

DATE: October 2, 2023

TO: Mayor Tom Reed, City of Chattahoochee Hills
ATTN TO: Mike Morton, Community Development Director, City of Chattahoochee Hills
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: Creative Land Co LLC DRI 4027

Submitting Local Government: City of Chattahoochee Hills

Date Opened: September 15, 2023

Date Closed: October 2, 2023

Description: A DRI review of a proposal to construct a mixed-use development with 607 residential units (200 multi-family, 167 townhomes, 240 single-family homes), 100 hotel rooms, and 14,000 SF of retail space on an approximately 265-acre site between Creel Road and Cochran Mill Road in the City of Chattahoochee Hills in Fulton County.

Comments:

Key Comments

The project strongly aligns with Rural Areas policy recommendations set forth in the Atlanta Region's Plan which stress the need to protect rural areas and their character and note: "There is a strong desire from residents and elected officials in these areas to keep them rural...The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development."

The project proposes to retain 65% of the 265 -acre wooded site including two stream buffer areas as open space which is highly supportive of regional land use and environmental policies.

The project includes a range of housing types which is supportive of regional housing policies.

The project includes a mix of residential, commercial, and hospitality uses in a highly walkable and compact village layout which is supportive of regional land use, multi-modal transportation, and placemaking policies.

The project includes pervious gravel parking areas which is strongly supportive of regional environmental policies.

The State 25-foot Erosion and Sedimentation Buffer should be shown on all streams and the City of Chattahoochee Hills stream buffers should be shown on both sides of Pea Creek.

Several single-family lots in Phase 1 of the project extend into stream buffer and setback areas. Actual development on these lots should avoid extending into stream buffer areas in order to avoid the need for variances.

Cochran Mill Road and Cedar Grove Road are part of the State of Georgia designated South Fulton Scenic Byway route. Any project-related roadway improvements should follow guidelines set forth in the 1998 "South Fulton Scenic Byway Corridor Management Plan."

The project will generate a total of 3,724 new vehicular trips; a range of modifications of nearby roadways are proposed to help mitigate the traffic impact.

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 11-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– Rural Areas for this project – and provides accompanying growth policy recommendations which are detailed at the end of these comments.

The project includes a mix of residential, commercial, and hospitality uses in a highly walkable and compact village layout which is strongly supportive of regional land use, multi-modal transportation, and placemaking policies.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project will generate a total of 3,724 new vehicular trips; a range of roadway modifications are proposed to mitigate the traffic impact.

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.

Cochran Mill Road and Cedar Grove Road are part of the State of Georgia designated South Fulton Scenic Byway route. Any project-related roadway improvements should follow guidelines set forth in the 1998 "South Fulton Scenic Byway Corridor Management Plan."

ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached. Both the project site plan and the USGS coverage for the project area show Pea Creek at the southwestern end of the property, along with an unnamed tributary to Pea Creek running from Northeast to southwest, roughly paralleling Cochran Mill Road, as well as a branch off that tributary in the center of the property. The site plan shows and identifies the 50-foot undisturbed buffer and 75-foot impervious surface setback required under the City of Chattahoochee Hills Stream Buffer ordinance on the two unnamed tributary streams. The buffers are shown on only one side of Pea Creek, where a trail and overlook are shown. No buffers are shown on the southwest side of the stream, where no development is indicated. The State 25-foot Erosion and Sedimentation Buffer is not shown on any stream. The only intrusions shown on the submitted site plan are transportation crossings, which are allowed under the City ordinance. However, several single-family lots in Phase 1 of project extend into the buffer and setback. Development on these lots that extends into the buffer and setback may require variances. The State 25-foot Erosion and Sedimentation Buffer should be shown on all streams and the City buffers should be shown on both sides of Pea Creek unless the City ordinance allows otherwise. 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 project proposes to retain 65% of the 265-acre site – including much of the currently wooded area traversed by streams – as open space which is highly supportive of regional land use and environmental policies.

The project includes pervious gravel parking areas which is strongly supportive of regional environmental policies.

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 Management Policy Considerations: Rural Areas

This DRI site is designated Rural Areas which are areas in the region where limited development has taken place or and where development pressure is low. These areas are characterized by sporadic, large single-family lots, agricultural uses, protected lands, and forests. These areas border more central developed and developing areas and represent the limits of the urban service area in the region. There is a strong desire from residents and elected officials in these areas to keep them rural. Increased development threatens existing rural economic uses, such as forestry, agriculture, and tourism.

To maintain economic viability without undesirable development, these areas may be appropriate as “sending” areas in potential Transfer of Development Rights (TDR) programs. The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.

The project is strongly aligned with Rural Areas policy recommendations as presented in the Atlanta Region’s Plan. It accommodates significant development while preserving much of the site’s significant environmental assets as well as its rural agricultural character. The final design of the project could further the intent of the Rural Areas recommendations by utilizing rural character elements in the design of project roads, bridges, fences, and related components.

City of Chattahoochee Hills leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, 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 SOUTH FULTON
CITY OF PALMETTO	CITY OF UNION CITY	DOUGLAS 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 #4027

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: Chattahoochee Hills

Individual completing form: Mike Morton

Telephone: 7704636578

E-mail: mike.morton@chatthillsga.us

*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: Creative Land Co, LLC

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): South of Cedar Grove Road, west of Cochran Mill Road, and east of Creel Road, Tax Parcel ID# 07 0100

Brief Description of Project: Approximately 265-acre mixed-use development consisting of approximately 607 residential units (200 multifamily, 167 townhomes, and 240 single-family), 100 hotel rooms, and 14,000 SF of retail space.

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.): Approximately 607 residential units (200 multifamily, 167 townhomes, and 240 single-family), 100 hotel rooms, and 14,000 SF of retail space.

Developer: Creative Land Co., LLC

Mailing Address: 3343 Peachtree Road NE

Address 2: Suite 180, #A2038

City: Atlanta State: GA Zip: 30326

Telephone: (470) 986-0968

Email: info@creativelandco.com

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

If yes, property owner:

Is the proposed project entirely located within your jurisdiction? ☐ (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: 2031

Overall project: 2031

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apps.dca.ga.gov/DRI/InitialForm.aspx?driid=4027

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DRI #4027

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: Chattahoochee Hills
Individual completing form: Mike Morton
Telephone: 7704636578
Email: mike.morton@chatthillsga.us

Project Information

Name of Proposed Project: Creative Land Co, LLC
DRI ID Number: 4027
Developer/Applicant: Creative Land Co., LLC
Telephone: (470) 986-0968
Email(s): info@creativelandco.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: Approximately \$300 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approximately \$3.9 million

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 Department of Watershed Management

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

0.18 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:

Fulton County Department of Public Works

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? Up to 1.5 miles

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.)

3,670 net daily trips, 239 AM peak hour trips, 286 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 refer to the traffic impact study prepared by Kimley-Horn and Associates

Solid Waste Disposal

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

1,180 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

31.5%

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:Stormwater will be managed in above ground retention/detention ponds and in landscaped areas throughout the site to meet the applicable water quality and stormwater management requirements of the City, County, State, and Federal Government.

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:
There is floodplain on the site but it will not be impacted by the development.

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CREATIVE LAND CO LLC DRI
City of Chattahoochee Hills
Natural Resources Review Comments
September 18, 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 that 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 Pea Creek at the southwestern end of the property, along with an unnamed tributary to Pea Creek running from Northeast to southwest, roughly paralleling Cochran Mill Road, as well as a branch off that tributary in the center of the property. The site plan shows and identifies the 50-foot undisturbed buffer and 75-foot impervious surface setback required under the City of Chattahoochee Hills Stream Buffer ordinance on the two unnamed tributary streams. The buffers are shown on only one side of Pea Creek, where a trail and overlook are shown. No buffers are shown on the southwest side of the stream, where no development is indicated. The State 25-foot Erosion and Sedimentation Buffer is not shown on any stream. The only intrusions shown on the submitted site plan are transportation crossings, which are allowed under the City ordinance. However, several single-family lots in Phase 1 of project extend into the buffer and setback. Development on these lots that extends into the buffer and setback may require variances. The State 25-foot Erosion and Sedimentation Buffer should be shown on all streams and the City buffers should be shown on both sides of Pea Creek unless the City ordinance allows otherwise. 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 #4027
DRI Title Creative Land Co, LLC
County Fulton County
City (if applicable) Chattahoochee Hills
Address / Location South of Cedar Grove Road, west of Cochran Mill Road, and east of Creel Road

Proposed Development Type:

A DRI review of a proposal to construct a mixed-use development with 607 residential units (200 multi-family, 167 townhomes, 240 single-family homes), 100 hotel rooms, and 14,000 SF of retail space on an approximately 265-acre site between Creel Road and Cochran Mill Road in the City of Chattahoochee Hills in Fulton County.

Build Out: 2031

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date September 19, 2023

TRAFFIC STUDY

Prepared by Kimley-Horn
Date September 1, 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 15 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)*

No access to the site is 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*)

No 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

[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)*

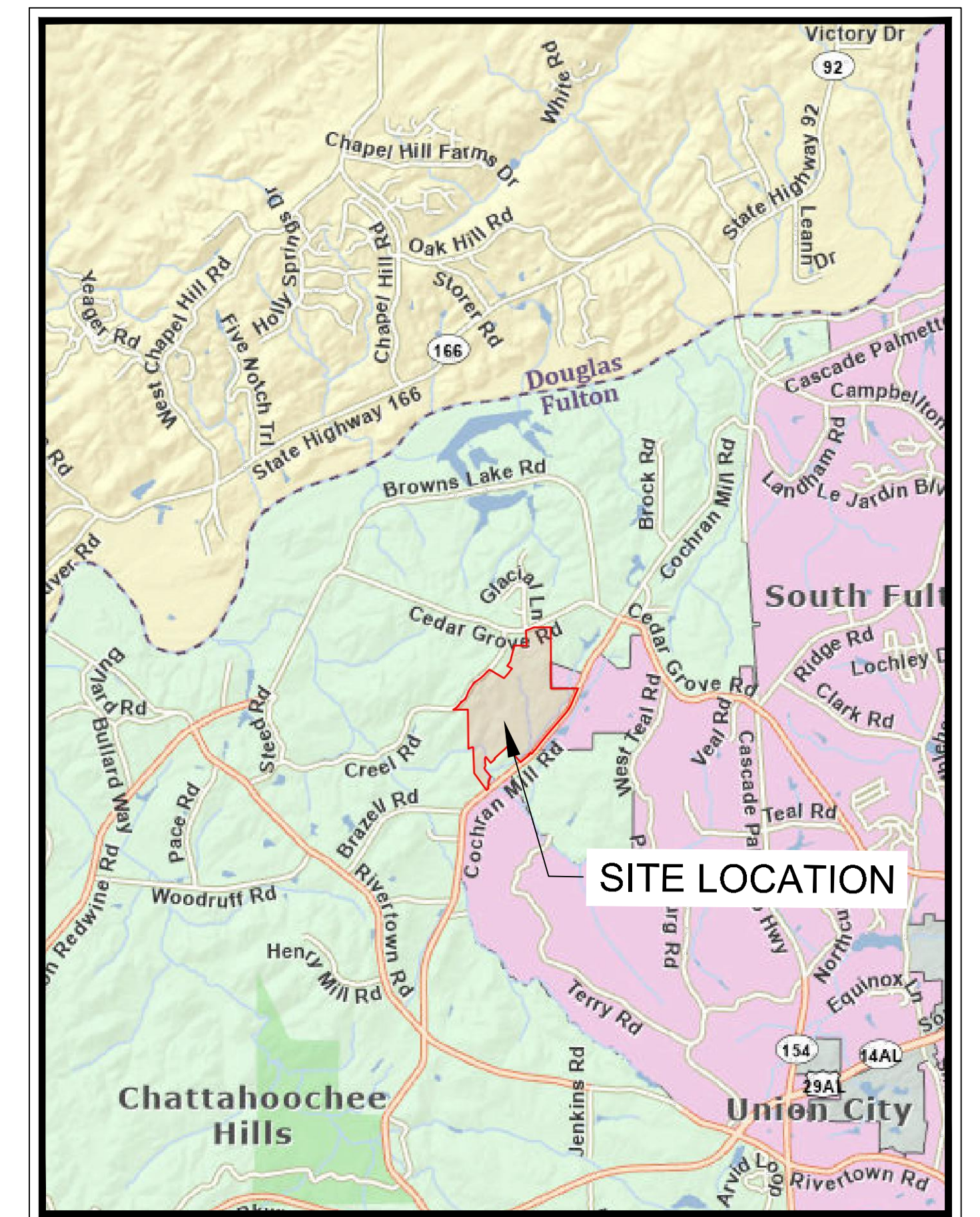
☐ YES *(see comments below)*

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15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None at this time.

Project Phasing Breakdown	
Phase 1 - Proposed Use	
Townhouses	33 Units
Single Family Homes	20 Units
Total Units	53 Units
Phase 2 - Proposed Use	
Apartments	120 Units
Townhouses	19 Units
Single Family Homes	28 Units
Total Units	167 Units
Retail	4,000 SF
Phase 3 - Proposed Use	
Apartments	80 Units
Townhouses	115 Units
Single Family Homes	58 Units
Total Units	253 Units
Retail*	10,000 SF
Hotel	100 Rooms
* 4,000SF of retail is for food and beverage within hotel.	
Phase 4 - Proposed Use	
Single Family Homes	134 Units
Total Units	134 Units
Totals	
Residential Units	607 Units
Non-Residential (Retail)	14,000 SF
Non-Residential (Hotel)	100 Rooms
*315 SF per Hotel room	



DRI #4207

SITE DATA:

TOTAL SITE AREA	265 AC (1,540,786 SF)
PROJECT SITE AREA	295 AC (1,540,786 SF)
FLOODPLAIN (APPROXIMATE)	N/A
GROSS RESIDENTIAL DENSITY	2.29 DU/AC
ZONING:	
EXISTING ZONING	RL (RURAL)
FUTURE DEVELOPMENT CLASSIFICATION	RURAL RESIDENTIAL
PROPOSED ZONING	HAMLET MIXED-USE (HM-MU)
ZONING JURISDICTION	CHATTANOOGCHEE HILLS
DEVELOPMENT TYPE:	
RESIDENTIAL DWELLINGS	607 UNITS
RETAIL	10,000 SF
RETAIL (FOOD AND BEVERAGE IN HOTEL)	4,000 SF
HOTEL	100 ROOMS
ZONING COUNT	528
DEVELOPMENT STANDARDS:	
MAXIMUM BUILDING HEIGHT	
• ROADS	45 FEET
• STREETS	45 FEET
• COMMERCIAL STREETS	60 FEET
• AVENUES & BLVD	60 FEET
PROPOSED NON-RESIDENTIAL BUILDINGS TO BE 1 TO 3 STORIES	
FRONT YARD	
• ROADS	20 FEET
• STREETS	5 FEET MIN & 10 FEET MAX
• COMMERCIAL STREETS	10 FEET MAX
• AVENUES & BLVD	10 FEET MAX
REAR YARD	
• ROADS	15 FEET MIN
• STREETS	NONE
• COMMERCIAL STREETS	NONE
• AVENUES & BLVD	NONE
SIDE YARD	
• ROADS	10 FEET MIN
• STREETS	NONE
• COMMERCIAL STREETS	5 FEET MAX
• AVENUES & BLVD	5 FEET MAX
MINIMUM BUILDING SEPARATION	N/A
MINIMUM LOT SIZE	NONE
BUFFERS:	
ZONING BUFFER	150'
SIDE/REAR	NONE
FRONT	NONE
COMMON AREA CALCULATIONS:	
MIN. OPEN SPACE REQUIRED (65% OF SITE AREA)	172.2 AC (7,501,511 SF)
OPEN SPACE PROVIDED	173.2 AC
MIN. CIVIC SPACE REQUIRED (5% OF SITE AREA)	13.2 AC (577,039 SF)
CIVIC SPACE PROVIDED	13.3 AC
MAXIMUM REQUIRED PARKING:	
SINGLE FAMILY RESIDENTIAL = NONE	N/A
OTHER RESIDENTIAL = 2.5 PER UNIT X 607 UNITS	1,518
NON RESIDENTIAL = 5 PER 1,000 SF X 45,500 SF	228
(NON RESIDENTIAL INCLUDES RETAIL AND HOTEL)	
TOTAL PROPOSED PARKING:	
	1,746

NOTES:




FUTURE PHASES CONCEPTUAL LAYOUT
SUBJECT TO ADJUSTMENT.

ALL SITE INTERIOR ROADS WILL BE 2-LANES.

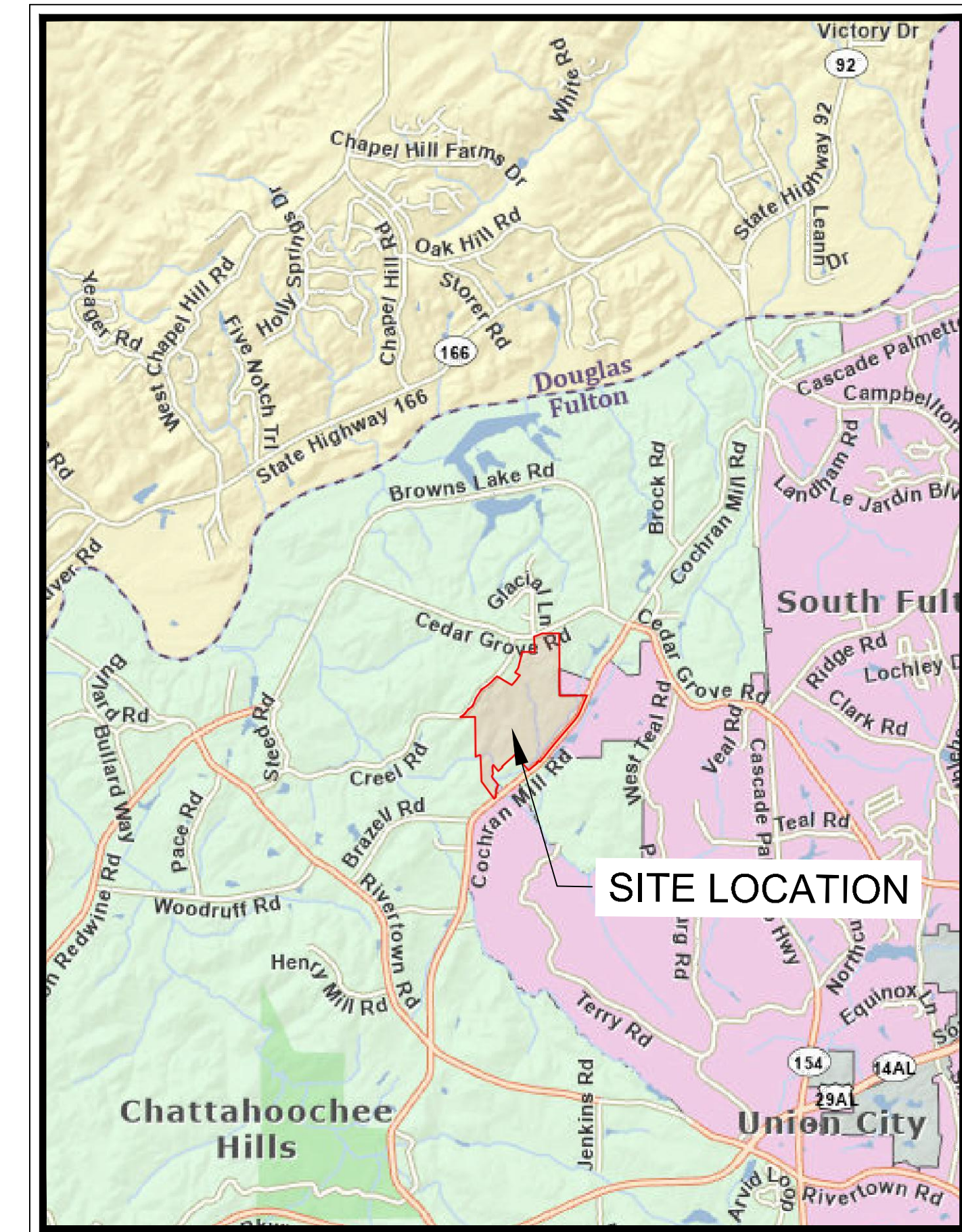
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CLIENT:	CREATIVE LAND CO., LLC 3343 PEACHTREE ROAD NE SUITE 180 #A2038 ATLANTA, GA 30326 CONTACT: LAUREN GURVICH KING PHONE: 470.986.0968
TRAFFIC ENGINEERS:	HARRISON FORDER, P.E. (GA, AL) PHONE: 470.273.3817 JOHN WALKER, P.E., PTOE PHONE: 470.273.3181 11720 AMBER PARK DRIVE ST. 600 ALPHARETTA, GA 30009 PHONE: 770.619.4280

SURVEYOR:	<p>LAND ENGINEERING 1601 S ZACK HINTON PARKWAY MCDONOUGH, GEORGIA 30253 PHONE: 678-814-4346 CONTACT: CAMERON R. BROWN</p>
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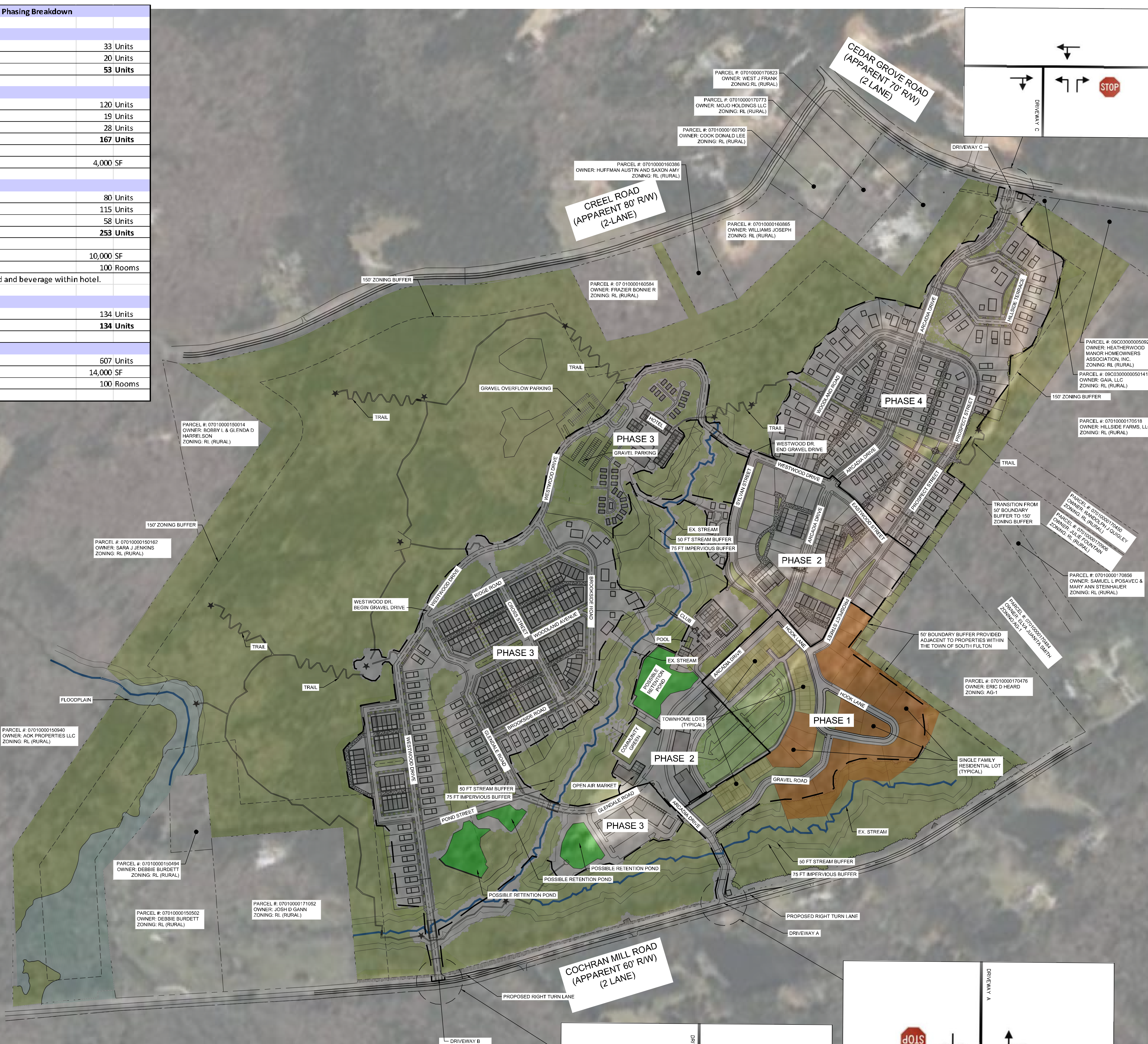




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WWW.KIMLEY-HORN.COM

CREATIVE LAND CO., LLC



DRI #4027

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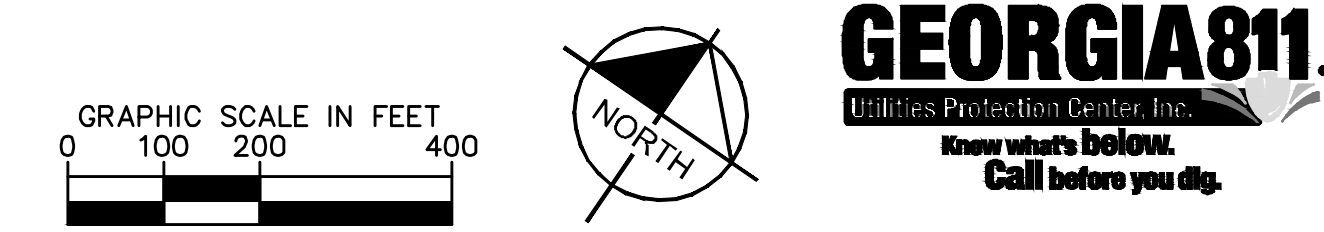
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