



# 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: Oct 31 2012

ARC REVIEW CODE: R1210101

TO: Mayor Jimmy Wilbanks  
ATTN TO: Joey Murphy, Director  
FROM: Douglas A. Hooker, Executive Director

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.

**Name of Proposal:** Peak at University Parkway  
**Submitting Local Government:** City of Dacula

**Review Type:** Development of Regional Impact  
**Date Opened:** Oct 11 2012

**Description:** The proposed Peak at University Parkway, located in the City of Dacula, is a proposed mixed use development on 157 acres that will include 2.5 million square feet of commercial, office, industrial, and retail spaces, hotels, and 613 residential units. The proposed development is located on the northeastern quadrant of the Winder Highway (SR 8) and University Parkway (SR 316).

**DRI Checklist Summary:**

Regional Consistency Assessment (50%): 100%  
Local Impacts Assessment (30%): 100%  
Quality Development Assessment (20%): 85%

**Overall Weighted Score: 97%**

**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 Region, and therefore, of the State.

**Comments:** Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed Peak at University Parkway development is within an area designated as Developing Suburbs and is adjacent to an Industrial/Logistics area.

The RDG states that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development. These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed within these developing suburbs, but care should be taken not to spur unwanted growth.

The RDG states that Industrial and Logistics Areas represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network.

**Observations:**

The proposed Peak at University Parkway development includes several good site design characteristics including the creation of a mixed use environment, facing buildings onto public streets, placing parking behind or to the side of buildings, creation of “urban blocks” within the site, the inclusion of useable greenspace, and the creation of a parkway that connects through the site which includes sidewalks and on-street parking.

The applicant is proposing to provide more parking than is required by the City of Dacula’s zoning ordinance. The proposal will include 9,563 parking spaces while the City only requires 6,594 spaces.

**Recommendations:**

If built, this development could become a significant activity center in this area of Dacula and Gwinnett County. As such, future traffic congestion is a concern, especially as it impacts State Route 316. The developer, City, and the County should work together to provide good access to and from the site including multi-modal options that could include transit, shuttle service and bike paths.

If the developer wants to build more parking than required by local regulations, shared parking or pervious materials should be used to limit the amount of impervious areas and reduce storm water runoff from the parking areas.

There may be additional opportunities to provide “stub-outs” for future connects to adjacent properties. Although most of the adjoining properties around this development are undeveloped, providing potential connections will encourage better connectivity as the area develops and provide additional access to and from the site. Additionally, the developer should investigate better connections between the residential portion of the site and the rest of the development.

ARC staff would also like to know if a market study has been conducted to determine the feasibility of a project this size in this part of the region.

See additional comments from ARC staff and GDOT Aviation staff which are attached

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GWINNETT COUNTY
CITY OF LAWRENCEVILLE	NORTHEAST GEORGIA RC	BARROW COUNTY
CITY OF AUBURN		

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	<b>CITY OF DACULA</b>					Date RCA Completed, M/D/YYYY: 10/10/12
DRI #:	<b>2305</b>					RC DRI Reviewer: JT
TENTATIVE NAME OF DEVELOPMENT:	<b>Peak at University Parkway</b>					
TYPE OF DEVELOPMENT:	<b>Mixed Use</b>					Action Triggering Review: Annexation and Rezoning
<b>I. REGIONAL PLAN</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>II. REGIONAL RESOURCE PLAN AND RIRs</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>III. INTERJURISDICTIONAL IMPACTS</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>IV. TRANSPORTATION IMPACTS</b>	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)

Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>V. LOCALLY ADOPTED PLANS</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" or "N/A" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Is the development consistent with the region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>RCA POINTS:</b>				<b>33</b>	<b>OUT OF A POSSIBLE:</b>	<b>33</b>
<b>RCA SCORE:</b>				<b>100</b>	<b>RCA WEIGHTED SCORE (50%):</b>	<b>50</b>

ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.

## FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)

<p><i>Is the preponderance of answers above "Yes"?</i></p>	<p><input type="checkbox"/> <b>YES</b>, "the proposed action <b>IS</b> in the best interest of the region and therefore of the state."</p> <p><input type="checkbox"/> <b>NO</b>, "the proposed action <b>IS NOT</b> in the best interest of the region and therefore not of the state."</p> <p>Other Issues of Regional Concern:</p>
<p><i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i></p>	<p><input type="checkbox"/> <b>YES.</b></p> <p><input type="checkbox"/> <b>NO.</b></p> <p>Narrative:</p>
<p><i>Was the answer to both questions in this section "No"?</i></p>	<p><input type="checkbox"/> <b>YES.</b> The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding.</p> <p><input type="checkbox"/> <b>NO.</b></p>

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>CITY OF DACULA</b>				<b>Date LIA completed, M/D/YYYY:</b> 10/10/12	
<b>DRI #:</b>	<b>2305</b>				<b>RC DRI Reviewer:</b> JT	
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Peak at University Parkway</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Mixed Use</b>				<b>Action Triggering Review:</b> Annexation and Rezoning	

<b>I. ADEQUACY OF LOCAL ASSETS/SERVICES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local workforce possess the skills/expertise/education to effectively support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

<b>II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?						
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>III. ACCESS MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>IV. RESOURCE MANAGEMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0, 1, or 3</b>	<b>Explain</b> (optional for "Yes" answers, required for "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>LIA Points:</b>		<b>45</b>		<b>OUT OF A POSSIBLE:</b>		<b>45</b>
<b>LIA Score:</b>		<b>100</b>		<b>LIA WEIGHTED SCORE (30%):</b>		<b>30</b>
<b>OVERALL ASSESSMENT OF LOCAL IMPACTS</b>						
<i>Does the host local government need to take action to manage potential adverse impacts of this development?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	
<i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	



**QDA****QDA**

**ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW**  
**PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT**

*To be completed by the ARC Staff*

<b>JURISDICTION:</b>	<b>CITY OF DACULA</b>				<b>Date QDA Completed, M/D/YYYY:</b> 10/10/12	
<b>DRI #:</b>	<b>2305</b>				<b>RC DRI Reviewer:</b> JT	
<b>TENTATIVE NAME OF DEVELOPMENT:</b>	<b>Peak at University Parkway</b>					
<b>TYPE OF DEVELOPMENT:</b>	<b>Mixed Use</b>				<b>Action Triggering Review:</b> Annexation and Rezoning	

<b>I. MIX OF USES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain (as necessary for "Yes" and "No" answers)</b>	<b>Recommendations (to the Developer for Improving the Project)</b>
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

<b>II. TRANSPORTATION ALTERNATIVES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain (as necessary for "Yes" and "No" answers)</b>	<b>Recommendations (to the Developer for Improving the Project)</b>
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			



Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
<b>III. CONNECTIVITY</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	YES, BUT ADDITIONAL STUB-OUTS MAY BE POSSIBLE	
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	INTERNAL SITE ACCESS COULD BE IMPROVED BETWEEN THE RESIDENTIAL PORTION OF THE SITE AND THE REST OF THE DEVELOPMENT	
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	REQUIRED: 6,594 PROVIDING: 9,563	
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		INFORMATION NOT SUBMITTED FOR THE REVIEW	
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

VI. SENSE OF PLACE	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THERE IS AT LEAST ONE PUBLIC PARK SHOWN ON THE SUBMITTED SITE PLAN	
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	APPROXIMATELY 24% OF THE SITE IS PROPOSED TO BE OPEN SPACE/GREENSPACE	
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THE PROPOSED DEVELOPMENT AVOIDS MOST OF THE STREAMS ONSITE	
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SEE COMMENT ABOVE	
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THE PROPOSED DEVELOPMENT WILL REQUIRE STREAM BUFFER VARIANCES	

Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>X. HOUSING CHOICES</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
<b>XI. ECONOMIC DEVELOPMENT</b>	<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>Score 0,1, or 3</b>	<b>Explain</b> (as necessary for "Yes" and "No" answers)	<b>Recommendations</b> (to the Developer for Improving the Project)

Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>							
<b>QDA POINTS:</b>		82		<b>OUT OF A POSSIBLE:</b>		96				
<b>QDA SCORE:</b>		85		<b>QDA WEIGHTED SCORE (20%):</b>		17				
<b>OVERALL ASSESSMENT OF QUALITY</b>										
<b><i>Is the preponderance of answers above "Yes"?</i></b>	<input type="checkbox"/> <b>YES</b> , the proposed development qualifies for expedited review. <input type="checkbox"/> <b>NO</b> , the proposed development <u>DOES NOT</u> qualify for expedited review.									
<b><i>And is the development generally reflective of the best quality growth practices?</i></b>	<input type="checkbox"/> <b>YES</b> , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> <b>NO</b> <b>NARRATIVE:</b>									

<p><i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i></p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>	<p><b>NARRATIVE:</b></p>





## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Marshall Willis, Transportation Planning Division

**DATE:** October 23rd, 2012

**SUBJECT:** **Transportation Division Review of DRI # 2305**  
Project: Peak at University Parkway  
County: Gwinnett  
Location: Eastern quadrant of Winder Hwy (US 29 / SR 8) at University  
Parkway (SR 316) intersection  
Analysis:  
Expedited ☐  
Non-Expedited ☒

**cc:** David Haynes  
TD

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The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The applicant proposes to develop approximately 157 acres into a development with a mixture of multi-family residential, general office, retail, and hotel/conference uses. The development will include one conference center and multiple office buildings which have ground-level retail that will border a central green space; there will be a hotel, and several multi-family residential buildings.

## INFRASTRUCTURE

### Transportation

**How many site access points will be associated with the proposed development? What are their locations?**

Site access is proposed by two driveways. The location for the primary entrance is proposed on the site's north side, on Winder Highway (US 29 / SR 8). The secondary entrance is proposed along Stanley Road on the south side of the project. Stanley Road is currently gravel, and during the pre-application meeting the developer offered to make road improvements by paving the existing road.

**How much average daily traffic will be generated by the proposed project?**

The applicant is still working with GRTA to solidify the proposed methodology for the traffic study at this time. The preliminary figures – assuming 1.5% per year traffic growth until site completion – suggest 33,827 gross weekday trips to be generated by the site. Mixed-use and pass-by trip reductions, determined by the Institute of Transportation Engineer's *Trip Generation* and *Trip Generation Handbook* publications, provide a net total volume of 28,460 weekday trips.

**List the transportation improvements that would affect or be affected by the proposed project.**

#### PLAN 2040 RTP (Long Range Projects)\*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
GW-308B	Sugarloaf Parkway Extension from SR 20 to SR 316: Phase 2	Roadway/General Purpose Capacity	Long Range 2018-2030

*\*The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27<sup>th</sup>, 2011.*

**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The site is not directly served by transit. Gwinnett County Transit Route 40 is the closest public transportation line.

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

None proposed.

**What other issues should be considered during the traffic study or in general for the proposed development?**

The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located along or near the following:

- SR 316 is part of the ARC Regional Thoroughfare Network.
- US 29 / SR 8 is part of the ARC Bicycle and Pedestrian Study Network.
- US 29 / SR 8 south-west of the subject site is part of the ARC Strategic Truck Route Network. This is also the case on SR 316 beginning at the intersection with US 29, and continues east on SR 316.
- The rail line to the west of the subject site is part of the potential C3 Commuter Rail Line that connects Lawrenceville and Athens. This project is in the region's Aspirations Plan, but not included in the fiscally constrained long range plan.
- An extension of Sugarloaf Parkway – the section from SR 316 to the south – is nearing completion.

Consideration of bicyclists and pedestrians along the spine road:

- Slightly wider curb lane, sharrows, or something similar if parts of the trail system are open to bikes – expect some bike traffic along the spine as people move between segments or to surrounding areas, particularly to the south and east.
- Need for cross walks and pedestrian signals at signalized intersections.

Consideration of access points and transit service:

- The DRI application states that there are two access points – one on the north side along Winder Highway and one along Stanley Road. However, consideration should be taken to ensure pedestrian safety along Stanley Road due to its connectivity through a residential area, as well as a church.
- Future opportunities for enhanced accessibility to the development should be identified. Consult information on the Atlanta Regional Commission and GDOT websites for access management principles and the Regional Access Management Initiative.
- The subject site is currently not directly served by transit. However, the site is located along the route of GRTA Xpress Route 416, which operates in part along Winder Highway. Because of the significant scope of the development, as well as its ample parking, Peak at University Parkway should consider accommodating multimodal accessibility.

**PEAK AT UNIVERSITY PARKWAY DRI**  
**City of Dacula**  
**Environmental Planning Division Review Comments**

**October 5, 2012**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project is located within the Alcovy River Water Supply watershed, which is a small (less than 100 square mile) watershed upstream of the City of Monroe Water Intake in Walton County which is in the Northeast Georgia Regional Commission and is not in the Metropolitan North Georgia Water Planning District. Under the Georgia Planning Act, all development in a water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and approved by Georgia EPD and DCA. The minimum criteria include: a limit on impervious surface of either 25 percent of watershed area or the existing amount of impervious in the watershed, whichever is greater; buffer requirements on perennial (blue-line) streams which include a 75-foot buffer and 50-foot impervious surface setback on streams that are more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste. An alternative criteria study sponsored by the Northeast Georgia Regional Commission and including all jurisdictions in the watershed was completed in 2001.

The USGS coverage for the project area shows two blue line tributaries to the Alcovy River on the project property: Hopkins Creek, which flows along the eastern side of the property and an unnamed stream that runs north to south through the property near its western end.

The proposed project site plan shows buffers along both streams. While the buffer depths are not specified, they appear to be about 75 feet deep along both streams. No intrusions other than road crossings are shown on the proposed project plans.

These streams are also subject to the requirements of the City's Stream Buffer Ordinance. All waters of the state on this property are also subject to the State 25-foot Sediment and Erosion Control Buffer.

The City will need to determine if the proposal meets the impervious surface requirements for the Water Supply Watershed Buffer Criteria or any alternate criteria that have been developed and approved.

**Storm Water/Water Quality**

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects 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 produced after the construction of the entire proposed development, based on the submitted site plan. 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. The assumed impervious surface amounts and percentages are those that are typical for each land use type in the Atlanta Region, but may be higher or lower for the actual project based on impervious coverage and the actual land use mix. The following table summarizes the results of the analysis for this proposal:

**Estimated Pounds of Pollutants per Year**

<b>Land Use</b>	<b>Land Area (ac)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Commercial	26.00	44.46	452.40	2808.00	25558.00	31.98	5.72
Office/Light Industrial	96.11	123.98	1646.36	10956.54	68045.88	142.24	18.26
Townhouse/Apartment	35.00	36.75	374.85	2345.00	21175.00	26.20	4.90
<b>TOTAL</b>	<b>157.11</b>	<b>205.19</b>	<b>2473.61</b>	<b>16109.54</b>	<b>114778.88</b>	<b>200.82</b>	<b>28.88</b>

Total Percent Impervious: 68%

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](http://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.

## Jonathan Tuley

---

**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Tuesday, October 30, 2012 2:43 PM  
**To:** Jonathan Tuley  
**Cc:** Matthew.Smith@gwinnettcountry.com; Doyle, Danny; Comer, Carol; Sands, Carla Jo  
**Subject:** RE: DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

Jon,

Given the additional information about coordinates, heights, and elevations found below, the proposed development has the potential to impact operations at Gwinnett County Airport – Briscoe Field (LZU). The proposed development exceeds the following Notice Criteria: 1.) The proposed structure exceeds an instrument approach area by 100 feet and aeronautical study is needed to determine if it will exceed a standard of subpart C of 14CFR Part 77., 2.) The proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception.

An FAA Form 7460-1 must be submitted to the Federal Aviation Administration for further study to verify the potential impact. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification as soon as possible, but no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with LZU airport and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 9th Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/aviation>

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Alan,  
See if the info below us what you're looking for.

Thanks,  
Jon

Sent from my iPhone

Begin forwarded message:

From: "Brian K. Rochester" <[bkrochester@rochester-assoc.com](mailto:bkrochester@rochester-assoc.com)<<mailto:bkrochester@rochester-assoc.com>>>  
Date: October 30, 2012, 10:15:27 AM EDT  
To: Jonathan Tuley <[JTuley@atlantaregional.com](mailto:JTuley@atlantaregional.com)<<mailto:JTuley@atlantaregional.com>>>  
Cc: Tom Williams <[htwilliams@rochester-assoc.com](mailto:htwilliams@rochester-assoc.com)<<mailto:htwilliams@rochester-assoc.com>>>  
Subject: RE: DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

Jonathan  
There are several areas where a taller building might be built. We picked the site at a higher elevation. It is as follows:  
N 33-59  
W 83-55  
Elevation: 1040 msl

Please let me know if you need anything else.

Thanks

Brian

---

**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]

**Sent:** Thursday, October 18, 2012 9:45 AM

**To:** Hood, Alan C.

**Subject:** FW: DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

Alan,

See below. Regarding the Peak at University Pkwy development, the max height will be 12 stories and 190 feet.

Thanks,

Jon Tuley, AICP

Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE

Atlanta, Georgia 30303-2538

P | 404.463.3307

F | 404.463.3254

[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

[atlantaregional.com](http://atlantaregional.com)

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**From:** Tom Williams [<mailto:htwilliams@rochester-assoc.com>]

**Sent:** Wednesday, October 17, 2012 6:14 PM

**To:** Jonathan Tuley

**Cc:** Brian Rochester ([bkroschester@rochester-assoc.com](mailto:bkroschester@rochester-assoc.com)); Peter Langham

**Subject:** FW: DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

Jon, max height for buildings in Peak will be 12 stories and 190 feet.

---

**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]

**Sent:** Monday, October 15, 2012 2:43 PM

**To:** Brian K. Rochester

**Subject:** FW: DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

Brian,

See question below from GDOT Aviation staff. Can you provide the max height proposed for this development (stories and feet)?

Thanks,

Jon Tuley, AICP

Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

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Atlanta, Georgia 30303-2538

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[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

[atlantaregional.com](http://atlantaregional.com)

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**From:** Hood, Alan C. [<mailto:achood@dot.ga.gov>]

**Sent:** Friday, October 12, 2012 10:34 AM

**To:** Jonathan Tuley

**Subject:** RE: DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

Jon,

The DRI below has a potential to impact the nearest airport Gwinnett County Airport – Briscoe Field. Before I officially respond, do you have a proposed height of the development?

Thanks.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 9th Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/aviation>

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Thursday, October 11, 2012 8:41 PM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Williams, Michael V.; Comer, Carol; Hood, Alan C.; Lobdell, Mike; [lbeall@grta.org](mailto:lbeall@grta.org); 'Julie McQueen'; 'wstinson@itsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; [joey.murphy@att.net](mailto:joey.murphy@att.net); [bkrochester@rochester-assoc.com](mailto:bkrochester@rochester-assoc.com); [bryan.lackey@gwinnettcountry.com](mailto:bryan.lackey@gwinnettcountry.com); 'Jeffrey.West@gwinnettcountry.com'; 'gwinnettplanning@gmail.com' ([gwinnettplanning@gmail.com](mailto:gwinnettplanning@gmail.com)); [Dennis.Billew@lawrencevillegaweb.org](mailto:Dennis.Billew@lawrencevillegaweb.org); Burke Walker ([BWalker@negrc.org](mailto:BWalker@negrc.org)); 'Jim Moneyhun'; 'ravalos@cityofauburn-ga.org'; 'rwhiddon@barrowga.org'  
**Cc:** Landuse; Jim Santo; Nathan Soldat; Marshall Willis; Jim Skinner; Sammie Carson; Carolyn Rader  
**Subject:** DRI Review Notification - Peak at University Parkway (DRI #2305, City of Dacula)

### **Development of Regional Impact Request for Comments**

This e-mail serves as notice that the ARC staff has begun the review for **Peak at University Parkway, DRI #2305**. We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Friday, October 26, 2012**.

The proposed Peak at University Parkway, located in the City of Dacula, is a proposed mixed use development on 157 acres that will include 2.5 million square feet of commercial, office, industrial, and retail spaces, hotels, and 613 residential units. The proposed development is located on the northeastern quadrant of the Winder Highway (SR 8) and University Parkway (SR 316).

Review opened: 10/11/2012

**Comments Due:** 10/26/2012

Review will close on or before: 10/31/2012

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP  
Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

40 Courtland Street, NE  
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Georgia DOT's mission is to provide a safe, connected and environmentally sensitive transportation system that enhances Georgia's economic competitiveness by working efficiently and communicating effectively to create strong partnerships.

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# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2305**

## 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: City of Dacula

Individual completing form: Joey Murphy, Director of Planning & Development

Telephone: (770) 963-7451

E-mail: joey.murphy@att.net

\*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: Peak at University Parkway

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Northeastern quadrant of Winder Hwy (SR 8) at University Parkway (SR 316) intersection, Gwinnett Cou

Brief Description of Project: Peak is a 157 acre site. The property owners are seeking to annex and rezone the site as a Planned Mixed Use Development (PMUD) in the City of Dacula. It will contain such land uses as commercial, retail, corporate office, industrial, research, medical, institutional, residential, and hotel/conference facilities.

#### Development Type:

☐ (not selected)

☐ Office

☐ Commercial

☐ Wholesale & Distribution

☐ Hospitals and Health Care Facilities

☐ Housing

☐ Industrial

☐ Hotels

☒ Mixed Use

☐ Airports

☐ Attractions & Recreational Facilities

☐ Post-Secondary Schools

☐ Waste Handling Facilities

☐ Quarries, Asphalt & Cement Plants

☐ Wastewater Treatment Facilities

☐ Petroleum Storage Facilities

☐ Water Supply Intakes/Reservoirs

☐ Intermodal Terminals

☐ Truck Stops

☐ Any other development types

If other development type, describe:

# DRI Initial Information Form

Project Size (# of units, floor area, etc.):	157 acres, 2.5 million square feet of commercial/office/industrial/retail, hotels, 613 residential u
Developer:	Walton Development & Management (USA), Inc. c/o Rochester & Associates, Inc.
Mailing Address:	425 Oak Street
Address 2:	
	City:Gainesville State: GA Zip:30501
Telephone:	(770) 718-0600
Email:	bkrochester@rochester-assoc.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Annexation
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2022 Overall project: 2022
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# Developments of Regional Impact

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## 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:

City of Dacula

Individual completing form:

Joey Murphy, Director of Planning and Development

Telephone:

(770) 963-7451

Email:

joey.murphy@att.net

### Project Information

Name of Proposed Project:

Peak at University Parkway

DRI ID Number:

2305

Developer/Applicant:

Walton Development and Management (USA), Inc. c/o Rochester and Assoc. Inc.

Telephone:

(770) 718-0600

Email(s):

bk.rochester@rochester-assoc.com

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

### Economic Development

Estimated Value at Build-Out:

\$462 Million

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

\$8,916,653

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:

Gwinnett County Department of Water Resources

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

861,347 GPD

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?

5,650 linear feet or 1.07 miles

### Wastewater Disposal

Name of wastewater treatment provider for this site:

Gwinnett County Department of Water Resources

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

787,347 GPD

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?

Gravity Line - 5,900 linear feet or 1.12 miles; Force main - 7,000 linear feet or 1.33 miles

### Land Transportation

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

30,000 Daily Trips, 3,000 AM Peak Hour trips  
4,000 PM Peak Hour trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

In progress by Kimley-Horn

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below:

See traffic study results once completed by Kimley-Horn

### Solid Waste Disposal

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

28,165 tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

48%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

All waters of the State contain a 25' undisturbed stream buffer and an additional 50' impervious setback measured from the top of bank of the stream. Multiple large stormwater management facilities are proposed.

### Environmental Quality

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

- |   |  |
|---|--|
| 1. Water supply watersheds?                   | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 2. Significant groundwater recharge areas?    | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Wetlands?                                  | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 4. Protected mountains?                       | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 5. Protected river corridors?                 | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 6. Floodplains?                               | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 7. Historic resources?                        | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 8. Other environmentally sensitive resources? | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |

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

Stormwater run-off discharges into the Akary River 3 water shed basin. The site will contain multiple large stormwater management facilities that will

be designed per the Georgia Storm Water Management Manual. There are 2.98 ac of 100 year floodplain and 5.23 ac of 500 year floodplain. There are no planned encroachments into the floodzone.



**Submit Application**

**Save without Submitting**

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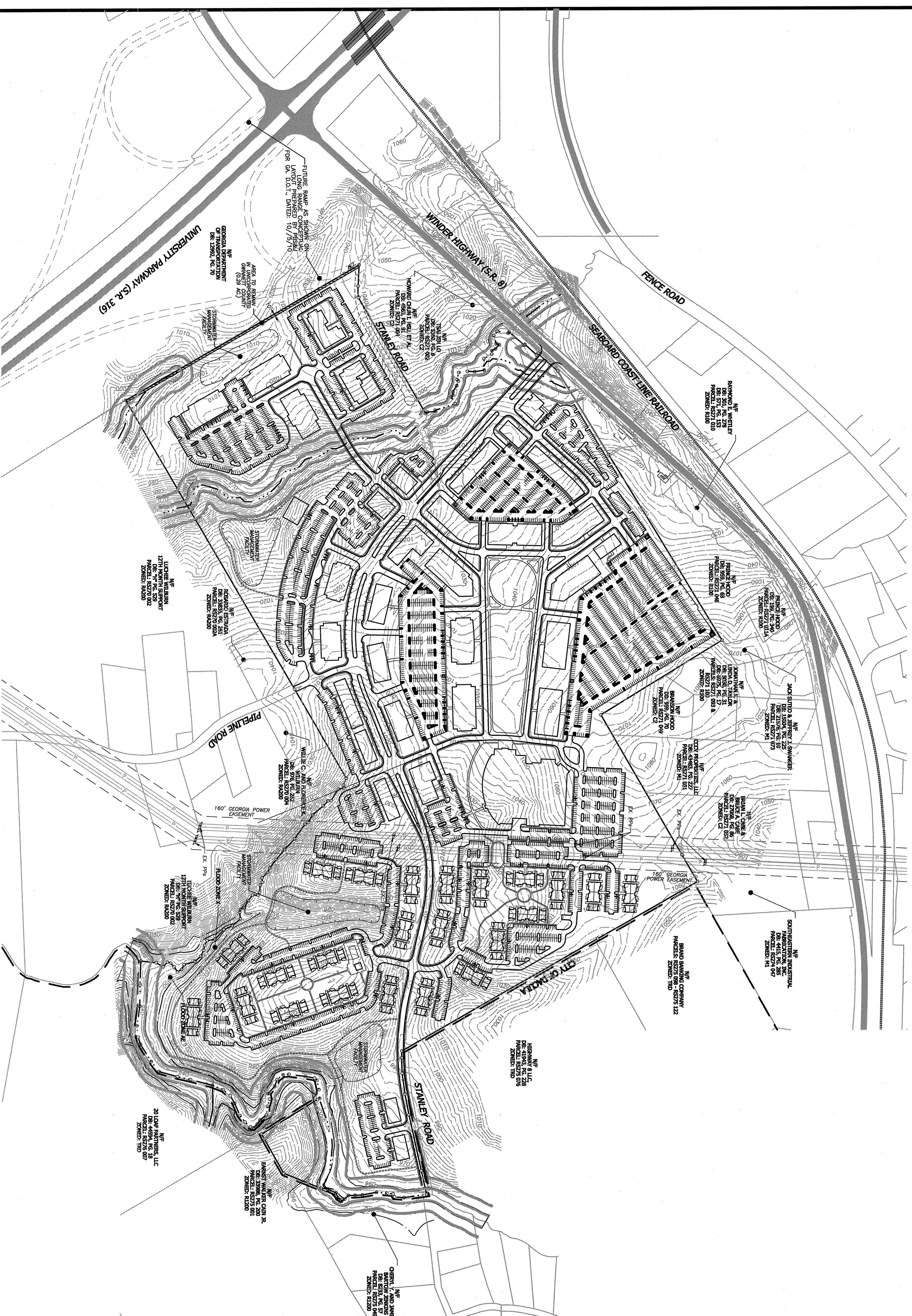
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**VICINITY MAP**  
SCALE: NTS



1. PORTIONS OF THIS PROPERTY ARE LOCATED IN A FLOOD HAZARD ZONE "AE" AS PER FEMA. FLOOD INSURANCE RATE MAP OF GWINNETT COUNTY, GEORGIA, COMMUNITED AREA, FLOOD HAZARD ZONE, EFFECTIVE SEPTEMBER 26, 2006
2. TOTAL SITE AREA: 15.71 ACRES
3. ZONING:
4. CURRENT ZONING: C-2 & R120 (GWINNETT COUNTY)
5. UTILITY PROVIDERS: F.M.D. (GAS) & DUKULU (ELECTRICITY)
6. WATER - GWINNETT COUNTY
7. SANITARY SEWER - GWINNETT COUNTY
8. TELEPHONE/CABLE/INTERNET - CHARTER/AT&T
9. POWER - GEORGIA POWER

**GENERAL INFORMATION:**

**APPLICANT:** WALTON DEVELOPMENT & MANAGEMENT (USA), INC.  
238 WEST FORESHORE LANE  
ROSELAND, GA 30075  
PHONE: (770) 642-7750

**ENGINEER:** MR. PETER LANGHAM  
PHONE: (770) 642-7750

**ARCHITECT & ASSOCIATES, INC.:**  
ROCHESTER & SCOTT, P.E.  
KEDRICK C. SCOTT, P.E.  
GAINESVILLE, GA 30601  
PHONE: (770) 718-0680

**TRAFFIC ENGINEER:** KIMLEY-HORN AND ASSOCIATES, INC.  
SUITE 600  
NORCROSS, GA 30071

**JOHN WALKER, P.E., F.OE**  
PHONE: (770) 825-0744

LAND USE:	
PROPOSED NON-RESIDENTIAL:	
RETAIL	204,700 SF
OFFICE	2,285,300 SF
TOTAL SQ. FOOTAGE	2,500,000 SF
HOTEL	500 (ROOMS)
CONVENTION CENTER	35,000 SF
RESIDENTIAL	613 UNITS
DENSITY:	
NON-RESIDENTIAL	35,000 SF/ACRE
RESIDENTIAL	13 UNITS/ACRE
OPEN SPACE:	
OPEN SPACE/GREEN SPACE	39.28 ACRES

PARKING SUMMARY:

PROPOSED SPACES: 9,563

PLAN KEY

1. PROPERTY LINE \_\_\_\_\_

2. PROPOSED CURB & UTTER \_\_\_\_\_

3. PROPOSED SIDEWALK \_\_\_\_\_

4. PROPOSED TRAIL \_\_\_\_\_

5. EXISTING CHEDDINE OF CREEK \_\_\_\_\_

6. 75' MINOROUS BUFFER \_\_\_\_\_

7. 50' UNDISTURBED BUFFER \_\_\_\_\_

**PEAK AT UNIVERSITY PARKWAY**

# DR| Overall Plan

## DACULA, GEORGIA

**This plan is conceptual in nature and subject to change without notice**



**MILL CREEK**  
CONSULTING



**Kimley-Horn  
and Associates, Inc**

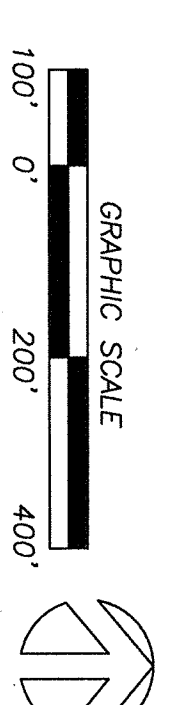


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DATE: 10/10/12



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