

DATE: May 19, 2023

TO: Chairman Dr. Romona Jackson Jones, Douglas County Commission
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: Capps Ferry Road Subdivision DRI 3892

Submitting Local Government: Douglas County

Date Opened: May 2, 2023

Date Closed: May 19, 2023

Description: A DRI Review of a proposal to construct 609 single-family homes on a 707-acre wooded site with multiple streams off of Capps Ferry Road in Douglas County.

Comments:

Key Comments

Due to its low density and preservation of a large amount of natural open space around Hurricane Creek, the project is partially aligned with applicable Rural Areas policy recommendations set forth in the Atlanta Region's Plan which note: "There is a strong desire from residents and elected officials in these areas to keep them rural... The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development."

The project proposes to retain a large area of natural wooded space in the southwest corner of the site around Hurricane Creek which is supportive of regional environmental and climate-change mitigation policies.

There may be potential opportunities for linking these fragmented open space areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

The project will generate a total of 5,749 new vehicular trips; a range of modifications of nearby roadways are proposed to help mitigate the traffic impact.

The project utilizes a winding street pattern with numerous cul-de-sacs in part due to the nature of the site. Adjustment of this pattern to provide better automobile and pedestrian connectivity would be supportive of regional transportation and sustainability policies.

The proposed pedestrian network is unclear but could be substantially strengthened with the inclusion of some kind of internal trail system as recommended in the Douglas County Comprehensive Plan: "Internal multi-use trail system should be incorporated into the design of large residential developments to increase bicycle and pedestrian accessibility to schools, public facilities, employment and shopping areas and parks and open spaces, and connected where possible to the County's Planned Trail System."

The project includes 609 single-family homes but no commercial component and the nearest location for accessing convenience items is some distance away. Inclusion of some minimal amount of centrally located neighborhood accessory retail space and possibly a small café could reduce or shorten automobile trips required to access basic goods and services.

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. The Plan assigns a relevant growth management category designation to all areas in the region- Rural Areas for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

The project includes 609 single-family homes but no commercial component and the nearest location for accessing convenience items is some distance away. Inclusion of some minimal amount of centrally located neighborhood accessory retail space and possibly a small café could reduce or shorten automobile trips required to access basic goods and services.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project will generate a total of 5,749 new vehicular trips; a range of modifications of nearby roadways are proposed to help mitigate the traffic impact.

The project utilizes a winding street pattern with numerous cul-de-sacs in part due to the nature of the site. Adjustment of this pattern to provide better automobile and pedestrian connectivity would be supportive of regional transportation and sustainability policies.

The proposed pedestrian/sidewalk network is not clear from the site plan. The 2018 Douglas County Comprehensive Plan notes: "Internal multi-use trail system should be incorporated into the design of large residential developments to increase bicycle and pedestrian accessibility to schools, public facilities, employment and shopping areas and parks and open spaces, and connected where possible to the County's Planned Trail System."

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

ARC Natural Resource Group Comments

ARC's Natural Resource Group comments are attached.

The USGS coverage for the project area and the submitted site plan both show Hurricane Creek and two tributaries crossing the property. The site plan also shows several other streams throughout the project property. The County 50-foot undisturbed buffer and 75-foot impervious surface setback, as well as the State 25-foot State Erosion and Sedimentation Control buffer are shown along all streams on the site plan and are identified in the AutoCAD text notes on the plan. The only intrusions shown on the plans are street crossings, which are exempt under the County ordinance. However, several lots on the plans extend into the buffers. Any future intrusions into these buffers may require variances.

Any unmapped streams on the property may also be subject to the County buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Environmental Comments

The project proposes to retain a large area of natural wooded space in the southwest corner of the site around Hurricane Creek which is supportive of regional environmental and climate-change mitigation policies.

There may be potential opportunities for linking these fragmented open space areas with adjacent undeveloped or protected areas to ensure their maintenance and potential use for recreation or habitat preservation.

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

Unified Growth Policy Map Considerations: Rural Areas

This DRI site falls under the UGPM Rural Areas category which are areas in the region where limited development has taken place or and where development pressure is low. These areas are characterized by sporadic, large single-family lots, agricultural uses, protected lands, and forests. These areas border more central developed and developing areas and represent the limits of the urban service area in the region. There is a strong desire from residents and elected officials in these areas to keep them rural. Increased development threatens existing rural economic uses, such as forestry, agriculture, and tourism. To maintain economic viability without undesirable development, these areas may be appropriate as “sending” areas in potential Transfer of Development Rights (TDR) programs. The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.

The project is partially aligned with Rural Areas policies in that it preserves a large amount of natural open space and proposes low-density single-family homes compatible with rural character. This alignment could be strengthened by including more robust pedestrian accommodations such as a trail system and by including a minimal amount of neighborhood accessory retail space to reduce the need to drive a long distance to access convenience products. The final design of the project could further the intent of the Rural Areas recommendations by utilizing rural character elements in the design of project roads, bridges, fences, and related components.

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

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	COWETA COUNTY
CITY OF DOUGLASVILLE	CITY OF CHATTAHOOCHEE HILLS	CITY OF CARROLLTON
CITY OF WHITESBURG	CITY OF DOUGLASVILLE	CITY OF WHITESBURG

For questions, 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 #3892

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: Phil Shafer

Telephone: 770-920-7313

E-mail: pshafer@douglascountygga.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: Capps Ferry Road Subdivision

Location (Street Address, Land Lots 49, 68, 69, 85 within the 3rd District, 5th Section, Douglas County, GA GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project: Proposed Residential Conservation Subdivision 609 lots containing 15,000 sf (minimum) each with a minimum of 40% open space

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 713.08 acres with 609 lots representing .85 units per acre

Developer: Capps Ferry Investments, LLC

Mailing Address: 1472 Thornton Rd. N. Oshawa, Canada L1H7K4

Address 2:

City: Oshawa State: Ca Zip: L1H7K4

Telephone: 905-433-1040

Email: greg@bataviyahomes.ca

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

If yes, property owner:

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?

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 plat approval

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 (1st Phase) Overall project: 2029

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Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #3892**

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: Phil Shafer

Telephone: 770-920-7313

Email: pshafer@douglascountyga.gov

Project Information

Name of Proposed Project: Capps Ferry Road Subdivision

DRI ID Number: 3892

Developer/Applicant: Capps Ferry Investments, LLC

Telephone: 905-433-1040

Email(s): greg@bataviyahomes.ca

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: \$250MM

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3.4MM

Is the regional work force sufficient to fill the demand created by the proposed project? ☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses? ☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Douglasville-Douglas County Water and Sewer Authority

What is the estimated water supply demand to be generated by the project, 0.12 MGD

measured in Millions of Gallons Per Day (MGD)?

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

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site:

Douglasville-Douglas County Water and Sewer Authority

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

0.12 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

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

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

Land Transportation

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

Total daily trips estimated to be 5749, with 451 at AM Peak Period

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:

Potential improvements at site access points will be included, but off site improvements are not anticipated.

Solid Waste Disposal

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

2,000 TPY

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?

14%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
Stream buffers will remain outside of perpendicular road or utility crossings.
Stormwater management BMPs such as stormwater management ponds will be utilized to meet all local, state, and federal stormwater management requirements for the 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:
Due to the topography of the property, multiple stream crossings for roads and utilities are anticipated which may affect wetlands and floodplains which lie at the crossing locations.
The crossings have been positioned to minimize impacts to any streams, wetlands, or floodplains

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CAPPS FERRY ROAD SUBDIVISION DRI
Douglas County
Natural Resources Review Comments
May 3, 2023

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 property 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. It also does not drain into the Corridor portion of the river, as it is in the Hurricane Creek watershed which drains into the Chattahoochee in Carroll County, which is below the downstream boundary of the Chattahoochee Corridor at the Douglas County line. The project is also in the portion of the Chattahoochee watershed that drains into the river downstream of the existing public water supply intakes in the Region and the Water District. However, a proposed intake in Coweta County would make this portion of the Chattahoochee River watershed 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. The proposed project is a residential development and would not be affected by this requirement regardless of its distance from the proposed intake.

Stream Buffers

The USGS coverage for the project area and the submitted site plan both show Hurricane Creek and two tributaries crossing the property. The site plan also shows several other streams throughout the project property. The County 50-foot undisturbed buffer and 75-foot impervious surface setback, as well as the State 25-foot State Erosion and Sedimentation Control buffer are shown along all streams on the site plan and are identified in the AutoCAD text notes on the plan. The only intrusions shown on the plans are street crossings, which are exempt under the County ordinance. However, several lots on the plans extend into the buffers. Any future intrusions into these buffers may require variances.

Any unmapped streams on the property may also be subject to the County buffer ordinance. Any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

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

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

DRI INFORMATION

DRI Number #3892
DRI Title Capps Ferry Road Subdivision
County Douglas County
City (if applicable) N/A
Address / Location East of Highway 5, west of Capps Ferry Road, and south of SR 166.

Proposed Development Type:

A DRI Review of a proposal to construct 609 single-family homes on a 707-acre wooded site with multiple streams off of Capps Ferry Road in Douglas County.

Build Out: 2029

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date May 10, 2023

TRAFFIC STUDY

Prepared by Columbia Engineering and Services, Inc.
Date April 4, 2023

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)*

[Click here to provide comments.](#)

☒ NO *(provide comments below)*

The Traffic Study does not include programmed or planned projects within the study area.

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)*

Access to the site is provided via roadways identified as a Regional Thoroughfare.

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*)

Access to the site is provided via roadways not 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)

☐ YES (provide additional information below)

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

Note: According to the 2018 Douglas County Comprehensive Plan notes: "Internal multi-use trail system should be incorporated into the design of large residential developments to increase bicycle and pedestrian accessibility to schools, public facilities, employment and shopping areas and parks and open spaces, and connected where possible to the County's Planned Trail System."

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)*

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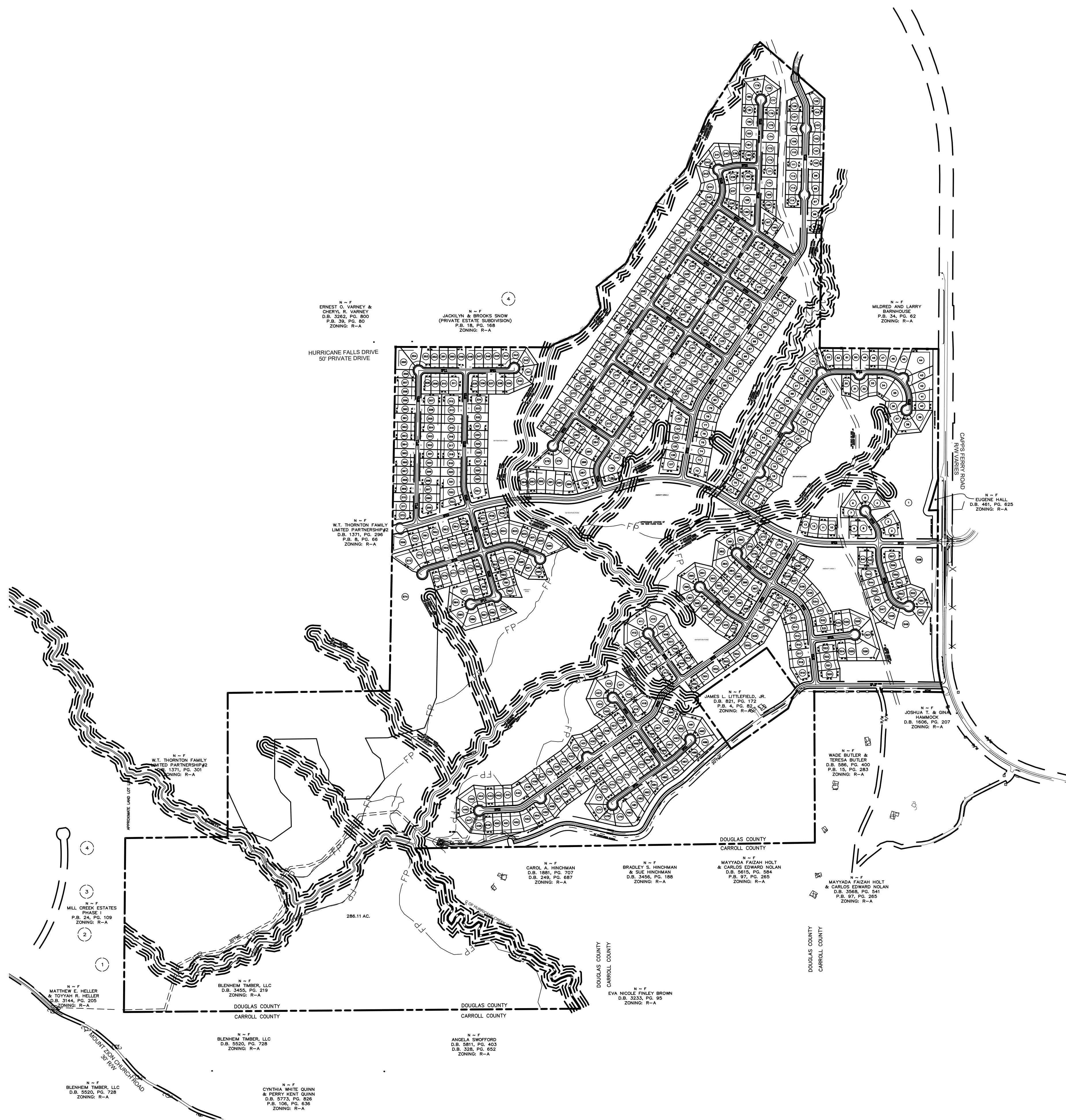
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ 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):

None at this time.



GENERAL NOTES

ZONING: R-A (CONSERVATION SUBDIVISION)
PARCELS: 00700350066, 00680350001, 00490350002, 00490350003, & 00490350004
No. OF LOTS: 609
ACREAGE: 713.08 ACRES
DENSITY: 0.85 LOTS/ACRE
OPEN SPACE: 390.83 ACRES (55%)
STREAM BUFFERS: 143.33 ACRES (20%)
MINIMUM LOT SIZE: 15,000 S.F.
FRONT SETBACK: 35 ft.
SIDE SETBACK: 15 ft.
REAR SETBACK: 30 ft.
STREET WIDTH: 28 ft. BOC TO BOC
MINIMUM HOUSE SIZE: 1,800 SF

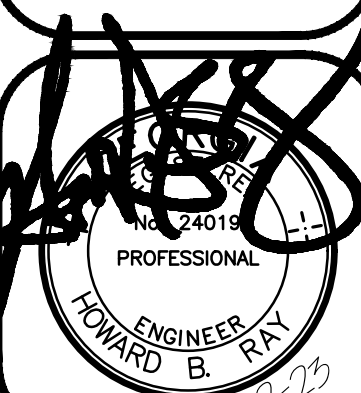
OVERALL PRELIMINARY PLAT
OF
CAPPS FERRY ROAD SUBDIVISION

L.L. 49, 68, 69, 85
3rd DISTRICT, 5th SECTION
DOUGLAS COUNTY, GEORGIA

OWNER:
BATAVIA DEVELOPMENT, INC.
1472 THORNTON RD. N.
OSHAWA, CANADA L1H7K4

DEVELOPER:
SAME AS ABOVE

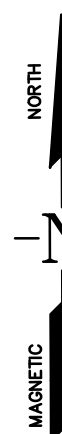
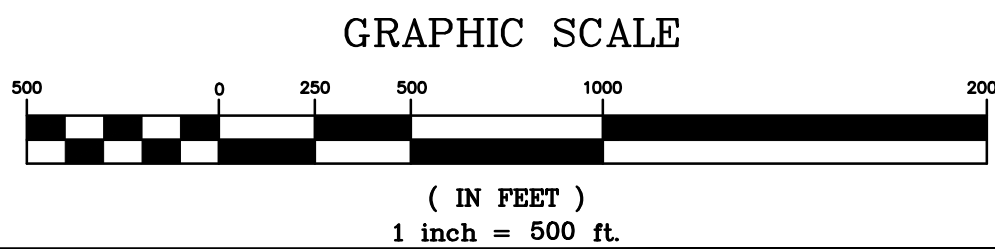
24 HR. CONTACT:
GREGORY DEFREITAS
PH: (905) 433-1040

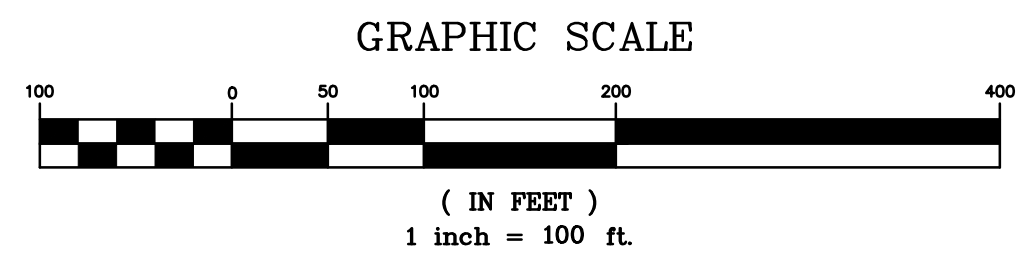
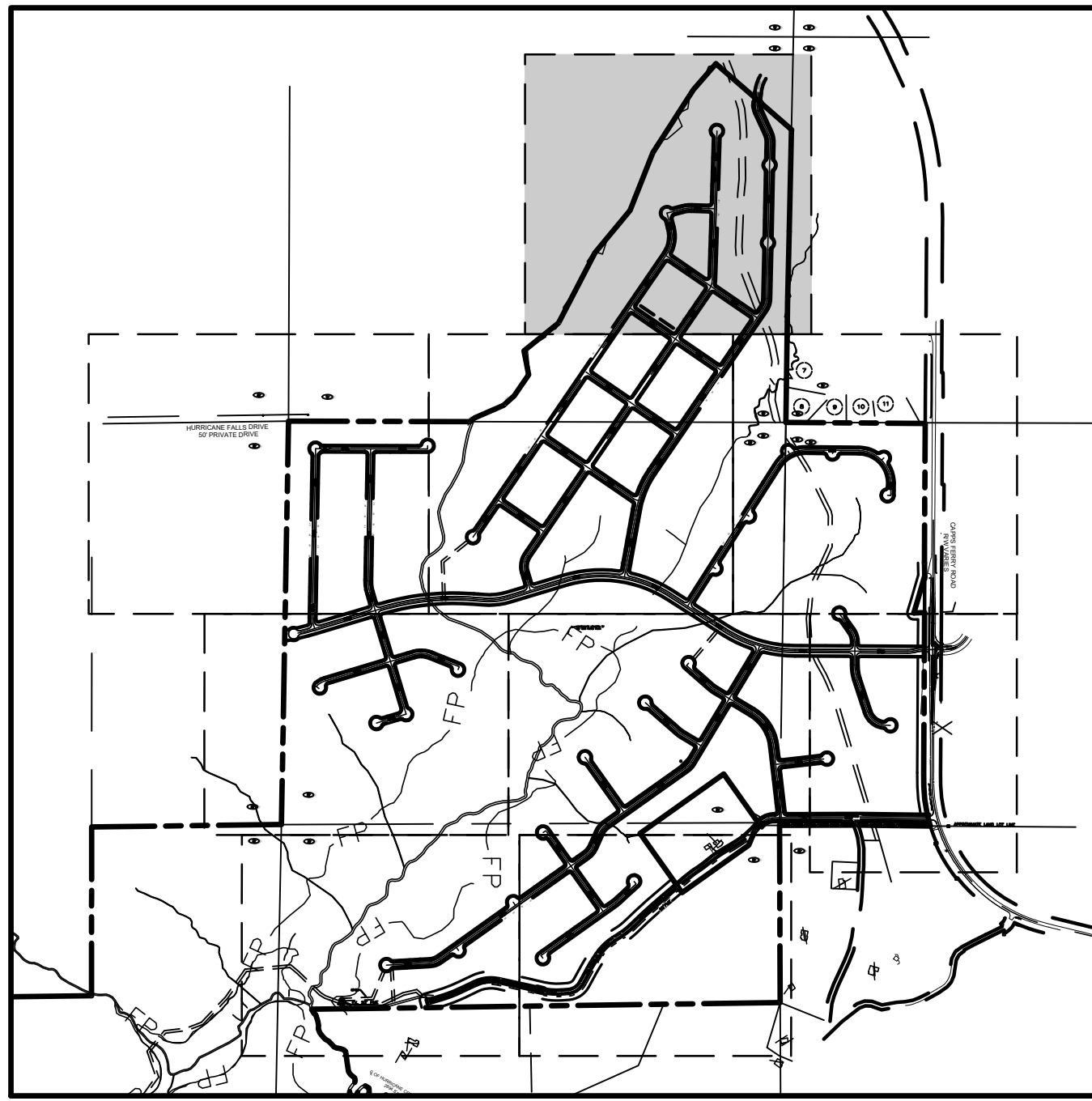
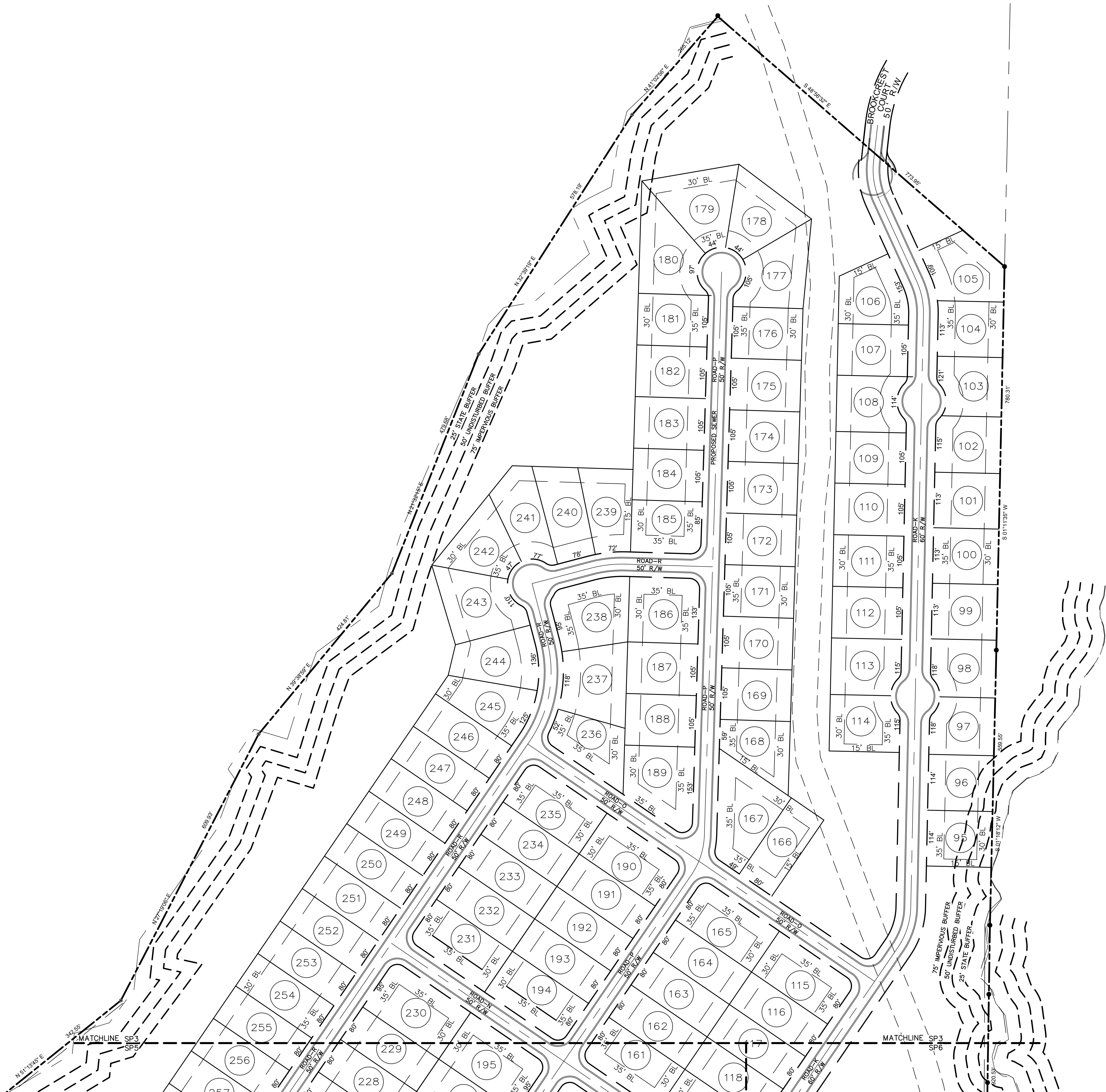


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SP2





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DOUGLASVILLE, GEORGIA 30134
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L.L. 49, 68, 69, 85
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DEVELOPER:
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24 HR. CONTACT:
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PH: (905) 433-1040

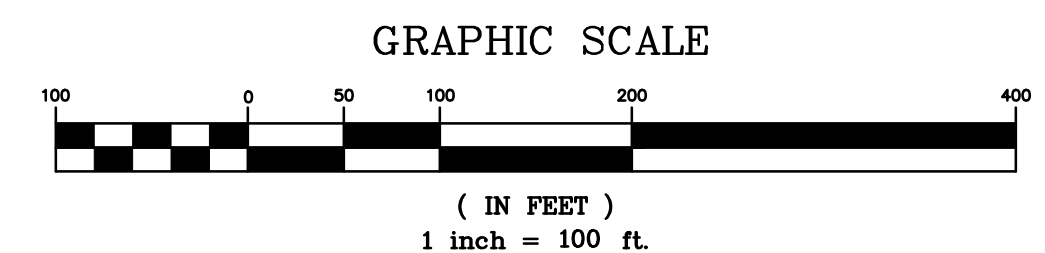
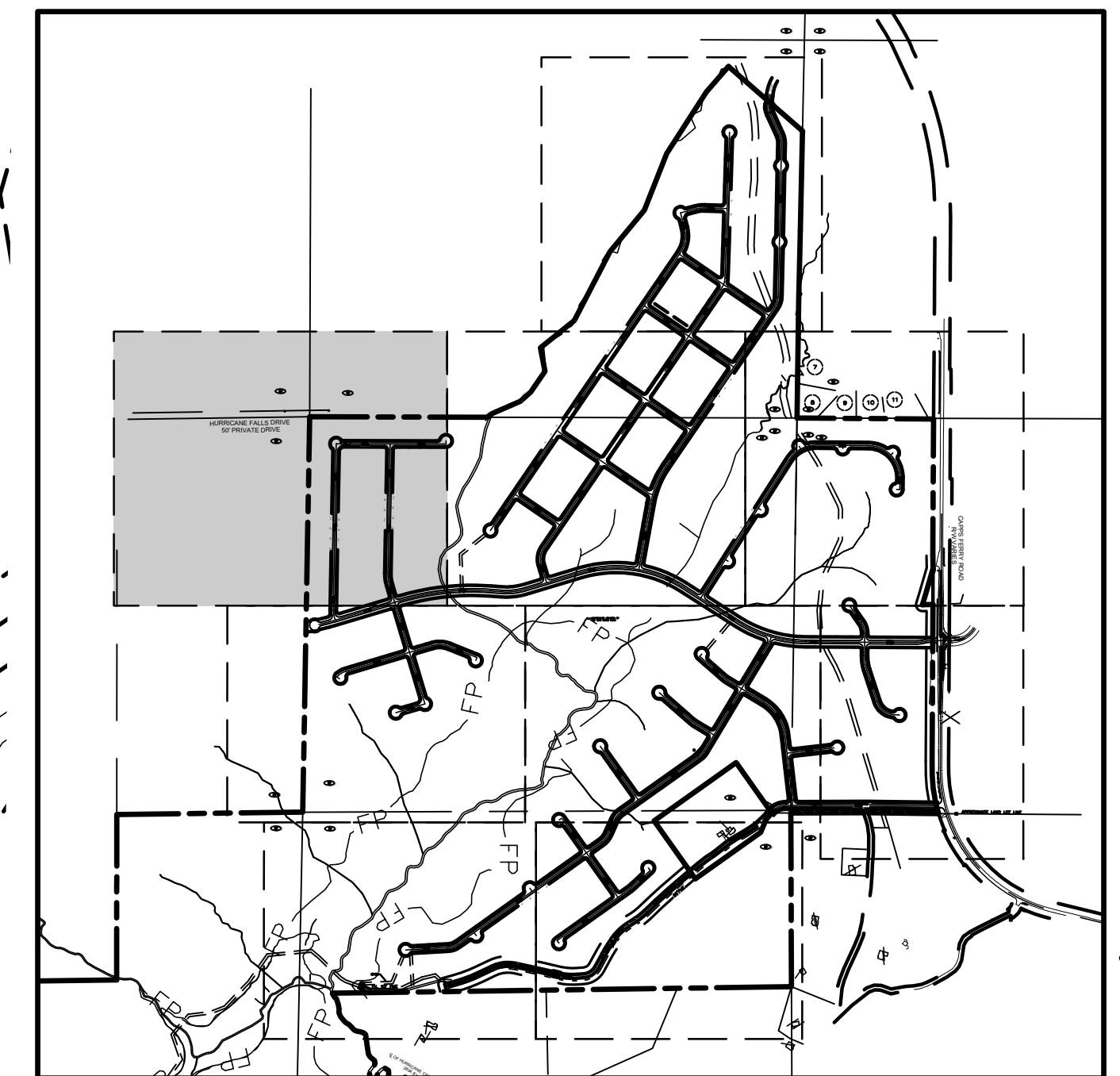
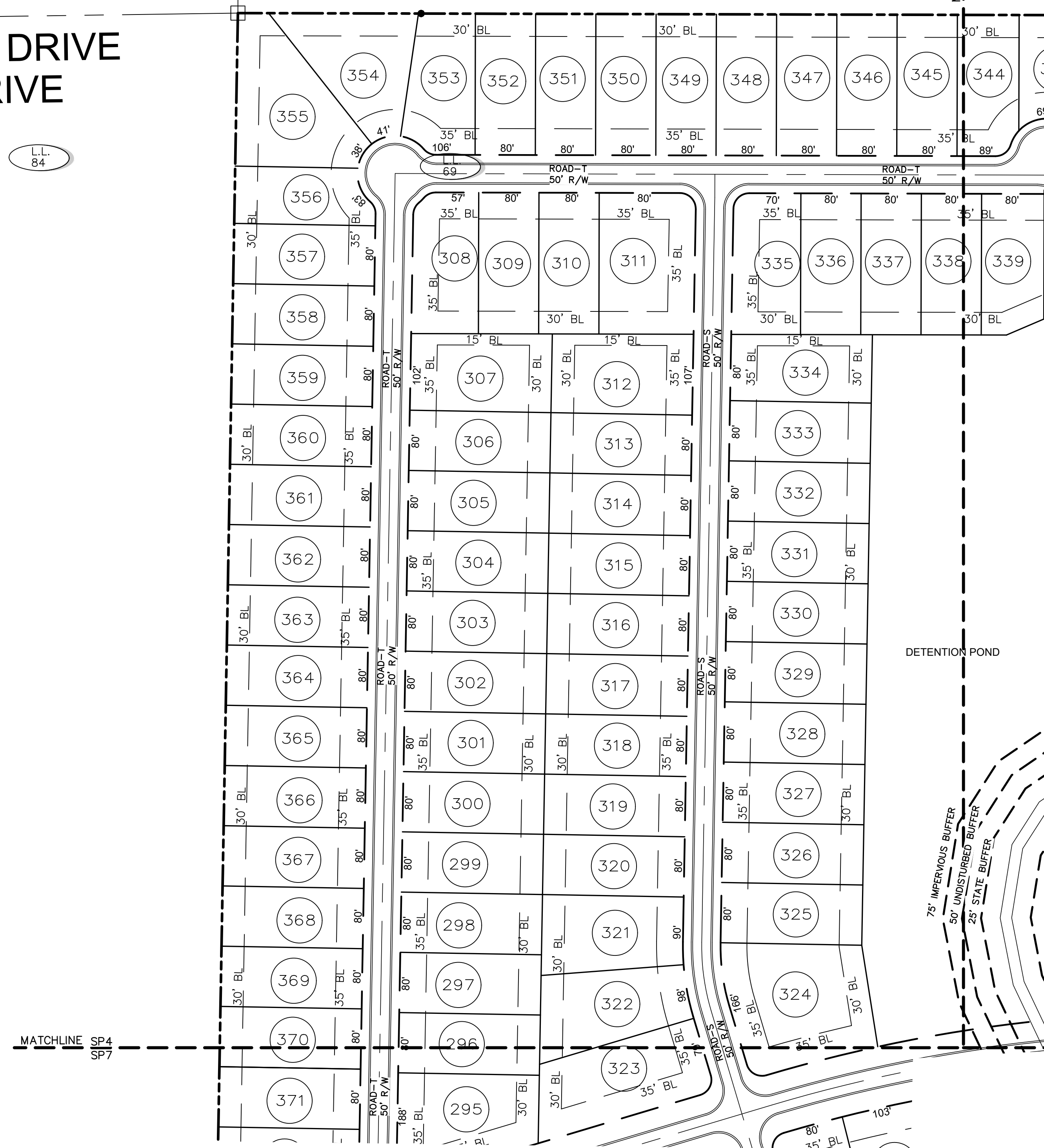
HOWARD B. RAY
No. 24019
PROFESSIONAL
ENGINEER
STATE OF GEORGIA

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CHECKED BY: HBR
JOB# H21287
SP3

N ~ F
ERNEST O. VARNEY &
CHERYL R. VARNEY
D.B. 3262, PG. 800
P.B. 39, PG. 80
ZONING: R-A

N ~ F
JACKILYN & BROOKS SNOW
(PRIVATE ESTATE SUBDIVISION)
P.B. 18, PG. 168
ZONING: R-A

HURRICANE FALLS DRIVE
50' PRIVATE DRIVE



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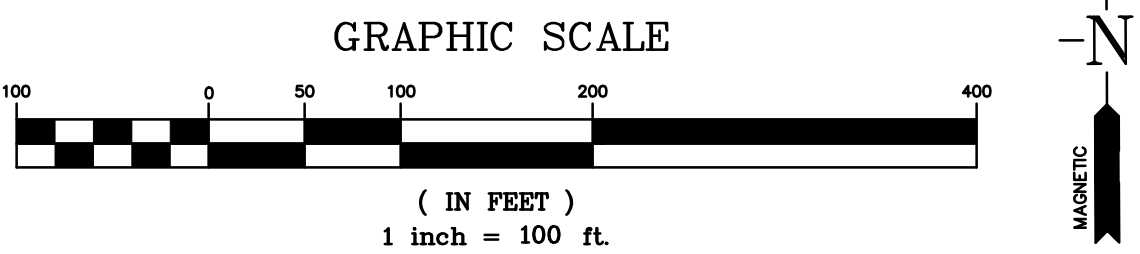
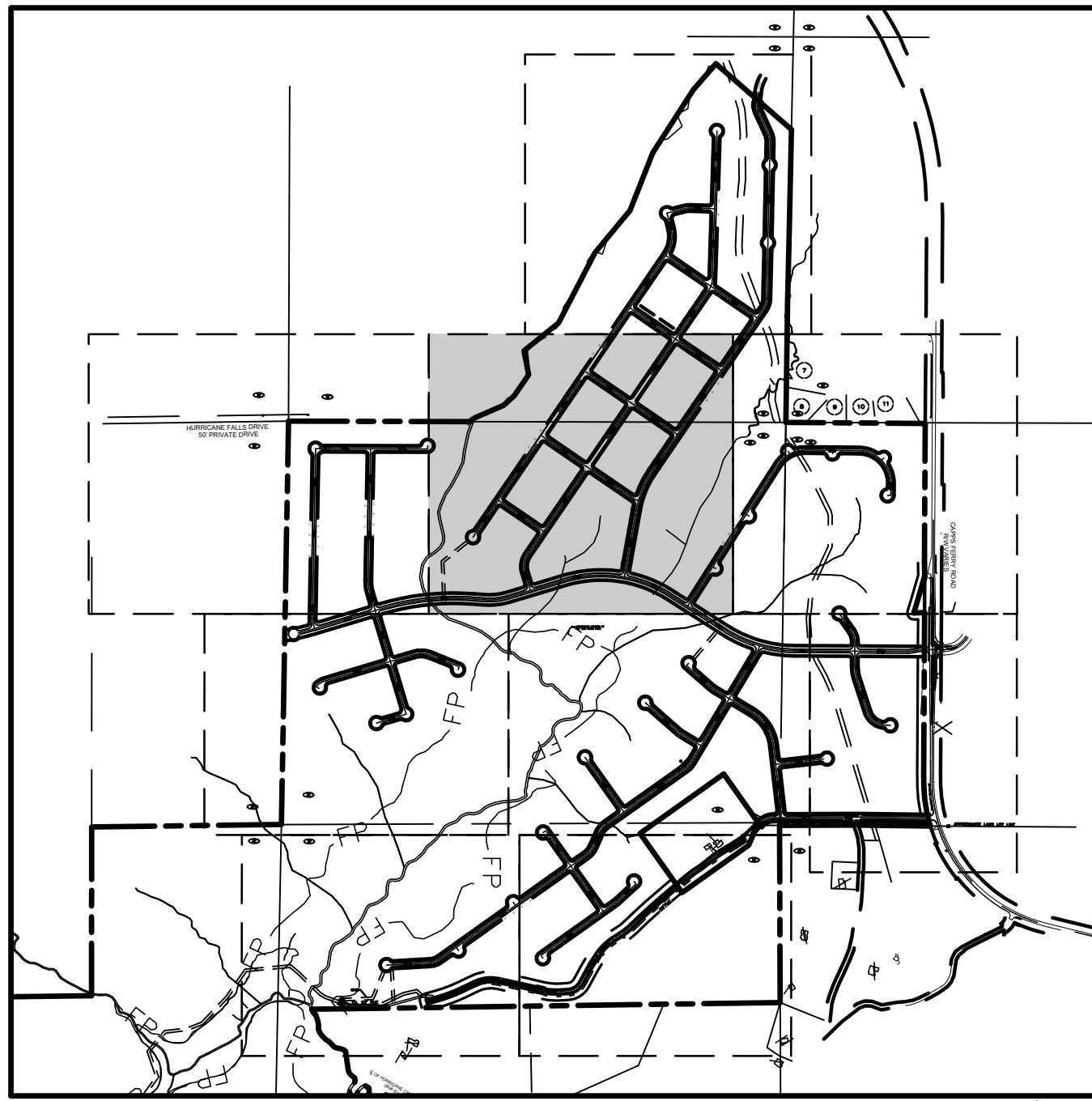
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OSHAWA, CANADA L1H7K4
DEVELOPER:
SAME AS ABOVE
24 HR. CONTACT:
GREGORY DEFREITAS
PH: (905) 433-1040

Professional Engineer
Howard B. Ray
No. 24019
State of Georgia

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DEVELOPER:
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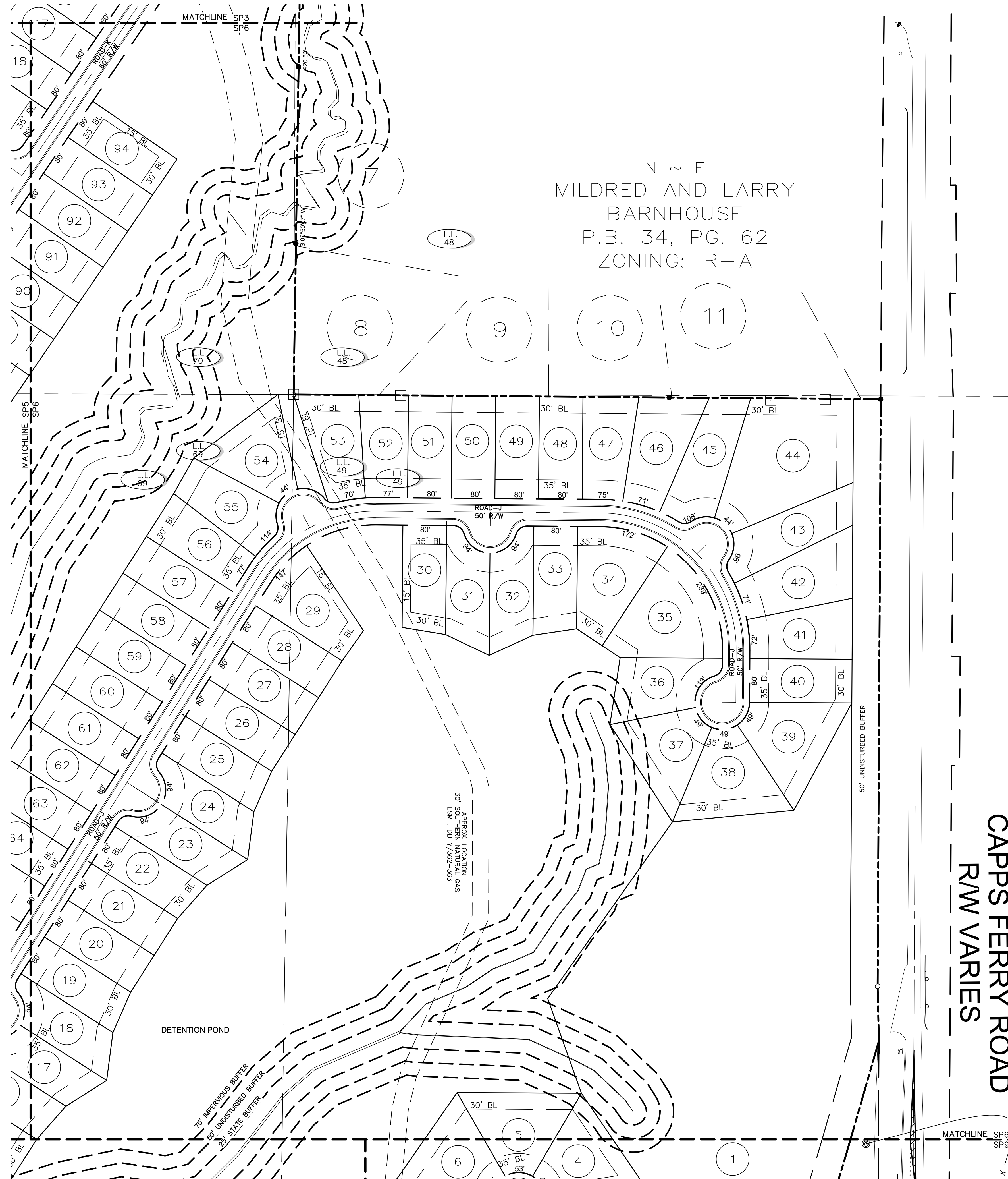
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HOWARD B. RAY
PROFESSIONAL ENGINEER
STATE OF GEORGIA

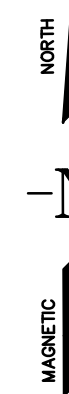
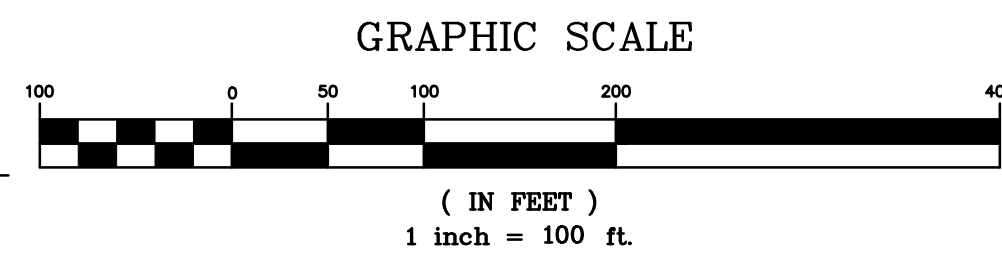
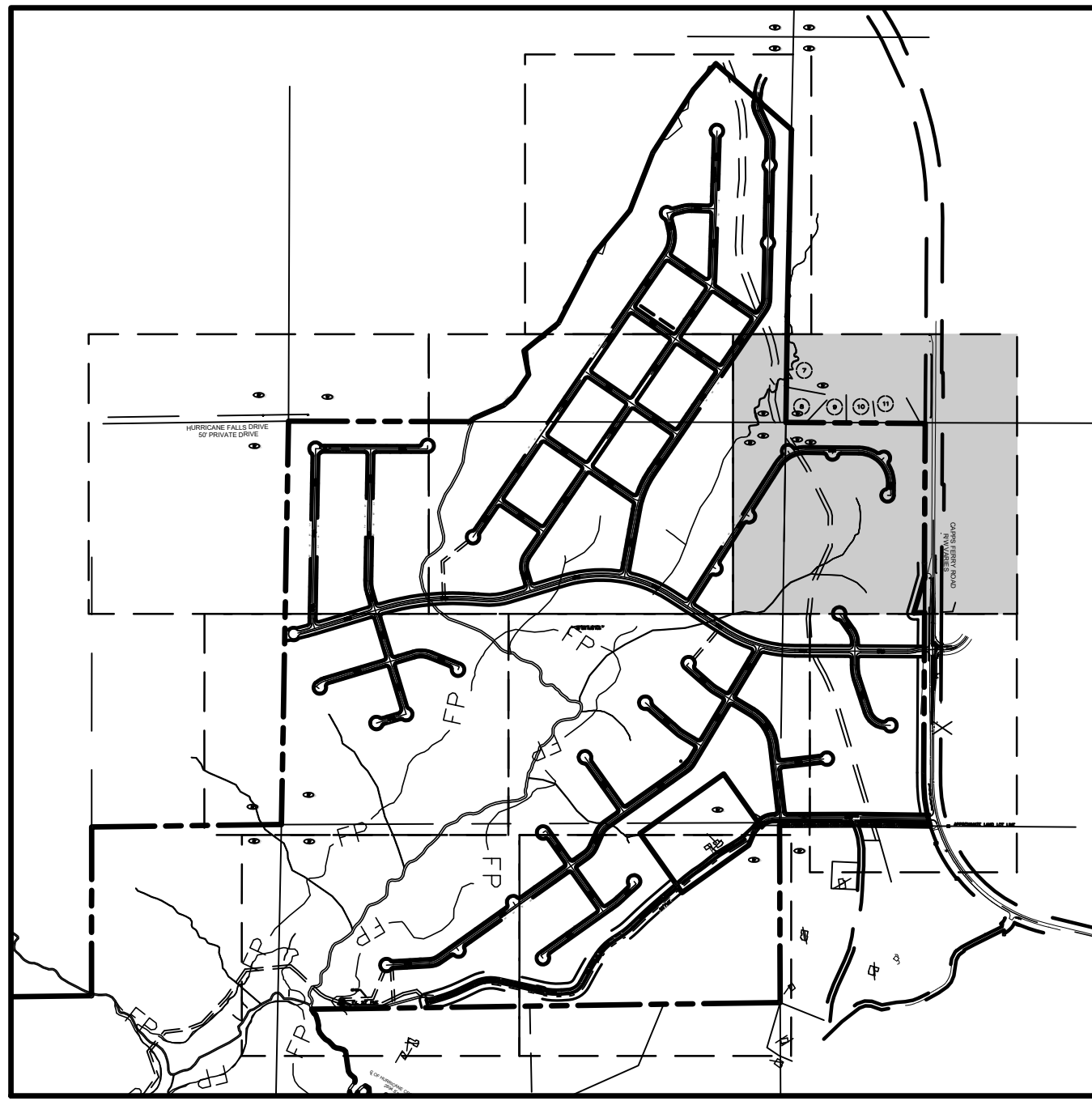
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SP5



N ~ F
EUGENE HALL
D.B. 461, PG. 625



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PRELIMINARY PLAT
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3rd DISTRICT, 5th SECTION
DOUGLAS COUNTY, GEORGIA

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ENGINEER
HOWARD B. RAY

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GREGORY DEFREITAS
PH: (905) 433-1040

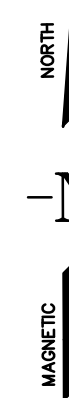
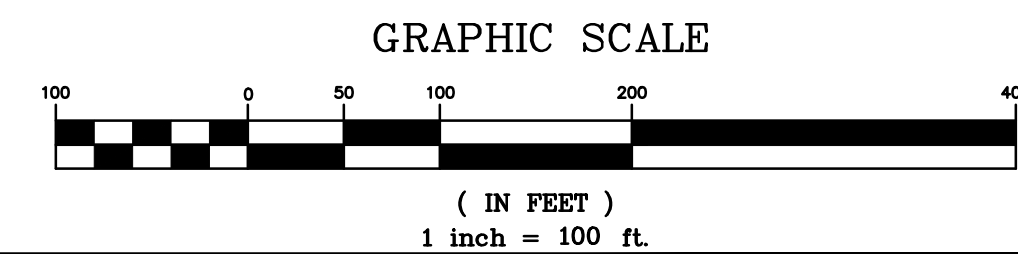
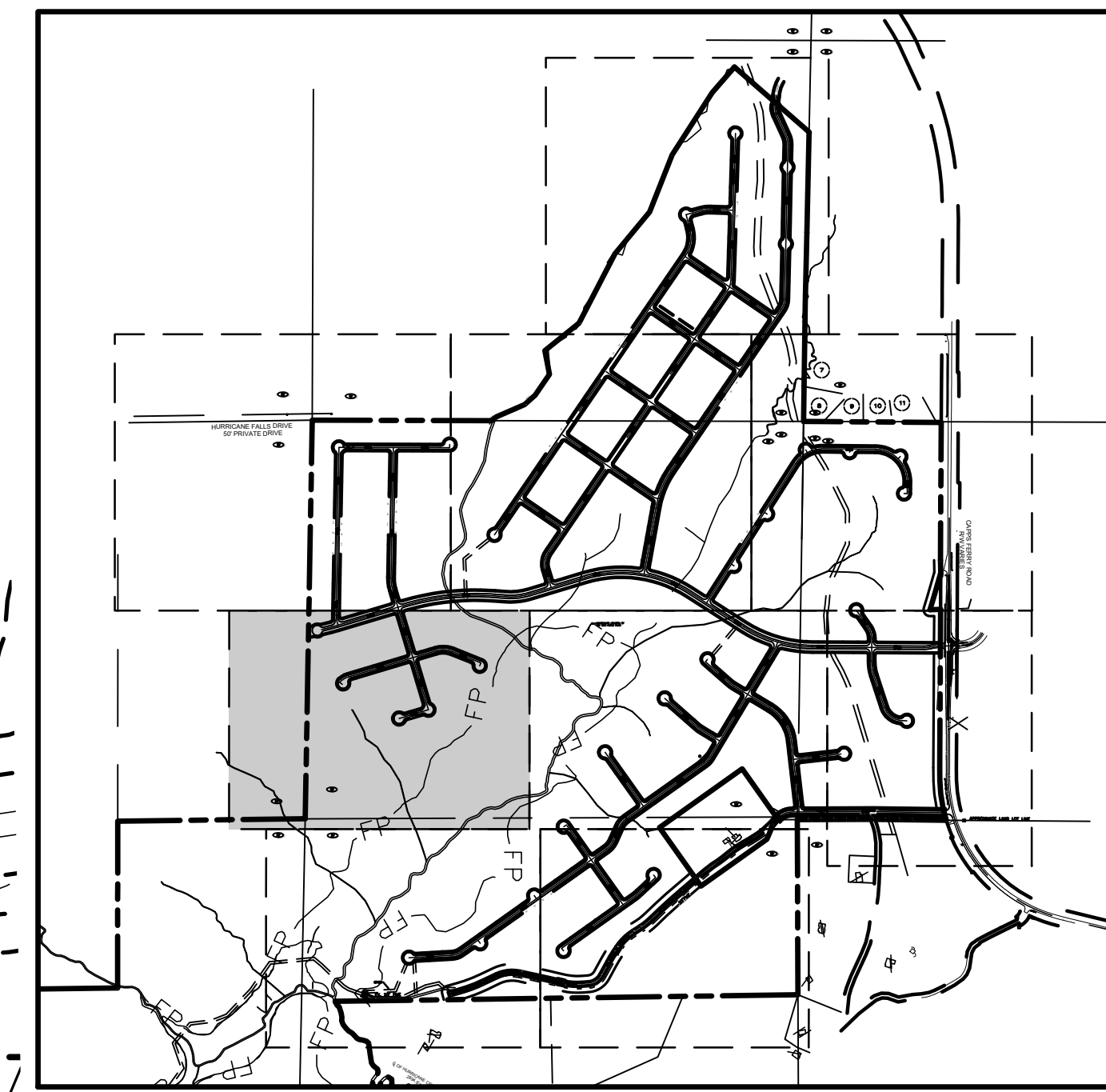
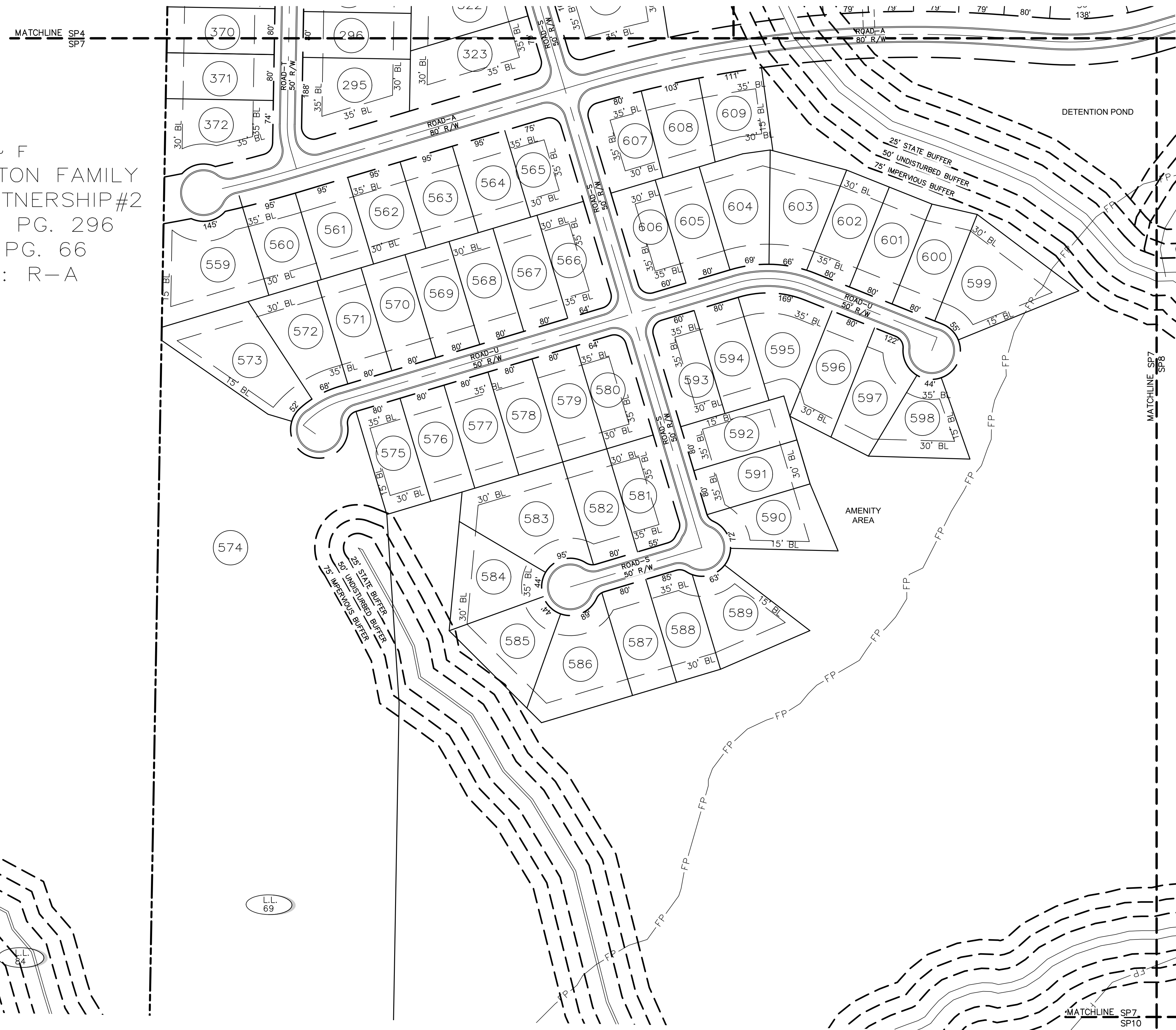
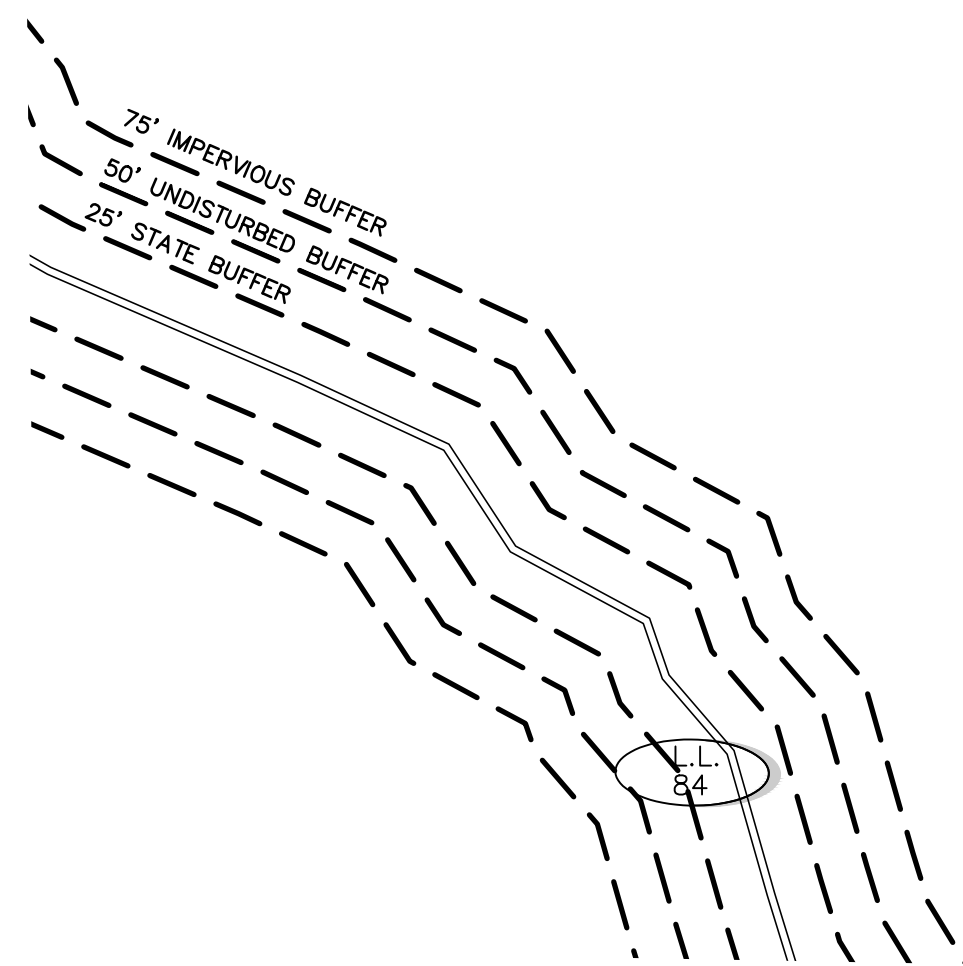
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H. RAY
11/17/22

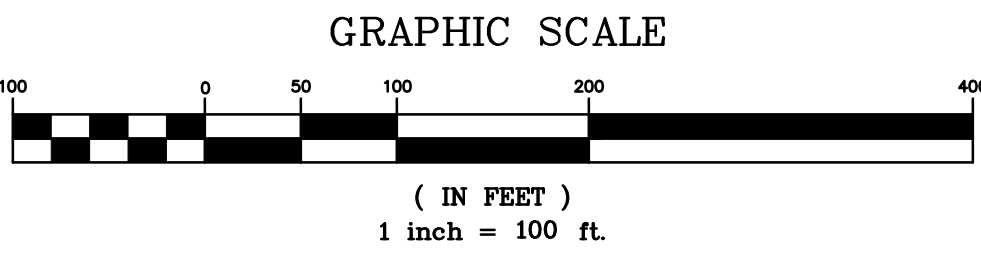
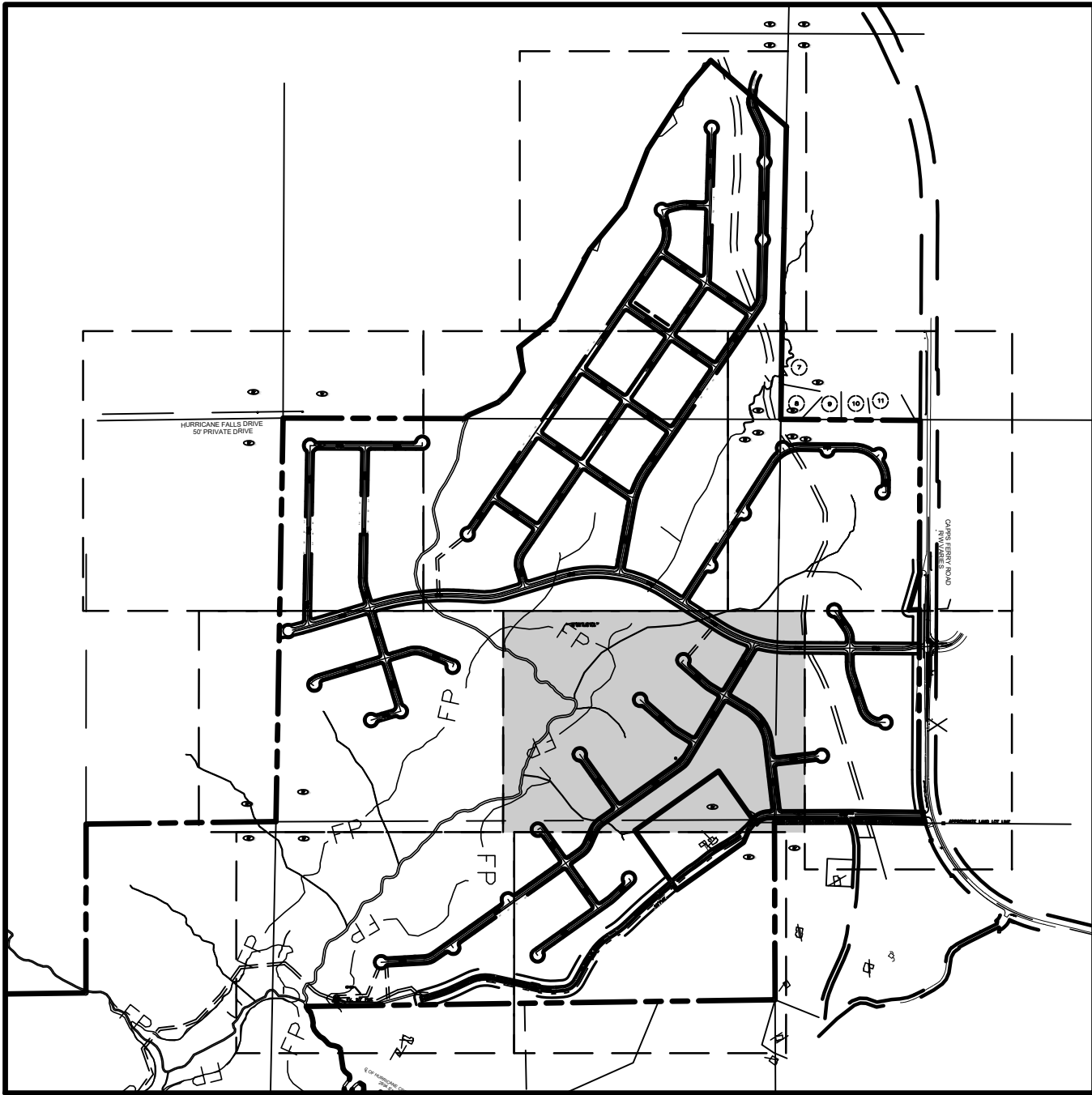
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SP7

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W.T. THORNTON FAMILY
LIMITED PARTNERSHIP #2
D.B. 1371, PG. 296
P.B. 8, PG. 66
ZONING: R-A





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L.L. 49, 68, 69, 85
3rd DISTRICT, 5th SECTION
DOUGLAS COUNTY, GEORGIA

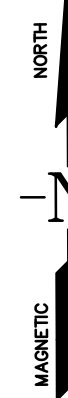
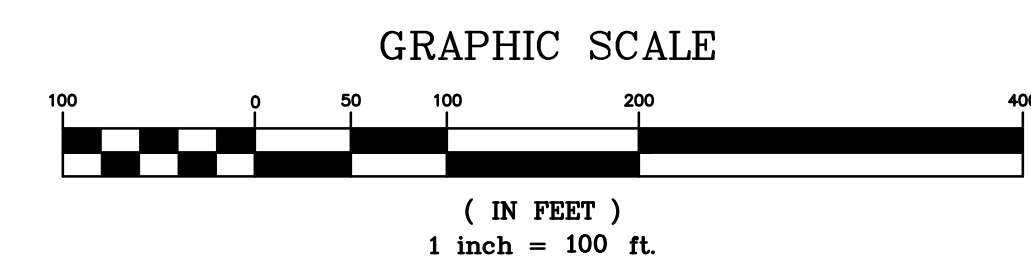
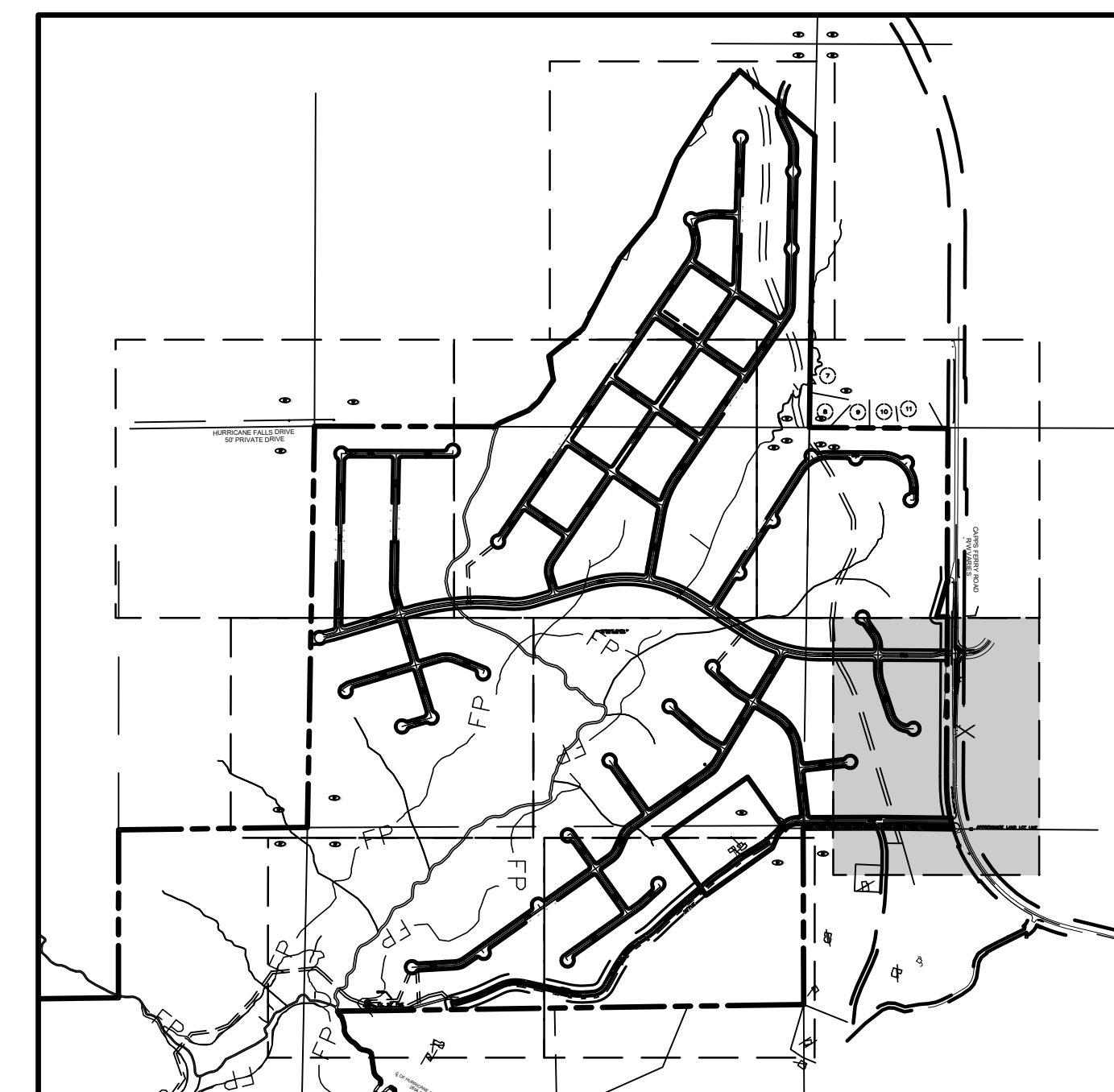
OWNER:
BATAVIA DEVELOPMENT, INC.
1472 THORNTON RD. N.
OSHAWA, CANADA L1H7K4

DEVELOPER:
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24 HR. CONTACT:
GREGORY DEFREITAS
PH: (905) 433-1040

PROFESSIONAL
HUGHES-RAY
ENGINEER
EDWARD B. RAY
No. 24019
5-2-23

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SP8



PRELIMINARY PLAT
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L.L. 49, 68, 69, 85
3rd DISTRICT, 5th SECTION
DOUGLAS COUNTY, GEORGIA

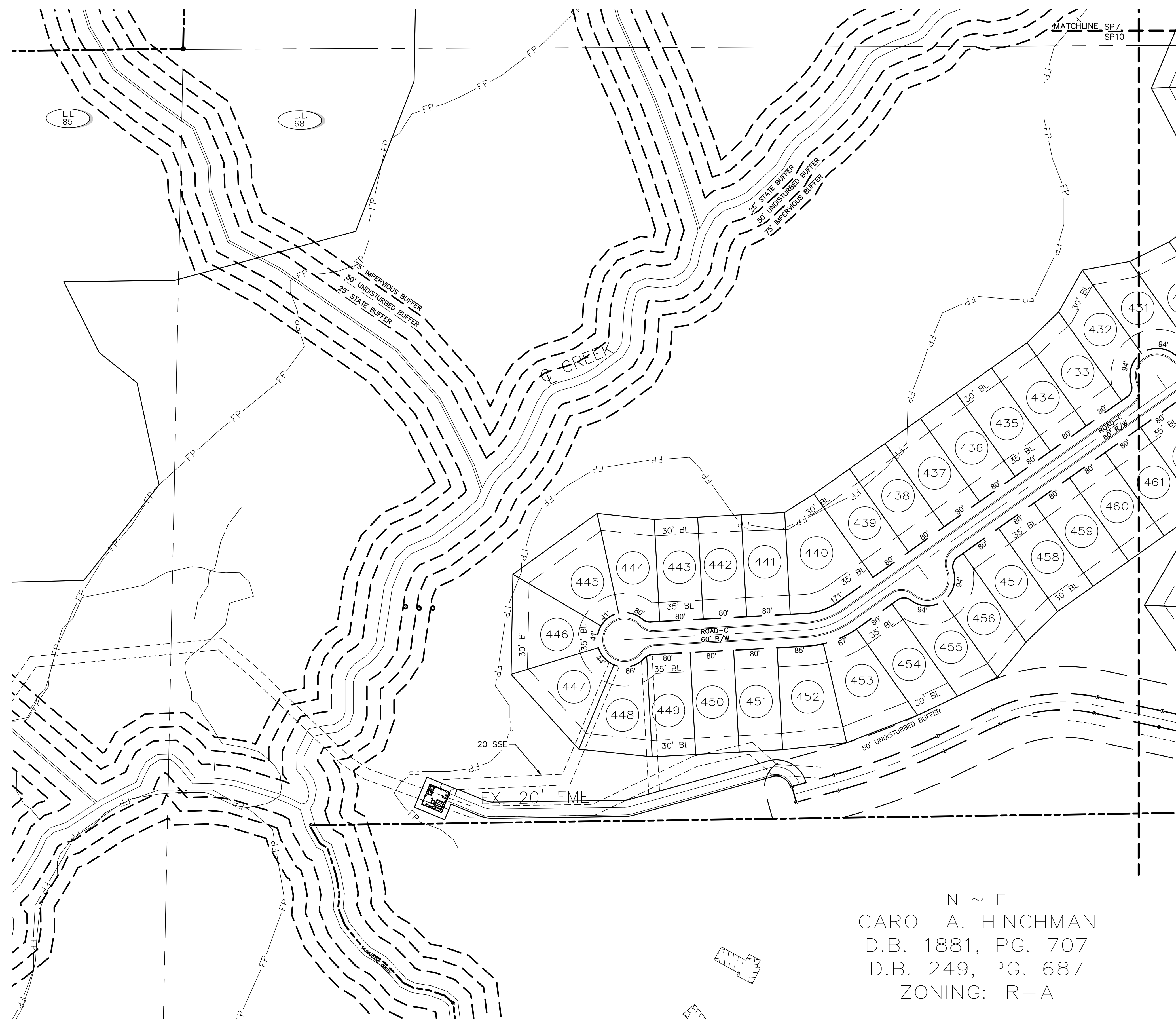
OWNER:
BATAVIA DEVELOPMENT, INC.
1472 THORNTON RD. N.
OSHAWA, CANADA L1H7K3

DEVELOPER:
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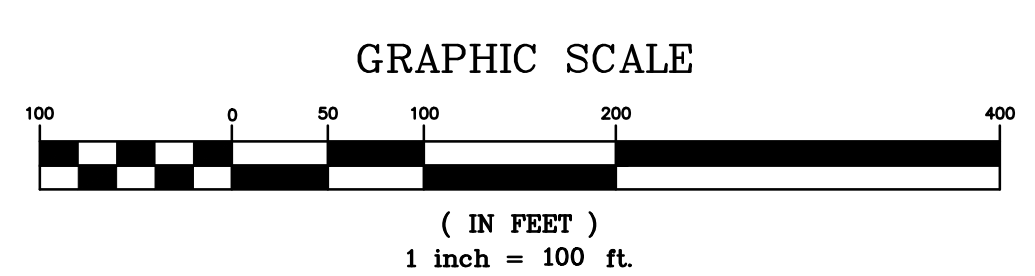
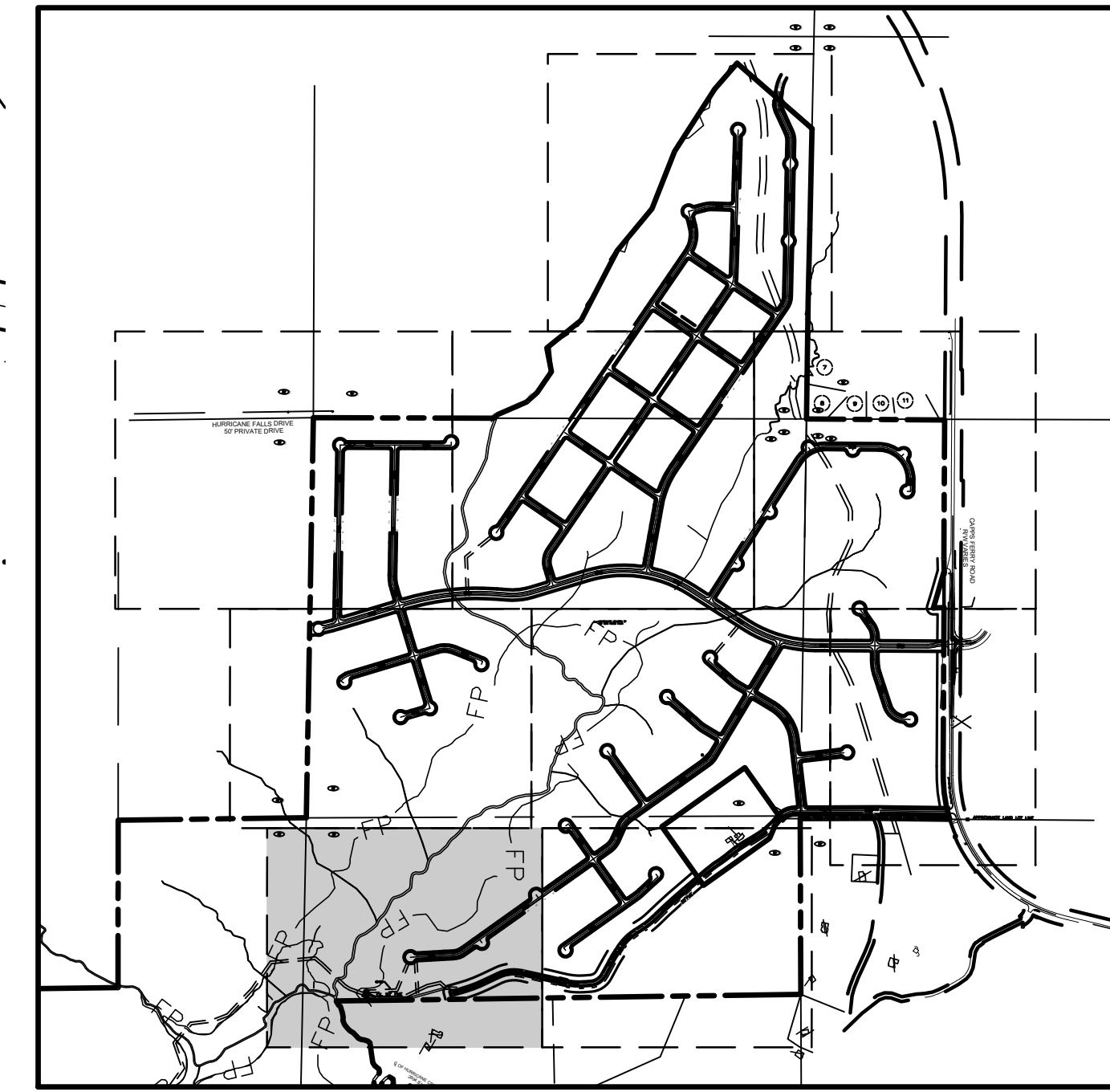
24 HR. CONTACT
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PH: (905) 433-1040



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SP9	



N ~ F
CAROL A. HINCHMAN
D.B. 1881, PG. 707
D.B. 249, PG. 687
ZONING: R-A



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L.L. 49, 68, 69, 85
3rd DISTRICT, 5th SECTION
DOUGLAS COUNTY, GEORGIA

OWNER:
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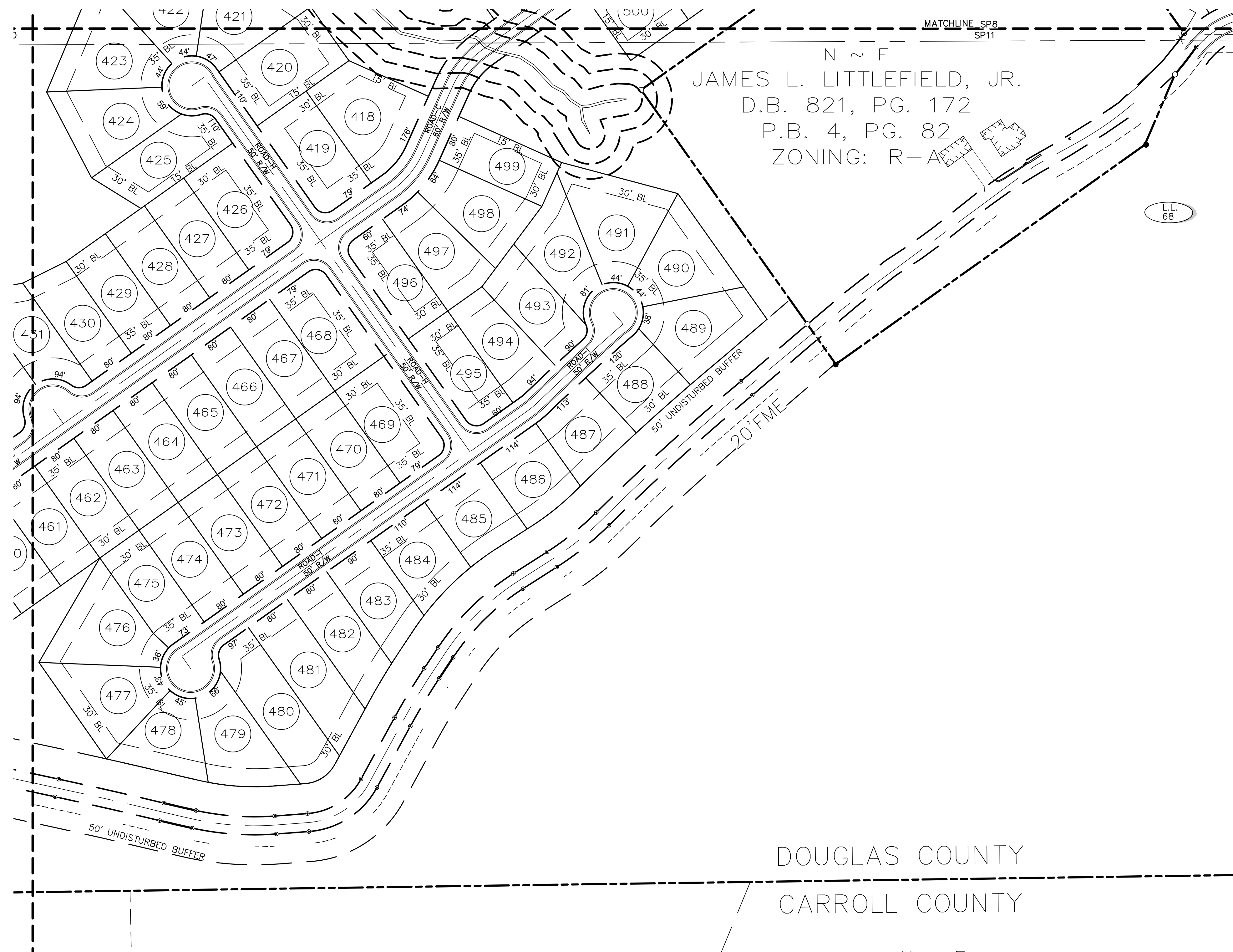
DEVELOPER:
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GREGORY DEFREITAS
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PROFESSIONAL
ENGINEER
HOWARD B. RAY

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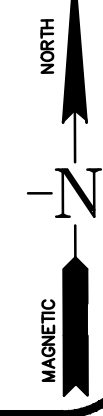
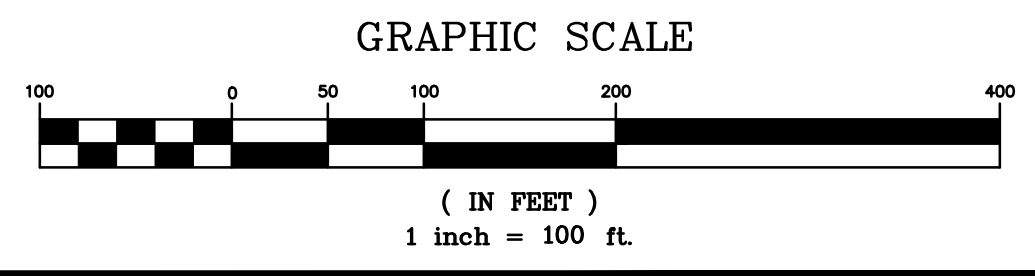
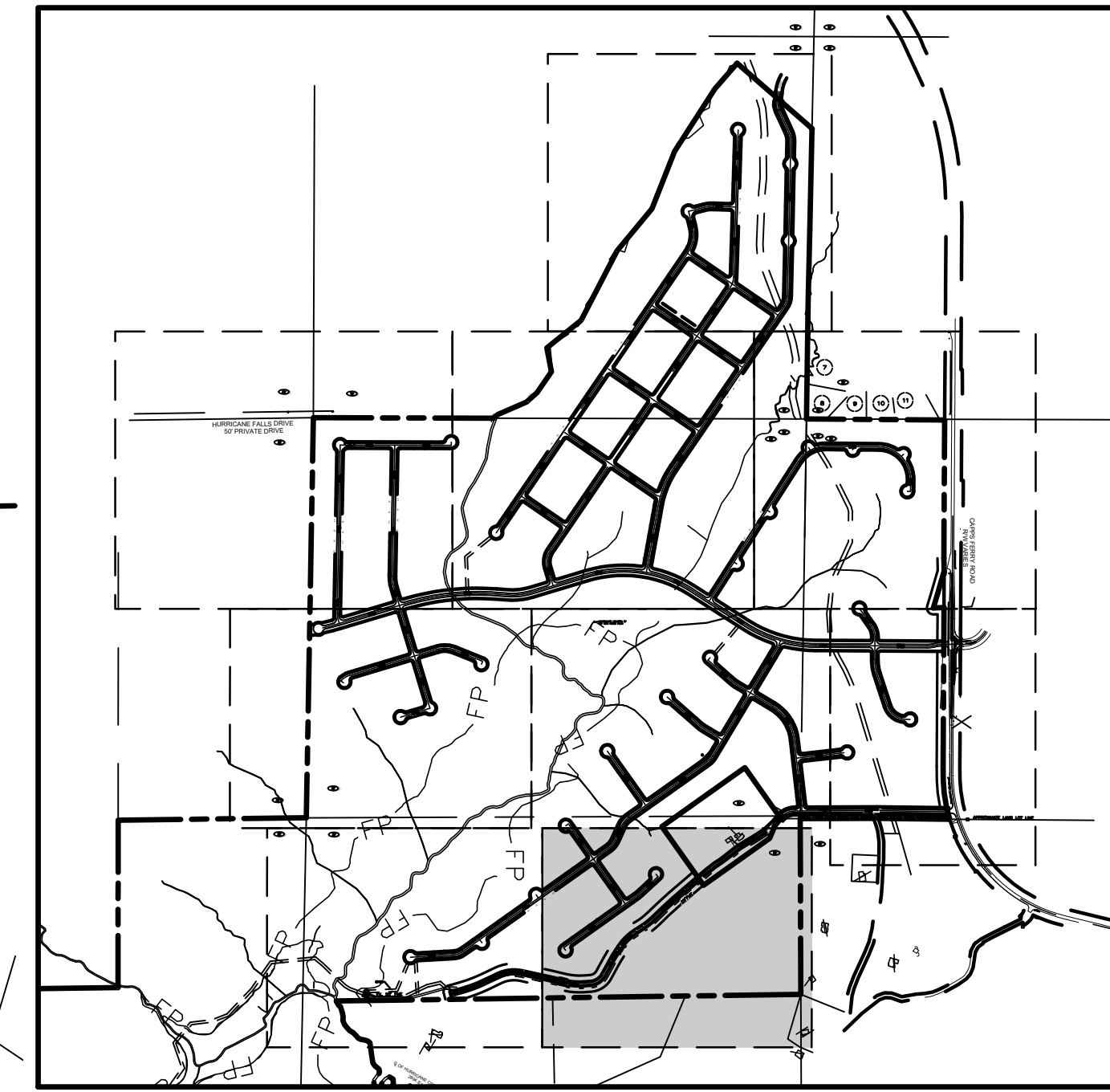


N ~ F
JAMES L. LITTLEFIELD, JR.
D.B. 821, PG. 172
P.B. 4, PG. 82
ZONING: R-A

N ~ F
BRADLEY S. HINCHMAN
& SUE HINCHMAN
D.B. 3456, PG. 188
ZONING: R-A

DOUGLAS COUNTY
CARROLL COUNTY

N ~ F
MAYYADA FAIZAH HOLT
& CARLOS EDWARD NOLAN
D.B. 5615, PG. 584
P.B. 97, PG. 265
ZONING: R-A



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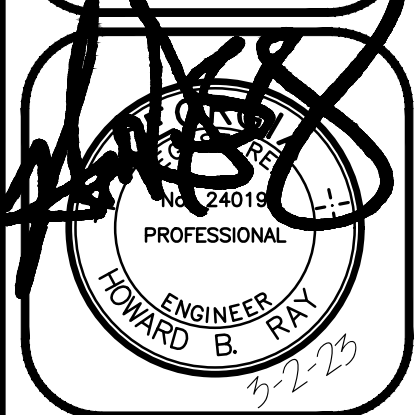
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PRELIMINARY PLAT
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L.L. 49, 68, 69, 85
3rd DISTRICT, 5th SECTION
DOUGLAS COUNTY, GEORGIA

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1472 THORNTON RD. N.
OSHAWA, CANADA L1H7K4

DEVELOPER:
SAME AS ABOVE

24 HR. CONTACT:
GREGORY DEFREITAS
PH: (905) 433-1040



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