



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: 1/5/2005

ARC REVIEW CODE: R412061

TO: Chairman Charles Bannister
ATTN TO: Jeffrey West, Current Planning Manager
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Gwinnett County
Name of Proposal: West Park Place

Review Type: Development of Regional Impact

Date Opened: 12/6/2004

Date Closed: 1/5/2005

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: Taking into consideration Best Transportation Practice 1, the site plan should be refined to reflect a more pedestrian friendly development. This would include better street connections with direct routes and sidewalks to reduce travel times across the site, and pedestrian trails that are effective in connecting the residential units to the clubhouse, and community recreation area of the site as well as retail uses within walking or biking distance. Where it is likely that the majority of the front of the townhome is dedicated to the automobile, it is strongly encouraged that Gwinnett County require rear loaded garage entries. This will help promote pedestrian activity and use of the streets within the development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DEKALB COUNTY
CITY OF SNELLVILLE
CITY OF PINE LAKE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY SCHOOLS
CITY OF LILBURN
CITY OF CLARKSTON

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY SCHOOLS
CITY OF STONE MOUNTAIN
CITY OF LITHONIA

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

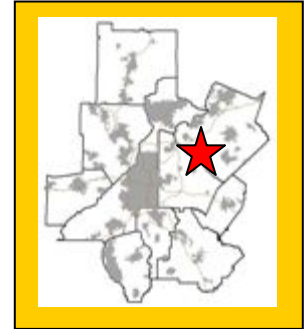
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	Dec. 6, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	West Park Place #635
Final Report Due:	Jan. 5, 2005		Comments Due By:	Dec. 20, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed West Park Place development is located in Gwinnett and DeKalb Counties. Approximately 78.11 acres is located in Gwinnett County and approximately 11.47 acres is located in DeKalb County. In total, the development will consist of 501 housing units. In Gwinnett County, there will be 310 single family homes and 150 townhomes. In DeKalb County, there will be 41 single family homes. The proposed development is located south of the Stone Mountain Hwy and the West Park Place interchange, along the south side of West Park Place Boulevard. Access is proposed at West Park Place and Bermuda Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for June 2010.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zone M1 (light industrial) in Gwinnett County and M (light industrial) in DeKalb County. The proposed zoning is Gwinnett County is RM-8 (multi-family) and RZ-T (single family residential zero lot line/townhouse district). The proposed zoning in DeKalb County is R-50 (single family residential). Information submitted for the review states that the proposed development is not consistent with Gwinnett County's Future Land Use Plan, which designates the area as office/distribution/technology.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No inconsistencies were identified during the review.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No impacts were determined during the review.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

No other major development projects have been reviewed within a two miles radius of the proposed project.

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

This project meets or exceeds many of the policies and best development practices of the Regional Development Plan (RDP). Interconnected streets, a pedestrian-oriented environment, and recreational amenities meet the policies and best development practices. However, the site design could be further refined to improve upon the consistency with RDP Policies and Practices.

Pedestrian access should be improved for residents in the southwestern quadrant of the property in Gwinnett County to the club house and neighborhood park. Taking into consideration Best Transportation Practice 1, the site plan should be refined to reflect a more pedestrian friendly development. This would include better street connections with direct routes and sidewalks to reduce travel times across the site, and pedestrian trails that are effective in connecting the residential units to the clubhouse, and community recreation area of the site as well as retail uses within walking or biking distance. This includes continuing the trail network through the subdivision, offering residents who live on Street H a convenient shortcut to other amenities of the subdivision. It is also recommended pocket parks be incorporated throughout the development that are connected by pedestrian trails. This ensures that all residents have convenient access to a recreational area through a means of a safe, alternative mode of travel.

Where it is likely that the majority of the front of the townhome is dedicated to the automobile, it is strongly encouraged that Gwinnett County require rear loaded garage entries. This will help promote pedestrian activity and use of the streets within the development. Sidewalks should be designed to accommodate pedestrian traffic.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in Gwinnett and DeKalb Counties. The project site is located south of Stone Mountain Hwy and West Park Place Blvd interchange, along the south side of West Park Place.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is within Gwinnett and DeKalb County. Of the 89.58 acre development, 78.11 acres lies within Gwinnett County and 11.47 acres lies within DeKalb County. The City of Stone Mountain is located 3 miles to the west.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

It does not appear the project would impact land uses in surrounding jurisdictions greatly.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$80,720,000 with an expected \$ 1,033,862 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

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In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will increase housing opportunities in the area for future and existing residents and employees.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

The Snellville USGS 1:24,000 quad sheet, the quad sheet for the project area, shows no blue line streams on the project property. Any streams on the property that meet the requirements of the Gwinnett County or DeKalb County stream buffer regulations, in their respective jurisdictions; will need the required buffers, which should be shown on the plans if required. In addition to any buffer ordinance requirements, all state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

The property is not within any public water supply watershed for the Atlanta Region.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Since no estimates exist for single-family housing with lots smaller than 0.25-acres, all residential areas of the proposal have been classified as townhouse/apartment. Actual loading factors will depend on the amount of impervious surface in the specific project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Open Space	7.50	0.60	4.50	67.50	1762.50	0.00	0.00
Townhouse/Apartment	82.08	86.18	879.08	5499.36	49658.40	62.38	11.49
TOTAL	89.58	86.78	883.58	5566.86	51420.90	62.38	11.49

Total % impervious 44%

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In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

Site access will be provided via two access points. One full movement driveway will be located at West Park Place Blvd. in Gwinnett County and one full movement driveway will be located at Bermuda Road in DeKalb County. Sidewalks will be provided along all internal roadways within the proposed development.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Homes	64	191	255	209	123	332	3,302
Condos/Townhomes	12	59	71	56	28	84	906
TOTAL NEW TRIPS	76	250	326	265	151	416	4,208

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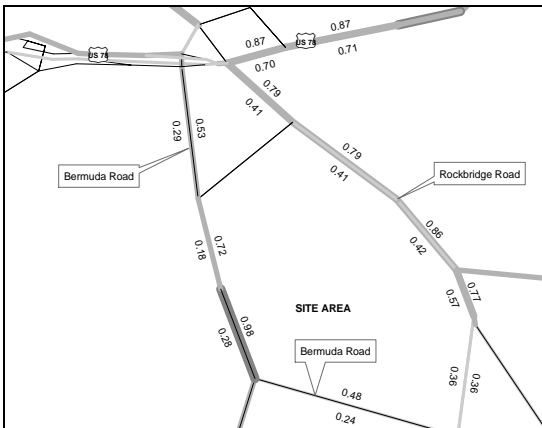
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

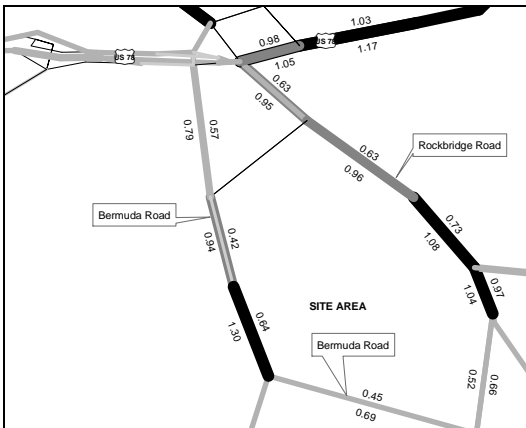
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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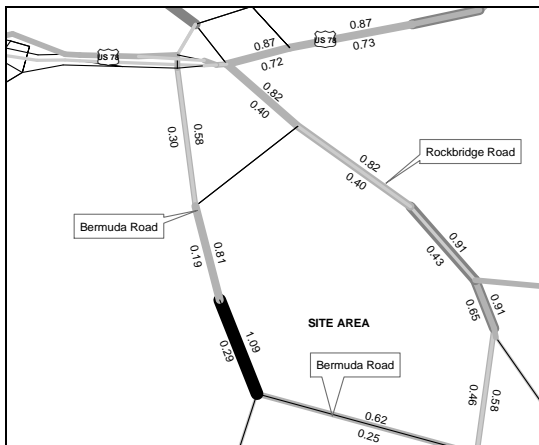
V/C Ratios



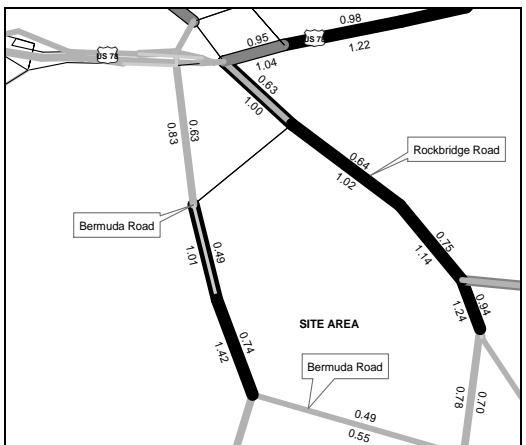
2005 AM Peak



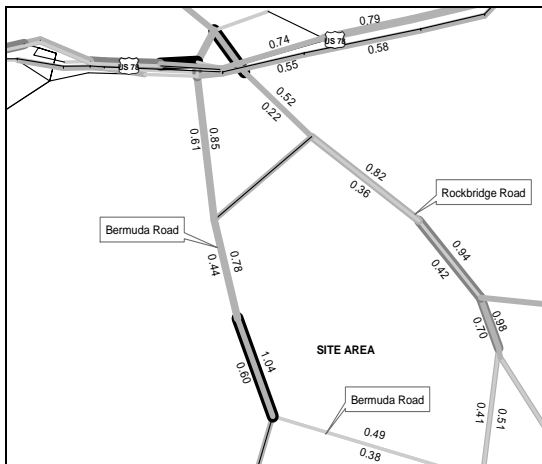
2005 PM Peak



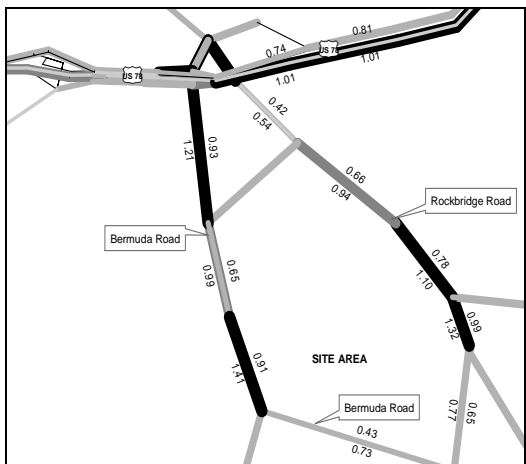
2010 AM Peak



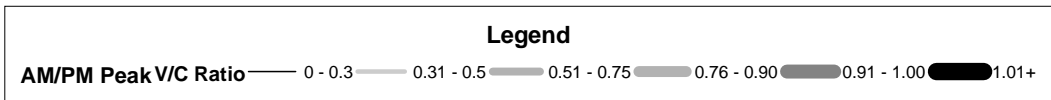
2010 PM Peak



2025 AM Peak



2025 PM Peak



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For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-124D1	US 78/SR 10 – Major Investment Study Placeholder	Studies	2014
GW-124D3	US 78/SR 10 – MIS Placeholder – HOV Lanes (CST ONLY) from I-285 to SR 84	HOV Lanes	2025
GW-AR-221B	Rockbridge Road/Annistown Road ITS	Roadway Operations	2015

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of West Park Place: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

US 78 West at West Park Place Boulevard

- Provide a southbound right-turn lane along West Park Place Boulevard.
- Optimize signal timing.

US 78 East at West Park Place Boulevard

- Provide a northbound right-turn lane along West Park Place Boulevard.
- Provide a third eastbound right-turn lane along the ramp.

West Park Place Boulevard at Target Access

- Provide a third through lane alone West Park Place Boulevard in both the northbound and southbound directions.

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West Park Place Boulevard at Bermuda Road

- Provide dual eastbound left-turn lanes along Bermuda Road.

West Park Place Boulevard at Rockbridge Road

- Provide a second westbound right-turn lane along Rockbridge Road.

Bermuda Road at Stewart Mill Road

- Provide separate southbound left-turn and right-turn lanes along Bermuda Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

West Park Place Boulevard at Centre Park Court

- Provide two northbound egress lanes (an exclusive northbound right-turn lane and a shared left-turn/through lane).
- Provide an exclusive eastbound right-turn lane (deceleration lane) along West Park Place Boulevard.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

No.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are proposed plans for the Xpress Commuter Service with a park and ride location at Park Place with its exact location to be determined at a future date by GRTA. GRTA has future plans to operate Route 418 from Snellville to the Kensington MARTA station with a stop at the Park Place park and ride lot. It is anticipated that this route will be in operation prior to complete build-out year of the West Park Place development.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

What transportation demand management strategies does the developer propose (carpool, flextime, transit subsidy, etc.)?

The development **PASSES** the ARC's Air Quality Benchmark test.



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Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
<i>SF Detached Dwellings</i>	15%	15%
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		
Total		15%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The impacts of West Park Place are minimal despite the high levels of congestion on its surrounding roadway networks. Being primarily a residential development, additional traffic created by West Park Place on surrounding roadways will not be detrimental to an already congested area. It is suggested that recommendations presented by the traffic consultant be carried out in order to mitigate existing traffic flow and operational issues.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.14 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that both Gwinnett and DeKalb Counties will provide wastewater treatment for the proposed development; however the likely facility is Pole Bridge in DeKalb County. The ARC seeks clarification of the facility that will treat wastewater from this project.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Pole Bridge Site is listed below

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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20	20	13	30	-10	Combine Pole Bridge and Snapfinger in one 86 mgd plant at Pole Bridge, provide service to portions of Rockdale, Gwinnett, Henry, and Clayton.	Approximately 80mgd interbasin transfer at full design flow. DeKalb Co. and EPD must resolve interbasin transfer issues prior to permitting.
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MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District *SHORT-TERM WASTEWATER CAPACITY PLAN*, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.14 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 914 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities



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According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 501 housing units that will include townhomes and single family residences.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tracts 504.15 and 219.07. These tracts had a 6 and 14.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 93 and 85 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: **635**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 8/19/2004 1:51:43 PM

DEVELOPMENT OF REGIONAL IMPACT

Gwinnett County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	GWINNETT COUNTY
*Individual completing form and Mailing Address:	JEFFREY WEST, GWINNETT DEPT. OF PLANNING AND DEVELOPMENT, 446 W. CROGAN ST, LAWRENCEVILLE GA 30045
Telephone:	678-518-6200
Fax:	678-518-6275
E-mail (only one):	jeffrey.west@gwinnettcountry.com

*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:		WEST PARK PLACE
Development Type	Description of Project	Thresholds
Housing	351 SINGLE-FAMILY LOTS & 150 ATTACHED TOWNHOMES	View Thresholds
Developer / Applicant and Mailing Address:		BOWEN FAMILY HOMES, 4460 COMMERCE DRIVE, BUFORD GA 30518
Telephone:		770-932-1332
Fax:		770-932-1332
Email:		jjacobi@bowenfamilyhomes.com
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		LAND DIST 6; LL 59
What are the principal streets or roads providing vehicular access to the site?		WEST PARK PLACE BLVD
Provide name of nearest street(s) or intersection:		WEST PARK PLACE BLVD/STONE MOUNTAIN HWY (US 78)
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		

Is the proposed project entirely located within your local government's jurisdiction?	N
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	
In what additional jurisdictions is the project located?	DEKALB COUNTY
In which jurisdiction is the majority of the project located? (give percent of project)	Name: GWINNETT COUNTY (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 92% OF UNITS
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	GWINNETT COUNTY
What is the name of the wastewater treatment supplier for this site?	GWINNETT COUNTY
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 2010 Overall project: 2010

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	N
If amendments are needed, when will the plan/map be amended?	ANNUAL UPDATE

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y

Other (Please Describe):
TURN LANES AND SIGNALIZATION

Y

Submitted on: 10/13/2004 4:32:45 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Gwinnett County
Individual completing form:	Jeffrey West
Telephone:	678-518-6211
Fax:	678-518-6275
Email (only one):	jeffrey.west@gwinnettcountry.com

Proposed Project Information

Name of Proposed Project:	West Park Place
DRI ID Number:	635
Developer/Applicant:	Bowen Family Homes
Telephone:	770-932-1332
Fax:	770-932-0304
Email(s):	jjacobi@bowenfamilyhomes.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	80720000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1033862
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Gwinnett/Dekalb Counties
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14 mgd
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Gwinnett/Dekalb Counties
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.14 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	4208 vtpd
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: Right turn lane on W. Park Place Blvd. @ site access Two egress lanes exiting site @ W. Park Place Blvd. Turn lanes and widening in background condition (refer to report)	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	914 tons/annum
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater detention	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:

1. Floodplains?

N

2. Historic resources?

N

3. Other environmentally sensitive resources?

N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:



NOT RELEASED FOR CONSTRUCTION