

DATE: April 28, 2023

TO: Chairman Alfred John, Forsyth County Commission
ATTN TO: Leslie Silas, Planning Manager, Forsyth County
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: Chestatee Crossroads DRI 3877

Submitting Local Government: Forsyth County

Date Opened: April 7, 2023

Date Closed: April 28, 2023

Description: A DRI review of a proposal to construct 777 single-family homes – 579 attached and 198 detached – on a 297.5-acre site off of Settingdown Road and Marsett Parkway in Forsyth County. The site is currently wooded and traversed by several streams.

Comments:

Key Comments

The project is somewhat 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 81- including buffer areas along Baldrige Creek – out of the total 297 acres for open space is supportive of Developing Rural Areas policies and goals. Preservation of additional environmentally sensitive and forested areas would further this alignment. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project utilizes a winding street pattern with numerous cul-de-sacs in part due to the nature of the site. Adjustment of this pattern to provide better automobile and pedestrian connectivity would be supportive of regional transportation and sustainability policies.

The project is expected to generate 6,254 new daily vehicular trips; associated roadway improvements to accommodate these are proposed.

The project includes 777 homes but no commercial component and the nearest location for accessing convenience items is some distance away. Ideally the project could include some minimal provision of centrally located neighborhood accessory retail space and possibly a small café that could reduce or shorten automobile trips required to access basic goods and services.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation to all areas in the region- Developing Rural Areas for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

The project includes 777 homes but no commercial component and the nearest location for accessing convenience items is some distance away. Ideally the project could include some minimal provision of centrally located neighborhood accessory retail space and possibly a small café that could reduce or shorten automobile trips required to access basic goods and services.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project utilizes a winding street pattern with numerous cul-de-sacs in part due to the nature of the site. Adjustment of this pattern to provide better automobile and pedestrian connectivity would be supportive of regional transportation and sustainability policies.

The project is expected to generate 6,254 new daily vehicular trips and numerous associated roadway improvements are proposed.

Opportunities for alternative transportation modes are limited by the rural location. The TIS notes that "Sidewalks will be provided along the internal street network and along street frontage of the proposed development to promote external connectivity via pedestrian facilities. Trails will be considered where possible internal to the development." The inclusion of some kind of trail system could substantially enhance pedestrian access and connectivity if located appropriately.

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 comments are attached.

Both the USGS coverage for the project area and the submitted site plan show Baldrige Creek running roughly east-west across the center of the project property. The site plan also shows two other streams on the property, one at the southern end of the property and one at the northern end. The northernmost stream may also be shown as an intermittent stream on the USGS coverage. The 25-foot State Sediment and Erosion Control buffer and the Forsyth County Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback are shown along all three streams and are identified in the legend. One street crosses Baldrige Creek and a second crosses the northernmost stream, but transportation stream crossings are exempt under the County ordinance intrusions. The site plan also shows portions of several lots and portions of four stormwater ponds either touching or intruding into the 75-foot impervious setback. Any impervious areas or significant grading in the setback, as well as any other non-exempt intrusions in the County buffers may require variances from Forsyth County. Any unmapped streams on the property may also be subject to the City stream buffer ordinance, and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control buffer.

Environmental Comments

The proposed retention of 81 of the site's 297 total acres is supportive of regional environmental goals. Retention of additional natural wooded areas would be in keeping with regional policies regarding carbon sequestration and heat island mitigation. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

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

Developing Rural Areas designation 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 somewhat aligns with Developing Rural Areas recommendations in that it is low-density in nature and in that 81 of the site's 203 total acres are set aside for open space and conservation. It could be better aligned by providing additional conservation areas, utilizing a more compact development pattern, and incorporating low-impact design approaches.

Forsyth County 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
FORSYTH COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
CITY OF CUMMING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
DAWSON COUNTY

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



Developments of Regional Impact

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DRI #3877

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Forsyth

Individual completing form: Leslie Silas

Telephone: 770-205-4568

E-mail: ldsilas@forsythco.com

*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: Chestatee Crossroads

Location (Street Address, N34.2815 W84.0730
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: 777 lot residential subdivision

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 777 residential lots

Developer: The Pacific Group, Inc.

Mailing Address: 5755 Dupree Drive Northwest, Suite 130

Address 2:

City: Atlanta State: GA Zip: 30327

Telephone: 770-984-8170

Email: kseifert@pacificgroupinc.com

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

If yes, property owner: Marsett Parkway Properties, LLC

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's 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 information:

Project Name:

Project ID:

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

Rezoning

Variance

Sewer

Water

Permit

Other

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

(not selected)

Yes

No

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

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

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Developments of Regional Impact

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DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Forsyth

Individual completing form: Leslie Silas

Telephone: 770-205-4568

Email: ldsilas@forsythco.com

Project Information

Name of Proposed Project: Chestatee Crossroads

DRI ID Number: 3877

Developer/Applicant: The Pacific Group, Inc.

Telephone: 770-984-8170

Email(s): kseifert@pacificgroupinc.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) ☐ (not selected) ☐ Yes ☒ No

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

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

Economic Development

Estimated Value at Build-Out: \$250,000,000

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

2,500,000

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

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

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

Water Supply

Name of water supply provider for this site: Forsyth County

What is the estimated water supply demand to be generated by the project,

.21 MGD

measured in Millions of Gallons Per Day (MGD)?

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

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site:

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

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

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

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

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

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

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

If yes, please describe below:

See detailed traffic study.

Solid Waste Disposal

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

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
Detention/Water Quality ponds will be used to control and treat storm water as per the latest edition of the Georgia Stormwater Management Manual and Governing Municipal requirements.

Environmental Quality

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

- 1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
- 2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
- 3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
- 4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
- 5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
- 6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
- 7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
- 8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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CHESTATEE CROSSROADS DRI
Forsyth County
ARC Natural Resources Department Comments
April 3, 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 County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

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

Stream Buffers

Both the USGS coverage for the project area and the submitted site plan show Baldridge Creek running roughly east-west across the center of the project property. The site plan also shows two other streams on the property, one at the southern end of the property and one at the northern end. The northernmost stream may also be shown as an intermittent stream on the USGS coverage. The 25-foot State Sediment and Erosion Control buffer and the Forsyth County Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback are shown along all three streams and are identified in the legend. One street crosses Baldridge Creek and a second crosses the northernmost stream, but transportation stream crossings are exempt under the County ordinance intrusions. The site plan also shows portions of several lots and portions of four stormwater ponds either touching or intruding into the 75-foot impervious setback. Any impervious areas or significant grading in the setback, as well as any other non-exempt intrusions in the County buffers may require variances from Forsyth County. Any unmapped streams on the property may also be subject to the City stream buffer ordinance, and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control buffer.

Storm Water/Water Quality

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

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

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

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

DRI INFORMATION

DRI Number #3877
DRI Title Chestatee Crossroads
County Forsyth County
City (if applicable) N/A
Address / Location Southeast of the intersection at Marsett Parkway and Settingdown Road in Forsyth County, Georgia.

Proposed Development Type:

A DRI review of a proposal to construct 777 single-family homes – 579 attached and 198 detached – on a 297.5-acre site off of Marsett Parkway in Forsyth County. The site is currently mostly wooded and traversed by several streams.

Build Out: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date April 21, 2023

TRAFFIC STUDY

Prepared by A&R Engineering
Date February 23, 2023

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*)

All programmed and planned projects are listed on page 23 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*)

None of the site driveways are on roadways identified as Regional Thoroughfares.

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

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

☒ NO

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

None of the site driveways are on roadways identified as Regional Truck Routes.

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

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

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

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

Operator / Rail Line

Nearest Station

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

Distance*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

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

Transit Connectivity

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☐ SERVICE WITHIN ONE MILE (provide additional information below)

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

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

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

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

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

☐ Route uses high volume and/or high speed streets

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

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

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

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

☒ NO

☐ YES

[Click here to provide comments.](#)

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

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

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

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

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

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

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

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

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

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

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

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

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

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

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

RECOMMENDATIONS

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

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)

☐ NO *(see comments below)*

[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.

VICINITY MAP

N.T.S.

CONTACT INFORMATION

DEVELOPER

THE PACIFIC GROUP INC.
5755 DUPREE DR., NW #130
ATLANTA, GA 30327
770-573-4801
FAX: 678-302-6362

CIVIL ENGINEER

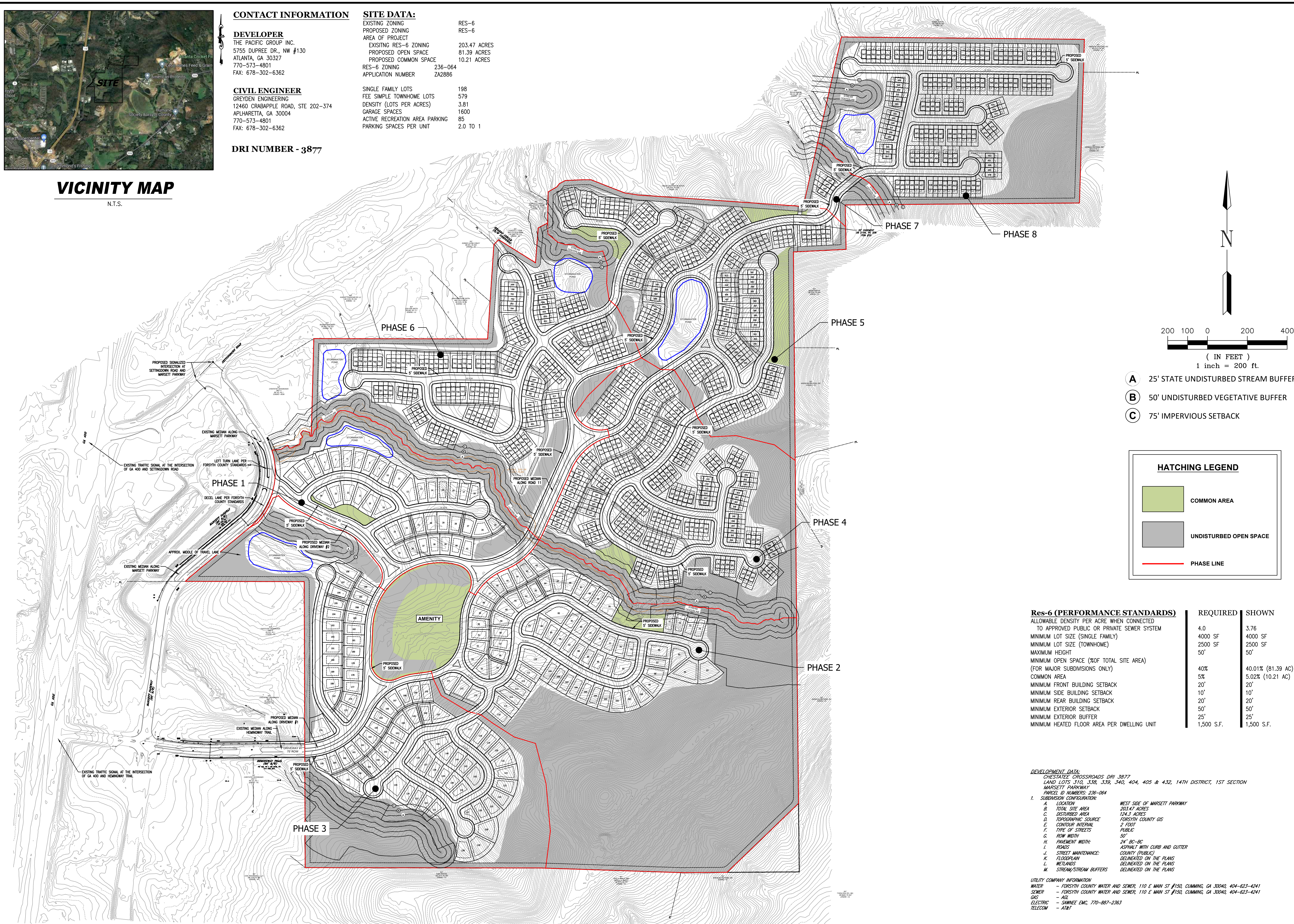
GREYDEN ENGINEERING
12460 CRABAPPLE ROAD, STE 202-374
APLHARETTA, GA 30004
770-573-4801
FAX: 678-302-6362

DRI NUMBER - 3877

SITE DATA:

EXISTING ZONING	RES-6
PROPOSED ZONING	RES-6
AREA OF PROJECT	
EXISTING RES-6 ZONING	203.47 ACRES
PROPOSED OPEN SPACE	81.39 ACRES
PROPOSED COMMON SPACE	10.21 ACRES
RES-6 ZONING	236-064
APPLICATION NUMBER	ZA2886

SINGLE FAMILY LOTS	198
FEE SIMPLE TOWNHOME LOTS	579
DENSITY (LOTS PER ACRES)	3.81
GARAGE SPACES	1600
ACTIVE RECREATION AREA PARKING	85
PARKING SPACES PER UNIT	2.0 TO 1



Res-6 (PERFORMANCE STANDARDS)

ALLOWABLE DENSITY PER ACRE WHEN CONNECTED TO APPROVED PUBLIC OR PRIVATE SEWER SYSTEM	4.0	3.76
MINIMUM LOT SIZE (SINGLE FAMILY)	4000 SF	4000 SF
MINIMUM LOT SIZE (TOWNHOME)	2500 SF	2500 SF
MAXIMUM HEIGHT	50'	50'
MINIMUM OPEN SPACE (%OF TOTAL SITE AREA) (FOR MAJOR SUBDIVISIONS ONLY)	40%	40.01% (81.39 AC)
COMMON AREA	5%	5.02% (10.21 AC)
MINIMUM FRONT BUILDING SETBACK	20'	20'
MINIMUM SIDE BUILDING SETBACK	10'	10'
MINIMUM REAR BUILDING SETBACK	20'	20'
MINIMUM EXTERIOR SETBACK	50'	50'
MINIMUM EXTERIOR BUFFER	25'	25'
MINIMUM HEATED FLOOR AREA PER DWELLING UNIT	1,500 S.F.	1,500 S.F.

DEVELOPMENT DATA:

CHESTER/ST. CROSSROADS DRI 3977
 310, 338, 339, 340, 404, 405 & 432, 14TH DISTRICT, 1ST SECTION
 MARSHET PARKWAY
 PARCEL ID NUMBERS: 236-064
 SUBDIVISION CONFIGURATION:

A. LOCATION	WEST SIDE OF MARSHET PARKWAY
B. TOTAL SITE AREA	203.47 ACRES
C. DISTURBED AREA	134.1 ACRES
D. TOPOGRAPHIC SOURCE	FORTY-THIRD COUNTY GIS
E. CONTOUR INTERVAL	2 FOOT
F. TYPE OF STREETS	PUBLIC
G. ROAD WIDTH	30'
H. PAVEMENT WIDTH	24' 80'-80'
I. ROADS	ASPHALT WITH CURB AND GUTTER
J. STREET MAINTENANCE:	COUNTY (PUBLIC)
K. FLOODPLAIN	DELMINATED ON THE PLANS
L. WETLANDS	DELMINATED ON THE PLANS
M. STREAM/STREAM BUFFERS	DELMINATED ON THE PLANS

UTILITY COMPANY INFORMATION

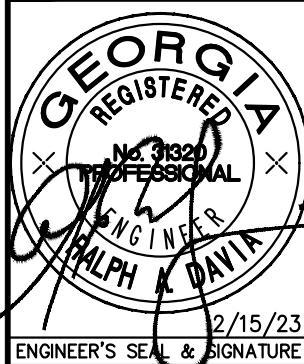
WATER - FORTSYTH COUNTY WATER AND SEWER, 110 E MAIN ST #150, CUMMING, GA 30040, 404-623-424
SEWER - FORTSYTH COUNTY WATER AND SEWER, 110 E MAIN ST #150, CUMMING, GA 30040, 404-623-424
GAS - AGI
ELECTRIC - SAWNEE EMC, 770-887-2363
TELECOM - AT&T

REVISIONS	
DATE	DESCRIPTION
10/7/2022	REVISED PER COMMENT

CLIENT

THE PACIFIC GROUP INC.

GREYDEN
ENGINEERING
12460 CRABAPPLE ROAD, STE 202-374
ALPHARETTA, GA 30004
PH: 770-573-4801 FAX: 678-302-6362



CHESTATEE CROSSROADS DRI 3877
FORSYTH COUNTY, GEORGIA
GRTA DRI SITE PLAN

DATE	2/15/2023
JOB NO.	22-084
DRAWN	TJG
CHECKED	RAD
SCALE	AS NOTED
SHEET:	
GRTA SITE PLAN	