

DATE: July 22, 2022

TO: Chairman Oz Nesbitt, Rockdale County
ATTN TO: Kalanos Johnson, Director Planning and Development, Rockdale 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: Preserve at Honey Creek DRI 3450

Submitting Local Government: Rockdale County

Date Opened: June 29, 2022

Date Closed: July 22, 2022

Description: A DRI review of a proposal to construct 620 single-homes on a 286 acre site off of Honey Creek Road in Rockdale County. The site is currently mostly wooded with a lake and several streams.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Established Suburbs growth management designation to the project site. The project is generally aligned with the Plan's Established Suburbs recommendations which emphasize the importance of preserving single-family neighborhoods with appropriate infill development.

Several streams are shown on the site plan with what appears to be the required buffers; these buffers should be clearly labeled to facilitate review. Development appears to intrude into the buffers at several locations, including the trail at the NW corner of the site, which may require a variance.

The project is projected to generate 5,571 daily new vehicular trips; a number of roadway improvements to mitigate the traffic impact are proposed.

The proposed trail in the NW area of the project (which may need to be adjusted to accommodate the adjacent stream buffer) is supportive of regional multi-modal transportation and connectivity goals; additional similar trail connections where possible would further support these goals.

Substantial open space/natural areas (94 acres) is provided; establishing a mechanism for managing these areas and linking them to adjacent areas/natural corridors would be supportive of regional environmental goals.

It is not clear from the site plan if the project will include an internal sidewalk system. A basic sidewalk system, ideally connecting to sidewalks along Honey Creek Road leading to the Honey Creek Elementary School just a few blocks from the site, would be supportive of regional multi-modal transportation policies.

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 Established Suburbs. The Plan's general information and policy recommendations for Established Suburbs areas 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 projected to generate 5,571 daily new vehicular trips; a number of roadway improvements to mitigate the traffic impact are proposed.

It is not clear from the site plan if the project will include an internal sidewalk system. A basic sidewalk system, ideally connecting to sidewalks along Honey Creek Road leading to the Honey Creek Elementary School just a few blocks from the site, is considered a fundamental transportation and mobility requirement for all new developments in the region. The proposed walking trail connecting the north and south sections of the project is supportive of regional transportation policies; the provision of additional trails would be even more so.

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

ARC Natural Resources Group Comments

ARC's Natural Resources Group full comments are attached.

The USGS coverage for the project area shows streams at either end of Cowan Lake as well as an intermittent stream flowing into an unnamed tributary of Honey Creek. The submitted site plan shows these streams on the property as well as four other stream segments shown on the property. Although not identified, with no legend on the plans, buffers that appear to be the County 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Erosion and Sediment Control buffer are shown on all streams as well as Cowan Lake. The only intrusion shown on the plans is a trail crossing one end of Cowan Lake. The trail is subject to the requirements of the County and State buffers and may require a variance. Any unmapped streams on the property may be subject to the Rockdale Buffer ordinance. Any unmapped streams and waters of the state on the property are also subject to the State 25-foot Erosion and Sediment Control Buffer.

Environmental Comments

Additional retention of the substantial existing wooded areas on the site would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. Further, establishing some mechanism for managing the open space/natural areas and linking them to adjacent areas/natural corridors would be supportive of regional environmental goals.

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.

Atlanta Region's Plan Growth Policy Considerations: Established Suburbs

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors. The intensity and land use of the proposed project generally aligns with The Atlanta Region's Plan's recommendations for Established Suburbs. Rockdale County leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
HENRY COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
NEWTON COUNTY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF CONYERS
NEGRC

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



Developments of Regional Impact

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DRI #3450

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: Rockdale

Individual completing form: Tiras Winn Petrea

Telephone: 770.278.7124

E-mail: tiras.petrea@rockdalecountyga.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: Preserve at Honey Creek

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 460 Honey Creek Rd SE

Brief Description of Project: 620 units on +/-285.682-acres

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.): 620

Developer: D.R. Horton - Tiffany Hogan

Mailing Address: 1371 Dogwood Drive SW

Address 2:

City: Conyers State: GA Zip: 30012

Telephone: 678.780.8526

Email: tdhogan@drhorton.com

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

If yes, property owner: COWAN MARY FRANCES ETAL CO-TRUSTEES

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?

Rockdale County

Is the current proposal a continuation or expansion of a previous DRI?

☐ (not selected)

☐ Yes

☒ No

If yes, provide the following information:

Project Name:

Project ID:

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

☒ Rezoning

☐ Variance

☐ Sewer

☐ Water

☐ Permit

☐ Other

Is this project a phase or part of a larger overall project?

☐ (not selected)

☐ Yes

☒ No

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

Estimated Project Completion Dates:

This project/phase: 2031

Overall project:

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Developments of Regional Impact

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DRI #3450

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: Rockdale
Individual completing form: Kalanos Johnson
Telephone: 770.278.7135
Email: kalanos.johnson@rockdalecountyga.gov

Project Information

Name of Proposed Project: Preserve at Honey Creek
DRI ID Number: 3450
Developer/Applicant: D.R. Horton - Tiffany Hogan
Telephone: 678.780.8526
Email(s): tdhogan@drhorton.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: 164,450,250.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 2,960,104.50

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: Rockdale Water Resources

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

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?
1 mile

Wastewater Disposal

Name of wastewater treatment provider for this site: Rockdale Water Resources

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 248,000 Gallons Per Day

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: Capacity is not currently available for this project, however, the county is currently undergoing a project to increase capacity. They anticipate the additional capacity will be available by 2025. We have been in discussions with the County Water Resources Engineer in order to determine whether the lines need to be upsized and also whether a pump station will be required.

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? 1.23 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.) 5,571 two-way Daily Trips

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: SR 20/McDonough Highway at Honey Creek Road (#2): o Provide two eastbound left-turn lanes along Honey Creek Road. This can be accomplished by restriping the existing pavement to add the second left-turn lane, and by modifying the traffic signal phasing to a protected only left-turn. • SR 20 at Miller Chapel Road (#6): o Provide an overlap signal phase during the PM peak hour for the eastbound right-turn lane on Miller Chapel Road. o Increase split time for eastbound movement Honey Creek Road at Proposed Driveway #1 The driveway is aligned with (opposite) the existing Honey Creek Court street. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - north leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Honey Creek Road Honey Creek Road at Proposed Driveway #2 The driveway is aligned with (opposite) the existing Troupe Smith Road street. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - north leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Honey Creek Road Goode Road at Proposed Driveway #4 This constructed driveway would provide access to the north side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - south leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Goode Road Goode Road at Proposed Driveway #5 This constructed driveway would provide access to the north side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - south leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Honey Creek Road Honey Creek Road at Proposed Driveway #3 This constructed driveway would provide access to the south side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - north leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Honey Creek Road Goode Road at Proposed Driveway #4 This

constructed driveway would provide access to the north side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - south leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Goode Road Goode Road at Proposed Driveway #5 This constructed driveway would provide access to the north side of the residential development. The driveway is recommended to allow full-movement, with stop-control. The geometric recommendations for the driveway include: • Site Driveway - south leg: o Stop control with one exit lane (shared left-turn/right-turn lane) o One lane entering • Add new westbound right-turn deceleration lane along Goode Road

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,000,000

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? Approximately 60%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Applicant will follow all local, state, and federal laws regarding stream buffers and other areas in order to mitigate the projects impacts on stormwater management. The proposed zoning requires 30 % open space. The current site plan provides for 32.9% open space. The open space includes stream buffers, wetland areas, Cowan Lake, Amenity areas, and other undisturbed areas. In addition, applicant is proposing 7 stormwater management areas throughout the project.

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:
The applicant intends to have the wetlands remain undisturbed in an open space area. All proper measures will be taken per local, state, and federal laws in order to protect the wetlands.

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

DRI INFORMATION

DRI Number #3450
DRI Title Preserve at Honey Creek
County Rockdale County
City (if applicable)
Address / Location Honey Creek Road

Proposed Development Type: It is proposed to build a maximum of 620 single family housing units.

Build Out: 2031

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date June 30, 2022

TRAFFIC STUDY

Prepared by KCI Technologies, Inc.
Date December 15, 2021

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)*

In Section 2.2, a long-range widening project on Millers Chapel Road from SR 138 to SR 20 is referenced and is located north of the project area.

☐ 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)*

Three of the five proposed driveways are located on Honey Creek Road, which provides access to Regional Thoroughfare SR 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*)

Although the project site is not directly served by a regional truck route, Honey Creek Road provides connection to SR 20 which is 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

[Click here to provide comments.](#)

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

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

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

Approximate 1.5 miles west of the project site, there is a programmed trail known as the Rockdale River Trail Extension (RO-260).

☐ 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 (*There is a proposed trail in the northwest area of the project site that will connect the development separated by Cowan Lake. It appears that the trail will potentially connect to sidewalks; however, the site plan does not clearly define sidewalks.*)

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):

PRESERVE AT HONEY CREEK DRI
Rockdale County
Natural Resources Group Comments
December 16, 2021

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.

Water Supply Watersheds

The proposed project is located in the South River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Stream Buffers

The USGS coverage for the project area shows streams at either end of Cowan Lake as well as an intermittent stream flowing into an unnamed tributary of Honey Creek. The submitted site plan shows these streams on the property as well as four other stream segments shown on the property. Although not identified, with no legend on the plans, buffers that appear to be the County 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Erosion and Sediment Control buffer are shown on all streams as well as Cowan Lake. The only intrusion shown on the plans is a trail crossing one end of Cowan Lake. The trail is subject to the requirements of the County and State buffers and may require a variance. Any unmapped streams on the property may be subject to the Rockdale Buffer ordinance. Any unmapped streams and waters of the state on the property are also subject to the State 25-foot Erosion and Sediment Control Buffer.

Stormwater and 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.

SITE AREA

TOTAL PROPERTY AREA:
PARCEL NUMBER:

285.682+ AC
0480010004
(INCLUDING 048001004A & 048001004B)

ZONING CLASSIFICATION

JURISDICTION:
EXISTING ZONING:
PROPOSED ZONING:

ROCKDALE COUNTY
AR
CRS

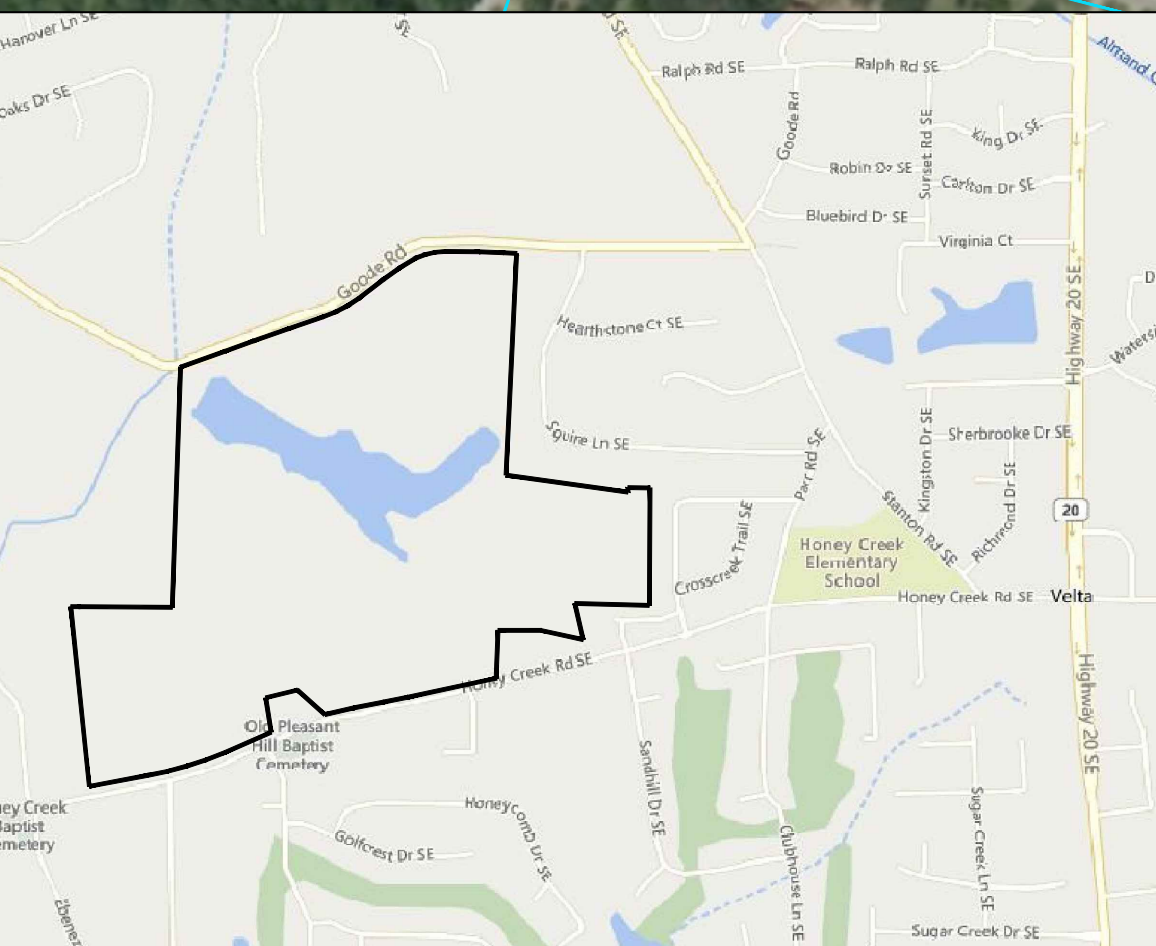
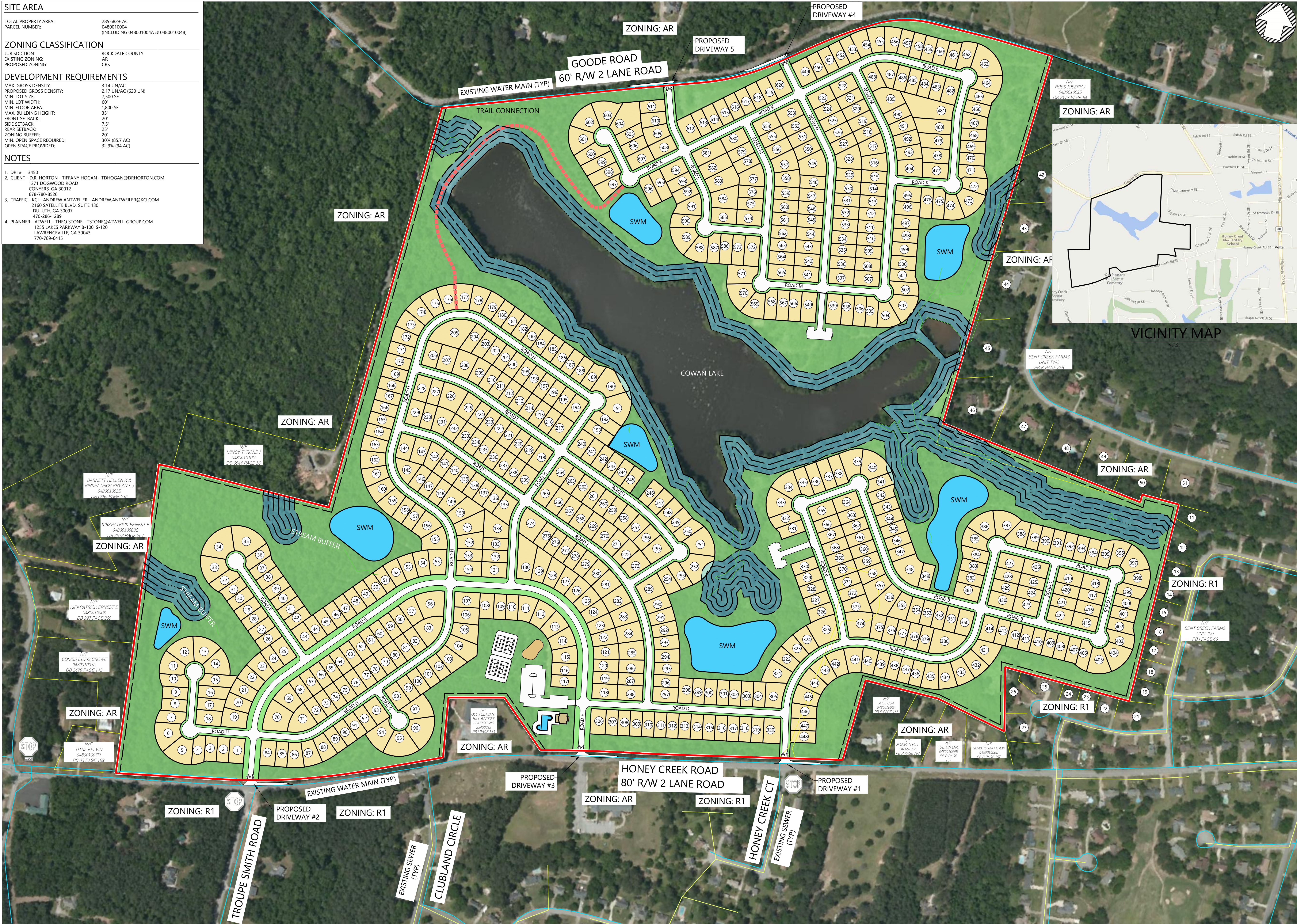
DEVELOPMENT REQUIREMENTS

MAX. GROSS DENSITY:
PROPOSED GROSS DENSITY:
MIN. LOT SIZE:
MIN. LOT WIDTH:
MIN. FLOOR AREA:
MAX. BUILDING HEIGHT:
FRONT SETBACK:
SIDE SETBACK:
REAR SETBACK:
ZONING BUFFER:
MIN. OPEN SPACE REQUIRED:
OPEN SPACE PROVIDED:

3.14 UN/AC
2.17 UN/AC (620 UN)
7,500 SF
60'
1,800 SF
35'
20'
7.5'
25'
20'
30% (85.7 AC)
32.9% (94 AC)

NOTES

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4. PLANNER - ATWELL - THEO STONE - TSTONE@ATWELL-GROUP.COM
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NOTICE
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSURE OR GUARANTEE THE SAFETY OF THE WORK OF PERSONS ENGAGED IN THE WORK OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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24 HOUR
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1255 LAKES PKWY, BUILDING 100, SUITE 120
LAWRENCEVILLE, GA 30043
866.850.4200
CERTIFICATE OF AUTHORIZATION
GA-PER005804

LOCATED IN

LAND LOTS 176, 175, 146, 145
LAND DISTRICT 10 & 11
ROCKDALE COUNTY, GEORGIA

460 HONEY CREEK ROAD
DR HORTON

CONCEPT PLAN

DATE

03-19-2021

REVISIONS

0 100' 200'
SCALE: 1"=200'

DRAWN BY: RD
CHECKED BY: TS
PROJECT MANAGER: TS
JOB #: ATWELL PROJECT #
FILE CODE: FILE CODE
SHEET NO.

CSP1

CAD FILE: CSP1.PLAN

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