

DATE: April 29, 2024

TO: Mayor Khalid Kamau, City of South Fulton
ATTN TO: Reginald McClendon, Director Community Development Regulatory Affairs, 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: 2023 Cascade Palmetto Highway & Ridge Road DRI 4074

Submitting Local Government: City of South Fulton

Date Opened: April 12, 2024

Date Closed: April 29, 2024

Description: A DRI review of a proposal to develop 491 single-family detached and 152 single-family attached homes on a 327-acre wooded site traversed by several streams in the City of South Fulton in Fulton County. **DRI APPLICATION WITHDRAWN AS OF April 29, 2024**

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 and allowing no development or only low- intensity development. "

The project's retention of 130 acres of the total 327 acres as natural and open space is supportive of regional environmental policies.

The project is expected to generate 5,470 new daily vehicular trips; 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 11-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation to all areas in the region- Developing Rural Areas for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate 5,470 new daily vehicular trips and numerous associated roadway improvements are proposed.

Opportunities for alternative transportation mode connections are limited by the rural location.

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

ARC Natural Resource Comments

ARC's Natural Resource Group comments are attached.

The submitted site plan and USGS coverage for the project area show an unnamed tributary to Town Creek starting on the property and flowing north and northeast to Town Creek. The submitted site plan also shows several branches off this stream, as well as other unnamed tributaries to Town Creek and to Tuggle Creek, which Town Creek flows to. Although not specifically identified, the site plan shows the 100-foot impervious setback and 75-foot undisturbed buffer required under the City of South Fulton's Unified Stream Buffer Protection ordinance, as well as the State 25-foot Erosion and Sedimentation Buffer. The only intrusions shown on the submitted site plan are transportation crossings, which are allowed under the City ordinance. The site plan shows Town Creek crossing the very northeastern corner of the property. No buffers are shown, but no development is nearby. However, both the USGS coverage and the Fulton GIS coverage of the area show Town Creek as beyond the limits of the project property. If Town Creek is off the project property, then its location needs to be corrected on the site plan. If it is on the project property, the appropriate buffers need to be shown. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinances and any other waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

Environmental Comments

The project's retention of 130 acres of the total 327 acres as natural and open space is supportive of regional environmental policies.

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 any site improvements.

Unified Growth Policy Considerations: Developing Rural Areas

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

The project is partially aligned with Developing Rural Areas recommendations in its provision of 130 acres and natural and open space. It could be better aligned with these policies by incorporating low-impact design approaches in constructed areas. City of South Fulton leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

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

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



Developments of Regional Impact

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DRI #4074

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: Cascade Palmetto Highway & Ridge Road
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 0 Cascade Palmetto Highway and 0 Ridge Road
 Brief Description of Project: Gaskin Banks, LLC (the "Applicant") is requesting to rezone 327+/- acres of land from AG-1 Agricultural District to CUP – Community Unit Planned Development. The applicant is proposing to develop and subdivide 635 residential lots.

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.): 635

Developer: Gaskin Banks, LLC

Mailing Address: 3562 Habersham at Northlake

Address 2: Building J, Suite 100

City: Tucker State: GA Zip: 30084

Telephone: 404-601-7616

Email: mlb@battlelawpc.com

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

If yes, property owner:

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

local government's jurisdiction?

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

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name: Project ID:

The initial action being requested of the local government for this project: ☒ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

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

Estimated Project Completion Dates: This project/phase: 2027 Overall project: 2027

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Developments of Regional Impact

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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: Cascade Palmetto Highway & Ridge Road

DRI ID Number: 4074

Developer/Applicant: Gaskin Banks, LLC

Telephone: 404-601-7616

Email(s): mlb@battlelawpc.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: \$210,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4,000 per home; \$2,400,000 annual tax revenue

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

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

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

Water Supply

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

What is the estimated water supply demand to be generated by the project, 0.35 GPD

measured in Millions of Gallons Per Day (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:

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

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:

TIS will be completed and submitted.

Solid Waste Disposal

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

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the 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:

130 acres of natural area will be preserved in it's natural state including steep slopes and streams. State & city stream buffers will be respected and left in their natural state. CID stormwater mgmt practices will be implemented to further mitigate stormwater impacts.

Environmental Quality

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

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

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

Wetlands onsite will be preserved with minimal disturbance necessary for infrastructure. CID stormwater mgmt practices will be implemented to protect groundwater, including preservation over 130 acres of open space and natural area.

Submit Application

Save without Submitting

Cancel

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CASCADE-PALMETTO HIGHWAY AND RIDGE ROAD DRI
City of South Fulton
Natural Resources Review Comments
April 15, 2024

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 property is located in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. This portion of the watershed drains into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. Proposed intakes in Chattahoochee Hills and Coweta County include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is less than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee, in Chattahoochee Hills.

Stream Buffers

The submitted site plan and USGS coverage for the project area show an unnamed tributary to Town Creek starting on the property and flowing north and northeast to Town Creek. The submitted site plan also shows several branches off this stream, as well as other unnamed tributaries to Town Creek and to Tuggle Creek, which Town Creek flows to. Although not specifically identified, the site plan shows the 100-foot impervious setback and 75-foot undisturbed buffer required under the City of South Fulton's Unified Stream Buffer Protection ordinance, as well as the State 25-foot Erosion and Sedimentation Buffer. The only intrusions shown on the submitted site plan are transportation crossings, which are allowed under the City ordinance. The site plan shows Town Creek crossing the very northeastern corner of the property. No buffers are shown, but no development is nearby. However, both the USGS coverage and the Fulton GIS coverage of the area show Town Creek as beyond the limits of the project property. If Town Creek is off the project property, then its location needs to be corrected on the site plan. If it is on the project property, the appropriate buffers need to be shown. Any unmapped streams on the property may also be subject to the requirements of the City Stream Buffer Ordinances and any other waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

Stormwater/Water Quality

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

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

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

END OF
5' SIDEWALK

PRIVATE DRIVEWAY

PROPOSED MINOR
STREET STOP

START OF PROPOSED
5' SIDEWALK

TURNING LANES STORAGE & TAPER

NORTH ACCESS LANES...2 THROUGH LANES...1 RIGHT TURN...1 LEFT TURN

NORTH ACCESS RIGHT TURNING LANE STORAGE.....250'

NORTH ACCESS RIGHT TURNING LANE TAPER.....100'

NORTH ACCESS LEFT TURNING LANE STORAGE.....310'

NORTH ACCESS LEFT TURNING LANE TAPER.....100'

WEST ACCESS LANES...2 THROUGH LANES...1 RIGHT TURN...1 LEFT TURN

WEST ACCESS RIGHT TURNING LANE STORAGE.....175'

WEST ACCESS RIGHT TURNING LANE TAPER.....100'

WEST ACCESS LEFT TURNING LANE STORAGE.....235'

WEST ACCESS LEFT TURNING LANE TAPER.....100'

EAST ACCESS LANES...2 THROUGH LANES...1 RIGHT TURN...1 LEFT TURN

EAST ACCESS RIGHT TURNING LANE STORAGE.....175'

EAST ACCESS RIGHT TURNING LANE TAPER.....100'

EAST ACCESS LEFT TURNING LANE STORAGE.....235'

EAST ACCESS LEFT TURNING LANE TAPER.....100'

Diagram illustrating the concept of 'OPEN SPACE' within a triangular boundary.

AMENITIES AREA

END OF 5'
SIDEWALK

PROPOSED MINOR
STREET STOP

START OF PROPOSED
5' SIDEWALK

DRI NUMBER: 4074
NAME: CASCADE PALMETTO HIGHWAY & RIDGE ROAD

KEY

TOWNHOMES

50' SINGLE FAMILY

60' SINGLE FAMILY

STREAMS

5' CONTOURS

CLIENT
GASKIN BANKS
2 WILLIAMS STREET SC ,29601
(843) 816-7907

CIVIL:
THOMAS & HUTTON
5553 PEACHTREE ROAD, SUITE 175
CHAMBLEE, GA 30341
(470) 893-1700

SURVEYOR:
THOMAS & HUTTON
5074 BRISTOL INDUSTRIAL WAY
UNIT-A BUFORD GA 30518
(770) 271-2868

AQUATIC RESOURCES CONSULTANT
RLC
41 PARK OF COMMRCE WAY, SUITE
101 SAVANNAH, GA 31405
(912) 443-5896

TRAFFIC CONSULTANT
A&R ENGINEERING INC
2160 KINGSTON COURT, SUITE O
MARIETTA, GA 30067
(770) 699-9210.

SITE UTILITIES
CABLE: COMCAST
GAS: ATLANTA GAS LIGHT
TELEPHONE: AT&T
ELECTRIC: GREYSTONE POWER CORP.
WATER: CITY OF ATLANTA DWM
SANITARY SEWER: FULTON COUNTY DWR

NOTES:

1. NO PORTIONS OF THE SITE ARE LOCATED WITHIN A 100yr-FLOOD HAZARD CONFIRMED BY FLOOD AREA ID 1312IC_23963. .
2. THERE ARE NO EXISTING BUILDINGS ON SITE.
3. ENTIRE PROPERTY IS CURRENTLY WOODED
4. NO PORTION OF THIS SITE IS WITHIN FAR 150 AIRPORT NOISE ZONE

GASKIN BANKS CITY OF SOUTH FULTON, GEORGIA		THOMAS HUTTON 5553 Peachtree Road • Suite 175 Chamblee, GA 30341 • 470.893.1700 www.thomasandhutton.com	
CASCADE PALMETTO HIGHWAY TRACT			
30120.0001- SITE LAYOUT PLAN			
JOB NO: J-30120.0001 DATE: 04/02/2024 DRAWN: AP DESIGNED: AP REVIEWED: JS APPROVED: AW SCALE: 1" = 200'		NO. _____ BY _____ DATE _____ REVISIONS	

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

DRI INFORMATION

DRI Number #4074
DRI Title Cascade-Palmetto and Ridge Road
County Fulton County
City (if applicable) South Fulton
Address / Location Intersection of SR 154 and Cedar Grove Road / Ridge Road

Proposed Development Type:

A DRI review of a proposal to develop 491 single-family detached and 152 single-family attached homes on a 327-acre wooded site traversed by several streams in the City of South Fulton in Fulton County.

Build Out: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date April 29, 2024

TRAFFIC STUDY

Prepared by A&R Engineering, Inc.
Date March 5, 2024

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 projects are on page 35 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)*

SR 154 serves the development via connection to Driveway 1.

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*)

SR 154 serves the development via connection to Driveway 1.

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

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

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

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

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☒ NO

☐ YES

[Click here to provide comments.](#)

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

Silk Sheets Bicycle Route

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.