

DATE: May 31, 2022

TO: Chairman Dr. Romona Jackson Jones, Douglas County
ATTN TO: Phil Shafer, Zoning Administrator, Douglas 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: The Trails DRI 3544

Submitting Local Government: Douglas County

Date Opened: May 9, 2022

Date Closed: May 31, 2022

Description: A DRI review of a proposal to construct a mixed-use development with commercial, restaurant, office, residential, and open-space elements on a 59 acre site generally located south of Highway 92 in Douglas County. Currently the site is mostly undeveloped with natural forest and several streams including Crooked Creek. Components include a 112 room hotel, 43,500 SF of commercial/restaurant space, 160,000 SF of office space, 365 multi-family units, and 98 townhomes.

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 the retention of additional undisturbed area and the designation and management of these areas as conservation resources.

The proposed mixed-use aspect of the project is supportive of regional policies emphasizing compact and walkable development.

The proposed multi-use trail is consistent with regional policies promoting safe dedicated routes for recreational and functional pedestrian and bicycle trips.

The project site was identified as a development node in the 2008 Highway 92 LCI study and a number of project elements reflect LCI recommendations including the multi-use trail, mixed-use approach, and the development of an internal street network that offers good connectivity.

The project is expected to generate approximately 12,200 daily new vehicular trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

A number of project elements cross or intrude into labeled stream buffers including two road crossings, portions of the multi-use trail, and several multi-family buildings; stream crossings are allowed under the City stream buffer ordinance while other intrusions may require variances.

Incorporation of green stormwater and heat island mitigation approaches for the approximately 1,967 car parking spaces proposed would be supportive of regional environmental policies.

The provision of EV charging stations would advance regional policies regarding the creation of adequate EV infrastructure.

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's Regional Development Guide (RDG) details general information and policy recommendations for Developing Suburbs which are provided at the end of these comments.

The site of this report was included in the 2008 Highway 92 LCI Study and the site has been identified as a development node in various other Douglas County plans. The current proposal advances a number of recommendations made in the LCI study including an overall mixed-use approach, an internal street network that offers good pedestrian and vehicular connectivity, and the provision of a multi-use trail along Crooked Creek. The addition of additional some residential uses in the buildings fronting Highway 92 would further advance the key LCI recommendation "Allow commercial development on the corridor to include residential uses (either vertically, above ground-floor commercial uses or horizontally, connected by streets and sidewalks)." Which was intended to further promote walkability from the residential units to commercial uses along the corridor. Ideally the final plans can incorporate any other Study recommendations that are still relevant.

Transportation and Mobility Comments

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

The project is expected to generate a total of 12,200 daily new car trips.. A range of roadway improvements are identified to mitigate the traffic generated by the project.

The proposed multi-use trail is consistent with regional policies promoting safe dedicated routes for recreational and transportation related pedestrian and bicycle trips. Ideally the trail will be aligned with any external trail connections. A potential alternate route for the western part of the trail away from Road A through a more central area of the project could provide a more inviting user experience as well as activation of the ground floor commercial uses.

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 Group Comments

ARC's Natural Resources Group comments are attached.

The USGS coverage for the project area does not show any blue-line streams on or near the project property. The project plans show an unnamed tributary to Crooked Creek, which is a tributary to Anneewakee Creek, crossing the property from northeast to southwest. 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 stream. The main access road crosses the buffers at the headwaters of the stream and runs along the edge of the 75-foot buffer, with a several small intrusions into the 75-foot buffer along its route. Two proposed stream crossings by access roads are shown, as well as an eight-foot multi-use trail within the buffer. Two apartment buildings on the eastern side of the stream are shown at the stream buffer limits in several places. While the stream crossings are allowed under the City stream buffer ordinance, other intrusions may require variances. Any other unmapped streams on the property 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

The current site is mostly wooded natural area. The project laudably proposes nearly 7 acres of conservation area. Designation of some additional conservation area would increase the project's alignment with applicable Developing Suburbs recommendations which call for "additional preservation of critical environmental locations and resources, as well as agricultural and forest uses."

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 – such as pervious pavers, rain gardens, and vegetated swales – in the large proposed surface parking areas and site driveways. No EV charging stations are proposed; inclusion of some EV charging stations would be supportive of regional EV infrastructure development plans.

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 is partially aligned with Developing Suburbs recommendations and could be made more so by retaining additional natural areas, dedicating and managing undisturbed land as conservation area, and employing green infrastructure in the large surface parking areas. Douglas County leadership and staff, along with the applicant team, should collaborate closely to ensure maximum 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 TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
DOUGLAS COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
CITY OF SOUTH FULTON

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF DOUGLASVILLE
CITY OF CHATTAHOOCHEE HILLS

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

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Logout](#)

Thank you for submitting your application. The DRI Application Number is 3544. To view the application at any time, you can go to <http://apps.dca.ga.gov/DRI/AppSummary.aspx?driid=3544>. Please contact your RDC if you have any questions or need to change any of the information on this form.

DRI #3544

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: Douglas

Individual completing form: Philip Shafer

Telephone: 770-920-7313

E-mail: pshafer@douglascountyga.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: The Trails

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 2553 Hwy 92 (Fairburn Road) Located in Land Lots 108, 109, 129 and 130, 1st District, 5th Section, D

Brief Description of Project: A Planned Development seeking approval under the County Planned Unit Development (PUD) regulations and totaling approximately 59.27 acres. Initial Concept includes commercial, restaurant, hotel, office, multi-family residential, townhome/condominium residential and open space/park areas.

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, Com/rest 43,500 SF; office 160,000 SF; Multi-family 365 units, 98 townhome units, etc.): 112 hotel rooms

Developer: The Foxfield Company

Mailing Address: 1000 William Hilton Parkway

Address 2: Suite C-6

City: Hilton Head Island State: SC Zip: 29928

Telephone: 912-313-5017

Email: harry@foxfieldcompany.com

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

If yes, property owner: Richardson Family Trust, et al

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 Development Review Committee (DRC) review request

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: 60 months

Overall project: 60 months

Back to Top

You are logged in to the DRI Website as **dshockey** . | [Change Password](#) | [Go to Applications Listing](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) [DRI Site Map](#) | [Contact](#)



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Logout](#)

Thank you for submitting your application. The DRI Application Number is 3544. To view the application at any time, you can go to <http://apps.dca.ga.gov/DRI/AppSummary.aspx?driid=3544>. Please contact your RDC if you have any questions or need to change any of the information on this form.

DRI #3544

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: Douglas
Individual completing form: Philip Shafer
Telephone: 770-920-7313
Email: pshafer@douglascountygga.gov

Project Information

Name of Proposed Project: The Trails
DRI ID Number: 3544
Developer/Applicant: The Foxfield Company
Telephone: 912-313-5017
Email(s): harry@foxfieldcompany.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: \$175,000,000.00 at the 5-year build-out

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

Estimated Property tax at 5-year build-out \$6.2 M + annually + annual sales tax est. \$200k/yr

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 Sewer Authority

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .10 MGD at 5-year build-out

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: Douglasville-Douglas County Water Sewer Authority

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .05 MGD at 5-year build-out

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? .25 mile

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) 1,200 ADT

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: Arterial and collector roads with intersections onto State Rte. 92 and the yet-to-be-built Lee Road extension from Hwy 92 to Bomar Road.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 700

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? 35%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development will meet all local, state and federal regulations and standards that pertain to buffers and stormwater quality and quantity management. Buffers will be shown for applicable jurisdictional waters per current EPD/ACOE regulations. Detention facilities will be constructed to provide stormwater quality treatment and peak flow attenuation. Site improvements will not impact existing floodplain limits on site.

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:
There is no intent to disturb any wetlands or encroach upon any floodplain limits on site. If any disturbance or encroachment is required, the appropriate jurisdictional permits will be acquired by the developer.

[Back to Top](#)

You are logged in to the DRI Website as **dshockey** . | [Change Password](#) | [Go to Applications Listing](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)

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

DRI INFORMATION

DRI Number # 3544
DRI Title The Trails-Douglas County Mixed Used Planned Unit Development
County Douglas County
City (if applicable)
Address / Location 2553 Hwy 94- Fairburn Road, Douglasville, Ga 30135

Proposed Development Type: It is proposed to develop 43,500 SF of commercial and restaurant space, 160,000 SF of office space, 68,000 SF hotel (112 keys), 365 multi-family residential units, and 98 townhome units.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date May 9, 2022

TRAFFIC STUDY

Prepared by ABE Consulting, INC
Date April 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)*

The TIS describes two projects that is referenced in the fiscally constrained RTP. However, the project limits of DO-220A should be noted as SR 92 to Monier Ave. In addition, there is a three phased new alignment/widening project known as the South Douglas Loop (DO-017, DO-004, and DO-003) which will begin at SR 92 and end at Douglas Blvd. The South Douglas Loop will ultimately provide connection to I-20 west and east of the project area. It is also proposed to widen Chapel Hill Rd (DO-252) from Central Church Rd to Stewarts Mill Rd which the project limit ends just south of the I-20 ramps and bisects the South Douglas Loop. The construction of these projects is currently in long range.

☐ 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)*

Although the proposed driveways are not directly connected, the proposed Road A and Road B will provide connection to SR 92, ultimately, connecting to I-20.

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 proposed development will have access to regional truck routes SR 92 and I-20.

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 currently operate fixed route services.

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):

THE TRAILS DRI
City of Douglasville
Natural Resources Group Review Comments
May 10, 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 property is located in the Anneewakee Creek watershed, which is a tributary of the Chattahoochee River. The property is also in 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.

Stream Buffers

The USGS coverage for the project area does not show any blue-line streams on or near the project property. The project plans show an unnamed tributary to Crooked Creek, which is a tributary to Anneewakee Creek, crossing the property from northeast to southwest. 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 stream. The main access road crosses the buffers at the headwaters of the stream and runs along the edge of the 75-foot buffer, with a several small intrusions into the 75-foot buffer along its route. Two proposed stream crossings by access roads are shown, as well as an eight-foot multi-use trail within the buffer. Two apartment buildings on the eastern side of the stream are shown at the stream buffer limits in several places. While the stream crossings are allowed under the City stream buffer ordinance, other intrusions may require variances. Any other unmapped streams on the property 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.

CONTACTS:

APPLICANT:

HARRY KITCHEN
THE FOXFIELD COMPANY
1000 WILLIAM HILTON PKWY, SUITE C6
HILTON HEAD ISLAND, SC 29928
(843) 705-3780
HARRY@FOXFIELDCOMPANY.COM

DRI PROJECT MANAGER:

JERRY SILVIO
SILVIO DEVELOPMENT COMPANY
1990 LAKESIDE PARKWAY, SUITE 200
TUCKER, GA 30084
(404) 372-2040
JSILVIO@SILVIODEVELOPMENTS.COM

CIVIL ENGINEER:

ANDY WHITE
THOMAS & HUTTON
5553 PEACHTREE ROAD, SUITE 175
ATLANTA, GA 30341
470-893-1696
WHITE.A@TANDH.COM

TRAFFIC STUDY CONSULTANT:

ABE ABOUHAM DAN
ABE CONSULTING, INC
2410 HOG MOUNTAIN ROAD, SUITE 103
WATKINSVILLE, GA 30677
(706) 613-8900
ABE@ABECONSULTINGINC.COM

SITE PLANNER:

MATT MITCHELL
THOMAS & HUTTON
5553 PEACHTREE ROAD, SUITE 175
ATLANTA, GA 30341
(859) 948-4609
MITCHELL.M@TANDH.COM

SITE INFORMATION:

DRI NUMBER: #3544

TOTAL ACREAGE: **59.27 AC**
15.48 AC OFFICE
8.90 AC COMMERCIAL
21.42 AC RESIDENTIAL
6.65 AC PROPOSED ROW
6.81 AC CONSERVATION AREA

PROPOSED ZONING: PUD

OPEN SPACE: 10.6 AC

CURRENT ADDRESS: 2553 HWY 92 - FAIRBURN RD
2629 JAMES RD
31 PRITCHARDS RIDGE DR
DOUGLASVILLE, GA 30135

PROGRAM:

COMMERCIAL/RESTAURANT: 43,500 SF
HOTEL: 68,000 SF
OFFICE: 160,000 SF
271,500 SF

PARKING: 1,074 SPACES

RESIDENTIAL:
MULTI-FAMILY RESIDENTIAL: 365 UNITS
TOWNHOMES: 98 UNITS
463 UNITS

PARKING: 893 SPACES

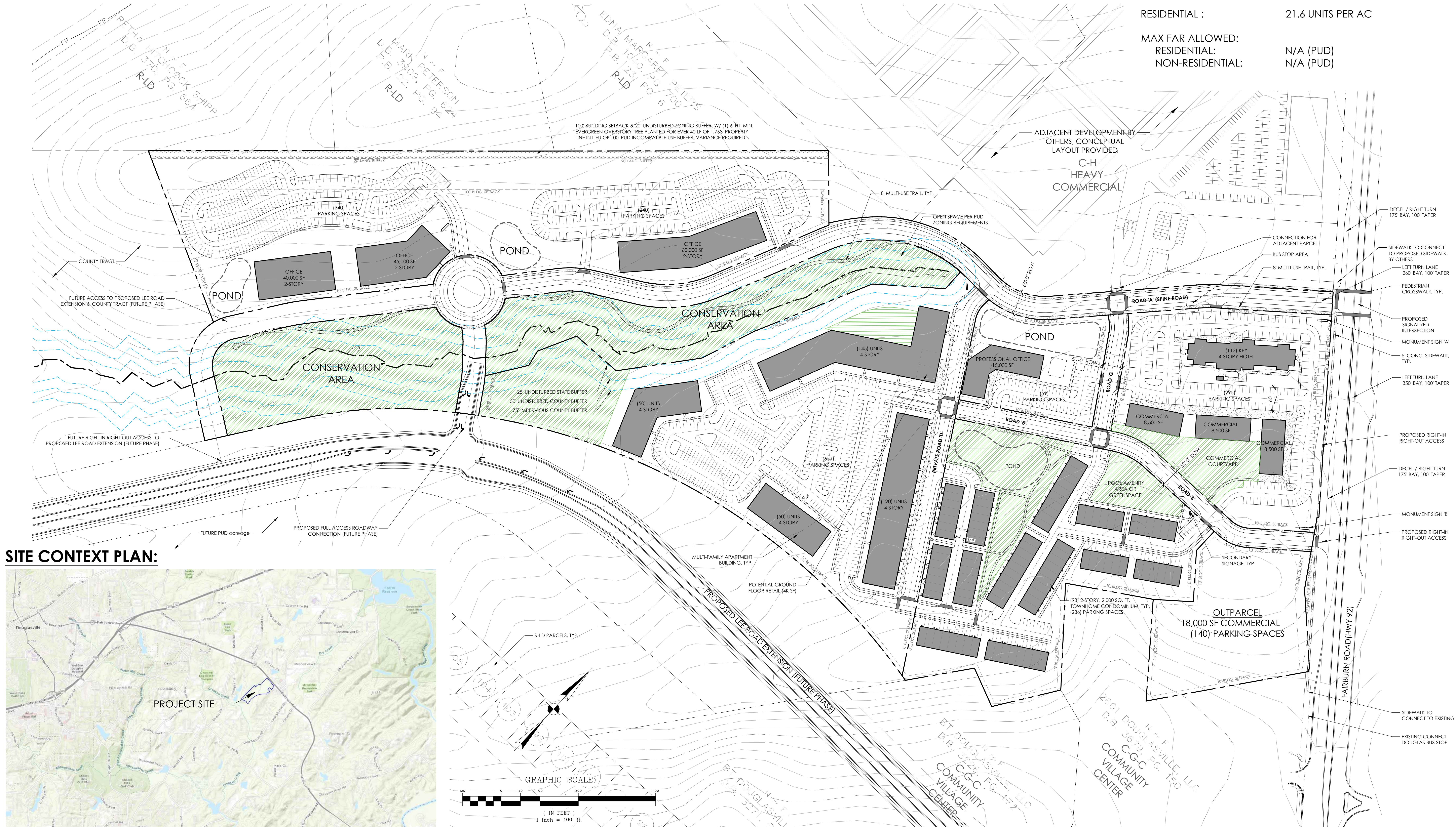
TOTAL PARKING: **1,967 SPACES**
PARKING REQ'D: REFER TO MMP FOR
BASE ZONING REQ'S

SITE DENSITY:

NON-RESIDENTIAL: .26 FAR

RESIDENTIAL : 21.6 UNITS PER AC

MAX FAR ALLOWED:
RESIDENTIAL: N/A (PUD)
NON-RESIDENTIAL: N/A (PUD)



THOMAS & HUTTON

5553 Peachtree Road • Suite 175
Chamblee, GA 30341 • 470.893.1700
www.thomasandhutton.com

FOXFIELD DOUGLAS LLC

THE TRAILS

DRI SITE PLAN

JOB NO: J-2896.0000
DATE: 4/8/2022
DRAWN: SM
DESIGNED: MM
REVIEWED: MM
APPROVED: RT
SCALE: 1" = 100' - 0"

DRI-1



THE TRAILS - DOUGLAS COUNTY, GA

ILLUSTRATIVE MASTER PLAN

APRIL 5, 2022



THE TRAILS - DOUGLAS COUNTY, GA

SUB-AREA LAND USE PLAN

APRIL 5, 2022