

**DATE:** September 14, 2023

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**TO:** Chairman Alfred John, Forsyth County Commission  
**ATTN TO:** Leslie Silas, Planning Manager, Forsyth County  
**FROM:** Mike Alexander, COO, Atlanta Regional Commission  
**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:** 3970 Matt Highway DRI 3923

**Submitting Local Government:** Forsyth County

**Date Opened:** August 29, 2023

**Date Closed:** September 14, 2023

**Description:** A DRI Review of a proposal to construct 186 detached and 75 attached single-family homes and 38,600 SF of commercial space on a partially wooded 85-acre site at 3970 Matt Highway in Forsyth County.

**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. " Preservation of additional environmentally sensitive and forested areas would further this alignment.*

*The preservation of approximately 7 acres of wooded natural land is supportive of Developing Rural Areas policies and goals.*

*The provision of a 12-foot wide multi-use path along Matt Highway is highly supportive of regional multi-modal transportation policies. Extending the to the south to connect to nearby Forsyth High School, Forsyth Middle School, and Coal Mountain Elementary School would further support these policies.*

*The multi-use trail should be designed so that its level is maintained flush across the three driveways to provide pedestrian safety and comfort.*

*The project is expected to generate 8,295 new daily vehicular trips; associated roadway modifications to accommodate these are proposed.*

*The project includes 286 new residences along with 38,600 SF of commercial space. This mix of uses is supportive of regional placemaking and walkability policies.*

*The commercial space should be carefully designed with the buildings brought to the ROW edge at both Entrance Drive 1 and Matt Highway so that it serves as a small village center with useable outdoor gathering space. Food and beverage uses with outdoor seating in this location would also front and directly activate the multi-use path.*

*A number of the proposed single-family lots intrude on the 75-foot County impervious setback may require variances.*

### **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 286 new residences along with 38,600 SF of commercial space. This mix of uses is supportive of regional placemaking and walkability policies. The commercial space should be carefully designed so that it serves as a small village center with useable outdoor gathering space and neighborhood accessory uses such as restaurants and neighborhood accessory retail uses. Ideally the buildings would be brought to the ROW edge at both Entrance Drive 1 and Matt Highway for placemaking and enhanced pedestrian access purposes. Uses such as food and beverage with outdoor seating would directly activate the multi-use path with this approach.

The commercial area can also serve the neighborhood on the west side of Matt Highway through the provision of a signalized intersection with crosswalks at Gravitt Road.

### **Transportation and Mobility Comments**

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate 8,295 new daily vehicular trips and numerous associated roadway modifications are proposed.

The provision of a 12-foot wide multi-use path along Matt Highway is highly supportive of regional multi-modal transportation policies. The applicant and Forsyth County should explore ways of extending this segment to the south so that children in the projects 265 households would be able to walk to the nearby Forsyth High School, Forsyth Middle School, and Coal Mountain Elementary School. If connected to the west side of Matt Highway at Gravit Road as proposed by a signalized intersection with crosswalks, children living on that side of the Highway could also walk to school.

The trail should be designed so that its level is maintained flush across the three driveways to provide pedestrian safety and comfort.

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.

The USGS coverage for the project area shows an unnamed blue line tributary to Settingdown Creek running along the eastern boundary of the project property. The submitted site plan also shows a branch with one short secondary branch to the unnamed stream running southeast then east through the center of the property, as well as a short branch to the unnamed stream on the east side of the property. The submitted site plan shows (and identifies, at one spot near the headwaters of the unnamed stream) the County 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion buffer on all streams on the site plan. The only intrusions shown on the plans are transportation crossings. However, a number of the proposed lots intrude on the 75-foot County impervious setback, which may also require variances. Any unmapped streams on the property may also be subject to the County 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 preservation of approximately 7 acres of wooded natural area 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 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**

The 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 fairly low-density in nature and in that 7 of the sites 81 acres are preserved natural space. It could be better aligned by providing additional conservation areas, creating a walkable commercial center 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  
DAWSON COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
GEORGIA CONSERVANCY  
CHEROKEE COUNTY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION  
CITY OF CUMMING

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





SITE LOCATION MAP  
NOT TO SCALE

**SITE DATA**

- TOTAL ACRES: 84.521 AC
- CURRENT ZONING: A-1/ RES3
- TAX PARCEL ID: 189-003 & 190-004
- PROPOSED ZONING: MPD
- CURRENT OWNER: MATT 3970, LLC.
- COMMERCIAL ZONE:
  - 8.452 AC REQUIRED (10%)
  - **8.452 AC PROVIDED (10%)**
  - **38,600 SF TOTAL COMMERCIAL**
- PARKING - **175 SPACES PROVIDED**  
- 9 TOTAL H/C SPACES
- OPEN SPACE:
  - 30.427 AC REQUIRED (36%)
  - **30.546 AC PROVIDED (36%)**(NO OPENSPACE INCLUDED IN COMMERCIAL ACREAGE, AMENITY AREA, & STORMWATER MANAGEMENT AREAS)
- TREE GROUPING AREA
  - 6.762 AC REQUIRED
  - **6.762 AC PROVIDED (8%)**(CALCULATED 50' UNDISTURBED STREAM BUFFER. ACTUAL TREE SAVE AREA MAY GROW WHEN GRADING PLAN IS COMPLETED AND FURTHER PLANS ARE PUT INTO PLACE FOR THE CIVIC AREA)
- RESIDENTIAL UNITS:
  - **261 UNITS PROVIDED**
- TOWNHOMES (30% MAX)
  - 79 UNITS ALLOWED
  - **75 UNITS PROVIDED**
- SINGLE-FAMILY DETACHED
  - **186 UNITS PROVIDED**
- TOTAL RES. UNITS PROVIDED: 261
- MAX. DENSITY ALLOWED = 3.3 U/A
- **DENSITY PROVIDED = 3.09 U/A**

**GENERAL INFORMATION**

DRI NUMBER: 3923  
PROJECT NAME: 3970 MATT HWY.  
TRAFFIC CONSULTANT: A & R ENGINEERING, INC.  
2160 KINGSTON COURT, SUITE O  
MARIETTA, GA 30067

CONTACT: ABDUL AMER  
P: 770.690.9255  
E: AAMER@ARENG.COM

SITE PLANNER: REECE, HOOPES, & FINCHER, INC.  
2305 MACY DRIVE  
ROSWELL, GA 30076

CONTACT: HOYT T. FINCHER III  
P: 770.392.8313 (EXT. 1)  
E: H.FINCHER@RHF.NET

LENDL G. TRIEU  
P: 770.392.8313 (EXT.3)  
E: L.TRIEU@RHF.NET

CLIENT CONTACT: HABIB A. BOKHARI  
P: 781.864.3781  
E: HABIBBOKHARI@GMAIL.COM

RICHARD STEPHENS  
E: RICHARD.K.STEPHENS@GMAIL.COM

**LEGEND:**

EXISTING TREE LINE

BUFFERS

TRAILS

FLOOD

TREE GROUP AREA

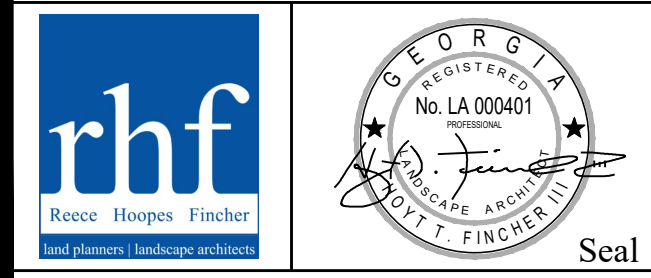
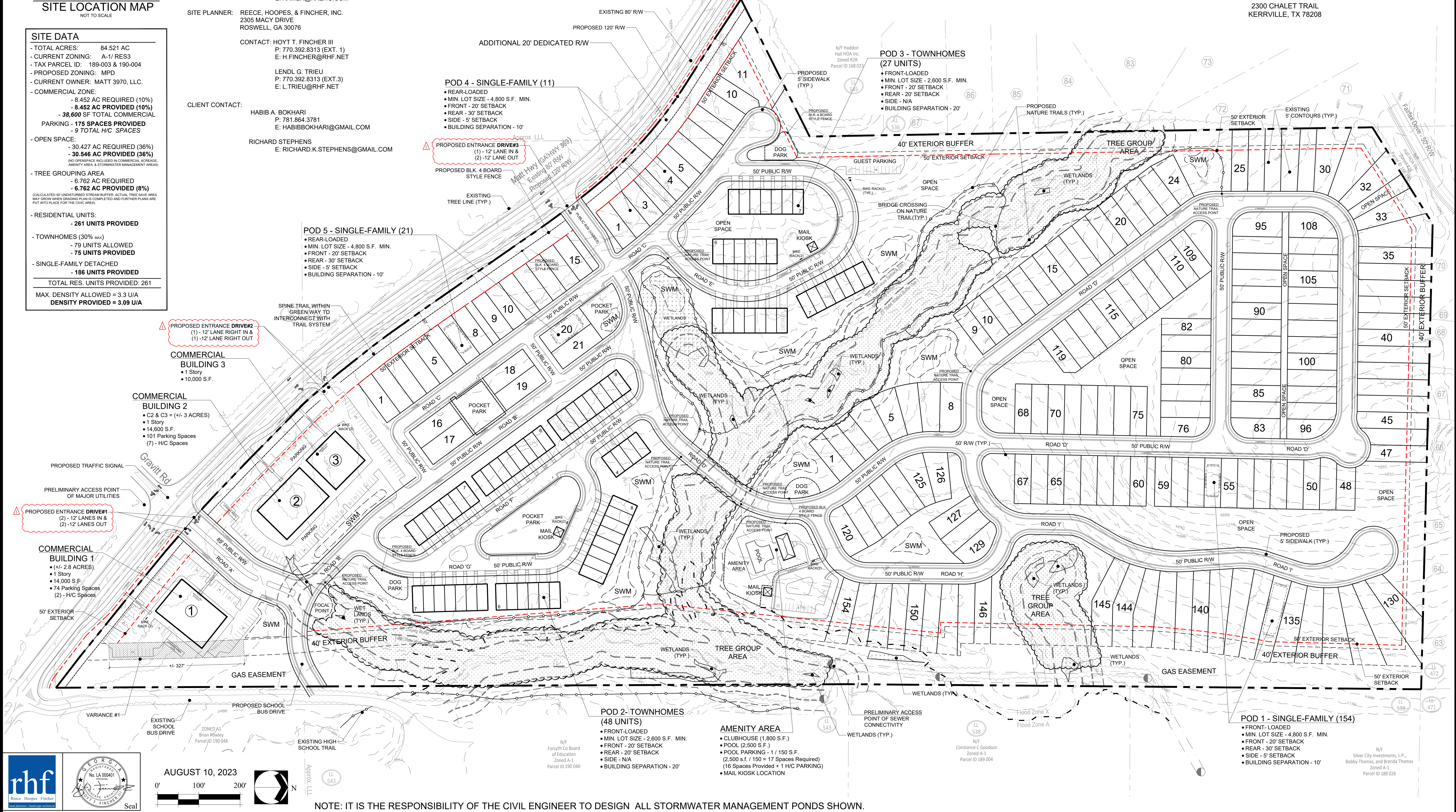
(+/- 6.762 AC. / (294,552.72 S.F.)

DRI - PRELIMINARY MASTER PLAN

# MATT 3970 DEVELOPMENT

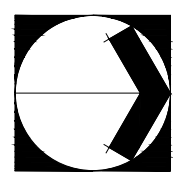
Forsyth County, Georgia

OWNER: MATT 3970, LLC  
2300 CHALET TRAIL  
KERRVILLE, TX 78208



AUGUST 10, 2023

0' 100' 200'



NOTE: IT IS THE RESPONSIBILITY OF THE CIVIL ENGINEER TO DESIGN ALL STORMWATER MANAGEMENT PONDS SHOWN.





## Developments of Regional Impact

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### DRI #3923

#### 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 County

Individual completing form: Leslie Silas

Telephone: 770-205-4568

E-mail: [lsilas@forsythco.com](mailto:lsilas@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: 3970 Matt Highway

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 34.281081, -84.115857

Brief Description of Project: 84.521 acres of mixed-use with 186 detached single-family residential lots and 75 attached single-family residential units and 38,600 sq. ft. of commercial.

#### Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 261 residential units + 38,600 sf of commercial

Developer: Matt 3970, LLC

Mailing Address: 2300 Chalet Trail

Address 2:

City:Kerrville State: TX Zip:78208

Telephone: 770-781-4100

Email: [jethanunderwood@mhtlegal.com](mailto:jethanunderwood@mhtlegal.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

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: June 2025

Overall project: June 2029

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## Developments of Regional Impact

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### DRI #3923

#### 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 County  
Individual completing form: Leslie Silas  
Telephone: 770-205-4568  
Email: [ldsilas@forsythco.com](mailto:ldsilas@forsythco.com)

#### Project Information

Name of Proposed Project: 3970 Matt Highway  
DRI ID Number: 3923  
Developer/Applicant: Matt 3970, LLC  
Telephone: 770-781-4100  
Email(s): [jethanunderwood@mhtlegal.com](mailto:jethanunderwood@mhtlegal.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: Residential: \$97,000,000 Commercial: \$13,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Residential: \$1,300,000 Commercial/Sales Tax: \$1,200,000

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, measured in Millions of Gallons Per Day (MGD)?

0.17

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: Forsyth County

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

0.17

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.)

475 AM peak hour trips, 415 PM peak hour trips

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

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

If yes, please describe below: Please see DRI Study attached.

### Solid Waste Disposal

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

441

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

Approximately 70%

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: Exterior buffers, stream buffers, and detention ponds will be used to mitigate the impact on stormwater management.

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:  
The wetlands are located within area protected by stream buffers and will not be impacted by this project.

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**3970 MATT HIGHWAY DRI**  
**Forsyth County**  
**Natural Resources Group Comments**  
**September 13, 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 property is in the Etowah River Water Supply Watershed, which is a large (greater than 100 square miles) water supply watershed as defined in the DNR Part 5 Water Supply Watershed Minimum Criteria. The Etowah River has two direct river intakes, one for the City of Canton and a second for the Cobb-Marietta Water Authority to supply the Hickory Log Reservoir which is off the Etowah. Both are in Cherokee County. Under Part 5, the only criteria for large water supply watersheds with direct river (not reservoir) intakes are that new facilities within 7 miles of a water supply intake which handle hazardous materials of the types and amounts determined by the Georgia Department of Natural Resources (DNR), shall perform their operations on impermeable surfaces having spill and leak collection systems as prescribed by DNR. This project is more than 7 miles upstream of the closest intake.

**Stream Buffers**

The USGS coverage for the project area shows an unnamed blue line tributary to Settingdown Creek running along the eastern boundary of the project property. The submitted site plan also shows a branch with one short secondary branch to the unnamed stream running southeast then east through the center of the property, as well as a short branch to the unnamed stream on the east side of the property. The submitted site plan shows (and identifies, at one spot near the headwaters of the unnamed stream) the County 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion buffer on all streams on the site plan. The only intrusions shown on the plans are transportation crossings. However, a number of the proposed lots intrude on the 75-foot County impervious setback, which may also require variances. Any unmapped streams on the property may also be subject to the County 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](http://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** #3923  
**DRI Title** 3970 Matt Highway  
**County** Forsyth County  
**City (if applicable)** N/A  
**Address / Location** North of the intersection of SR 369 (Matt Highway) and Gravitt Road.

**Proposed Development Type:**

A DRI Review of a proposal to construct 186 detached and 75 attached single-family homes and 38,600 SF of commercial space on a partially wooded 85-acre site at 3970 Matt Highway.

**County.**

**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** September 13, 2023

### TRAFFIC STUDY

**Prepared by** A&R Engineering Inc.  
**Date** August 4, 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*)

On page 24 of the traffic study.

☐ NO (*provide comments below*)

[Click here to provide comments.](#)

## **REGIONAL NETWORKS**

**02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

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

Access to the site is not provided via a roadway identified as a Regional Thoroughfare.

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

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

☐ NO

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

Access to the site is provided via a roadway identified as a Regional Truck Route.

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

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

☒ NOT APPLICABLE (*nearest station more than one mile 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      The North Subarea Trails Master Plan proposes a sidewalk and multi-use path along SR 369 (Matt Highway) on the entire frontage of the proposed development.

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.