

DATE: July 4, 2022

TO: Mayor Rochelle Robinson, City of Douglasville
ATTN TO: Shayla Reed, Community Development Director, City of Douglasville
FROM: Mike Alexander, Director, ARC Center for Livable Communities
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: *Emblem Riverside Phase II DRI 3603*

Submitting Local Government: City of Douglasville

Date Opened: June 14, 2022

Date Closed: July 4, 2022

Description: A DRI review of a proposal to construct 425 multi-family residential units on a 38 acre site off of Riverside Parkway in the City of Douglasville. The project was originally conceived as only the portion shown in Phase I which is already under construction. The addition of Phase II of the project put it over the threshold that then required DRI review.

Comments:

Key Comments

The project is partially aligned with applicable Developing Rural Areas policy recommendations set forth in the Atlanta Region's Plan which stress the need to protect these areas: "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 could be better aligned with Developing Rural Areas policies contained in the Atlanta Region's Plan by preserving more greenspace and implementing low-impact development approaches in the design of parking lots and other site elements.

The project is aligned with City of Douglasville goals and plans which envision residential development at this location.

Project elements appear to avoid intrusions into stream buffers which is strongly supportive of regional water quality and environmental protection policies.

The project includes a comprehensive internal sidewalk network connecting to proposed sidewalks and bike lanes on Riverside Parkway which is consistent with regional transportation goals and recommendations.

The project will generate a total of 2,294 new daily vehicular trips; several roadway modifications are proposed to mitigate the traffic impact.

A total of 795 parking spaces are proposed but no EV charging stations are included; provision of some EV charging stations would be consistent with regional efforts to develop EV infrastructure.

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 for the region. The Plan assigns a relevant growth management category designation to all areas in the region and provides corresponding growth policy recommendations for each category.

The Plan designates the site of this DRI as Developing Rural Areas. General information and policy recommendations for Developing Rural areas are provided at the end of these comments.

The project was originally conceived as only the portion shown in Phase I which is already under construction. The addition of Phase II of the project put it over the threshold that then required a DRI review. These comments apply to both project phases with the understanding that Phase I is already underway.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project is projected to generate a total of 2,294 new vehicular trips; a number of roadway modifications are proposed to mitigate the traffic impact.

The project proposes a comprehensive internal sidewalk network connecting to proposed sidewalks and bike lanes on Riverside Parkway which is consistent with regional transportation goals and recommendations.

A total of 795 parking spaces are proposed but no EV charging stations are included; provision of some EV charging stations would be consistent with regional efforts to develop EV infrastructure.

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 Group Comments

ARC's Natural Resource Group comments are attached.

Both the USGS coverage for the project area and the project site plan show an unnamed blue-line stream in the Phase I portion of the property. The site plan shows and identifies both the 50-foot undisturbed stream buffer and additional 25-foot impervious setback required under the City's Stream Buffer Ordinance, as well as the State 25-foot State Erosion and Sedimentation Control buffer along the entire length of the stream on the property. No intrusions into the buffers are shown on the site plan. Any buffer intrusions that occur during construction may require variances from the appropriate agency. Any unmapped streams in either phase of the project may also be subject to the City buffer ordinance. Any other State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Environmental Comments

Retention of additional natural wooded areas or greenspace wherever possible on the site would be in keeping with regional policies regarding water resource protection, carbon sequestration and heat island mitigation.

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

The Atlanta Region's Plan Growth Policy Considerations: Developing Rural Areas

Developing Rural Areas category which are 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 the above Developing Rural Areas policy recommendations as documented in the Atlanta Region's Plan. The project could be more aligned with these recommendations by preserving additional wooded areas and utilizing low impact development approaches in the design of site elements.

City of Douglasville leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF DOUGLASVILLE
FULTON COUNTY	CITY OF SOUTH FULTON	COBB 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 at <http://atlantaregional.org/plan-reviews>.



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DRI #3603

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: R. Ryan Anderson

Telephone: 678-449-3202

E-mail: andersonr@douglasvillega.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: Emblem Riverside, Phase II

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1551 Riverside Parkway, Douglasville, GA 30122

Brief Description of Project: This is a Phase II of the Emblem Riverside multifamily project located in Douglasville, GA. The second phase will be made up of 105 apartment homes. The phase I has 320 homes, bringing the combined total to 425 total apartment homes. The apartments are Type V, wood-framed buildings.

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.): 105 apartment homes (This is phase II, the phase I has 320 homes.)

Developer: LMC

Mailing Address: 6285 Barfield Road

Address 2:

City: Atlanta State: GA Zip: 30328

Telephone: 404-453-0052

Email: taylor.harper@livelmc.com

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

If yes, property owner: The property is owned by a joint venture known as AG-LMC Riverside Property Owner, LLC. LMC is part

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?

24.7% (105 apartment homes out of the combined total of 425 homes)

Estimated Project Completion Dates:

This project/phase: October 2023

Overall project: October 2023

Back to Top



Developments of Regional Impact

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DRI #3603

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: Shayla Reed

Telephone: 678-449-3028

Email: reeds@douglasvillega.org

Project Information

Name of Proposed Project: Emblem Riverside, Phase II

DRI ID Number: 3603

Developer/Applicant: LMC

Telephone: 404-453-0052

Email(s): taylor.harper@livelmc.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: \$21,352,452

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$350,000/year (stabilized)

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):

The current phase I of Emblem Riverside is 320 multifamily apartment homes, set to deliver first homes in Sept-2022. The second phase of the community is 105 units (bringing the combined total to 425 homes). The total combined NRSF will be 439,322 and an average unit size of 1,034 sf.

Water Supply

Name of water supply provider for this site: DDCWSA

What is the estimated water supply demand to be generated by the project, 23,250

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:

A traffic study was completed by Kimley Horn for the phase I of the project in Jan-2020. It is my understanding that the DRI will outline the updated traffic study that is needed for the phase II.

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:
we have designed three stormwater management ponds on the site. We are completing our civil design now and will include pervious parking areas if the site layout requires them.

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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Back to Top

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

DRI INFORMATION

DRI Number #3603
DRI Title Emblem Riverside Phase II
County Douglas County
City (if applicable) Douglasville
Address / Location Northwest of Riverside Parkway and Summer Lake Road

Proposed Development Type: It is proposed to develop 280 midrise and 145 low rise multifamily homes.

Build Out: 2025

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date June 21, 2022

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date May 25, 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)*

Table 5 references a list of projects identified in the fiscally constrained RTP.

☐ 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)*

It is proposed to have three access points to the development. Two are full-access and located on Riverside Parkway; whereas the third driveway is located on Summer Lake Road and is an exit only. Riverside Parkway bisects Regional Thoroughfare SR 6.

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*)

The project site's access points on Riverside Parkway are bounded by SR 92 and SR 6 which are identified as 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) [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

Connect Douglas provides fixed route bus service within the jurisdiction of the development site.

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):

EMBLEM RIVERSIDE DRI
City of Douglasville
Natural Resources Group Review Comments
June 15, 2022

Chattahoochee River Corridor

A portion of the project property is within the 2000-foot Chattahoochee River Corridor, which is authorized under the Metropolitan River Protection Act (OCGA 12-5-440 et seq.). However, this property was part of the project called New Manchester at the time the Act took effect in this area in 1998, and was part of the portion of the development that was exempted in 1999 from the requirements of the Metropolitan River Protection Act and the Chattahoochee River Corridor under OCGA 12-5-451(5). ARC staff has determined that the proposal still meets the requirements of the 1999 exemption and is not subject to review under the Act.

Other Regulations

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 entire property is in both the Sweetwater Creek and the Chattahoochee River watersheds. The property is not in the water supply watershed portion of Sweetwater Creek. 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. South Fulton and Coweta County have both 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

Both the USGS coverage for the project area and the project site plan show an unnamed blue-line stream in the Phase I portion of the property. The site plan shows and identifies both the 50-foot undisturbed stream buffer and additional 25-foot impervious setback required under the City's Stream Buffer Ordinance, as well as the State 25-foot State Erosion and Sedimentation Control buffer along the entire length of the stream on the property. No intrusions into the buffers are shown on the site plan. Any buffer intrusions that occur during construction may require variances from the appropriate agency. Any unmapped streams in either phase of the project may also be subject to the City buffer ordinance. Any other 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.

TRAFFIC CONSULTANT CONTACT INFORMATION:
A&R ENGINEERING INC.
2160 KINGSTON COURT, SUITE O
MARIETTA, GA 30067
PHONE: (770) 690-9255



SITE LOCATION MAP

NOT TO SCALE

SITE DATA:

ADDRESS	RIVERSIDE PARKWAY @ SUMMER LAKE ROAD DOUGLASVILLE, GA 30122
SITE AREA	38.782 ACRES
<u>ZONING</u>	
ZONING	PRD
ZONING JURISDICTION	CITY OF DOUGLASVILLE
<u>ZONING/DEVELOPMENT STANDARDS</u>	
TOTAL UNITS	425 UNITS
SLAB APARTMENT BLDG	10 APARTMENT BUILDINGS (145 UNITS)
3 / 4 SPLIT APARTMENT BLDG	10 APARTMENT BUILDINGS (280 UNITS)
RESIDENTIAL UNIT DENSITY	10.96 UNITS/AC
FRONT YARD	50 FEET
SIDE YARD	30 FEET
REAR YARD	30 FEET
TOTAL BUILDING FOOTPRINT AREA	171,193 SQ FT
SITE SQ FT EXCLUDING FOOTPRINTS	1,518,151 SQ FT
<u>PARKING</u>	
REQUIRED PARKING	795 SPACES (1.87 SP. PER UNIT)
TOTAL SPACES PROVIDED	795 SPACES
<u>OPEN SPACE</u>	
DOG PARK AREA	4,700 SQ FT

PARKING REQUIREMENT NOTE:

PARKING REQUIREMENT PER CITY OF DOUGLASVILLE UDO SPECIFIES 2.25 SPACES PER UNIT. AN ALTERNATIVE PARKING PLAN WAS APPROVED 10/28/2020 WHICH REDUCED PARKING COUNT TO 1.87 SPACES/UNIT.

P: (770) 451-2741 F: (770) 451-3915

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Planners & Engineers Collaborative+

LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES

350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

EMBLEM RIVERSIDE

A MASTER PLANNED RESIDENTIAL DEVELOPMENT

AT

**RIVERSIDE PKWY @ SUMMER LAKE RD
DOUGLASVILLE, GA 30122**

FOR

**LENNAR MULTIFAMILY
COMMUNITY**

6285 BARFIELD ROAD , SUITE 300
ATLANTA, GA 30328
P: 404.819.9765

DRI #3603

REVISIONS

[illegible]

THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE.

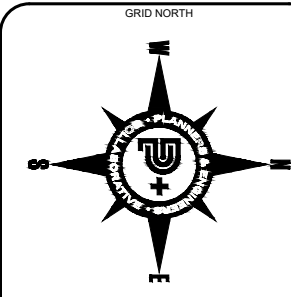


GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000066476 EXP. 06/27/2024

DRI MASTER SITE PLAN



SCALE: 1" = 150'
DATE: 05/20/2022
PROJECT: 20186.01



1

SHEET

PHASING NARRATIVE:

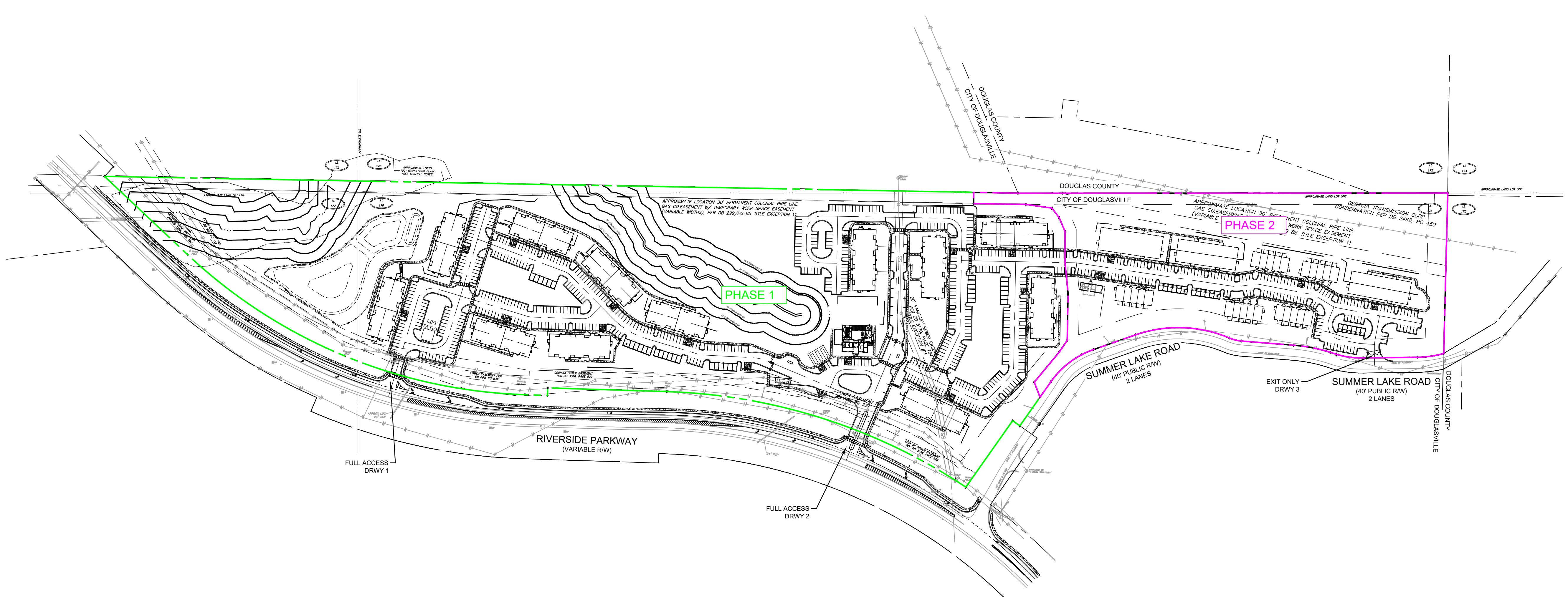
PHASE 1 - 320 APARTMENTS
- FIRST TURN IS 7/7/2022 AND FINAL TURN IS 1/10/2023
- DENSITY IS 11 DU/ACRE

PHASE 2 - 105 APARTMENTS
-FIRST TURN IS ESTIMATED TO OCCUR IN JUNE 2023 AND COMPLETION IN OCTOBER 2023
- DENSITY IS 11 DU/ACRE

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www.Georgia811.com

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JD:ceatl.com\data/2020/20186010a1Concpts-2 ExhibitExhibit20186 01 DBI SITE BY AN.dwg DB:Jalack 5/20/2022 10:20 AM



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LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES

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REVISIONS

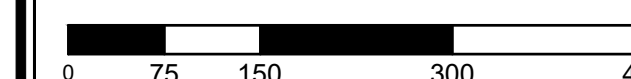
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AND DATED WITH AN ORIGINAL SIGNATURE.

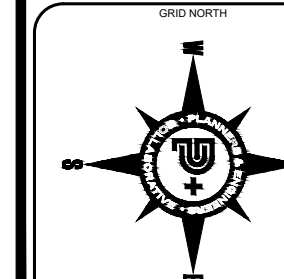


GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000066476 EXP. 06/27/202

AERIAL OVERLAY



SCALE: 1" = 150'
DATE: 05/20/2022
PROJECT: 20186.0



2

SHEET



Know what's below.
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