

DATE: October 25, 2023

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Planner III, City of Atlanta
FROM: Mike Alexander, COO, Atlanta Regional Commission
RE: Development of Regional Impact (DRI) Review Finding

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: Cypress Grove DRI 4023

Submitting Local Government: City of Atlanta

Date Opened: October 6, 2023

Date Closed: October 25, 2023

Description: A DRI review of a proposal to construct a residential development with 755 multi-family units on a 20-acre partially wooded site off of Cato Street NW and Hollywood Road in the City of Atlanta.

Comments:

Key Comments

The project is partially aligned with applicable Maturing Neighborhoods policy recommendations which note: “infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.”

The project could be better aligned with Maturing Neighborhood policies by providing a minimal amount of neighborhood accessory retail use, more defined and larger greenspace areas, and a development approach designed to retain as much of the existing tree canopy as feasible.

The project would strongly benefit from the inclusion of even a small amount of neighborhood accessory retail space on the ground floor of the multi-family buildings.

The project is expected to generate a total of roughly 3,649 daily new car trips. Roadway improvements to mitigate this traffic impact are proposed.

Plans do not show any EV charging spaces or bicycle parking spaces; optimal amounts of both would be supportive of regional multi-modal and transportation electrification policies.

The proposed multi-use pedestrian trail along the southern border of the site between Mildred Place and N Grand Avenue is supportive of regional multi-modal transportation policies.

A small, wooded area at the corner of Hollywood Road and Mildred Place NW is noted as a "Gathering Space;" inclusion of a properly designed and equipped park including a playground would be supportive of baseline recreation and greenspace policies.

A significant portion of the existing site is heavily wooded; utilization of a sensitive land clearing and construction approach in order to preserve as many trees as possible would be supportive of regional heat mitigation and stormwater management policies.

There are several MARTA bus stops along Hollywood Road which will service project residents; the City should coordinate with the developer and MARTA on the realignment and improvement of these stops as needed.

A crosswalk across Hollywood Road at the appropriate location will be essential to ensuring appropriate pedestrian connectivity.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Maturing Neighborhoods. The Plan's Regional Development Guide (RDG) provides general information and policy recommendations for Maturing Neighborhoods as described at the end of these comments.

The project is limited to residential housing with 193 townhomes and 562 multi-family units for a total of 755 new households. There is one neighborhood market adjacent to the property on Hollywood Road and then the next closest options are a half a mile away. Therefore, residents will have to drive or take a bus for even the most basic household needs. All existing options are very substandard. Incorporation of a small food and household items market would provide a major benefit and reduce generated automobile trips.

Transportation and Mobility Comments

ARC's Transportation and Mobility comments are attached.

The project is expected to generate a total of roughly 3,649 daily new car trips. Roadway improvements to mitigate this traffic impact are proposed.

There are several MARTA bus stops along Hollywood Road. The project should coordinate with MARTA on the realignment and improvement of the stops as needed.

A crosswalk across Hollywood Road at the appropriate location will be essential to ensuring appropriate pedestrian connectivity.

Pedestrian sidewalks will be provided throughout the development. The development proposes a sidewalk along the frontage of the property on Hollywood Road, N. Grand Avenue, Hollywood Drive, Gun Club Road, and Cato Street. A new publicly accessible pedestrian trail is proposed along the southern border of the property between Mildred Place and N Grand Avenue. The Path Foundation proposes to connect this trail to Proctor Creek Greenway Trail in the future; this connection should be actively pursued.

A total of 1,532 residential parking spaces are proposed in a mix of surface, street, and structured parking facilities.

The provision of a generous amount of bicycle parking spaces would strengthen the project's multi-modal transportation approach.

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.

Natural Resources Comments

ARC's Natural Resource comments are attached. Both the project site plan and the USGS coverage for the project area show an unnamed tributary of Proctor Creek along the western edge of the property. The site plan also shows and identifies the City Stream Buffer Ordinance's 75-foot undisturbed buffer (a 50-foot buffer is also shown but is not specified as a requirement in the City ordinance) and the State 25-foot Erosion and Sedimentation Buffer on the stream. The only intrusion shown on the site plan is a 10-foot-wide pedestrian trail paralleling the stream, which is allowed in the City ordinance.

Environmental Comments

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. Adequate tree canopy to reduce the urban heat island effect of the surface parking spaces proposed would also reinforce regional heat and climate change mitigation goals.

The project site falls within a traditionally underserved minority neighborhood that is at a higher risk of climate change induced heat impacts. A significant portion of the existing site is heavily wooded;

utilization of a sensitive land clearing and construction approach in order to preserve as many trees as possible would be supportive of regional heat mitigation and stormwater management policies.

Inclusion of additional EV charging stations would be supportive of regional EV infrastructure development plans.

City of Atlanta Comments

Comments received from the City of Atlanta related to project driveways, MARTA stops, and streetscape standards are attached.

Unified Growth Policy Map Considerations: Maturing Neighborhoods

This DRI site falls under the UGPM Maturing Neighborhoods category which are older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations, that were mostly built out before 1980. They represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The proposed project partially aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for new residential use and includes a sidewalk network and multi-use path with a potential future connection to a regional multi-use trail. The project could be better aligned with Maturing Neighborhood policies by providing a minimal amount of neighborhood accessory retail use, more defined and larger greenspace areas, and a development approach designed to retain as much of the existing tree canopy as feasible. City of Atlanta 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	MARTA
CITY OF ATLANTA	CITY OF SMYRNA	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 #4023

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: Atlanta

Individual completing form: Monique Forte

Telephone: 470-279-1545

E-mail: mbforte@atlantaga.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: Cypress Grove

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 988 CATO ST # 7 ATLANTA GA 30318 1005 GUN CLUB RD NW ATLANTA GA 30318 984 CATO ST 6 ATLANTA GA 303

Brief Description of Project: The development proposal includes a combination of 755 multifamily and townhome uses on a two-phase development in three pods. A new publicly accessible pedestrian trail is proposed along the southern border of the property.

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.): 755 multifamily, townhome and condominium units

Developer: Cypress Grove Land Fund LLC

Mailing Address: 1320 Ellsworth Industrial Boulevard, Suite A-1500

Address 2:

City: Atlanta State: GA Zip: 30318

Telephone: 678-770-5549

Email: jbowman@bcstudio.com

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

If yes, property owner: A majority of the property is owned by the applicant. Only a small portion is owned by Georgia Power

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?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2028 Overall project: 2028

[Back to Top](#)[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)[DRI Site Map](#) | [Contact](#)



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DRI #4023

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: Atlanta
Individual completing form: Monique Forte
Telephone: 470-279-1545
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Cypress Grove
DRI ID Number: 4023
Developer/Applicant: Cypress Grove Land Fund LLC
Telephone: 678-770-5549
Email(s): jbowman@bcstudio.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: \$233,200,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,775,000

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): Two vacant homes (already owned by Cypress Grove Land Fund, LLC) will be torn down to make way for this project.

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)? 0.09 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: City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.09 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.) 3,649 24-Hour 2-way Trips, 298 AM peak 2-way & 299 PM 2way

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 DRI Traffic Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 551 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 70%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers, runoff reduction volume via infiltration and reuse of water, stormwater detention volume to provide channel protection, overbank protection and extreme flood protection.

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 a tributary to Proctor Creek adjacent to the western boundary of Pod B. Additional erosion control measures will be implemented to prevent construction sediment from entering the stream or its buffers. RRV measures will be constructed that allow for groundwater recharge and mimic the natural environment.

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

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CYPRESS GROVE DRI
City of Atlanta
Natural Resources Review Comments
October 9, 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 Proctor Creek watershed, which in turn 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 an unnamed tributary of Proctor Creek along the western edge of the property. The site plan also shows and identifies the City Stream Buffer Ordinance's 75-foot undisturbed buffer (a 50-foot buffer is also shown but is not specified as a requirement in the City ordinance) and the State 25-foot Erosion and Sedimentation Buffer on the stream. The only intrusion shown on the site plan is a 10-foot-wide pedestrian trail paralleling the stream, which is allowed in the City ordinance. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinance 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.

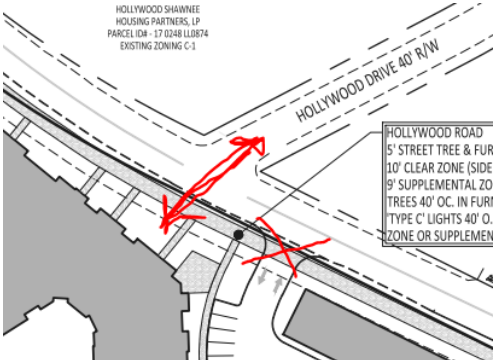
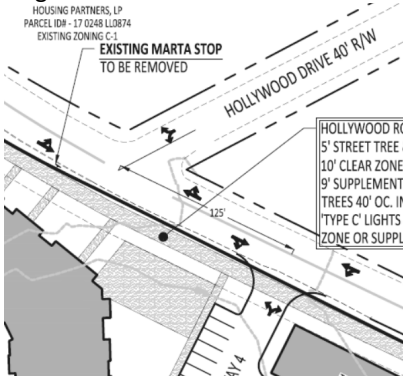
During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote 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.

Reviewer : ATLDOT/Transportation		Organization: Transportation		Discipline Review: DRI Review		Sheet Page 1 of 3		
Design Phase	<div>Reviewers:</div> <div>General ROW/ADA: Juan Rodriguez (JR)</div> <div>Signs/Markings/Traffic Engineering: Nursef Kedir (NK), Mark Tai (MT),</div> <div>Mobility: Betty Smoot-Madison (BSM), Chris McIntosh (CM)</div> <div>Multimodal Engineering: Chris Rome (CR)</div> <div>(Please include your name and initials if you are noted in this list, thank you)</div>			Project Name: Cypress Grove DRI 4023		<div><div>CITY OF ATLANTA</div><div><div><div>D</div><div></div><div>T</div></div><div>DEPARTMENT OF TRANSPORTATION</div></div></div>		Comment Deadline: 10/20/2023


REVIEWER				DESIGNER RESPONSE		
Comment #	Drawing/ Document Page Number	Comment	Initials	Code No*	*Response By/Designer's Notes	**Verified By
1.	Site Plan	The number of driveways for this site is a bit excessive. Consider consolidating some of the proposed driveways. New driveways should be minimized and old driveways should be eliminated or consolidated				
2.	Programmed Projects	Add Moving Atlanta Forward sidewalk repairs on Hollywood Road to programmed projects				
3.	Site Plan	Desired Streetscape: Per Streets Atlanta Design Guide (section 4-15), this corridor would be considered a Suburban Collector, which should have 6' sidewalks/clear zone with 5' planting/furniture zone				
4.	Site Plan	Crosswalks at N. Grand Ave: Consider an all-way stop to minimize potential conflicts with left turn movements and people crossing.				
5.	Site Plan	Consider aligning the intersections at Milton Ave and N. Grand, and Hollywood Dr with the proposed driveway in site plan to support the creation of a safe, sustainable, and interconnected street network.				
6.	Site Plan	Use Streets Atlanta Design Guide methodology, and FHWA STEP guide for the ped crossings & mid-block crossings				
7.	Trip Assignment Methodology	Change northern segment of Hollywood to 25%, reduce Wood St to 10% and add 5% to N. Grand				
8.	Site Plan	A traffic study would be required if the project reached the Development of Regional Impact (DRI) threshold. The DRI should also include a Traffic signal warrant study – Hollywood Rd & Gun Club.	ATLDOT			
9.	Site Plan	Include on the Roadway design / additional traffic study considerations – report multi-modal operations (delay/travel time) and safety performance measures (crashes, conflict points, CMFs) Sight distance and speed considerations. Our latest traffic calming policy is in development, so we are relying mostly on the national practices until that is	ATLDOT			

Reviewer : ATLDOT/Transportation		Organization: Transportation		Discipline Review: DRI Review		Sheet Page 2 of 3		
Design Phase	Reviewers: General ROW/ADA: Juan Rodriguez (JR) Signs/Markings/Traffic Engineering: Nursef Kedir (NK), Mark Tai (MT), Mobility: Betty Smoot-Madison (BSM), Chris McIntosh (CM) Multimodal Engineering: Chris Rome (CR) <i>(Please include your name and initials if you are noted in this list, thank you)</i>			Project Name: Cypress Grove DRI 4023		CITY OF ATLANTA  DEPARTMENT OF TRANSPORTATION		Comment Deadline: 10/20/2023

REVIEWER			DESIGNER RESPONSE			
Comment #	Drawing/ Document Page Number	Comment	Initials	Code No*	*Response By/Designer's Notes	**Verified By
		completed – Please review the latest ordinance on the matter and adjust your study as needed 21-O-0405 Do you have Bicycle Accommodations? For design-related matters, contact Chris Rome @ CRome@atlantaga.gov .				
10.	Site Plan	Please display the MARTA stop, to connect with the developer-proposed sidewalk further south, along their site frontage for any further information please contact Mr. John Saxton at jmsaxton@AtlantaGa.Gov , Will be necessary to provide adequate connections for community transportation.	ATLDOT			
11.	Site Plan	Please provide an adequate transition to the existing sidewalk and repair any section that needs to comply with Sec. 138-14. - Maintenance of sidewalk area.	ATLDOT			
12.	Site Plan	Will be required to align your driveway apron with Hollywood Dr following Sec. 15-08.002. - Streets - Centerlines of proposed intersections shall align with the centerline of existing streets or shall be offset at least 200 feet from the closest intersecting street. Street intersections shall be as nearly at right angles as possible. This was requested by CRC permit and also included a Zoning (Z-23-041,042,043) permit review. The 125 feet is not acceptable. Previous image  DRI image 	ATLDOT			

Reviewer : ATLDOT/Transportation		Organization: Transportation		Discipline Review: DRI Review		Sheet Page 3 of 3		
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REVIEWER			DESIGNER RESPONSE			
Comment #	Drawing/ Document Page Number	Comment	Initials	Code No*	*Response By/Designer's Notes	**Verified By
13.	Site Plan	Provide, and display in the drawing, the standard detail that applies to your road frontage. 1. driveway apron TR-B_DR005 2. sidewalk uses TR-B_SW004 3. Match with the existing curbing on site (install or reset 6 inches over the street level). 4. Refresh the existing pedestrian crossing and stop bar and stop signs where applicable. For the new driveway aprons please include the stop bar and stop sign. 5. ADA ramp on each intersection with detectable panel 6. ADA General Comment – refer to PROWAG R304.4	ATLDOT			
14.	Site Plan	ATLDOT will not allow the installation of any trees near the driveway interception or ADA curb ramp that can block the sight distance. Security in public areas will not be compromised. Provide a sight distance study for the proposed connection to the public road and relocate any obstruction as a result of the report. The other trees shall be limbed up a minimum of 7 feet at the time of installation (IN PERPETUALLY) to keep buffer zones clear at the triangle's sight distance. Check with the Arborist's Department and include the note in the plans.	ATLDOT			
15.	Site Plan	STREET LIGHTS GENERAL COMMENTS - This is required for all new developments to provide light in the ROW. Please contact me, if you need further clarification Stephen A. Adesanya: asadesanya@atlantaga.gov 470-542-9656 Office 404-658-7862 (Ext. 15). a. Provide Street lights information including existing and proposed for comments/ review. b. Provide specifications and details of wiring procedures, and checklist. C. Provide and include on the street lights plant the trees. D. Provide 6' OC from the driveway apron and 3' from ADA flare E. 15' OC from tree F. Provide 3' from the back of the curb to the beginning of the base of 4' OC. According to the checklist. G. Adjust the layout & location of the street lights as per the checklist & label all of them (CH, C, C, CH). Layouts must begin with a Cobra head (CH) or Type A light at intersections and driveway aprons. The layout follows CH/A C C ... CH/A unless otherwise noted in City codes.	ATLDOT			
16.						

Reviewer : ATLDOT/Transportation		Organization: Transportation		Discipline Review: DRI Review		Sheet Page 4 of 3	
Design Phase	Reviewers: General ROW/ADA: Juan Rodriguez (JR) Signs/Markings/Traffic Engineering: Nursef Kediri (NK), Mark Tai (MT), Mobility: Betty Smoot-Madison (BSM), Chris McIntosh (CM) Multimodal Engineering: Chris Rome (CR) <i>(Please include your name and initials if you are noted in this list, thank you)</i>			Project Name: Cypress Grove DRI 4023		CITY OF ATLANTA  DEPARTMENT OF TRANSPORTATION	Comment Deadline: 10/20/2023
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Comment #	Drawing/ Document Page Number	Comment	Initials	Code No*	*Response By/Designer's Notes	**Verified By	
17.							
18.							
19.							
20.							
21.							
22.							
23.							

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

DRI INFORMATION

DRI Number #4023
DRI Title Cypress Grove
County Fulton County
City (if applicable) Atlanta
Address / Location Along Hollywood Road near N. Grand Avenue

Proposed Development Type:

A DRI review of a proposal to construct a residential development with 755 multi-family units on a 20-acre partially wooded site off Cato Street NW and Hollywood Road in the City of Atlanta.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Jean Hee Barrett
Date October 20, 2023

TRAFFIC STUDY

Prepared by A&R Engineering, Inc.
Date September 6, 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)*

Planned and programmed improvements are mentioned on pages 26-27.

☐ 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 such roadways serve as access points for this project.

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 such roadways serve as access points for this project.

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) MARTA

Bus Route(s) 50, 58

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

MARTA

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):

Not at this time.

PROPOSED BUILDING HEIGHTS:

TOWNHOMES: 3 STORIES
CONDO FLATS: 3 STORIES
MULTIFAMILY: 4 STORIES WITH BASEMENT

Development Summary:

POD	Use	Existing Zoning	Proposed Zoning	Net Lot Area	Units	Max FAR	Allowable Residential SF	Open Space Required	Bldg. Height	Parking
A	Multifamily	R-4A	MR-4B	2.875 ac	75	1.49	186,600 sf	LUI*	52'	No Min. Required per WPA
B	Multifamily	RG-3	MR-4A	9.887 ac	380	1.49	652,419 sf	LUI*	80'	No Min. Required per WPA
	Multifamily	C-1	MR-4A	0.165 ac						
C	Multifamily	RG-3	MR-4A	7.552 ac	300	1.49	490,158 sf	LUI*	80'	No Min. Required per WPA
Totals				20.479 ac	755					

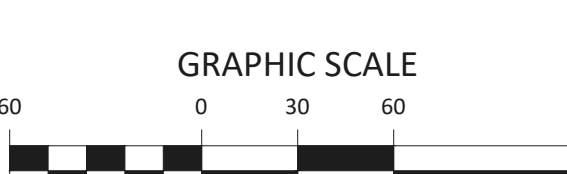
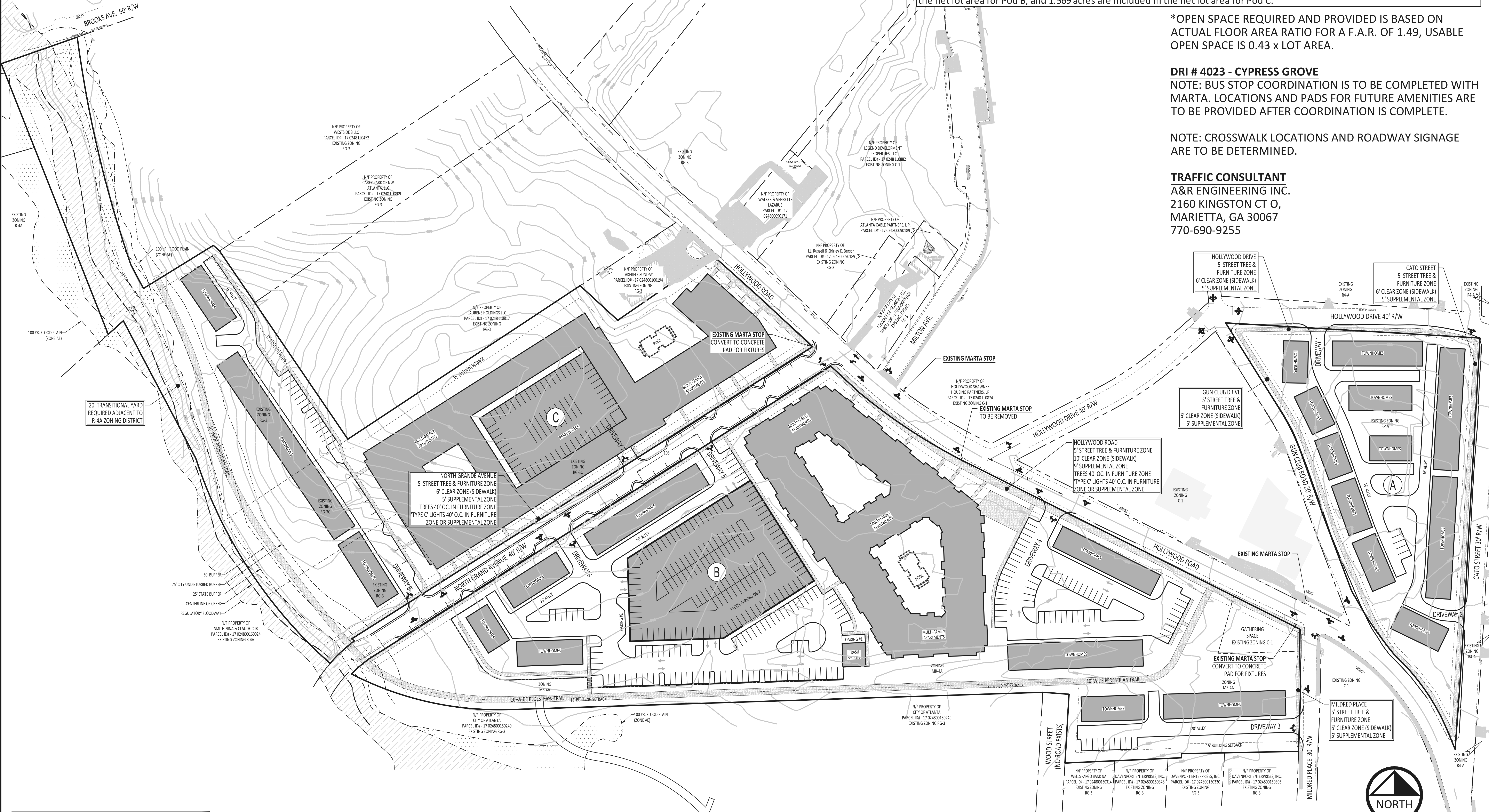
Note: Included in the above 20.479 acres are 3.255 acres owned by Georgia Power. Of these 3.255 acres, 1.686 acres are included in the net lot area for Pod B, and 1.569 acres are included in the net lot area for Pod C.

*OPEN SPACE REQUIRED AND PROVIDED IS BASED ON ACTUAL FLOOR AREA RATIO FOR A F.A.R. OF 1.49, USABLE OPEN SPACE IS 0.43 x LOT AREA.

DRI # 4023 - CYPRESS GROVE
NOTE: BUS STOP COORDINATION IS TO BE COMPLETED WITH MARTA. LOCATIONS AND PADS FOR FUTURE AMENITIES ARE TO BE PROVIDED AFTER COORDINATION IS COMPLETE.

NOTE: CROSSWALK LOCATIONS AND ROADWAY SIGNAGE ARE TO BE DETERMINED.

TRAFFIC CONSULTANT
A&R ENGINEERING INC.
2160 KINGSTON CT O,
MARIETTA, GA 30067
770-690-9255



CAUTION
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.

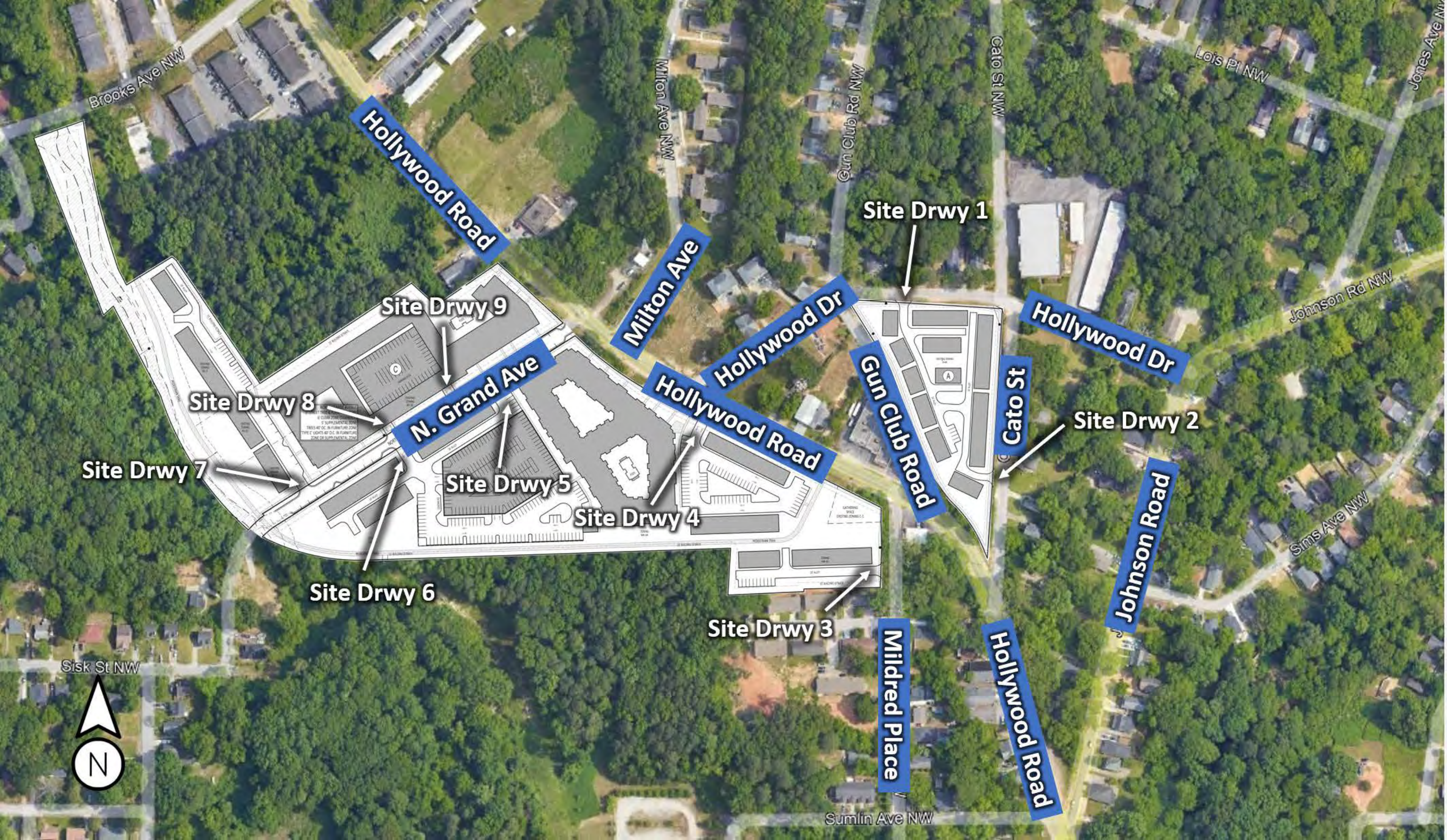
Cypress Grove Land Fund LLC
Contact: Colin Curlee
1320 Ellsworth Industrial Blvd.
Suite A1500
Atlanta, GA 30318
706-224-2032

Date	Revision	Comments
8/23/23	1	8/17/23
	2	ADD MARTA STOPS, REDUCE DRIVE, DRI CHECKLIST ITEMS ADDED

DRI # 4023 SITE PLAN
CYPRESS GROVE LAND FUND
LAND LOTS 246 & 248 - 17th DISTRICT
CITY OF ATLANTA
FULTON COUNTY, GEORGIA

Project No. S-20438
Design By: CH
Drawn By: DS/CH
Checked By: CH
Date: 8/23/23
Scale: 1" = 60'

Drawing No.
1 of 1



Brooks Ave NW

Hollywood Road

Milton Ave NW

Gun Club Rd NW

Cato St NW

Lois Pl NW

Jones Ave NW

Johnson Rd NW

Site Drwy 1

Milton Ave

Hollywood Dr

Hollywood Dr

Site Drwy 9

Site Drwy 8

N. Grand Ave

Hollywood Road

Gun Club Road

Cato St

Site Drwy 2

Site Drwy 7

Site Drwy 5

Site Drwy 4

Site Drwy 6

Site Drwy 3

Mildred Place

Johnson Road

Hollywood Road

Sims Ave NW

Sisk St NW



Sumlin Ave NW