



REGIONAL REVIEW NOTICE

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

DATE: Oct 11 2012

ARC REVIEW CODE: R1210101

TO: Mayor Jimmy Wilbanks
ATTN TO: Joey Murphy, Director
FROM: Doug Hooker, Executive Director

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report 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

Review Type: DRI

Submitting Local Government: City of Dacula

Date Opened: Oct 11 2012

Deadline for Comments: Oct 26 2012 **Date to Close:** Oct 31 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 Preliminary Summary:

Regional Consistency Assessment (50%): 100%

Overall Weighted Score: 94%

Local Impacts Assessment (30%): 100%

Quality Development Assessment (20%): 71%

PRELIMINARY 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 ARC staff comments which are attached

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LAWRENCEVILLE
CITY OF AUBURN

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
NORTHEAST GEORGIA RC

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GWINNETT COUNTY
BARROW COUNTY

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

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



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Peak at University Parkway** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Please Return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *Oct 26 2012*

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

JURISDICTION:	CITY OF DACULA				Date RCA Completed, M/D/YYYY: 10/10/12	
DRI #:	2305				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Peak at University Parkway					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Annexation and Rezoning	
I. REGIONAL PLAN	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		
II. REGIONAL RESOURCE PLAN AND RIRs	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		
III. INTERJURISDICTIONAL IMPACTS	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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	
IV. TRANSPORTATION IMPACTS	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"/>			
V. LOCALLY ADOPTED PLANS	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 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING FOR COMMENTS	
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	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 region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				24	OUT OF A POSSIBLE:	24
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50
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)						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , "the proposed action <u>IS</u> in the best interest of the region and therefore of the state." <input type="checkbox"/> NO , "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state." Other Issues of Regional Concern:					
<i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i>	<input type="checkbox"/> YES. <input type="checkbox"/> NO. Narrative:					
<i>Was the answer to both questions in this section "No"?</i>	<input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding. <input type="checkbox"/> NO.					

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*

JURISDICTION:	CITY OF DACULA				Date LIA completed, M/D/YYYY: 10/10/12	
DRI #:	2305				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Peak at University Parkway					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Annexation and Rezoning	
I. ADEQUACY OF LOCAL ASSETS/SERVICES	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		WAITING ON COMMENTS	
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		
II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (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"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (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		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (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"/>			
LIA Points:		42		OUT OF A POSSIBLE:	42	
LIA Score:		100		LIA WEIGHTED SCORE (30%):	30	
OVERALL ASSESSMENT OF LOCAL IMPACTS						
<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

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

I. MIX OF USES	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 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"/>			

II. TRANSPORTATION ALTERNATIVES	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)
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"/>	1	THE SUBMITTED SITE PLAN APPEARS TO SHOW SIDEWALKS ON MOST STREETS	
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	INFORMATION NOT SUBMITTED FOR THE REVIEW	
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		
III. CONNECTIVITY	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)
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"/>			
X. HOUSING CHOICES	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)
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"/>			
XI. ECONOMIC 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)

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"/>							
QDA POINTS:		68		OUT OF A POSSIBLE:		96				
QDA SCORE:		71		QDA WEIGHTED SCORE (20%):		14				
OVERALL ASSESSMENT OF QUALITY										
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.									
<i>And is the development generally reflective of the best quality growth practices?</i>	<input type="checkbox"/> YES , this regional commission recommends this development for Georgia Quality Development designation. <input type="checkbox"/> NO NARRATIVE:									

<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>	YES <input type="checkbox"/>	NO <input type="checkbox"/>	NARRATIVE:



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Marshall Willis, Transportation Planning Division

DATE: October 10th, 2012

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

cc: David Haynes
TD

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 primary entrance is proposed to be located on the north side of the site on Winder highway (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 27th, 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, with the closest defined stops at the Gwinnett Justice & Administration Center and at Gwinnett Technical College.

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.
- SR 29 (Winder Highway) is part of the ARC Bicycle and Pedestrian Study Network.
- SR 29 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 SR 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.
- An extension of Sugarloaf Parkway is under construction south-east of the site.

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

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
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
TOTAL	157.11	205.19	2473.61	16109.54	114778.88	200.82	28.88

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) 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.

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)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☒ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care Facilities

☐ Post-Secondary Schools

☐ Truck Stops

☐ Housing

☐ Waste Handling Facilities

☐ Any other development types

☐ Industrial

☐ Quarries, Asphalt & Cement Plants

If other development type, describe:

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 2.94 ac of 100 year floodplain and 5.23 ac of 500 year floodplain. There are no planned encroachments into the floodzone.

Submit Application

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LAND USE

Proposed Non-Residential:	
Maximum Square Footage	2,500,000 sf
Hotel	500 rooms
Conference Center	35,000 sf
Proposed Residential:	
Residential	613 units
Open Space:	
Open Space/Greenspace	39.28 acres

MAXIMUM BUILDING HEIGHT

Non Residential	12 Stories
Residential	4 Stories
Mixed Use	12 Stories
Parking Deck	5 Stories

NOTES

- 1. Portions of this property are located in a flood hazard zone 'AE' as per FEMA Flood Insurance Rate Map of Gwinnett County, Georgia. Community panel No. 13135C0076F, effective September 26, 2006.
- 2. Total site area = 157.11 acres
- 3. Zoning
 - Current Zoning - C2 and RA200 (Gwinnett County)
 - Proposed Zoning - PMUD (City of Dacula)
- 4. Utility providers
 - A. Water - Gwinnett County
 - B. Sanitary Sewer - Gwinnett County
 - C. Gas - City of Buford
 - D. Telephone/Cable/Internet - Charter/AT&T
 - E. Power - Georgia Power

GENERAL INFORMATION

Applicant
Walton Development and Management (USA), Inc.
295 West Crossville Road
Building 700, Suite 170
Roswell, GA 30075
Contact: Mr. Peter Langham (770-642-7750)

Engineer
Rochester & Associates, Inc.
425 Oak Street
Gainesville, GA 30501
Contact: Kedrick C. Scott (770-718-0600)

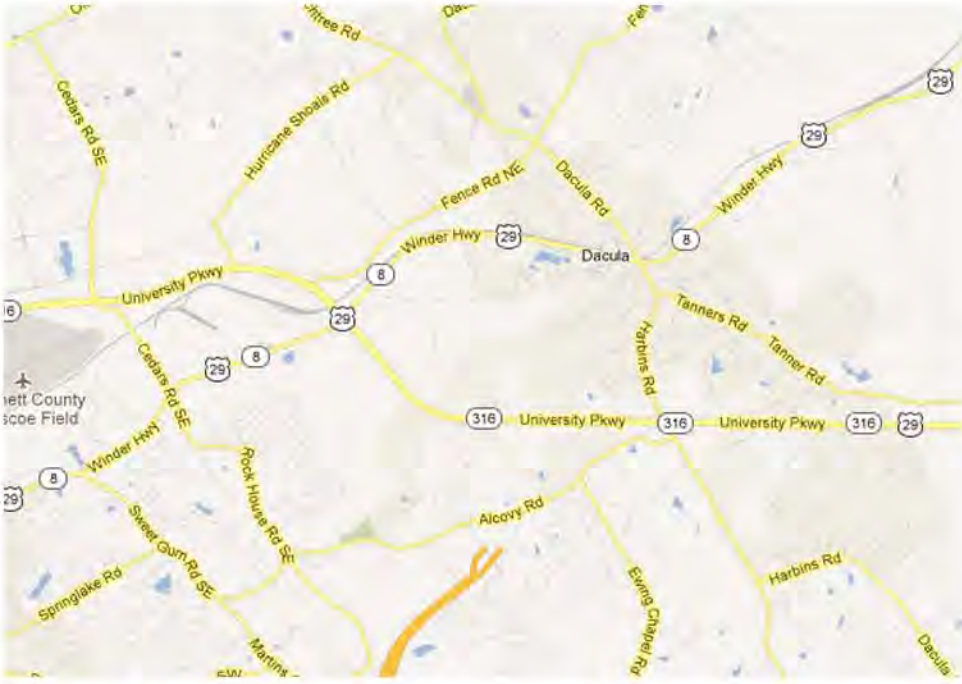
Legend

Retail / Mixed Use

Office / Mixed Use

Hotel / Conference Center

Multi-family Residential



VICINITY PLAN - NTS



Land Use Plan

JUNE 14, 2012

0

50

100

200

400

800

Dacula, Georgia

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

