

DATE: FEBRUARY 28, 2022

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Ryan Anderson, Zoning Administrator, City of Douglasville
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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The Atlanta Regional Commission (ARC) has completed a regional review of the following 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: Douglas County Graduation, Multipurpose Arena DRI 3523

Submitting Local Government: City of Douglasville

Date Opened: January 28 2022 **Date Closed:** February 28, 2022

Description: A DRI Review of a proposal by the Douglas County School System to construct a 150,000 SF graduation/multipurpose arena with 6,000 seats in the City of Douglasville on the east side of Bill Arp Road (SR 5), between Gurley Road and Arbor Vista Drive. The site is currently used as a maintenance facility with a wooded section and stream along the south edge. Site access is proposed via full-movement driveways on Bill Arp Road and Gurley Road.

Key Comments

- The reuse of a partially previously developed site supports regional growth management priorities.
- The proposal is somewhat consistent with applicable Developing Suburbs policies and could be made more so by providing for “additional preservation of critical environmental locations and resources.”
- Project elements intrude into the buffers of two streams on the site which may require variances.
- The proposed shared parking element helps maximize limited transportation infrastructure.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this site is designated as Developing Suburbs. The Plan's Regional Development Guide provides general information

and policy recommendations for Developing Suburbs as detailed in the last section of these comments.

ARC Transportation and Mobility Group Comments

ARC's Transportation Access and Mobility Group comments are attached. The project is expected to generate a significant amount of vehicular traffic during scheduled events.

Utilization of the adjacent park parking spaces during events is an excellent strategy to achieve more efficient utilization of transportation resources.

Some strain on vehicular circulation on adjacent roads during events is likely and will need to be assessed once operation starts.

Care should be taken to ensure that the development, as constructed, promotes 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 Group Comments

ARC's Natural Resources Group comments are attached.

Both the USGS coverage for the project area and the project site plan show a blue line tributary to Anneewakee Creek on the eastern end of the proposed project site. The submitted site plan also shows a tributary to that stream at the southern end of the project site. The site plan shows buffers on both streams. Although not specifically identified, they appear to be 50-foot undisturbed stream buffer and additional 25-foot impervious setback required under the City's Stream Buffer Ordinance (and the Anneewakee Watershed Ordinance) as well as the State 25-foot State Erosion and Sedimentation Control buffer. Intrusions into the City buffers are shown on both streams for grading and parking. These intrusions may require variances under the City Stream Buffer Ordinance. Any intrusions into the 25-foot buffer may require variances from and the State 25-foot State Erosion and Sedimentation Control buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

In general the project utilizes mostly previously cleared and developed land which supports core regional environmental goals. Any retention of the substantial remaining trees on the site would be highly desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

The project will create approximately 590 surface parking spaces. Ideally these parking areas can utilize a combination of impervious paving and canopy tree plantings to help capture stormwater on site and reduce heat gain.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Developing Suburbs

Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of this proposed project somewhat aligns with The Atlanta Region's Plan's recommendations for Developing Suburbs in its reuse of a mostly previously developed site. The project could be made more responsive to these goals and policies by providing additional protection for the water resources on the site, retaining as much tree canopy as possible, and employing green infrastructure in the large surface parking areas. City of Douglasville 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 resources.

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
DOUGLAS COUNTY		

If you have any questions regarding this review, 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 #3523

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: Douglasville

Individual completing form: Ryan Anderson

Telephone: 678-449-3202

E-mail: randerson145@gmail.com

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

Proposed Project Information

Name of Proposed Project: Douglas County Graduation, Multipurpose Arena

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 9030 Bill Arp Road, Douglasville, Ga 30134

Brief Description of Project: Building is a 150,000 square feet arena projected to seat 6,000 spectators for county graduation

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 150,000

Developer: Douglas County Schools System

Mailing Address: 11490 Veterans Memorial Hwy , , 30134

Address 2:

City:Douglasville State: Ga Zip:30134

Telephone: 770-690-9255

Email: namer@areng.com

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

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

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: 2023

Overall project: 2023

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Developments of Regional Impact

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DRI #3523

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: Douglasville
Individual completing form: Ryan Anderson
Telephone: 678-449-3202
Email: randerson145@gmail.com

Project Information

Name of Proposed Project: Douglas County Graduation, Multipurpose Arena
DRI ID Number: 3523
Developer/Applicant: Douglas County Schools System
Telephone: 770-690-9255
Email(s): namer@areng.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: 43 million

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

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: Douglasville-Douglas County Water and Sewer Authority

What is the estimated water supply demand to be generated by the project, 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: DDCWSA

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .087 MGD Peak. Some days zero

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.) 10,037 two-way

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:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 72 yards per week

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? 60.25%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Two storm water ponds, landscaping

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:

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

DRI INFORMATION

DRI Number #3523
DRI Title Douglas County Arena on Bill Arp Road
County Douglas County
City (if applicable) Douglasville
Address / Location Located to the northeast of the intersection intersection of SR 5 (Bill Arp Road) at Gurley Road and to the south of Hunter Memorial Park

Proposed Development Type: It is proposed to develop an arena consisting of 7,362 seats.

Build Out: 2023

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date January 26, 2022

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date January 20, 2022

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)*

There were no projects found in the fiscally constrained RTP.

☐ NO *(provide comments below)*

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)*

There are 3 proposed driveways to access the project site. Driveways 1 and 2 are located on SR 5/Bill Arp Road and Driveway 3 is located on Gurley Road. Bill Arp Road is bounded SR 8 and I-20 which are both identified as regional thoroughfares. Gurley Road is perpendicular to SR 8. Each thoroughfare is accessible within one mile or less from the proposed driveways.

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*)

Each proposed driveway is within one mile or less to SR 8 and I-20 which are identified and regional truck routes.

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) Connect Douglas

Bus Route(s) Routes 10 and 20

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)

There are no sidewalks on Gurley Rd and sidewalks are not available until south of the project area on Bill Arp Rd at Rocky Ridge Blvd/Arbor Vista Dr.

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)

[Click here to provide comments.](#)

* 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

Connect Douglas operates within the jurisdiction of the proposed development.

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

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

This is not a mixed-use development, and it is only proposed to have an area with parking, which sidewalks will be provided throughout the development. It is also proposed to have a cart path connection to Memorial Park.

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)

It is also proposed to have a cart path connection to Memorial Park which will serve as additional parking.

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):

DOUGLAS COUNTY GRADUATION – MULTIPURPOSE ARENA DRI
City of Douglasville
Natural Resources Group Review Comments
January 24, 2022

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 Anneewakee Creek watershed. The City of Douglasville has designated Anneewakee Creek as a protected watershed, which includes buffers as well as limits on impervious surface within the basin. Anneewakee Creek is also a tributary to the portion of the Chattahoochee River watershed that 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. However, proposed intakes in South Fulton and Coweta County would 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 more than seven miles upstream of the nearest proposed public water supply intake. The only applicable Part 5 in the Chattahoochee watershed is restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. The project property is more than seven miles upstream of the proposed Chattahoochee intakes.

Stream Buffers

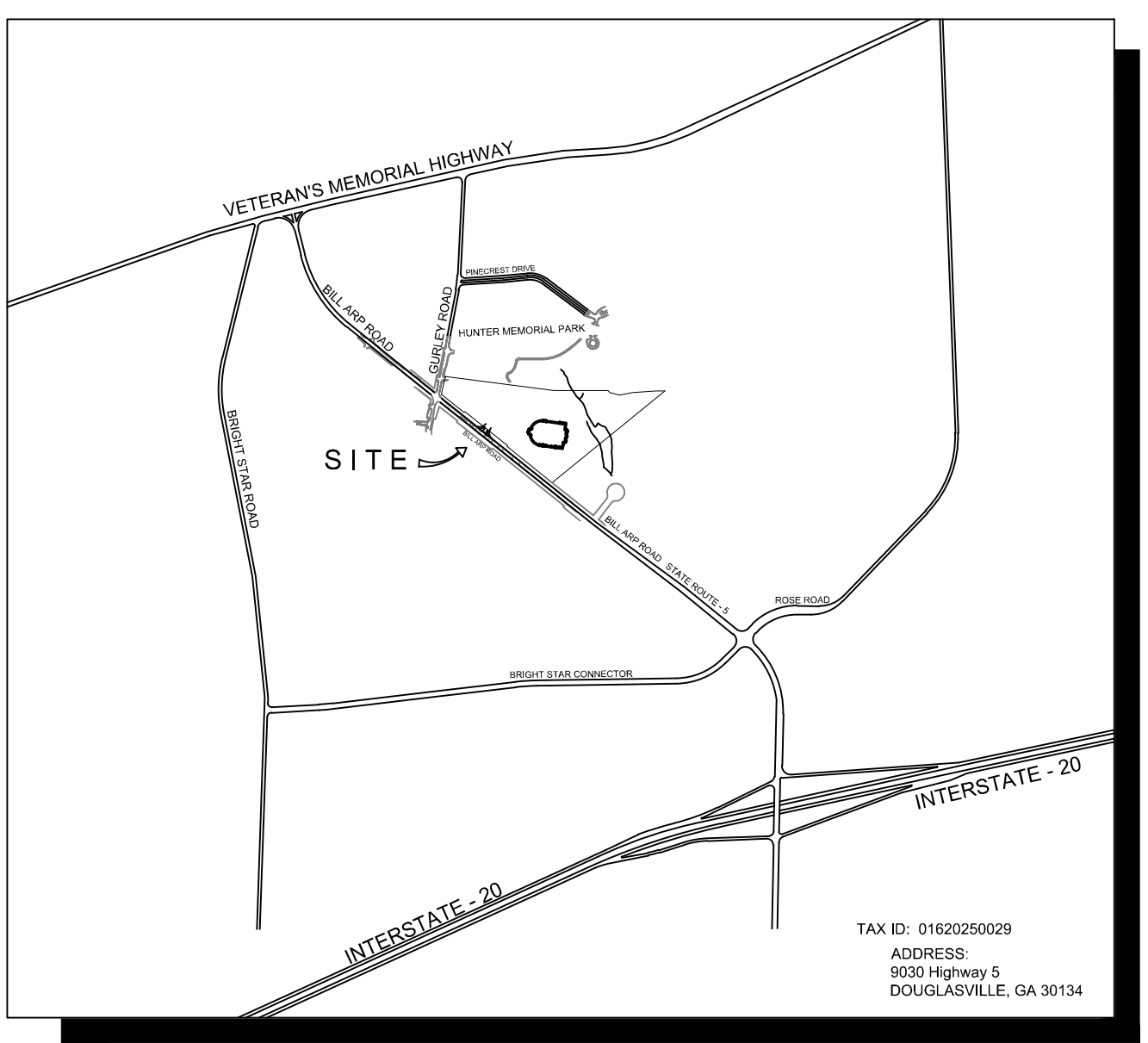
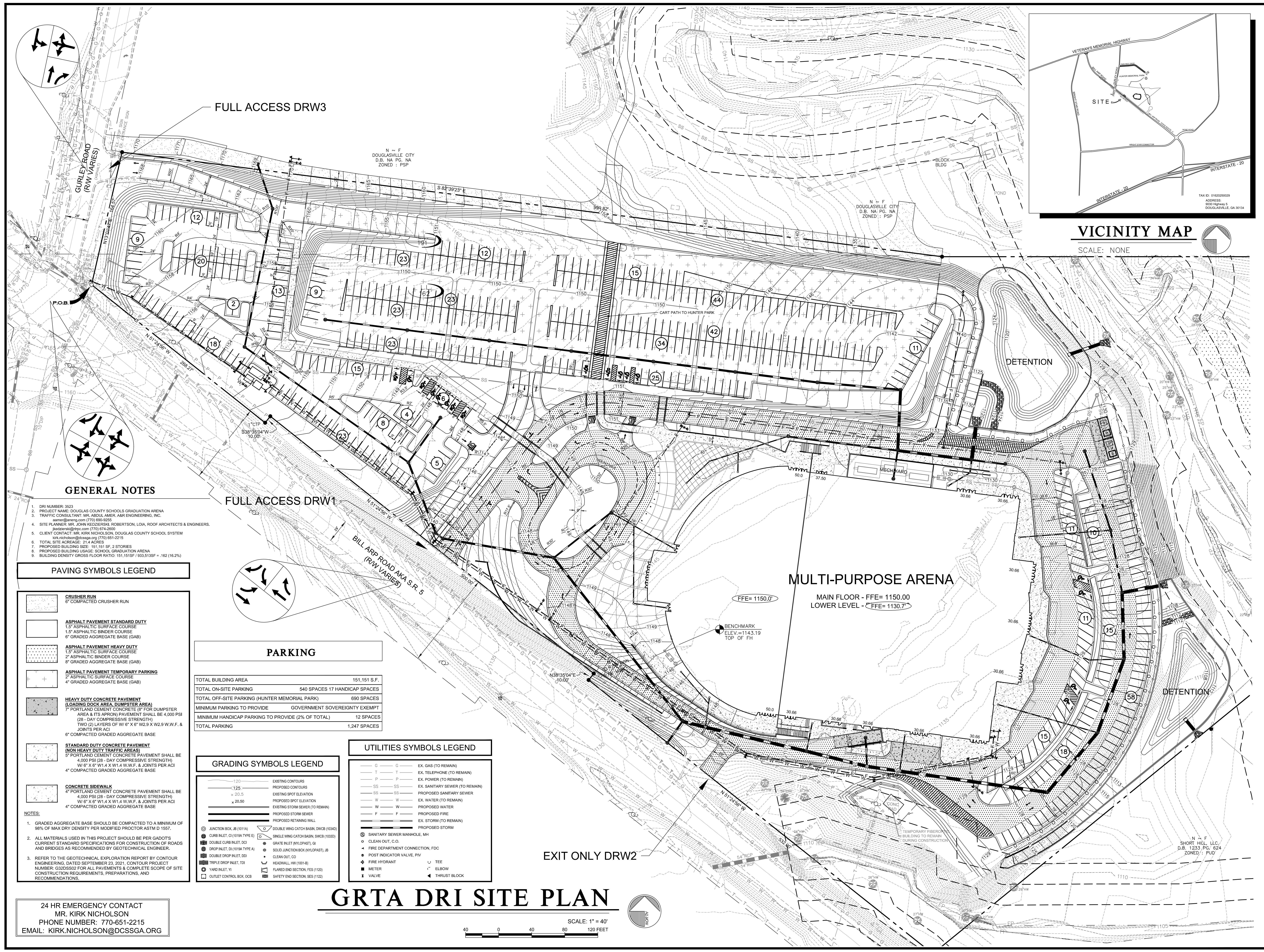
Both the USGS coverage for the project area and the project site plan show a blue line tributary to Anneewakee Creek on the eastern end of the proposed project site. The submitted site plan also shows a tributary to that stream at the southern end of the project site. The site plan shows buffers on both streams. Although not specifically identified, they appear to be 50-foot undisturbed stream buffer and additional 25-foot impervious setback required under the City's Stream Buffer Ordinance (and the Anneewakee Watershed Ordinance) as well as the State 25-foot State Erosion and Sedimentation Control buffer. Intrusions into the City buffers are shown on both streams for grading and parking. These intrusions may require variances under the both the City Stream Buffer Ordinance. Any intrusions into the 25-foot buffer may require variances from and the State 25-foot State Erosion and Sedimentation Control buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

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.



VICINITY MAP
SCALE: NONE

GENERAL NOTES

- 1. DRI NUMBER: 3523
- 2. PROJECT NAME: DOUGLAS COUNTY SCHOOLS GRADUATION ARENA
- 3. TRAFFIC CONSULTANT: MR. ABDUL AMER, AKR ENGINEERING, INC.
- 4. SITE PLANNER: MR. JOHN KEDZERSKI, ROBERTSON, LOIA, ROOF ARCHITECTS & ENGINEERS
- 5. CLIENT CONTACT: MR. KIRK NICHOLSON, DOUGLAS COUNTY SCHOOL SYSTEM
- 6. TOTAL SITE ACRES: 21.4 ACRES
- 7. PROPOSED BUILDING SIZE: 151,151 SF, 2 STORIES
- 8. PROPOSED BUILDING USAGE: SCHOOL GRADUATION ARENA
- 9. BUILDING DENSITY GROSS FLOOR RATIO: 151,151 SF / 933,513 SF = .162 (16.2%)

PAVING SYMBOLS LEGEND

- CRUSHER RUN**
6" COMPACTED CRUSHER RUN
- ASPHALT PAVEMENT STANDARD DUTY**
1.5" ASPHALTIC SURFACE COURSE
1.5" ASPHALTIC BINDER COURSE
6" GRADED AGGREGATE BASE (GAB)
- ASPHALT PAVEMENT HEAVY DUTY**
1.5" ASPHALTIC SURFACE COURSE
2" ASPHALTIC BINDER COURSE
6" GRADED AGGREGATE BASE (GAB)
- ASPHALT PAVEMENT TEMPORARY PARKING**
2" ASPHALTIC SURFACE COURSE
4" GRADED AGGREGATE BASE (GAB)
- HEAVY DUTY CONCRETE PAVEMENT (LOADING DOCK AREA, DUMPSTER AREA)**
7" PORTLAND CEMENT CONCRETE (8" FOR DUMPSTER AREA & ITS APRON) PAVEMENT SHALL BE 4,000 PSI (28 - DAY COMPRESSIVE STRENGTH) TWO (2) LAYERS OF W/ 6" X 6" W2.9 X W2.9 W.W.F. & JOINTS PER ACI 4" COMPACTED GRADED AGGREGATE BASE
- STANDARD DUTY CONCRETE PAVEMENT (NON HEAVY DUTY TRAFFIC AREAS)**
5" PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE 4,000 PSI (28 - DAY COMPRESSIVE STRENGTH) W/ 6" X 6" W1.4 X W1.4 W.W.F. & JOINTS PER ACI 4" COMPACTED GRADED AGGREGATE BASE
- CONCRETE SIDEWALK**
4" PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE 4,000 PSI (28 - DAY COMPRESSIVE STRENGTH) W/ 6" X 6" W1.4 X W1.4 W.W.F. & JOINTS PER ACI 4" COMPACTED GRADED AGGREGATE BASE

- NOTES:
- 1. GRADED AGGREGATE BASE SHOULD BE COMPACTED TO A MINIMUM OF 98% OF MAX DRY DENSITY PER MODIFIED PROCTOR ASTM D 1557.
 - 2. ALL MATERIALS USED IN THIS PROJECT SHOULD BE PER GADOT'S CURRENT STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES AS RECOMMENDED BY GEOTECHNICAL ENGINEER.
 - 3. REFER TO THE GEOTECHNICAL EXPLORATION REPORT BY CONTOUR ENGINEERING, DATED SEPTEMBER 23, 2021, CONTOUR PROJECT NUMBER: G32DS02 FOR ALL PAVEMENTS & COMPLETE SCOPE OF SITE CONSTRUCTION REQUIREMENTS, PREPARATIONS, AND RECOMMENDATIONS.

PARKING

TOTAL BUILDING AREA	151,151 S.F.
TOTAL ON-SITE PARKING	540 SPACES 17 HANDICAP SPACES
TOTAL OFF-SITE PARKING (HUNTER MEMORIAL PARK)	690 SPACES
MINIMUM PARKING TO PROVIDE	GOVERNMENT SOVEREIGNTY EXEMPT
MINIMUM HANDICAP PARKING TO PROVIDE (2% OF TOTAL)	12 SPACES
TOTAL PARKING	1,247 SPACES

GRADING SYMBOLS LEGEND

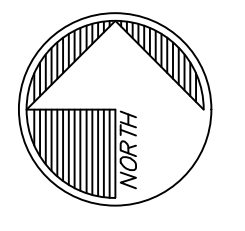
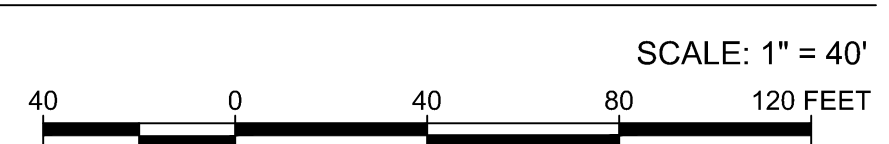
- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- EXISTING STORM SEWER (TO REMAIN)
- PROPOSED STORM SEWER
- PROPOSED RETAINING WALL
- DOUBLE WING CATCH BASIN, DWCS (1030)
- SINGLE WING CATCH BASIN, SWCS (1030)
- GRATE INLET (N.Y. DPAST), GI
- SOLID JUNCTION BOX (NYLOPAST), JB
- CLEAN OUT, CO
- HEADWALL, HW (1001-B)
- FLARED END SECTION, FES (1120)
- SAFETY END SECTION, SES (1122)
- OUTLET CONTROL BOX, OCB
- DOUBLE CURB INLET, DCI (1019A TYPE E)
- DOUBLE CURB INLET, DCI
- DROP INLET, DI (1019A TYPE A)
- DOUBLE DROP INLET, DDI
- TRIPLE DROP INLET, TDI
- YARD INLET, YI

UTILITIES SYMBOLS LEGEND

- EX. GAS (TO REMAIN)
- EX. TELEPHONE (TO REMAIN)
- EX. POWER (TO REMAIN)
- EX. SANITARY SEWER (TO REMAIN)
- PROPOSED SANITARY SEWER
- EX. WATER (TO REMAIN)
- PROPOSED WATER
- PROPOSED FIRE
- EX. STORM (TO REMAIN)
- PROPOSED STORM
- SANITARY SEWER MANHOLE, MH
- CLEAN OUT, C.O.
- FIRE DEPARTMENT CONNECTION, FDC
- POST INDICATOR VALVE, PIV
- FIRE HYDRANT
- METER
- VALVE
- TEE
- ELBOW
- THRUST BLOCK

EXIT ONLY DRW2

GRTA DRI SITE PLAN



24 HR EMERGENCY CONTACT
MR. KIRK NICHOLSON
PHONE NUMBER: 770-651-2215
EMAIL: KIRK.NICHOLSON@DCSSGA.ORG

ROBERTSON LOIA ROOF
ARCHITECTS & ENGINEERS
3460 Preston Ridge Road - Suite 275 Alpharetta, GA 30005
770.674.2600 / www.rlrc.com
GA COA # PEF00662 EXP. 06/30/2022

DOUGLAS COUNTY
MULTI-PURPOSE GRADUATION ARENA
DOUGLASVILLE, GA
FOR:
DOUGLAS COUNTY SCHOOLS
OVERALL SQUARE FOOTAGE: 151,151 SF

REVISIONS	DATE	DESCRIPTION

SHEET TITLE
GRTA DRI SITE PLAN

DATE
12/15/2021

PROJECT NUMBER
20228

SHEET NUMBER
GRTA