

DATE: December 15, 2023

TO: Mayor Khalid Kamau, City of South Fulton
ATTN TO: Reginald McClendon, Interim Community Development Director, City of South Fulton
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: Westwood DRI 4057

Submitting Local Government: City of South Fulton

Date Opened: November 30, 2023

Date Closed: December 15, 2023

Description: A DRI review of a proposal to construct a mixed-use development with 235 single-family detached homes, 226 single-family attached townhomes, 1,042 multi-family units, 154,100 square feet of general office space, 221,720 square feet of retail space, and 44,500 square feet of supermarket space on a 211-acre wooded site adjacent to the Chattahoochee River off of Cochran Road and Cascade Palmetto Highway in the City of South Fulton.

Comments:

Key Comments

The project is partially aligned with applicable Developing Rural Areas policy recommendations which note: "These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas "

The designation of a large portion of the site, including the most environmentally sensitive areas along the Chattahoochee River and around multiple streams, as protected open space accessed by walking trails is supportive of Developing Rural Areas and regional environmental policies and goals.

The siting of lower density single-family homes and townhomes on the less developed section of the site is aligned with Developing Rural Areas policies.

The siting of the most intensely developed portion of the project on a mostly previously disturbed area at the northeast corner of the site is supportive of the intent of Developing Rural Areas policies.

The provision of a robust mix of synergistic uses including multi-family residential, office, commercial, and grocery store in a compact, highly walkable village center format is highly supportive of regional placemaking and multi-modal development policies.

A high degree of walkability is key to reducing the project's traffic impact. While sidewalks are proposed along all internal roadways, additional pedestrian and bicycle measures are recommended, including provision of a multi-use path along the spine road connecting the village center to the lower density areas to the west.

A portion of the project is within the 2000-foot Chattahoochee River Corridor and will require review and approval through the Metropolitan River Protection Act and the Chattahoochee Corridor Plan review processes.

Some stream buffers appear to not be properly labeled and some project elements fall within buffer areas shown. All stream buffers need to be properly labeled and stream buffer intrusions may require variances.

The project is expected to generate 19,004 new daily vehicular trips; a range of associated roadway improvements to accommodate these are proposed.

General Comments

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

The siting of lower density single-family homes and townhomes on the least developed area of the site is aligned with Developing Rural Areas policies.

The siting of the most intensely developed portion of the project on a mostly previously disturbed area at the northeast corner of the site is supportive of the intent of Developing Rural Areas policies.

The provision of a robust mix of synergistic uses including multi-family residential, office, commercial, and grocery store in a compact, highly walkable village center format is highly supportive of regional placemaking and multi-modal development policies.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate 19,004 new daily vehicular trips; a range of associated roadway improvements to accommodate these are proposed.

A high degree of walkability is key to reducing the project's traffic impact. While sidewalks are proposed along all internal roadways, additional pedestrian and bicycle measures are recommended, including provision of a multi-use path along the spine road connecting the village center to the lower density areas to the west.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Comments

ARC's Natural Resource Group comments are attached.

A portion of the proposed project is within the 2000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. The applicant has previously discussed Corridor Plan requirements with Natural Resources staff in preparation for a formal review of the Corridor portion of the project by ARC, which is required under the Act to determine its consistency with the Chattahoochee Corridor Plan.

The USGS coverage for the site shows no blue-line streams. The site plan shows five unnamed streams or stream segments throughout the property. All but one end in wetland areas and do not extend to the river. No 35-foot buffer is required on these streams in the Corridor portion of the property because they are not blue-lines. All show unidentified buffers that appear to be the City's 50-foot stream buffer and additional 25-foot impervious setback, as well as the State 25-foot State Erosion and Sedimentation Control buffer. These should be identified on the plans. One road stream crossing is visible on the northernmost stream, and one road paralleling the stream appears to be within the 75-foot setback of that stream. A portion of a multi-family building appears to intrude on the 75-foot buffer of the stream at the center of the property. Several proposed lots also extend into the setback and buffer. Except for the stream crossing, all these intrusions may require variances. Any unmapped streams may be subject to the County Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Control buffer. Any unmapped State waters identified on the property will also be subject to the State 25-foot Sediment and Erosion Control buffer. The 50 undisturbed buffer and 150-foot impervious surface setback required under the MRPA/Chattahoochee Corridor Plan will need to be shown in the formal Corridor review.

ARC Environmental Comments

The designation of a large portion of the site, including the most environmentally sensitive areas along the Chattahoochee River and around multiple streams, as protected open space accessed by walking trails is supportive of regional environmental policies and goals.

Retention of additional natural wooded areas would be in keeping with regional policies regarding carbon sequestration and heat island mitigation. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project can 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 site frontage improvements.

Unified Growth Policy Considerations: Developing Rural Areas

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

The project partially aligns with Developing Rural Areas recommendations in that it preserves a large area of environmentally sensitive land, is substantially low-density in nature for a large portion of the site and concentrates the most intense development in a compact and walkable village center form along the main access road. It could be better aligned by providing additional conservation areas and incorporating low-impact design and construction approaches for developed areas. City of South Fulton leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to 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 DOUGLASVILLE
CITY OF ATLANTA	CITY OF EAST POINT	CITY OF CHATTAHOOCHEE HILLS
CITY OF UNION CITY	DOUGLAS COUNTY	MARTA

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 #4057

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: South Fulton

Individual completing form: Reginald McClendon

Telephone: 4708097236

E-mail: reginald.mcclendon@cityofsouthfultonga.gov

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

Proposed Project Information

Name of Proposed Project: Westwood

Location (Street Address, 0 Cascade Palmetto Highway / 0 Cochran Road
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Mixed use development on 211 acres adjacent to the Chattahoochee River which will include 1,500 housing units, and 350k sf commercial/institutional uses.

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.): 350 sf commercial, 1500 housing units

Developer: United Consolidated Master LLC

Mailing Address: 625 Holcomb Bridge Road

Address 2:

City: Norcross State: GA Zip: 30071

Telephone: 7702090029

Email: rezaabree@unitedconsulting.com

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

If yes, property owner:

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

local government's jurisdiction?

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)YesNo

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)YesNo

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

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

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Developments of Regional Impact

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DRI #4057

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: South Fulton
Individual completing form: Reginald McClendon
Telephone: 4708097236
Email: reginald.mcclendon@cityofsouthfultonga.gov

Project Information

Name of Proposed Project: Westwood
DRI ID Number: 4057
Developer/Applicant: United Consolidated Master LLC
Telephone: 7702090029
Email(s): rezaabree@unitedconsulting.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: 500,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 6,000,000

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

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

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

Water Supply

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

0.38

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 Water Services

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

0.38

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.)

1,291 AM Peak, 2,126 PM Peak

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: The transportation improvements consist of right turn lanes at all proposed site driveways, a left turn lane at the Site Driveway E/Cascading Lane intersection along Cascade Palmetto Highway, and two receiving lanes northbound on Cascade Palmetto Highway north of Site Driveway E/Cascading lane due to a dual left-turn-lane outbound approach needed on Site Driveway E.

Solid Waste Disposal

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

5.6

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

40

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds and green infrastructure will be utilized to mitigate the impact on stormwater management.

Environmental Quality

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

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

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

None anticipated. Proper Stormwater and Erosion Control BMP's will be provided to ensure environmental quality.

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2023 WESTWOOD DRI
City of South Fulton
Natural Resources Review Comments
December 4, 2023

Chattahoochee River Corridor

A portion of the proposed project is within the 2000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. The applicant has previously discussed Corridor Plan requirements with Natural Resources staff in preparation for a formal review of the Corridor portion of the project by ARC, which is required under the Act to determine its consistency with the Chattahoochee Corridor Plan.

Other Regulations:

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over other aspects of this project, the ARC Natural Resources Department 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 entire project property is located in the Chattahoochee River watershed. While the property is located downstream of the existing public water supply intakes on the Chattahoochee, it is in an area that may become a water supply watershed in the future. The Middle Chattahoochee Regional Water & Sewer Authority (MCRWSA), including the Cities of Fairburn, Palmetto, and Union City, and Coweta County have proposed water supply intakes on the river. Development of either of these intakes would make this portion of the Chattahoochee basin part of a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, the only applicable Part 5 requirements for large water supply watersheds without a water supply reservoir are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake.

- **Stream Buffers**

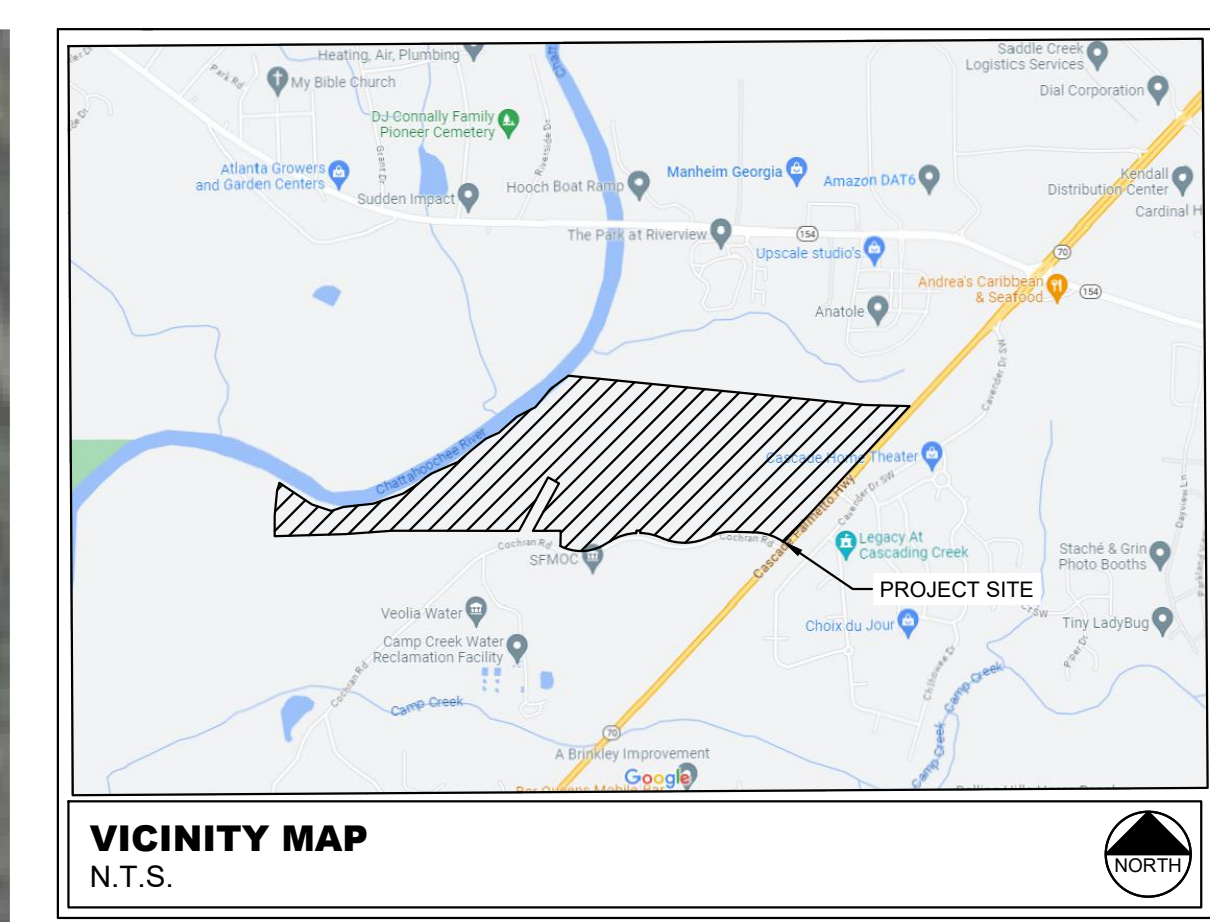
The USGS coverage for the project area shows no blue-line streams on the property. The submitted site plan shows five unnamed streams or stream segments throughout the property. All but one end in wetland areas and do not extend to the river. No 35-foot buffer is required on these streams in the Corridor portion of the property because they are not blue-lines. All show unidentified buffers that appear to be the City's 50-foot stream buffer and additional 25-foot impervious setback, as well as the State 25-foot State Erosion and Sedimentation Control buffer. These should be identified on the plans. One road stream crossing is visible on the northernmost stream, and one road paralleling the stream appears to be within the 75-foot setback of that stream. A portion of a multi-family building appears to intrude on the 75-foot buffer of the stream at the center of the property. Several proposed lots also extend into the setback and buffer. Except for the stream crossing, all these intrusions may require variances. Any unmapped streams may be subject to the County Stream Buffer Ordinance and the State 25-foot State Erosion and Sedimentation Control buffer. Any unmapped State waters identified on the property will also be subject to the State 25-foot Sediment and Erosion Control buffer. The 50 undisturbed buffer and 150-foot impervious surface setback required under the Metropolitan River Protection Act and Chattahoochee Corridor Plan will need to be shown in the formal Corridor review.

- **Storm Water/Water Quality**














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

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

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



SITE LEGEND

	PROPERTY LINE
	ROW DEDICATION
	TRAIL
	STREAM BUFFER
	EXISTING FLOODPLAIN
	OFFICE
	RETAIL
	MULTIFAMILY
	TOWNHOUSE OVER RETAIL
	TOWNHOUSE
	PARKING DECK
	MULTIFAMILY OVER RETAIL
	CIVIC

SITE DEVELOPMENT SUMMARY	
CURRENT ZONING PROPOSED ZONING OVERLAY DISTRICT DRI CASE NUMBER	R-4A - SINGLE FAMILY DWELLING DISTRICT MIX-MIXED USE DISTRICT CLIFTONDALE DRI 4057
SITE AREA: SITE AREA ROW DEDICATION	 207 ACRES 0 ACRES

PARKING SUMMARY	
PROPOSED PARKING:	3,580 SPACES (TOTAL)
RETAIL PARKING DECKS	1,249 SPACES
MULTIFAMILY PARKING DECKS	1,633 SPACES
ON STREET PARKING	135 SPACES
PARKING LOTS	533 SPACES
<p>EXACT NUMBER OF PARKING SPACES AND PARKING DISTRIBUTION WILL BE DETERMINED BASED ON RESULTS OF A FUTURE SHARED PARKING STUDY.</p>	

LAND USES & DENSITIES		
TOTAL RESIDENTIAL: 1,503 UNITS (7.26 UNITS/ACRE)		
MULTI-FAMILY	1,042 UNITS	
SINGLE FAMILY	235 UNITS	
TOWNHOUSE	226 UNITS	
TOTAL NON-RESIDENTIAL:		
<u>LAND USE</u>	<u>AREA</u>	<u>FLOOR AREA RATIO</u>
RETAIL	194,120 SF	0.020
OFFICE	154,100 SF	0.017
CIVIC AREA	82,600 SF	0.009

CONTACTS	
<u>TRAFFIC CONSULTANT</u> JOSH PRUITT NVS ENGINEERS AND CONSULTANTS, INC 10745 WESTSIDE WAY, SUITE 300 ALPHARETTA, GA 30009 678-795-3600	<u>APPLICANT CONSULTANT</u> REZA ABREE UNITED CONSOLIDATED MASTER, LLC 625 HOLCOMB BRIDGE ROAD NORCROSS, GA 30071 678-898-6449
<u>CIVIL CONSULTANT</u> TYLER ROSSER, P.E. KIMLEY-HORN AND ASSOCIATES 3930 JONES BRIDGE ROAD, SUITE 330 PEACHTREE CORNERS, GEORGIA 30092 770-825-0749	

<p>WESTWOOD ON THE CHATTAHOOCHE CASCADE PALMETTO HIGHWAY AND COCHRAN HOLLOWAY DRIVE, LOT 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843</p>	
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Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #4057
DRI Title Westwood Mixed-Use Development
County Fulton County
City (if applicable) South Fulton
Address / Location Intersection of Cascade-Palmetto Highway and Cochran Road

Proposed Development Type:

DRI review of a proposal to construct a mixed-use development with 235 single-family detached homes, 226 single-family attached townhomes, 1,042 multi-family units, 154,100 square feet of general office space, 221,720 square feet of retail space, and 44,500 square feet of supermarket space on a 211-acre wooded site adjacent to the Chattahoochee River off of Cochran Road and Cascade Palmetto Highway in the City of South Fulton.

Build Out: 2032

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Jean Hee Barrett
Date December 14, 2023

TRAFFIC STUDY

Prepared by NV5

Date

November 13, 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)*

The planned and programmed projects list can be found on page 13 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)*

Proposed driveways D, E, and F provide access to the project site 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*)

Proposed driveways D, E, and F provide access to the project site via a roadway identified as a Regional Thoroughfare.

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

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):

None at this time.