

**DATE:** June 22, 2022

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**TO:** Chairwoman Laura Semanson, Forsyth County  
**ATTN TO:** Leslie Silas, Planning Manager, Forsyth County  
**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:** Empire Highway 306 DRI 3594

**Submitting Local Government:** Forsyth County

**Date Opened:** May 30, 2022

**Date Closed:** June 22, 2022

**Description:** A DRI review of a proposal to construct a mixed-use project with 60 single family lots, 69 townhomes, 303 multi-family apartments, 13,000 SF of office space, 10,000 SF of retail, and 20,000 SF of restaurant space on a 68 acre site in Forsyth County. The site has been partially developed for agricultural use. Baldrige Creek runs through the site.

**Comments:**

**Key Comments**

*The project is partially aligned with the applicable Developing Suburbs growth policy recommendations which state: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned through retention of additional undisturbed areas and through the utilization of the nearly 36 acres of proposed open space/stream buffer areas as managed conservation area.*

*The project is expected to generate approximately 4,580 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.*

*The project's incorporation of a multi-use trail and mixed-use layout are supportive of relevant regional growth management policies.*

*Incorporation of green stormwater and heat island mitigation designs for the roughly 1,126 surface car parking spaces proposed would be supportive of regional environmental policies.*

### **General Comments**

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Developing Suburbs. The Plan details general information and policy recommendations for Developing Suburbs which are provided at the end of these comments.

### **Transportation and Mobility Comments**

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate approximately 4,580 daily new car trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 1,126 parking spaces are provided which is almost double the required number of 677 spaces; no EV charging stations appear to be proposed. A reduction of total spaces to an amount closer to the minimum required and the provision of EV parking spaces would be supportive of regional transportation policies.

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

### **ARC Natural Resources Comments**

ARC's Natural Resources Group comments are attached.

The project site is in the Lake Lanier Watershed. The Lake Lanier watershed is upstream of the portion of the Chattahoochee River under the jurisdiction of the Metropolitan River Protection Act. Lake Lanier, as a US Army Corps of Engineers lake, is exempt from the Georgia DNR Part 5 Minimum Planning Criteria for Water Supply Watersheds, and, as the site is more than seven miles upstream of the closest intake on the Chattahoochee, no other Part 5 Water Supply Watershed criteria apply.

Both the USGS coverage for the project area and the submitted site plan show two streams on the project property. Baldrige Creek runs along the northwestern, western and southwestern sides of the property and a tributary to Baldrige runs along the eastern side of the project property, joining Baldrige Creek near the southern end of the property. The site plan shows the 25-foot State Sediment and Erosion Control buffer as well as the Forsyth County's Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback along both streams. The only proposed intrusions on the site plans are a stream crossing accessing

the property from Freedom Parkway, which is exempt from the buffer standards and the possible intrusion of a proposed 10-foot wide multi-use trail along Driveway 1 a few feet into the 75-foot setback, which may require a variance from the County.

Any unmapped streams on the property may also be subject to the City stream buffer ordinance, and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control buffer.

### **Other Environmental Comments**

Much of the existing site is wooded; additional retention of existing trees on the site would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

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.

Incorporation of green stormwater and heat island mitigation designs for the roughly 1,126 surface car parking spaces proposed would be supportive of regional environmental policies.

Approximately 36 acres of the site are shown as open space and water quality protection buffer areas. Designation of this area as managed open/conservation space would substantially reduce the overall impact of the project. There may be potential opportunities for linking these fragmented undeveloped areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

### **Atlanta Region's Plan Growth Policy: Developing Suburbs**

The Atlanta Region's Plan identified Developing Suburbs as 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 is partially aligned with The Atlanta Region's Plan recommendations for Developing Suburbs. The project's mixed-use plan, proposed multi-use trail, and designation of nearly 36 acres or half of the total project site as open space are supportive of Developing Suburbs policies. The project could be made more responsive to these goals and policies by retaining additional wooded area, dedicating undisturbed areas for conservation uses, and employing green

infrastructure in the surface parking areas. Forsyth County leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of 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	FORSYTH COUNTY
CITY OF CUMMING		

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto:dshockey@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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DRI #3594

### 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:

Individual completing form:

Telephone:

E-mail:

\*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:

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project:

#### Development Type:

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

If other development type, describe:

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

Developer:

Mailing Address:

Address 2:

City:  State:  Zip:

Telephone:

Email:

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

If yes, property owner:

DRI Initial Information Form

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:

☒ Rezoning

☐ Variance

☐ Connect Sewer

☐ Connect Water

☐ Permit

☐ Other

The initial action being requested of the local government for this project:

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:

2025

Overall project:

2025

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### DRI #3594

#### 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: Forsyth  
Individual completing form: Leslie Silas  
Telephone: 770-205-4568  
Email: ldsilas@forsythco.com

#### Project Information

Name of Proposed Project: Empire Hwy 306  
DRI ID Number: 3594  
Developer/Applicant: Empire Communities  
Telephone: 770-541-5250  
Email(s): knorton@empirecommunities.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: \$129,433,591

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$9,647,071

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 Cumming

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

0.10 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?  
0.71 miles

### Wastewater Disposal

Name of wastewater treatment provider for this site:

Forsyth County

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

0.10 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? 0.5 miles

### 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.)

24 hour 2 way trips: 4,543; AM peak hours: 93 entering and 164 exiting; PM peak hours: 304 entering and 246 exiting

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: See detailed traffic study for summary of recommendations.

### Solid Waste Disposal

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

2,100 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

Approximately 35%



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: Stormwater management measures include forebays, infiltration trenches or chambers, dry detention basins.

### 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** #3594  
**DRI Title** Empire Mixed-Use Development at SR 306 and Freedom Parkway  
**County** Forsyth County  
**City (if applicable)**  
**Address / Location** Southeast of the SR 306 (Keith Bridge Rd) and Freedom Parkway intersection

**Proposed Development Type:** It is proposed to develop 60 single-family detached units, 69 townhome units, 303 multifamily units, 13,000 sf of office space, 10,000 sq ft of retail space, and 20,000 sf of restaurant space.

**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 1, 2022

### TRAFFIC STUDY

**Prepared by** A&R Engineering Inc.  
**Date** May 10, 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)

☒ NO (provide comments below)

A list of projects identified within the constrained RTP is referenced on Table 5. In long range, there is a widening on Browns Bridge Rd (SR 369) which was not referenced on the table.

## **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)

GA 400 is identified as a regional thoroughfare and is located west of the Keith Bridge Rd and Freedom Parkway intersection. There are two proposed driveways on Keith Bridge Rd and one Freedom Parkway. These driveways are approximately +/- quarter of a mile away.

**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*)

GA 400 and 369 are identified as a regional truck route.

**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

GRTA operates the Cumming Park and Ride lot located at N Old Atlanta Rd and GA 400.

**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)

The proposed Driveway 1 on Freedom Parkway is anticipated to align with the signal at the Kroger Shopping Center.

### **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)

The project proposes sidewalks on Keith Bridge Rd which will promote connection to adjacent parcels.

**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):**

**2022 EMPIRE HIGHWAY 306 DRI**  
**Forsyth County**  
**Natural Resources Group Comments**  
**May 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 County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The project site is in the Lake Lanier Watershed. The Lake Lanier watershed is upstream of the portion of the Chattahoochee River under the jurisdiction of the Metropolitan River Protection Act. Lake Lanier, as a US Army Corps of Engineers lake, is exempt from the Georgia DNR Part 5 Minimum Planning Criteria for Water Supply Watersheds, and, as the site is more than seven miles upstream of the closest intake on the Chattahoochee, no other Part 5 Water Supply Watershed criteria apply.

**Stream Buffers**

Both the USGS coverage for the project area and the submitted site plan show two streams on the project property. Baldrige Creek runs along the northwestern, western and southwestern sides of the property and a tributary to Baldrige runs along the eastern side of the project property, joining Baldrige Creek near the southern end of the property. The site plan shows the 25-foot State Sediment and Erosion Control buffer as well as the Forsyth County's Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback along both streams. The only proposed intrusions on the site plans are a stream crossing accessing the property from Freedom Parkway, which is exempt from the buffer standards and the possible intrusion of a proposed 10-foot wide multi-use trail along Driveway 1 a few feet into the 75-foot setback, which may require a variance from the County. Any unmapped streams on the property may also be subject to the City stream buffer ordinance, and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control buffer.

**Storm Water/Water Quality**

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

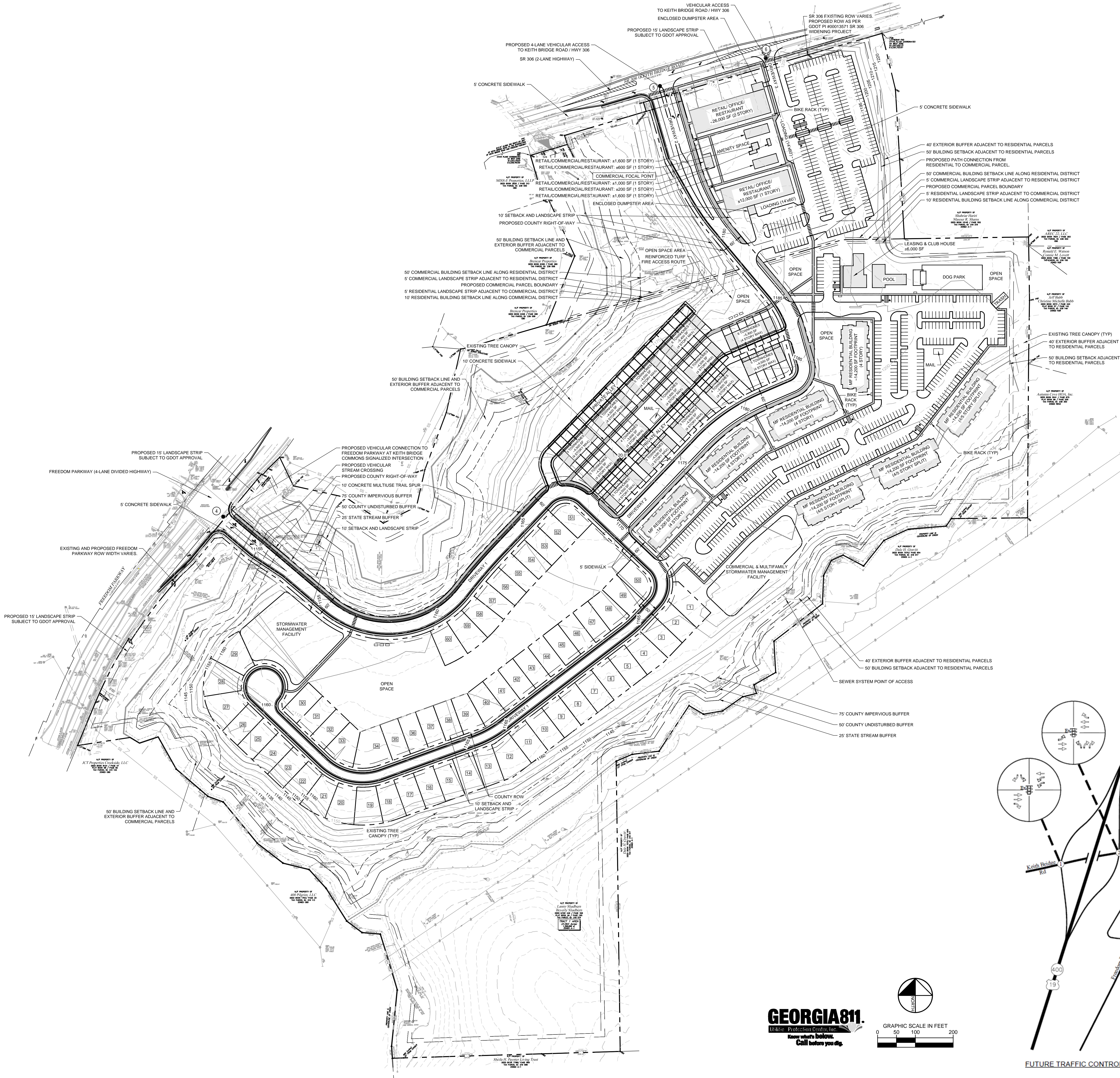
During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://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.



Drawing name: K:\AMT\_CIVIL\1818754023\_Empire - HWY 308\CAD\Plan\Sheets\C1-96 DRI SITE PLAN.dwg C1-96 DRI SITE PLAN May 09, 2022 4:18pm by: Connor Galloway

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**SITE NOTES:**

**DRI INFORMATION:**  
DRI NUMBER  
TRAFFIC CONSULTANT

3594  
A&R ENGINEERING, INC  
ABDUL K. AMER  
770-690-9255

**ZONING SUMMARY:**  
CURRENT ZONING:  
PROPOSED ZONING:

A-1 & CBD  
MASTER PLANNED DISTRICT (MPD)

**EXISTING PARCELS:**  
PARCEL ID: 218-014 400 PILGRIM, LLC  
PARCEL ID: 218-016 LANNY & BEVERLY SHADBURN  
PARCEL ID: 218-018 MACHE SHADBURN BENNETT  
PARCEL ID: 218-020 LANNY & BEVERLY SHADBURN  
PARCEL ID: 218-024 BOBBY & A. DELOS SHADBURN  
PARCEL ID: 218-025 ROBERT SMITH  
PARCEL ID: 218-026 MACHE SHADBURN BENNETT  
PARCEL ID: 218-028 KASEY TODD SHADBURN  
PARCEL ID: 218-029 ROBERT SMITH  
PARCEL ID: 218-033 BETTY RUTH SHADBURN

**PROJECT AREA & DENSITY SUMMARY:**  
TOTAL SITE AREA:  
OPEN SPACE\*:  
RESIDENTIAL SPACE:  
COMMERCIAL AREA:  
COMMERCIAL FLOOR AREA  
FLOOR AREA RATIO  
PROPOSED RESIDENTIAL DENSITY:  
MULTIFAMILY RESIDENTIAL  
TOWNHOME  
SINGLE FAMILY  
RESIDENTIAL LOT SUMMARY  
SINGLE FAMILY LOT SIZE  
TOWNHOME LOT SIZE  
PROPOSED PARKING SUMMARY  
USE  
REQUIRED  
PROVIDED  
ADA  
VAN  
PARKING DIMENSIONS:  
THE ANTICIPATED COMMERCIAL MIX (RETAIL/ RESTAURANT/ OFFICE) MAY CHANGE, THEREFORE PARKING WILL BE ADJUSTED ACCORDINGLY  
PUBLIC STREET DIMENSIONS:  
COMMERCIAL (FCDOE STD #121) 30' WIDE (BOC TO BOC)  
RESIDENTIAL (FCDOE STD #120) 24' WIDE (BOC TO BOC)  
PRIVATE STREET DIMENSIONS  
TOWNHOME ALLEY\* 24' WIDE (FOC TO FOC)  
COMMERCIAL AISLE\* 24' WIDE MIN. (FOC TO FOC)  
PRIVATE DRIVES AND OPEN SPACE TO BE MAINTAINED BY PRIVATE COMMUNITY ASSOCIATION (UDC 20B-1.4 (B)(4)(c))

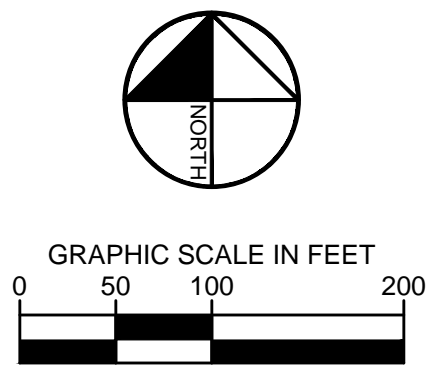
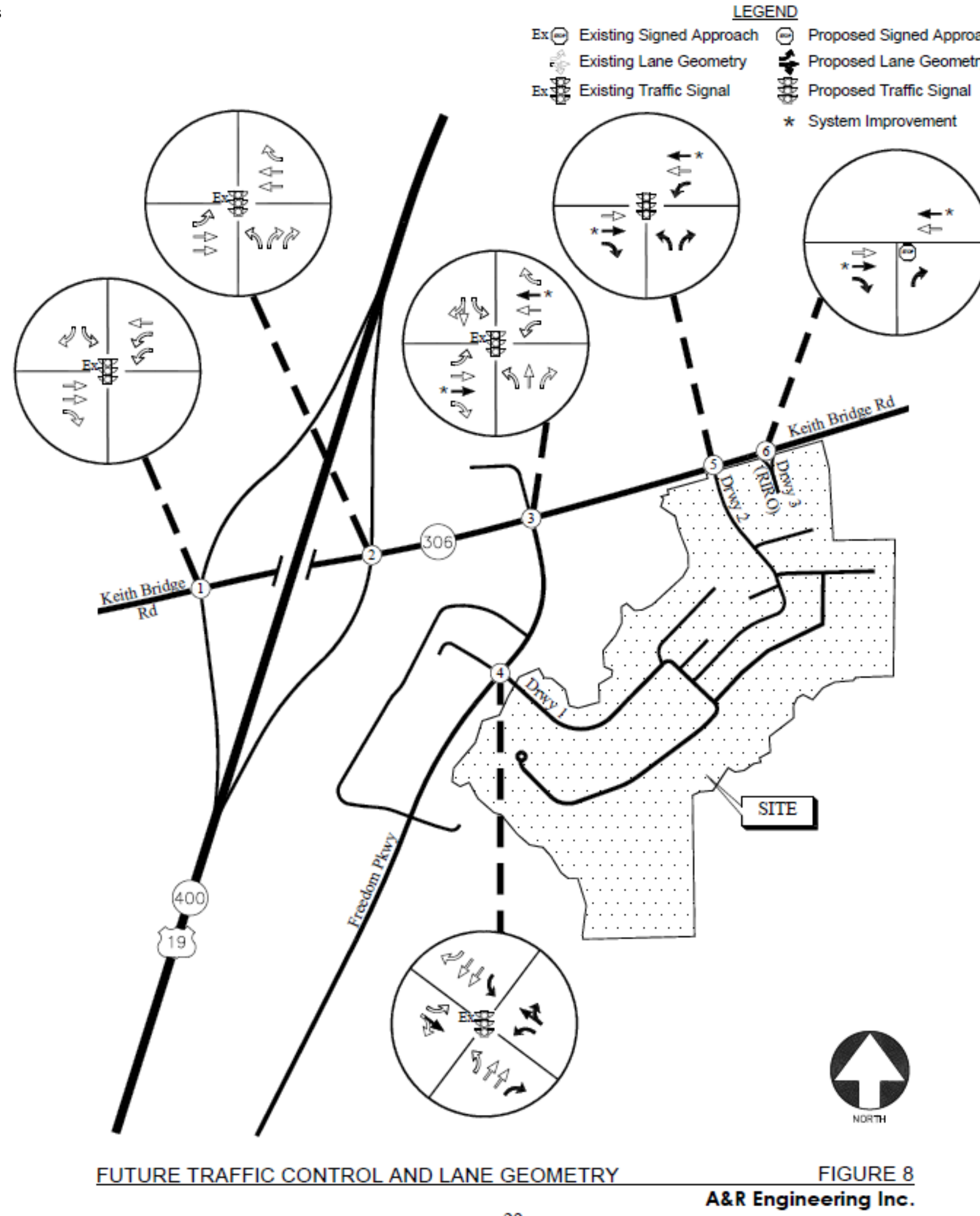
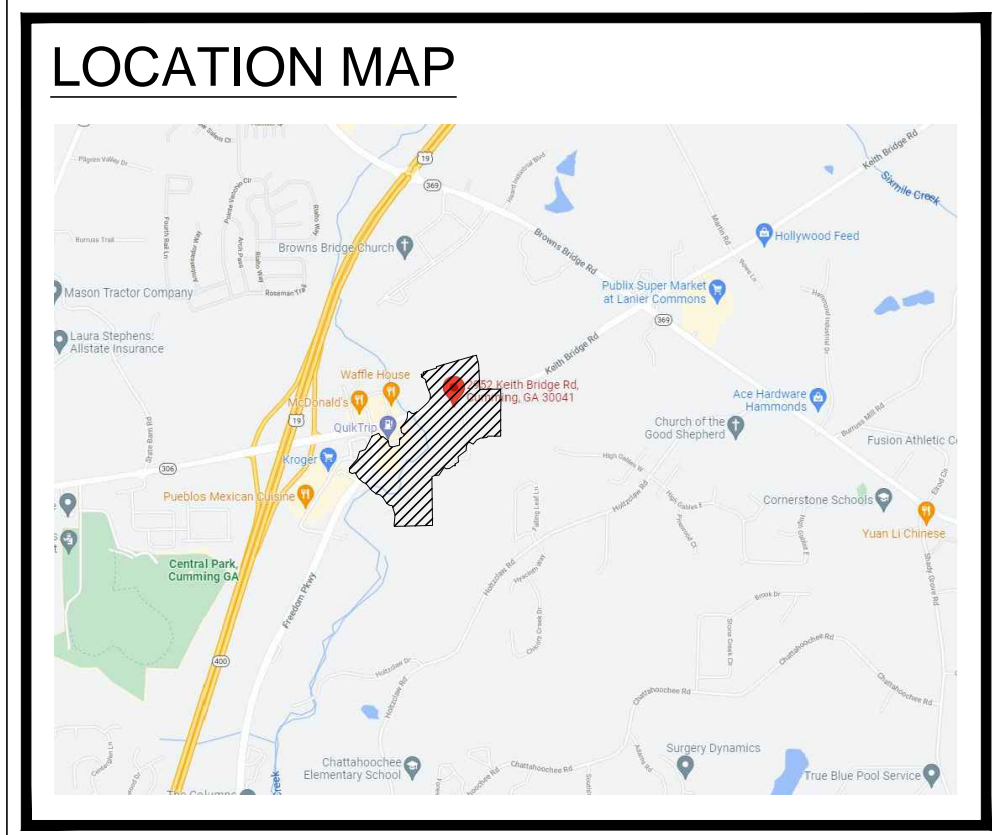


FIGURE 8  
A&R Engineering Inc.

**Kimley»Horn**  
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**EMPIRE COMMUNITIES**  
5775 GLENRIDGE DRIVE, BUILDING D, SUITE 350  
ATLANTA, GA 30328  
PHONE: 770-341-6910

CLIENT

BY

DATE

REVISION DESCRIPTIONS

PROJECT

ELYSION  
2852 KEITH BRIDGE ROAD, CUMMING, GA 30041

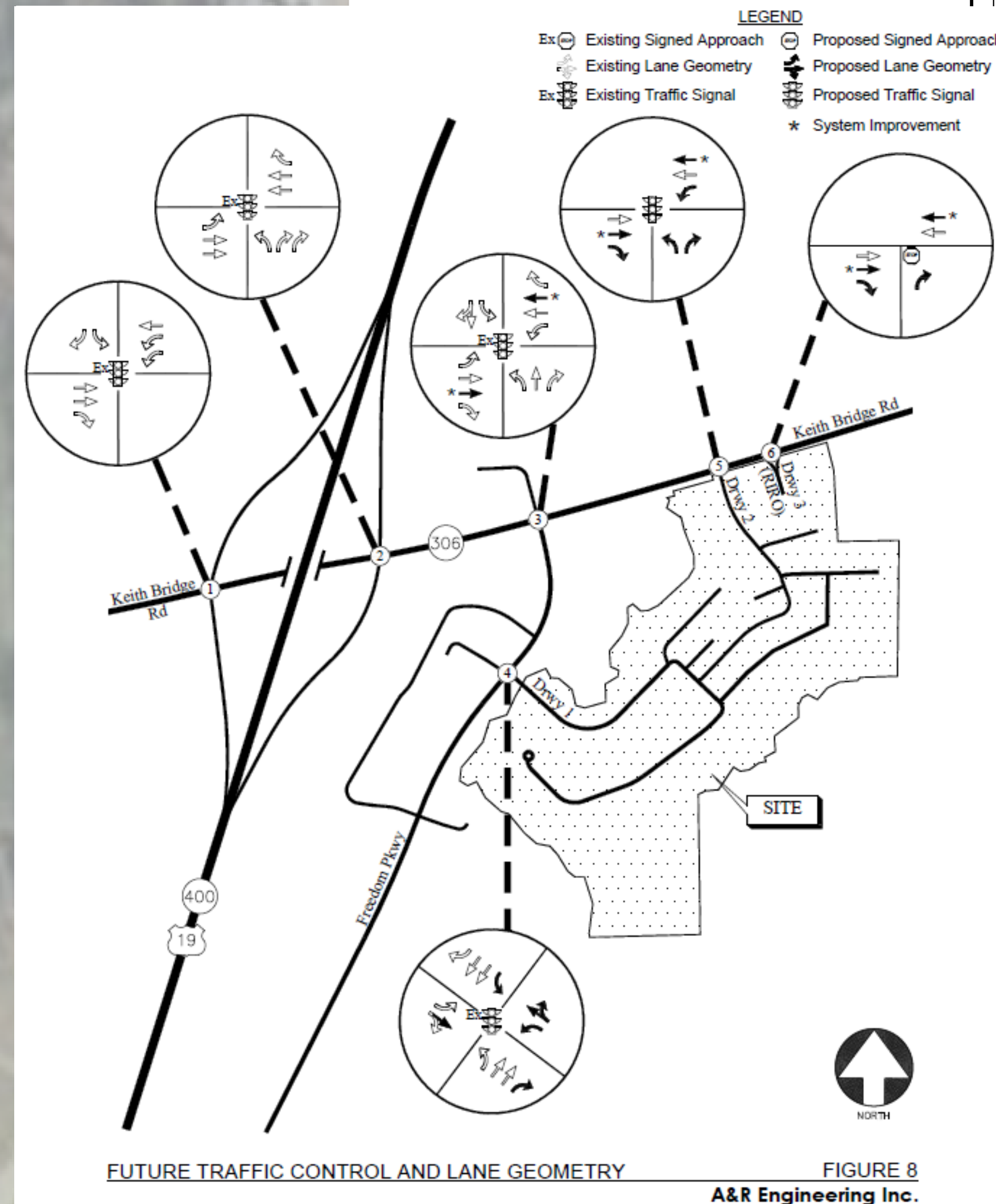
**PRELIMINARY**  
NOT FOR CONSTRUCTION

GSWCC CERT. (LEVEL II)  
DRAWN BY  
DESIGNED BY  
REVIEWED BY  
DATE  
PROJECT NO.  
TITLE  
SHEET NUMBER

0000078213  
ECF  
CRG  
BWS  
01/18/2022  
018754023  
DRI SITE PLAN  
C1-95

PRELIMINARY: NOT FOR CONSTRUCTION





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