicated as such. All state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffer, which is administered by the Environmental Protection Division of Georgia DNR. This project is not in the watershed of the proposed South Fulton Municipal Regional Water and Sewer Authority Reservoir on Bear Creek and is not subject to the Part 5 water supply watershed criteria.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	48.05	3.84	28.83	432.45	11291.75	0.00	0.00

Forest/Open	18.87	25.47	111.52	811.41	15114.87	6.42	1.51
Medium Density SF (0.25-0.5 ac)	58.67	75.68	1005.02	6688.38	41538.36	86.83	11.15
Townhouse/Apartment	17.58	18.46	188.28	1177.86	10635.90	13.36	2.46
TOTAL	143.17	123.46	1333.65	9110.10	78580.88	106.61	15.12
Total % impervious	38%						

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

INFRASTRUCTURE
Transportation

How many site access points will be associated with the proposed development? What are their locations?

Access to the development is proposed at two locations on Ben Hill Road. Primary access will be from Ben Hill Road between Welcome All Road and Somerled Trail. Secondary access will be from the terminus of Sloop Way, which currently dead ends north of Somerled Trail.

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

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates

published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

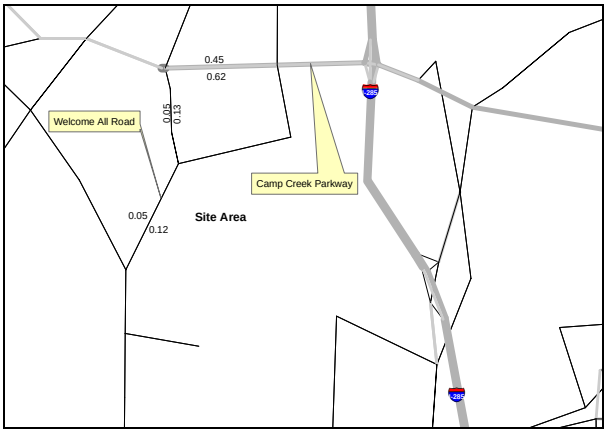
Land Use	A.M. Peak Hour			P.M. Peak Hour			Sunday Peak Hour			24-hour
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	2-Way
152 Single-Family Houses	29	87	116	98	58	156	72	64	136	1528
112 Town Houses	10	47	57	44	22	66	37	39	76	707
70 Senior Housing Units	3	3	6	5	3	8	19	20	39	244
100 Assisted Living Units	20	59	79	69	38	107	16	22	38	1040
37,000 sq ft School	193	158	351	29	39	68	-	-	-	992
26,500 sq ft Fitness Center	13	19	32	55	52	107	33	32	64	872
250,000 sq ft Worship Center	97	83	180	86	79	165	1236	1235	2471	2278
Mixed-Use Reductions	-18	-23	-41	-19	-15	-34	-71	-71	-142	-383
TOTAL NEW TRIPS	**347**	**433**	**780**	**367**	**276**	**643**	**1342**	**1341**	**2683**	**7278**

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

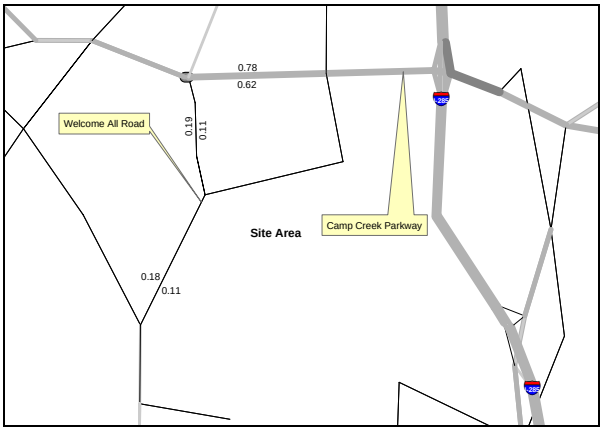
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

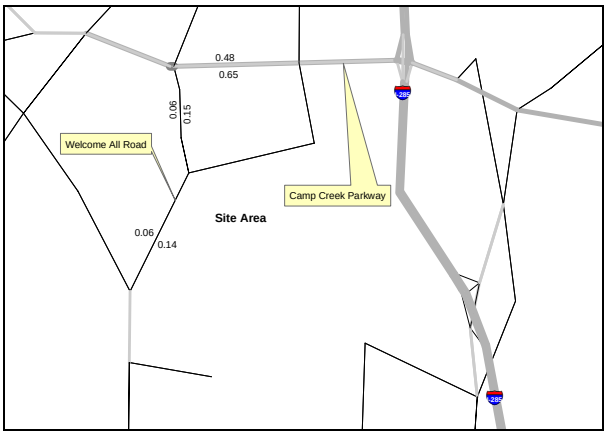
V/C Ratios (Ben Hill Road not shown)



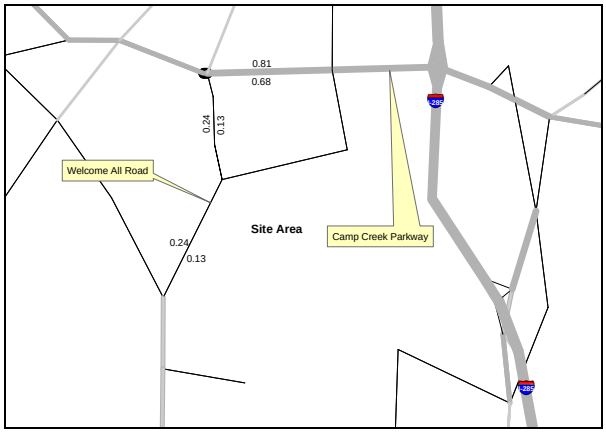
2005 AM Peak



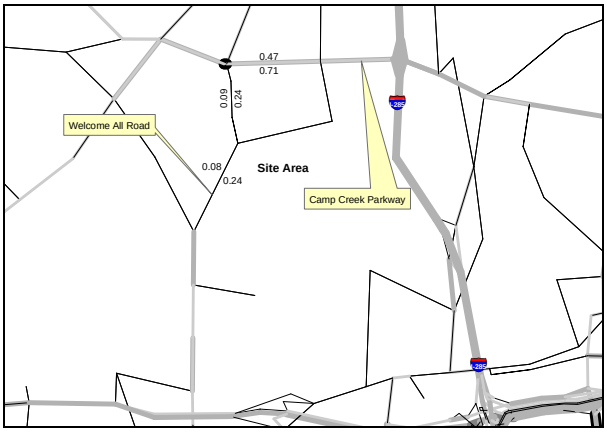
2005 PM Peak



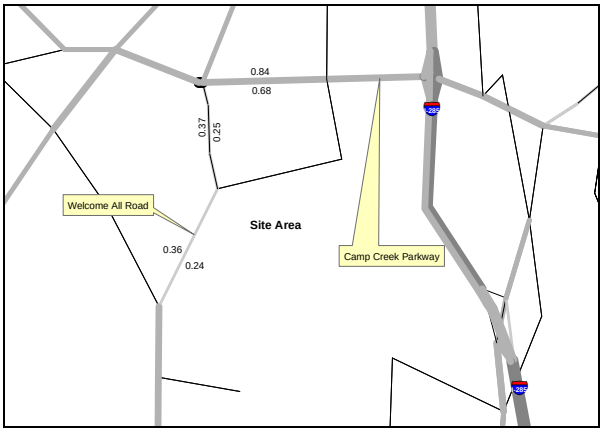
2010 AM Peak



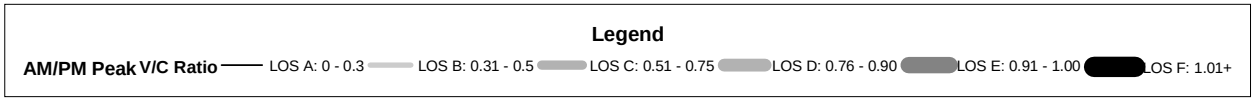
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FS-030	US 29 (ROOSEVELT HIGHWAY)	Roadway Capacity	2030

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Cascade Acres.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Camp Creek Parkway at Welcome All Connector

- Add a third eastbound through lane on the Camp Creek Parkway.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Camp Creek Parkway at Welcome All Road

- Modify the northbound signal phasing to allow permissive-plus-overlap phasing.

Welcome All Connector at Welcome All Road

- Add a signal or realign this intersection to make Welcome All Connector to southbound Welcome All Road the major movement.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There is currently no transit service provided directly to the site. The site is approximately three miles from the College Park MARTA Rail station providing rail access on a regional level and access to bus route numbers 82 and 88.

- Route #82 serves the College Park rail station and travels along Camp Creek Parkway serving Camp Creek Market Place and Camp Creek Business Center, then turns onto Welcome All Road to serve the business park located on Welcome All Road southwest of its intersection with Ben Hill Road, approximately one mile from the site. This route operates Monday through Friday from 5:40 am till 11:20 pm with headways between 20 and 50 minutes. Saturday and Sunday service is provided from 6:46 am till 10:46 am with 50 minute headways.

- Route #88 serves the College Park rail station and turns onto Campbell Drive from Roosevelt Highway near the end of its route, terminating at the Red Oak Recreation Center. The Red Oak Recreations Center abuts the Camp Creek Business Center which will have inter-parcel access with Cascade Acres. The current route does not adequately serve Cascade Acres but could be modified to do so. Route #88 operates Monday through Friday from 4:40 am till 11:48 pm with 25 minute headways. Saturday and Sunday service is provided from 5:07 am till 11:07 pm with headways every 25 minutes.

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

None proposed.

The development **DOES NOT PASS t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	**Credits**	**Total**
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		**11%**

The proposed development does not pass ARC's Air Quality Benchmark; however, the proposed development is located within a developing business and commercial center. The proposed development is adjacent to the Camp Creek Business Center and South Meadows Business Park. The proposed development is also located with two miles of the Camp Creek Marketplace which offers basic services and needs for the nearby residents.

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

Traffic impacts by this development are minimal. However, the area around the City of East Point is quickly developing. Given the project's location within the City of East Point, it is suggested that all recommended improvements be implemented prior to build-out of this development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1536 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review state that Camp Creek Treatment Plant will provide wastewater treatment for the proposed development.

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

The capacity of Camp Creek is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD..

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.1756 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 600 tons of solid waste per year.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were identified.

HOUSING

Will the proposed project create a demand for additional housing?

No. The proposed development will add an additional 434 housing units to the area.

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

No.

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

The site proposed for the development is located in Census Tract 113.04. This tract had a 0.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 22 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

FULTON COUNTY REZONING
FULTON COUNTY SCHOOL SYSTEM
DECEMBER 2005

PETITION	USE	# UNITS
CASCADE VILLAGE	SF	152
	TR	112
	MF	0

2005-06 HOME SCHOOL	ESTIMATE # STUDENTS GENERATED			CAPACITY[A]	ENROLLMENT[B]	UNDER/OVER STATE CAPACITY[C]	# PORTABLE CLASSROOMS	CURRENT FACILITY MEET DEMAND?
SEABORN LEE ES	49	TO	71	575	582	7	3	NO
CAMP CREEK MS	29	TO	45	875	854	-21	4	NO
WESTLAKE HS	33	TO	49	1,125	1,604	479	16	NO
TOTAL	111	TO	165					

	Average		Avg. + 1 Std. Dev.	
WESTLAKE HS REGION				
One single family unit generates:	0.1769	to	0.2594	elementary school students per unit.
One single family unit generates:	0.1170	to	0.1826	middle school students per unit.
One single family unit generates:	0.1403	to	0.2088	high school students per unit.
One multifamily or apartment unit generates:	0.1644	to	0.2694	elementary school students per unit.
One multifamily or apartment unit generates:	0.0874	to	0.1453	middle school students per unit.
One multifamily or apartment unit generates:	0.0908	to	0.1434	high school students per unit.
One townhome unit generates:	0.1954	to	0.2775	elementary school students per unit.
One townhome unit generates:	0.1006	to	0.1555	middle school students per unit.
One townhome unit generates:	0.1006	to	0.1583	high school students per unit.

TOTAL REVENUES	LOCAL AND OTHER REVENUE SOURCES	STATE REVENUES
$8,497	$5,793	$2,705

[A] Updated Georgia Department of Education state capacity.
[B] Enrollment based upon the official 1st month count of the 2005-06 school year
[C] Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity

Hartsfield-Jackson
Atlanta International Airport

Shirley Franklin
Mayor

Benjamin R. DeCosta
Aviation General Manager

December 22, 2005

Ms. M. Haley Fleming, Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: City of Atlanta, Department of Aviation
Land Use Compatibility Review
DRI – Cascade Village

Dear Ms. Fleming:

Thank you for the opportunity to review the site plan for the Development of Regional Impact (DRI) identified as Cascade Village, a proposed mixed-use residential development. We have reviewed this project for land use compatibility and airport height and hazards as cited in the Code of Federal Regulations. Our technical findings and evaluation are described below.

To summarize the more detailed information provided below and in the attached Developer's Packet, the property falls between two distinctive noise curves, one that is compatible with residential development and one that is not compatible. These findings are based on a Year 2008-estimated FAA noise contour map. The mapping used provides an estimate of future conditions. The actual future conditions may vary from these estimates given the proximity of site to the airport. As the Airport supports responsible development in the Airport area we strongly urge the Atlanta Regional Commission, the City of East Point, Cascade United Methodist Church, and the developer to take the present and future noise conditions into consideration in the design and construction of the residential properties as well as the Church buildings.

Findings:

The proposed site is located approximately 3.5 miles west of the Hartsfield-Jackson Atlanta International Airport. As such, it is estimated that once the airport opens the new 5th runway, the majority of the development, with the exception of the northeastern section of the site, will lie between the 60 and 65 DNL noise contours associated with overall air traffic at the airport (see attached site plan). The remaining portion of the site lies between the 65 and 70 DNL noise contours. According to the Code of Federal Regulations Title 14, Part 150, ***residential uses are deemed compatible between the 60 and 65 DNL noise contours***, while ***residential uses are not deemed compatible between the 65 and 70 DNL contours***. However, where a community determines that residential uses must be allowed, measures to achieve outdoor-to-indoor noise reduction levels of 30 db should be incorporated into the structure.

Additionally, FAA suggests that **Churches** and Auditoriums constructed between the 65 and 70 **DNL should incorporate measures in construction to achieve a noise reduction of at least 25 db**.

Because the majority of the development area lies extremely close to the 65 DNL (65DNL is described as an area of significant noise impact) the Airport urges the City of East Point and Cascade United Methodist Church (owners of the property) to incorporate the suggested sound attenuation into the construction of all residential and church facilities. We, the Airport, consider the sound attenuation measures to be in the best interest of the future residents and parishioners. For further information pertaining to the site location and permitted uses within the noise contour, please refer to the attached FAA table, entitled Pt 150 Appendix A.

The proposed site will experience ***significant*** aircraft over flights from aircraft departing the airport along a designated Noise Abatement Departure Track (NADT) during west flow conditions. West flow conditions occur approximately 64 percent of the time when the winds are from the west. During this condition, the average departure altitude of an aircraft traversing the site on a typical day will be approximately 3,270 feet above ground level. During the remaining 36% of the time, the airport operates under east flow conditions during which aircraft will transverse the site at an approximate average arrival altitude of 1,470 feet above ground level. For further information pertaining to aircraft over flights, please refer to the attached Noise Operations and Monitoring System (NOMS) Developer's Packet.

With respect to airport height and hazards, the proposed site is located under the protected surface for the airport. As such, the maximum height of a structure that could be built in this location is 1,355 feet above Mean Sea Level (MSL) or 415 feet above an estimated ground level of 940 feet. Construction of a building in this location would require the completion of Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the form and instructions on how to complete the form are attached. Once completed, we ask that you mail the original to the FAA and provide a copy to Mr. Matt Davis, City of Atlanta, Department of Aviation, Bureau of Planning & Development, PO Box 20509, Atrium Suite 430, Atlanta, GA 30320.

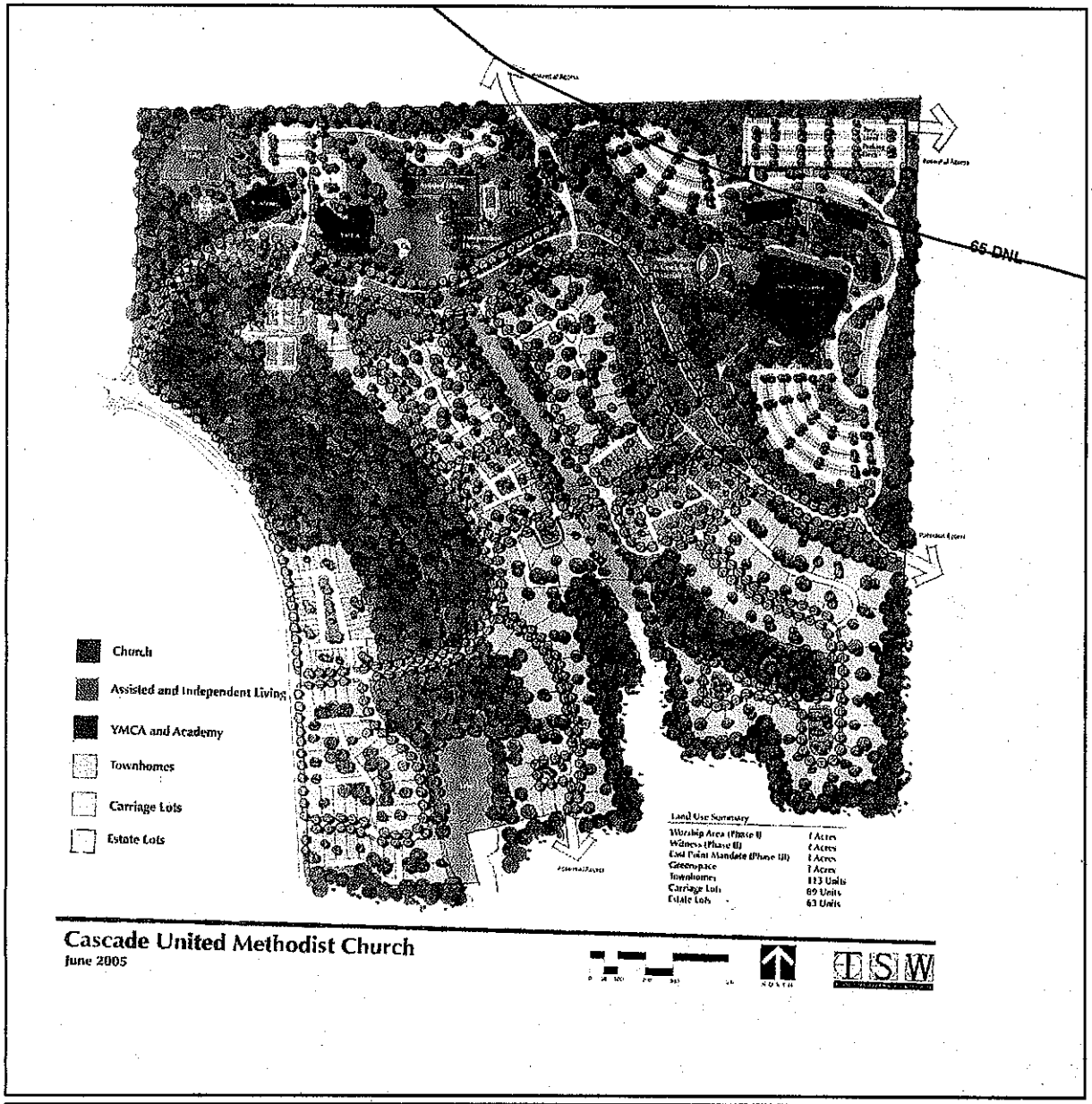
Again, we thank you for the opportunity to review the site development plan, and should you have any questions regarding our review, please do not hesitate to contact Ms. Shelley Lamar, Community and Land Use Planning Manager at (404) 530-5676.

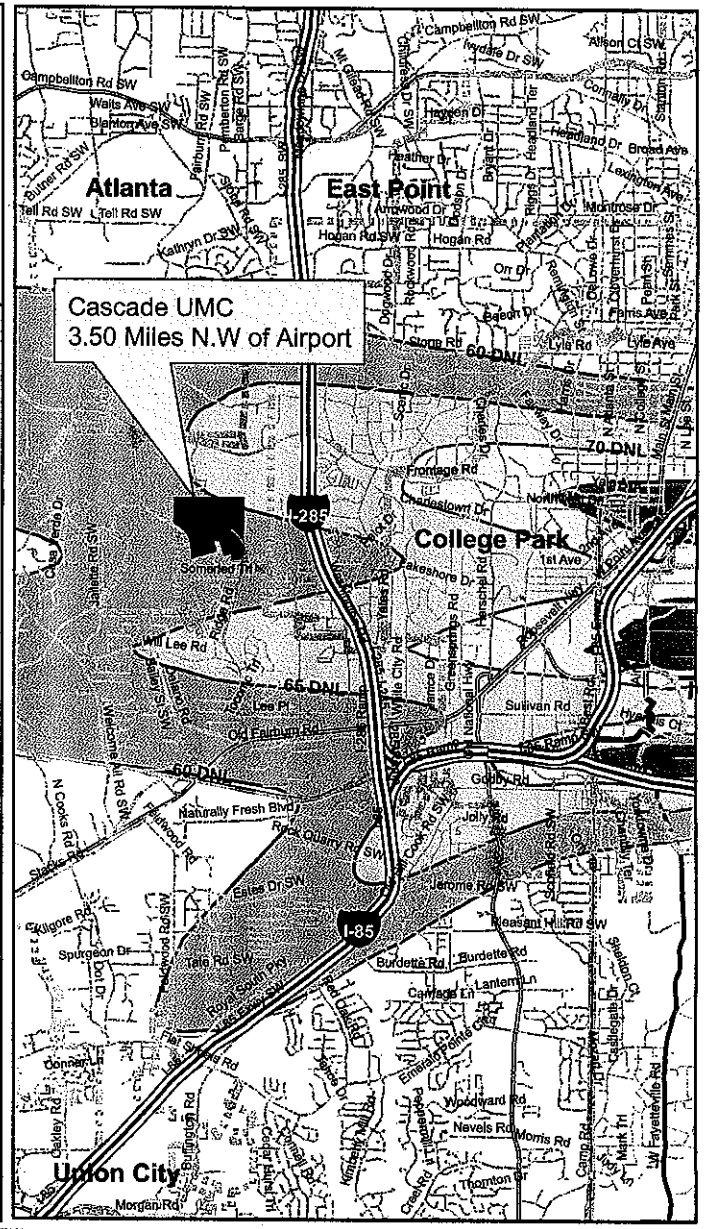
Sincerely,

Michael D. Floyd
Director of Planning

Cc: Dan Molloy, City of Atlanta, Department of Aviation
Tom Nissalke, City of Atlanta, Department of Aviation
Shelley Lamar, City of Atlanta, Department of Aviation
Project File

MF/bb





Hartsfield-Jackson Atlanta International Airport **Department of Aviation** **H-JAIA Planning & Development GIS TEAM** **December 2005**	***VICINITY MAP*** DRAFT 0 0.35 0.7 Miles Information Based on 2008 Noise Exposure Contours	■ Cascade UMC Legend 60 DNL 65 DNL 70 DNL 75 DNL HAIA Boundary Municipal Boundaries County Boundaries Runways

TABLE 1—LAND USE COMPATIBILITY* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

Land use	Yearly day-night average sound level (L_{dn}) in decibels					
	Below 65	65–70	70–75	75–80	80–85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings.	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment.	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction.	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation.	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

KEY TO TABLE 1

SLUCM=Standard Land Use Coding Manual.
Y (Yes)=Land Use and related structures compatible without restrictions.
N (No)=Land Use and related structures are not compatible and should be prohibited.
NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES FOR TABLE 1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
(5) Land use compatible provided special sound reinforcement systems are installed.
(6) Residential buildings require an NLR of 25.
(7) Residential buildings require an NLR of 30.
(8) Residential buildings not permitted.

Your DRI ID NUMBER for this submission is: 945
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 10/31/2005 11:06:26 AM

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

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

Local Government Information

Submitting Local Government:	City of East Point
*Individual completing form and Mailing Address:	Chris Montesinos Assistant Director Department of Planning & Zoning 2777 East Point Street East Point, GA 30344
Telephone:	404-765-1031
Fax:	404-765-1186
E-mail **(only one)**:	cmontesinos@eastpointcity.org

*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:	Cascade Village

Development Type	Description of Project	Thresholds
Mixed Use	Residential Institutional and recreation uses	View Thresholds

Developer / Applicant and Mailing Address:	TSW c/o Caleb Racicot 881 Pirdmont Avenue Atlanta, 30309
Telephone:	404-873-6730
Fax:	404-874-6471
Email:	cracicot@tunspan.com
Name of property owner(s) if different from developer/ applicant:	Cascade UMC
Provide Land-Lot-District Number:	09F37000180119
What are the principal streets or roads providing vehicular access to the site?	Ben Hill Road
Provide name of nearest street(s) or intersection:	Ben Hill Road/Welcome All Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	HTTP://tunspan.com/cascadeumc
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	immediately adjacent to Fulton County unincorporated

If no, provide the following information:	
In what additional jurisdictions is the project located?	City of East Point
In which jurisdiction is the majority of the project located? (give percent of project)	Name: East Point (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of East Point
What is the name of the wastewater treatment supplier for this site?	City of East Point
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/ phase represent?	
Estimated Completion Dates:	This project/phase: July 2008 Overall project: July 2008

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	2005-2006

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	N
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	2005-2006

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): Road widening - accelleration-deceleration lane being negotiated with developer and City.	Y

Submitted on: 12/2/2005 10:48:38 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of East Point
Individual completing form:	Chris Montesinos
Telephone:	404-765-1031
Fax:	404-765-1186
Email (**only one**):	cmontesinos@eastpointcity.org

Proposed Project Information

Name of Proposed Project:	Cascade Village
DRI ID Number:	945
Developer/Applicant:	David Scott
Telephone:	404-524-4000
Fax:	404-524-2005
Email(s):	dscott@dkspm.com; cracicot@tunspan.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$148,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$450,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): The is no displacement	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of East Point
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1756 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1536 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	2,683 peak hour trips on Sunday
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: None at this time	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	600
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	27%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Camp Creek Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed development will include protection of existing blue line streams on the site by a variable setback that far exceeds the City's 25 foot setback. In addition, options for on and off-site stormwater detention and retention are behind explored.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: The development has a lake on a portion of the proeprty which is identified in the National Wetlands Inventory as an Inland Acquatic Bed. Adequate buffers will be maintained in this area.	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

Site Plan Summary

Total Site = 143.17 Acres

Witness Area
Site Area = 22.5 Acres
Open Space = 16.7 Acres
(FAR)
Total Building S.F. / Total Gross Area
160,500 / 980,100 = 0.163

Worship Area
Site Area = 36.17
Open Space = 25.5 Acres
(FAR)
Total Building S.F. / Total Gross Area
250,000 / 1,575,565.2 = 0.158

Residential Area
Site Area = 84.5 Acres
Open Space = 48.05 Acres

Townhome Lots
*111 Units / 4.64 Acres = 23.9 units per acre
Carriage Lots
*98 Units / 9.46 Acres = 10.35 units per acre
Estate Lots
*50 Units / 15.39 Acres = 3.24 units per acre
* This calculation excludes alleys and roads R.O.W.

Phasing Schedule

Year	2006	2007	2008	2009	2010	2011
Single Family						
Estate Lots	50	10	22	18		
Carriage Lots	98	21	42	35		
Townhouses	111	22	50	39		
RESIDENTIAL UNIT TOTALS	259	53	114	92		
Major Building Square Footages						
Academy	37,000			37,000		
Health Fitness	26,500		26,500			
Independent Living	45,000		45,000			
Assisted Living	52,000		52,000			
Cascade Methodist Church	250,000	125,0000		50,0000		75,000
MAJOR BUILDING S.F. TOTALS	410,500	0	125,000	123,500	87,000	75,000
		2006	2007	2008	2009	2010	2011

Parking Requirements	Parking Required	Parking Provided
Academy	(1) space for each (2) employess	101 spaces for 50 employees
Health Fitness	(1) space for one hundred s.f. of assembly	67 spaces for 6700 s.f. of assembly
Independent Living / Assisted Living	(1) parking space for each four beds, plus (1) space for each staff or visiting doctor plus (1) space for each (4) employees	50 spaces for 200 beds, plus 39 spaces for each staff or visiting doctors and employees
Cascade Methodist Church	(1) parking space for each four fixed seats	1322 spaces for 5912 fixed seats
Clubhouse	(1) space for one hundred s.f. of assembly	15 spaces for 1250 s.f. of assembly

Now or Formerly
Nancy Carswell
DB 5803 PG 374
Zoned I1

Now or Formerly
Duke Realty Limited Partnership
DB 30037 PG 107-119
Zoned BP

Now or Formerly
Johnson Farms, Inc.,
J5 Partnership
DB 29976 PG 104
Zoned BP

Now or Formerly
Nancy Carswell
DB 5803 PG 374
Zoned I1

Now or Formerly
Linda Bunt C
DB 7254 PG 101

Now or Formerly
Willie & Gladys Britt
DB 8220 PG 291
Zoned AG1

Now or Formerly
Frances & Charles Peoples
DB 16373 PG 298-299
Zoned AG1

Point of Beginning
843.60' to r/w of
Somerled Trail

Owner Representative:
David Scott
DKS Program Management
StudioPlex
659 Auburn Ave. Ste. 213
Atlanta, GA 30303
404-524-2000 Ext. 22

VICINITY MAP

DKS PROGRAM MANAGEMENT
DESIGN & CONSTRUCTION

TSW
TUNNELL-SPANGLER-WALSH & ASSOCIATES
Community Design and Architecture
881 Piedmont Avenue
Atlanta, Georgia 30309
PH 404.873.6730 FX 404.874.6471
www.tunspan.com

TURNER ASSOCIATES
ARCHITECTS & PLANNERS, INC.

MASTER PLAN for:

CASCADE UNITED METHODIST CHURCH

0 50 75 100 200 400 800

NORTH

November 30, 2005
Revised: December 13, 2005