

DATE: June 1, 2023

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

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Hawks Ridge DRI 3955

Submitting Local Government: City of South Fulton

Date Opened: May 10, 2023

Date Closed: June 1, 2023

Description: A DRI Review of a proposal to construct 522 single-family homes on a 360-acre wooded site traversed by several streams off of Cascade Palmetto Highway and Butner Road in the City of South Fulton.

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 40% out of the total 360 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.

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 4,928 new daily vehicular trips; associated roadway improvements to accommodate these are proposed.

The project includes 522 single-family homes but no commercial component. Provision of a minimal amount of centrally located neighborhood accessory retail space could reduce or shorten automobile trips required to access basic goods and services.

The project will create a neighborhood of 522 households but will only offer single-family homes. Ideally the project would offer some other housing types in addition to single-family homes – such as townhomes and cottage homes – which, while remaining lower-density in nature, could offer some accommodation for residents with intergenerational housing needs and varying incomes.

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 522 single-family 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.

The project will create a neighborhood of 522 households but will only offer single-family homes which may not be suitable for older homebuyers or those with fixed incomes. Ideally the project would offer some other housing types in addition to single-family homes – such as townhomes and cottage homes – which, while remaining lower-density in nature, could offer some accommodation for residents with intergenerational housing needs and varying incomes.

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 4,928 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 interior to the development per code and along the frontage as per zoning requirements” which is supportive of baseline walkability goals.

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 project site plan and the USGS coverage for the project area show three unnamed tributaries to Deep Creek crossing the property from roughly southwest to northeast. The submitted site plan also shows several branches off these three streams, as well as a fourth tributary to Deep Creek at the northern end of the property and one stream in the northwest corner of the Future Phase area, flowing to the northwest off the property. The site plan shows The 100-foot Impervious setback and 75-foot undisturbed buffer required under the City of South Fulton’s Unified Stream Buffer Protection ordinance, as well as the State 25-foot Erosion and Sedimentation Buffer. The only intrusions shown on the submitted site plan are transportation crossings, which are allowed under the City ordinance. The rear property line of some of the proposed lots extend into the 100-foot setback. Future activity in these areas may require variances from the City. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinances and any other waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

Environmental Comments

The proposed retention of 40% of the site’s 360 total acres 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.

Georgia Department of Transportation (GDOT) Comments

Comments on roadway requirements received from GDOT are attached.

Unified Growth Policy Considerations: Developing Rural Areas

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

The project is somewhat aligned with Developing Rural Areas recommendations in that it is low-density in nature and in that 40% of the site's 360 total acres are set aside for open space and conservation. It could be better aligned by providing additional conservation areas, utilizing a more compact and interconnected development pattern, and incorporating low-impact design approaches. City of South Fulton leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF ATLANTA
CITY OF EAST POINT	CITY OF UNION CITY	CITY OF DOUGLASVILLE
CITY OF CHATTAHOOCHEE HILLS	DOUGLAS COUNTY	COBB 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 #3955

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: South Fulton

Individual completing form: Reginald McClendon

Telephone: 4708097242

E-mail: reginald.mcclendon@cityofsouthfultonga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Hawks Ridge

Location (Street Address, 3500 Cascade Palmetto Hwy
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Multi-phase single family detached residential housing development.

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.): 522 lots

Developer: Heritage Capitol Partners

Mailing Address: 6000 Lake Forest Drive

Address 2: Suite 100

City: Atlanta State: GA Zip: 30350

Telephone: 404-310-8351

Email: jashkouti@heritagecapartners.com

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

If yes, property owner:

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

selected

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)

selected

Yes

No

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

26%

Estimated Project Completion Dates:

This project/phase: 2025

Overall project: 2029

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Developments of Regional Impact

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DRI #3955

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: South Fulton
Individual completing form: Reginald McClendon
Telephone: 4708097242
Email: reginald.mcclendon@cityofsouthfultonga.gov

Project Information

Name of Proposed Project: Hawks Ridge
DRI ID Number: 3955
Developer/Applicant: Heritage Capitol Partners
Telephone: 404-310-8351
Email(s): jashkouti@heritagecapartners.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: \$400k per lot

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: + / - \$1,800,000

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

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

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

Water Supply

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

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

2.1 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?

0.38 miles of 12" water main is proposed along Cascade Palemetto Highway and +/- 1.2 miles of 8" water main within the development.

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)?

0.14 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.)

517

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: Turn lanes are needed at both entrances.

Solid Waste Disposal

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

5.94 lb / person / day (2250 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

+/- 35%

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:The development will meet the requirements of the Georgia Stormwater Management Manual and City of South Fulton Standards.

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:
Wetlands will be protected or mitigated, river corridors will have appropriate buffers and flood plain will be protected.

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HAWKS RIDGE DRI
City of South Fulton
Natural Resources Review Comments
May 15, 2023

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

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

Stream Buffers

Both the project site plan and the USGS coverage for the project area show three unnamed tributaries to Deep Creek crossing the property from roughly southwest to northeast. The submitted site plan also shows several branches off these three streams, as well as a fourth tributary to Deep Creek at the northern end of the property and one stream in the northwest corner of the Future Phase area, flowing to the northwest off the property. The site plan shows The 100-foot Impervious setback and 75-foot undisturbed buffer required under the City of South Fulton's Unified Stream Buffer Protection ordinance, as well as the State 25-foot Erosion and Sedimentation Buffer. The only intrusions shown on the submitted site plan are transportation crossings, which are allowed under the City ordinance. The rear property line of some of the proposed lots extend into the 100-foot setback. Future activity in these areas may require variances from the City. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinances and any other waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

Stormwater/Water Quality

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

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

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

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

DRI INFORMATION

DRI Number #3955
DRI Title Hawks Ridge
County Fulton County
City (if applicable) South Fulton
Address / Location 3500 Cascade Palmetto Highway

Proposed Development Type:

A DRI Review of a proposal to construct 522 single-family homes on a 360-acre wooded site off of Cascade Palmetto and Butner Roads in the City of South Fulton.

Build Out: 2029

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date May 22, 2023

TRAFFIC STUDY

Prepared by Southeastern Engineering, Inc.
Date April 21, 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 planned projects in the area can be found on page 11 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)*

Driveway Site #2 is directly served by a roadway identified as a Regional Thoroughfare.

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

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

☐ NO

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

Driveway Site #2 is directly served by a roadway identified as a Regional Truck Route.

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

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

☒ NOT APPLICABLE (*nearest station more than one mile 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.

From: [Wilson, Megan R](#)
To: [Donald Shockey](#); [chuck.mueller@dnr.state.ga.us](#); [gaswcc.swcd@gaswcc.ga.gov](#); [hhill@gefa.ga.gov](#); [Jon West](#); [kmoore@gaconservancy.org](#); [nongame.review@dnr.ga.gov](#); [Sierra Scott](#); [slucki@gefa.ga.gov](#); [Zane Grennell - Georgia DCA](#) ([zane.grennell@dca.ga.gov](#)); [Andrew Smith](#); [David Haynes](#); [Jean Hee P. Barrett](#); [Jim Santo](#); [Jim Skinner](#); [Katie Perumbeti](#); [Lauren Blaszyk](#); [Marquitrice Mangham](#); [Mike Alexander](#); [Mike Carnathan](#); [Patrick Bradshaw](#); [Reginald James](#); [Samyukth Shenbaga](#); [Wei Wang](#); [December Weir](#); [Elizabeth Davis](#); [Reginald McClendon](#); [Chris Maddox](#); [Hoelzel, Nathanael](#); [JMorgan@AtlantaGa.Gov](#); [JRPrince@AtlantaGa.Gov](#); [jsidifall@atlantaga.gov](#); [Kedir, Nursef](#); [kmholmes@atlantaga.gov](#); [MBForte@AtlantaGa.Gov](#); [Wynn, Michele](#); [Rome, Christopher](#); [Smoot-Madison, Betty](#); [Tai, Mark A.](#); [aalston@unioncityga.org](#); [Janna Keller](#); [Wayne Matthews](#); [comdevplanning@cobbcounty.org](#); [Diaz, Amy](#); [Donald.Wells@cobbcounty.org](#); [Florim, Ligia](#); [Jay.Northrup@cobbcounty.org](#); [john.pederson@cobbcounty.org](#); [kelly.patrick@cobbcounty.org](#); [Laura Beall - Cobb County DOT](#); [phillip.westbrook@cobbcounty.org](#); [Rettig, Abby](#); [pcd@eastpointcity.org](#)
Cc: [Hood, Alan C.](#); [ccomer@dot.ga.gov](#); [chrobinson@dot.ga.gov](#); [Vicks, Cleopatra C](#); [cwoods@dot.ga.gov](#); ["cyvandyke@dot.ga.gov"](#); ["davinwilliams@dot.ga.gov"](#); [eregis@dot.ga.gov](#); [glynch@hntb.com](#); [jomcloyd@dot.ga.gov](#); [mcanizares@dot.ga.gov](#); [mfowler@dot.ga.gov](#); [Weiss, Megan J](#); [Rogers, Noble A](#); [Peevy, Phillip M.](#); [chakira.johnson@cityofsouthfultonga.gov](#); [jacksonm@douglasvillega.gov](#); [Shayla Reed](#); [swilder@ddcwsa.com](#); [tubbbs@douglasvillega.gov](#); [Allison Duncan - Douglas County](#); [BKeel@DDCWSA.COM](#); [Bruce Mercer](#); [Donna Bennett](#); [James Worthington](#); [Jay Williford](#); [Karla Poshedly - Douglas County DOT](#); [kirk.nicholson@dcssga.org](#); [mvalentin](#); [Philip Shafer](#); [Ron Roberts](#); [Travis McDonald](#); [Michael Morton](#); [Nathan Mai-Lombardo](#); [DeNard, Paul](#); [Hatch, Justin A](#); [Higgins, Joshua](#); [Perry, Landon](#); [Kav, Linda M](#); [Parker, Daniel B](#); [Karla Poshedly](#); [Bruce Mercer](#)
Subject: RE: 2023 Hawks Ridge DRI - Preliminary Report and Comments Request
Date: Monday, May 22, 2023 6:43:20 PM
Attachments: [image001.png](#)

Good afternoon

GDOT District 7 Traffic Operations has the following comments for DRI 3955:

Exact placement of any access points ie driveways, roadways, etc will be reviewed in detail upon permitting and must comply with the GDOT Driveway Encroachment Manual, design manual, signal manual, etc.

Based on preliminary review of the proposed new roadway intersection with the state route, there is a likely chance that the new intersection will have inadequate sight distance based on the current roadway topography. GDOT will ask that sight all access points on the state route be certified for sight distance. If minimum sight distance cannot be achieved then the new intersection will be designed to remove the movements effected by the inadequate sight distance.

The length of any/all turn lane requirement will be determined based on GDOT standards as well the required traffic study indicating ADT, trip generation, queue length reviews, etc.

Intersection/access points will be designed based on current posted speed limit.

Thank you

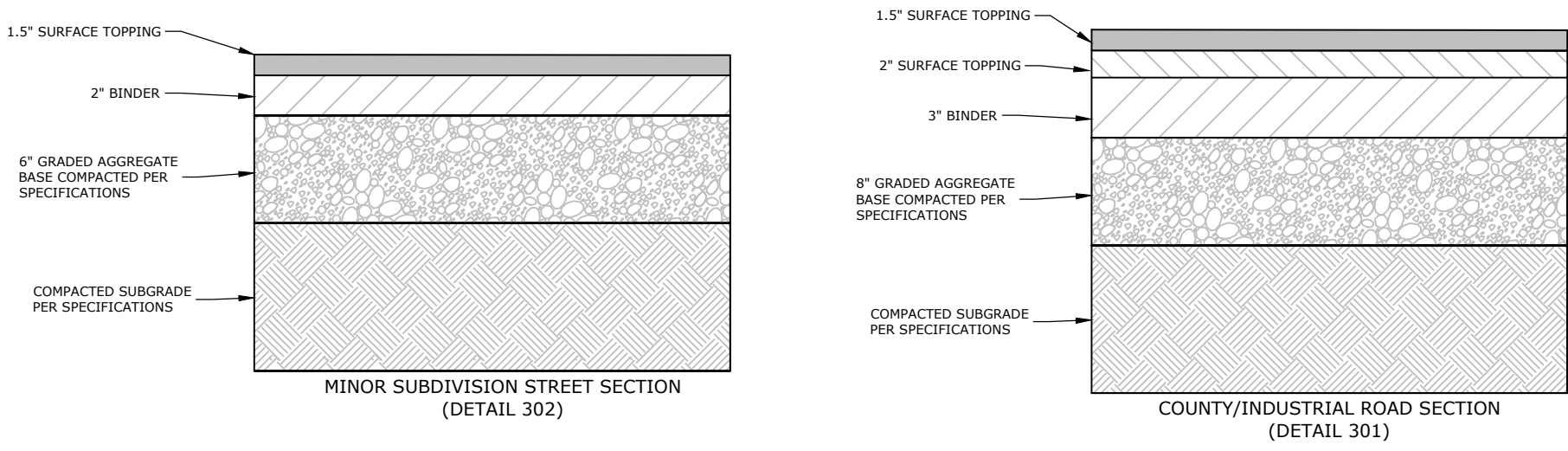
Megan Wilson, PE

Megan R. Wilson, PE

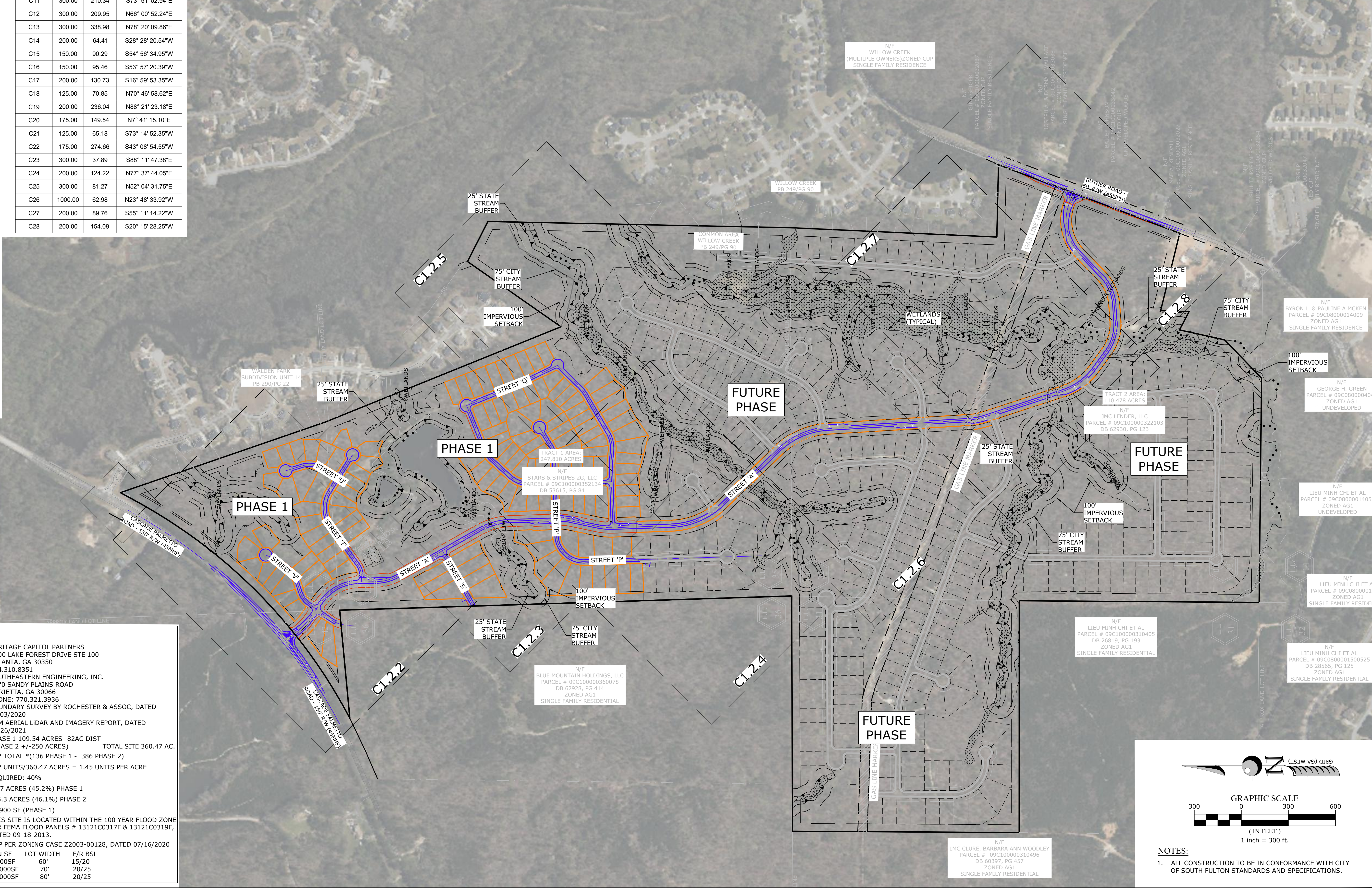
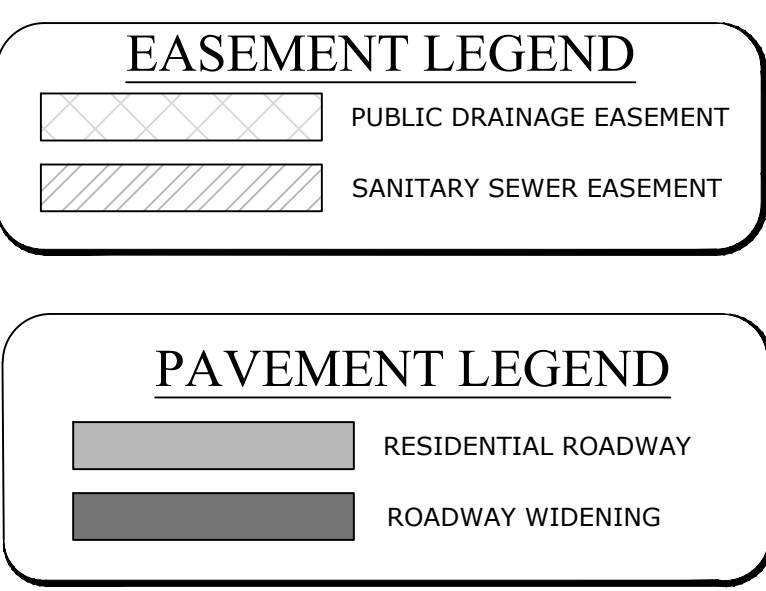
FILE NAME: I:\CUSTOMERS_PROJECTS\1268-21-098 Hawks Ridge\Eng\Construction\1268-21-098 C-Site.dwg PLOT STYLE: PLOT DATE: 4/3/2023 USER: WAYNE MATTHEWS

LINE TABLE		
LINE ID	LENGTH	DIRECTION
L1	114.05	S38° 46' 44.91"E
L2	148.92	S54° 16' 32.80"E
L3	109.64	S1° 01' 16.77"E
L4	587.78	S29° 31' 36.20"E
L5	285.36	S1° 48' 52.50"E
L6	177.52	S11° 37' 37.11"W
L7	375.02	S1° 56' 47.56"E
L8	492.39	S43° 49' 12.78"E
L9	892.25	S3° 31' 33.61"E
L10	521.58	S18° 06' 54.34"E
L11	132.15	S53° 45' 53.55"E
L12	101.40	N86° 03' 47.67"E
L13	200.03	N45° 57' 56.80"E
L14	101.45	S69° 17' 37.07"E
L15	9.00	S19° 14' 44.76"W
L16	106.21	S37° 41' 56.31"W
L17	66.62	S72° 11' 13.59"W
L18	57.10	S35° 43' 27.20"W
L19	112.78	S35° 43' 27.20"W
L20	28.17	S1° 43' 40.50"E
L21	45.08	N87° 01' 13.30"E
L22	298.43	N54° 32' 43.93"E
L23	275.53	S57° 49' 57.57"E
L24	106.01	N32° 10' 02.43"E
L25	105.51	N16° 47' 32.22"W
L26	405.18	S60° 28' 23.80"W
L27	139.09	S58° 18' 37.19"W
L28	177.05	S88° 11' 07.50"W
L29	230.00	S88° 11' 07.50"W
L30	97.23	S88° 06' 41.61"W
L31	1129.69	S1° 48' 52.50"E
L32	293.03	N88° 11' 07.50"E
L33	96.76	N88° 11' 07.50"E
L34	58.46	S84° 34' 42.27"E
L35	271.47	N59° 50' 10.37"E
L36	187.58	N44° 18' 53.13"E
L37	286.27	N25° 36' 49.22"W
L38	285.64	N22° 00' 18.61"W
L39	295.63	S68° 02' 39.44"W
L40	152.09	S42° 19' 48.99"W
L41	147.50	S1° 48' 52.50"E
L42	361.49	S1° 48' 52.50"E

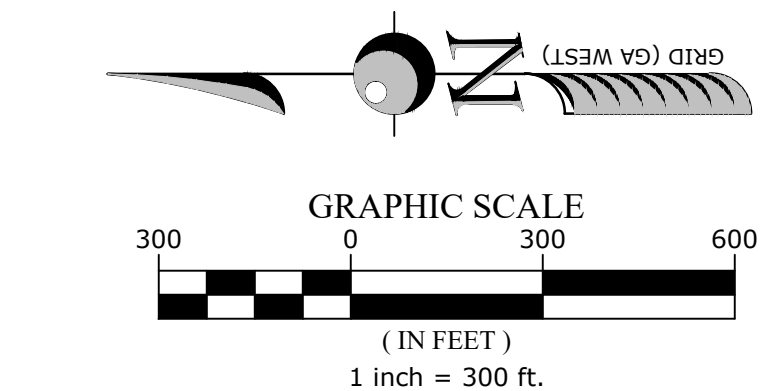
CURVE TABLE			
CURVE ID	RADIUS	LENGTH	CHORD DIRECTION
C1	300.00	81.14	S46° 31' 38.85"E
C2	300.00	278.84	S27° 38' 54.79"E
C3	300.00	149.25	S15° 16' 26.49"E
C4	450.00	217.65	S15° 40' 14.35"E
C5	400.00	93.84	S4° 54' 22.30"W
C6	394.79	93.53	S4° 50' 24.77"W
C7	500.00	365.42	S22° 53' 00.17"E
C8	500.00	351.63	S23° 40' 23.20"E
C9	450.00	114.58	S10° 49' 13.97"E
C10	400.00	248.88	S35° 56' 23.94"E
C11	300.00	210.34	S73° 51' 02.94"E
C12	300.00	209.95	N66° 00' 52.24"E
C13	300.00	338.98	N78° 20' 09.86"E
C14	200.00	64.41	S28° 28' 20.54"W
C15	150.00	90.29	S54° 56' 34.95"W
C16	150.00	95.46	S53° 57' 20.39"W
C17	200.00	130.73	S16° 59' 53.35"W
C18	125.00	70.85	N70° 46' 58.62"E
C19	200.00	236.04	N88° 21' 23.18"E
C20	175.00	149.54	N7° 41' 15.10"E
C21	125.00	65.18	S73° 14' 52.35"W
C22	175.00	274.66	S43° 08' 54.55"W
C23	300.00	37.89	S88° 11' 47.38"E
C24	200.00	124.22	N77° 37' 44.05"E
C25	300.00	81.27	N52° 04' 31.75"E
C26	1000.00	62.98	N23° 48' 33.92"W
C27	200.00	89.76	S55° 11' 14.22"W
C28	200.00	154.09	S20° 15' 28.25"W



PROPOSED TYPICAL PAVEMENT SECTIONS



SITE DATA		
OWNER/DEVELOPER:	HERITAGE CAPITOL PARTNERS 6000 LAKE FOREST DRIVE STE 100 ATLANTA, GA 30350	
ENGINEER:	SOUTHEASTERN ENGINEERING, INC. 2470 SANDY PLAINS ROAD MARIETTA, GA 30066 PHONE: 770.321.3936	
BOUNDARY:	BOUNDARY SURVEY BY ROCHESTER & ASSOC, DATED 11/03/2020	
TOPOGRAPHY:	SAM AERIAL LIDAR AND IMAGERY REPORT, DATED 08/26/2021	
SITE/DISTURBED AREA:	PHASE 1 109.54 ACRES - 82AC DIST (PHASE 2 +/-250 ACRES) TOTAL SITE 360.47 AC.	
NUMBER OF LOTS:	522 TOTAL *(136 PHASE 1 - 386 PHASE 2)	
DENSITY:	522 UNITS/360.47 ACRES = 1.45 UNITS PER ACRE	
OPEN SPACE:	REQUIRED: 40%	
	49.7 ACRES (45.2%) PHASE 1	
	115.3 ACRES (46.1%) PHASE 2	
AVERAGE LOT:	11,900 SF (PHASE 1)	
FLOOD INFO:	THIS SITE IS LOCATED WITHIN THE 100 YEAR FLOOD ZONE PER FEMA FLOOD PANELS # 13121C0317F & 13121C0319F, DATED 09-18-2013.	
ZONING:	CUP PER ZONING CASE Z2003-00128, DATED 07/16/2020	
LOT DATA:	MIN SF	LOT WIDTH
	8,500SF	60'
	10,000SF	70'
	15,000SF	80'
		F/R BSL
		15/20
		20/25
		20/25



NOTES:

1. ALL CONSTRUCTION TO BE IN CONFORMANCE WITH CITY OF SOUTH FULTON STANDARDS AND SPECIFICATIONS.

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. IT IS THE OWNER/DEVELOPER'S RESPONSIBILITY TO VERIFY EXISTING UTILITY CAPACITY PRIOR TO INITIATING DESIGN. THE ENGINEER MAKES NO GUARANTEES, NEITHER EXPRESSED OR IMPLIED, REGARDING EXISTING UTILITY LOCATION, CAPACITY OR CONDITION.



ISSUED DESCRIPTION		DATE	
No			
1		-	-
2		-	-
3		-	-
4		-	-

HERITAGE CAPITOL PARTNERS	
6000 LAKE FOREST DRIVE STE 100 ATLANTA, GA 30350 404.310.8351	
24 HOUR CONTACT INFORMATION JOSEPH ASHKOUTI 404-310-8351 (jashkouti@heritagecapartners.com)	

OVERALL SITE PLAN	
HAWKS RIDGE PROJECT LOCATED AT: LL 35 & 36 9TH DISTRICT 0 CASCADE PALMETTO HWY CITY OF SOUTH FULTON, GA 30349 FULTON COUNTY	



ISSUED FOR:	REVIEW
Project No.:	1268-21-098