



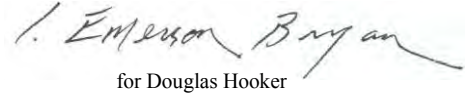
# REGIONAL REVIEW FINDING

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

DATE: March 3, 2015

ARC REVIEW CODE: R1502131

TO: Chairman Charlotte Nash  
ATTN TO: Jeff West, Planning Manager  
FROM: Douglas R. Hooker, Executive Director  
RE: Development of Regional Impact Review

  
for Douglas Hooker

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:** Loganville Highway Tract    **Submitting Local Government:** Gwinnett County  
**Review Type:** Development of Regional Impact    **Date Opened:** February 13, 2015    **Date Closed:** March 3, 2015  
**Description:** This project is a proposed mixed-use development located in Gwinnett County, at 3100 Loganville Highway SW, between the City of Grayson and the City of Loganville. The development is proposed to include 642 single-family homes, 118 attached residences, 569,616 square feet commercial, retail, and office on 479 acres.

## **Comments:**

### **Regional Context:**

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed Loganville Highway Tract development is within an area designated as both a Developing Suburb and a Rural Area.

The RDG states that Developing Suburbs are 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 also states that Rural Areas are areas in the region where little to no development has taken place or where there is little development pressure. These areas are characterized by sporadic large single family lots, agricultural uses, protected lands, and forests. These areas outline the developed and developing areas, as well as the limits to the urban service area in Atlanta region.

There is a desire by many living in and governing these areas to keep them rural in character. Within rural areas confusion may exist regarding appropriate development densities for rural intensity uses. Most rural zoning categories have 1 unit per acre minimums, which will lead to dramatic changes in character for some rural areas. Increased development may also threaten existing rural economic uses, including forestry and agriculture. To maintain economic viability without undesirable development, these areas may serve as "sending" areas in a regional Transfer of Development Rights (TDR) program.

The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low intensity development. There is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses. There will be a need to maintain existing transportation infrastructure, but care should be taken to not spur unwanted growth by inappropriate expansion of infrastructure capacity.

#### Comments and Recommendations:

The current development plan for the proposed Loganville Highway Tract includes multiple uses on various development sites. While having these uses in close proximity can positively impact the traffic impact and overall quality of life for those living in or visiting the site, a better mixing of uses or additional connectivity between the various uses is encouraged. The developer should work with Gwinnett County to investigate greater integration of the site where possible and appropriate. This will encourage non-vehicular travel, thus reducing the traffic impact this development has on the surrounding roadways.

The developer has identified several access points for each of the development sites within the proposed Loganville Highway Tract. This will give residents, employees and guests of the development multiple points to enter and exit the site. Additionally, a potential future connection between the two residential areas has been proposed. The developer should work with Gwinnett County and adjacent property owners to ensure that the location of this potential connection is investigated and if needed preserved for such a date as it can be created as future development in the area occurs.

The study recommends SR 20 right-turn deceleration lanes at all access points (with right-turn raised channelizing islands). If right-turn channelizing islands are part of the design, raised islands are typically preferred rather than striped islands. Raised islands, if large enough, can serve as a pedestrian refuge. However, the deceleration lanes and right-turn islands shall meet GDOT design requirements, since SR 20 is a GDOT roadway. It is recommended that the applicant should ensure the site design provides adequate ROW to meet GDOT design requirements for deceleration lanes with the proposed right-turn raised channelizing islands.

Full build-out of the project is projected for the year 2020. The traffic study states that all intersections will operate with an adequate LOS if some changes to signal timing/phasing and/or lane re-striping is done. It is recommended that a new traffic study be conducted after completion of this project to determine if these modifications are effective and adequately work with other changes in traffic volumes and operations in the area.

The developer has also indicated that several trails will be included in the development, including some that connect to adjacent properties and a nearby park. The developer should work with Gwinnett County and adjacent property owners to ensure the planning and construction of these facilities is coordinated. This too will encourage non-vehicular travel, thus reducing the traffic impact in the area, as well as encourage an active lifestyle for those living and working here.

The current development plan for the proposed development includes open space. Where possible, the developer should consider utilizing this open space as a publicly accessible amenity, versus unbuildable floodplain. There are many examples in the Atlanta region of developments using unbuildable land or required open space as a central amenity, to the benefit of those living and working within or near the development.

With a several schools in close proximity to the proposed development, the developer should work with Gwinnett County, the Gwinnett County School Board and the Georgia Department of Transportation to investigate possible Safe Routes to School measures for the existing and future student population in the area.

See additional staff comments 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	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF GRAYSON	CITY OF SNELLVILLE	CITY OF LOGANVILLE
BARROW COUNTY	NORTHEAST GEORGIA REGIONAL COMMISSION	

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>.



## MEMORANDUM

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

**FROM:** Daniel Studdard, Transportation Access and Mobility Division

**DATE:** February 25, 2015

**SUBJECT:** **Transportation Division Review of DRI # 2465**

Project: Loganville Highway Tract

County: Gwinnett

Location: Loganville Highway (SR 20) at Oak Grove & Hope Hollow Roads and at  
Champion Way, Southeast of City of Grayson

Analysis:

Expedited

☐

Non-Expedited

☒

**cc:** David Haynes  
TAMD

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The Transportation Access & Mobility Division has reviewed the traffic study performed by Parker & Seymour, Inc., on behalf of Grayson Investment Partners, LLC, the developer of the Loganville Highway Tract. 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 proposed Loganville Highway Tract mixed-use development will be located on Loganville Highway (SR 20) southeast of Grayson in unincorporated Gwinnett County, Georgia. The development site consists of five (5) separate parcels on both sides of SR 20. The development is planned to consist of approximately 642 single-family homes, 66 townhomes, and 52 villas with 569,616 square feet of retail/service/office land use building space. Full build-out of the project is planned for the year 2020.

### **INFRASTRUCTURE** **Transportation**

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

The development site consists of five (5) separate parcels on both sides of SR 20 with vehicular access locations directly onto SR 20 and to Oak Grove Road, Hope Hollow Road, Champion Way, and Ozora Road. The vehicular access consists of:

- Direct access to SR 20 is provided via eight (8) restricted movement right-turn in and right-turn out only driveways
- Twelve (12) site driveways on Oak Grove Road, Hope Hollow Road, and Champion Way will provide vehicular access between the retail/commercial land use parcels and SR 20
- A driveway will be located from Tract A in the northern area of the development onto Ozora Road at the existing intersection with Moon Road

Each of the side streets provides access to SR 20 via existing signalized intersections. Oak Grove Road, Hope Hollow Road, and Ozora Road also provide connections to the surrounding roadway network. Champion Way serves as a connection between SR 20 and Grayson High School. A “Potential Future Connection” between Tract A and Tract B is identified on the site plan. This connection requires ROW that is not a part of the parcels included in this development.

Residential parking will be provided with each parcel in residential Tract A, Tract B, and Tract B.1. Five tracts are identified for retail/service/office land use. Tract 1 is located along the northeast side of SR 20 with a connection to residential Tract A. The other four commercial tracts are located along the southwest side of SR 20. A total of 2,185 surface parking spaces will be provided within these tracts, as shown in the following table.

#### **Loganville Tract Parking**

Location	# of Spaces
Tract 1	483
Tract 2	494
Tract 3	482
Tract 4	536
Tract 5	190
Total	2,185

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

The traffic consultant calculated traffic volumes for the proposed land uses and densities using the methodology, rates, and equations developed by the Institute of Transportation Engineers (ITE) as published in the *ITE Trip Generation Manual, 9th Edition, 2012*. The Loganville Tract DRI development is projected to generate 27,596 gross daily trips. Based on the proposed land uses and site design, mixed-use and pass-by trip reductions were assumed for the AM and PM peak hours. No alternate mode trip reductions were taken. Overall gross and net trip generation from the DRI traffic study is shown in the following table:

**Loganville Tract Trip Generation Table**

Land Use	Code	Intensity	Units	Daily	AM IN	AM OUT	PM IN	PM OUT
Single Family Homes	210	642	DU	5,810	115	344	353	207
Townhomes (& Villas)	230	118	DU	744	10	49	46	23
Total Residential Trips		760	DU	6,554	125	393	399	230
Internally Captured Trips Reduction				N/A	-3	-4	-97	-94
<b>New External Residential Trips</b>				<b>6,554</b>	<b>122</b>	<b>389</b>	<b>305</b>	<b>133</b>
Shopping Center	820	569.616	KSF	21,042	275	176	942	980
Internally Captured				N/A	-4	-3	-94	-97
Pass-by Diverted Trips				N/A	N/A	N/A	-199	-199
<b>New External Retail/Service/Office Trips</b>				<b>21,042</b>	<b>271</b>	<b>173</b>	<b>646</b>	<b>687</b>
<b>New External Project Trips</b>				<b>27,596</b>	<b>400</b>	<b>569</b>	<b>951</b>	<b>820</b>

*Traffic Impact Study For Loganville Highway Tract DRI #2465- Transportation Analysis*

A background traffic growth rate of 1.0% per year for five (5) years along all roadways was assumed for the 2020 build-out.

### **Summarize the transportation improvements as recommended by the traffic study consultant**

The traffic study lacks a clear list of the changes necessary to the roadway network to accommodate the proposed development and its new connections. This section focuses on those improvements that were identified in the study.

The traffic study shows that nearly all intersections are projected to operate at an adequate level-of-service (LOS) during the AM and PM peak hours in the 2020 Project Build analysis. However, the signalized intersection of SR 20 at Ozora Road/Cooper Road is projected to operate at LOS E during the PM peak. Section 4.2 of the traffic study states the following in terms of recommended transportation improvements:

“Changing the Ozora Road left-turn phase to protected/permitted or conversion of the southeast bound right turn lane to a shared with through lane would provide adequate LOS, although other lane configuration changes may also provide adequate operations in 2020.”

These proposed changes may not be feasible or may require significant changes to the corridor:

- The Ozora Road approach currently has dual left-turn lanes and a protected only left-turn phase. The proposed change to left-turn protected/permitted phasing conflicts with existing policies.
  - FHWA suggested guidelines recommend a protected only left-turn phase for operations on approaches with dual left-turn lanes.
  - A horizontal curve on the Cooper Road approach may limit sight distance on the Ozora Road approach. FHWA suggested guidelines recommend a protected only left-turn phase when certain sight distance limitations are present based on the roadway design

speed and other design features. (Field analysis would be needed to determine if this is a factor.)

- Converting to protected/permitted left-turn phasing with dual left-turn lanes would likely conflict with GDOT design requirements. The *GDOT Design Policy Manual, 2014*, states that “when providing dual left turn lanes, turn phases are generally operated in an “exclusive-only” manner.”
- The proposed conversion of the southeast bound right turn lane to a shared with through lane would require a third receiving lane. There is essentially an existing 25 ft. long third receiving lane, which would be inadequate to serve the proposed third through lane. Right-turn lanes serving commercial parcels are located beyond this receiving lane.
  - The existing right-turn lanes could potentially be re-striped to extend this third receiving lane an additional 850 feet. This may not meet GDOT length requirements for a receiving lane at a signalized intersection.
  - If GDOT approves the approach change, they may require extending the receiving lane to the next intersection at Oak Grove Road, which is approximately 2,450 from the intersection of SR 20 at Ozora Road/Cooper Road.

In relation to this intersection of SR 20 at Ozora Road/Cooper Road, the traffic study states that “other lane configuration changes may also provide adequate operations in 2020.” The other lane configurations may be more viable alternatives, and additional information about those configurations should be included in the traffic study.

Section 4.2 of the traffic study also states the following:

“It is recommended that separate dedicated turning lanes on new site approaches to the existing signalized and at the new side-street access intersections be constructed to provide safer movement and less vehicular delay caused by turning vehicles waiting for gaps in traffic blocking other vehicles.”

It is unclear if this text is recommending additional turn lanes on existing roadways, including SR 20, Oak Grove Road, Hope Hollow Road, Champion Way, or Ozora Road. If so, specific intersection turn lane recommendations should be identified so their impacts can be analyzed. Specific recommended turn lanes on site driveways at intersections should also be identified, as they impact the result of the traffic analyses at each of these intersections.

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

The traffic study states that there are currently no funded future transportation improvement projects within the study area that are likely to be constructed by 2020.

A project with the ARC ID # ASP-GW-366 is a roadway capacity project that is proposed to widen nearby US 78 from SR 84 to SR 81 from 4 to 6 lanes. However, this is an aspirations project, and no funding has been identified for this project by the year 2040.

**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 served by transit. Gwinnett County Transit (GCT) serves Lawrenceville, and GRTA Xpress buses reach Snellville. Each of these routes is more than 5 miles away, so the development is not served by transit.

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

Consideration of Necessary Transportation Modifications:

The following intersections are existing three-leg, signalized intersections along SR 20:

- SR 20 at Oak Grove Road
- SR 20 at Hope Hollow Road
- SR 20 at Champion Way

The traffic study proposes site access at all three of these intersections. This requires adding a 4<sup>th</sup> leg to each intersection, changing lane geometry on the other approaches, adjusting the existing signal timing/phasing, and adding new signal heads. However, the traffic study provides no information regarding the necessary geometric or operations changes to these three intersections related to the new site access:

- The traffic study should provide information regarding the necessary changes to lane geometry and to the signal timing/phasing at each intersection due to the new site access and addition of a 4<sup>th</sup> leg.
- The proposed lanes on the approach of the 4<sup>th</sup> leg at each intersection should be provided in the report.
  - The Synchro analysis documentation in the report's appendix shows one lane on each of the 4<sup>th</sup> leg approaches in the Synchro reports for the 2020 with project analyses.
  - Green time for each signal cycle at these intersections is allocated primarily to SR 20 to serve the highest volume roadway. The addition of turn lanes on the 4<sup>th</sup> leg approach at each intersection will provide more capacity on these approaches, reducing the delay on these approaches and helping to prevent congestion on SR 20.
  - Proposed turn lanes on the new 4<sup>th</sup> leg approaches at each intersection should be identified as a part of the traffic study.
- Any needed changes to the lane geometry on the three existing approaches at each intersection should be identified as a part of the traffic study.
  - At a minimum, a through lane will need to be striped on the approaches on Oak Grove Road, Hope Hollow Road, and Champion Way.
  - The existing u-turn lanes on SR 20 on the southeast bound approach to the intersection with Oak Grove Road and the intersection with Hope Hollow Road will need to be re-striped as left-turn lanes.
  - GDOT and/or Gwinnett County may require a right-turn lane on the northwest bound approach on SR 20 at each of these intersections.
- The traffic study states that the traffic signal at the intersection of SR 20 at Champion Way is used in a stop and go operation only when needed and remains in flash for most of the day.
  - As Champion Way only provides access to Grayson High School, it is likely in stop and go operation only at the start and end of each school day.



- The proposed change to this signal timing/phasing should be provided in the traffic study.
- This signal timing/phasing change likely needs GDOT approval, particularly since the adjacent intersection of SR 20 at Hope Hollow Road is approximately 960 feet away.
- All applicable GDOT and Gwinnett County design and operational requirements shall be met as a part of this design.

A “Potential Future Connection” between Tract A and Tract B is identified on the site plan. This connection requires ROW that is not a part of the parcels included in this development. The ROW necessary to later construct this future connection should be identified on the site plan and reserved for this connection.

- No structures or other barriers should be constructed that would prevent this connection from being built.
- Clearly identified connection points in Tract A and Tract B should be identified for this connection.
- Stub-outs should be built as a part of the roadway network to provide this future connection.
- If adjacent internal roadways are dedicated to Gwinnett County after completion of the project, then the stub-outs or reserved ROW should also be dedicated to Gwinnett County.
- The reserved ROW should be wide enough to provide vehicular connectivity as well as bike/ped connectivity via a multi-use trail.
- Constructing stub-outs and/or dedicating the ROW will impact adjacent on-site parcels, so the existing site design should be revised to reflect this change.

The applicant should also review design guidelines related to ARC’s Policy and Investment Networks. The proposed development is located along the following:

- Regional Thoroughfare Network: SR 20
- Atlanta Strategic Truck Route Master Plan (ASTRoMaP) Network: SR 20

Full build-out of the project is projected for the year 2020. The traffic study states that all intersections will operate with an adequate LOS if some changes to signal timing/phasing and/or lane re-striping is done. It is recommended that a new traffic study be conducted after completion of this project to determine if these modifications are effective and adequately work with other changes in traffic volumes and operations in the area.

#### Consideration of Bike/Pedestrian Access:

The study recommends SR 20 right-turn deceleration lanes at all access points, with right-turn raised channelizing islands. If right-turn channelizing islands are part of the design, raised islands are typically preferred (as recommended) rather than striped islands. Raised islands, if large enough, can serve as a pedestrian refuge, helping to facilitate pedestrian crossings between the different tracts in the development. Striped islands generally allow vehicles to turn at higher speeds but do not facilitate pedestrian crossings.

- The deceleration lanes and right-turn islands must meet GDOT design requirements, since SR 20 is a GDOT roadway. GDOT typically requires adequate shoulder width between through lanes and an adjacent curb, even if the curb is part of a right-turn raised channelizing island.

- It is recommended that the site design provides adequate ROW to meet GDOT design requirements for deceleration lanes while also constructing the proposed right-turn raised channelizing islands.

The traffic study states that “Sidewalks and trails will provide non-motorized access to all areas within each parcel and to adjacent parcels when developed, where feasible.” Additional trail connections to the internal street network would help facilitate the connectivity within the development and to adjacent parcels. These potential connections include:

- An additional connection from the internal street network to the trail in Tract A, at Block A, at lots 21 and 22.
- An additional connection from the internal street network to the trail in Tract A, in Block A, at lots 45 and 46.
- An additional trail connection from the proposed multi-use trail to the internal street network in Tract A, at Block F, between lots 16 and 17.
- An additional trail connection from the proposed multi-use trail to the internal street network in Tract A, at Block F, between lots 46 and 47.
- An additional trail connection from SR 20 to the internal street network in Tract B, at Block A, between lots 10 and 11 or lots 11 and 12.
- An additional trail connection from SR 20 to the internal street network in Tract B, at Block D, between lots 73 and 74.

To facilitate bike/pedestrian connectivity, trails and/or sidewalks should be constructed along all roadways adjacent to parcels that are a part of this development. Additionally, the commercial sites should provide direct pedestrian connections from adjacent roadways to each structure on-site. This may consist of trails, sidewalks, crosswalks within parking lots, and other infrastructure as appropriate. Direct connections to the residential developments in Tract A and Tract B and the proposed trail network should also be provided from the adjacent streets.

**LOGANVILLE HIGHWAY PROPERTY DRI**  
**Gwinnett County**  
**Natural Resources Division Review Comments**

**February 9, 2015**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project is located in two water supply watersheds. The northern portion of the property is in the Alcovy River Water Supply Watershed and part of the project south of Loganville Highway (SR 20) is in the Big Haynes Creek Water Supply Watershed. Both are small (less than 100 square mile) watersheds. Big Haynes Creek is a public water supply source for both Rockdale County. The Alcovy River is a public water supply source for the City of Monroe in Walton County. Although outside the Atlanta Region, the Monroe intake is only a few miles from the Gwinnett County line. The proposed project property appears to be more than 7 miles upstream of both intakes.

Under the Georgia Planning Act of 1989, all development in a public 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 are then approved by Georgia EPD and DCA. The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line) streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and other requirements for hazardous materials and hazardous waste. It is our understanding that Gwinnett County has developed alternate criteria for water supply watershed protection.

The USGS coverage for the project area shows that Bay Creek, a tributary to the Alcovy River crosses the Tract A portion of the property north of Loganville Highway. This stream is subject to Water Supply Watershed Criteria buffers, as well as the County's Stream Buffer Ordinance, both of which require a 50-foot undisturbed buffer and a 75-foot impervious surface setback. The submitted project plans show these buffers on Bay Creek, as well as the 25-foot State Sediment and Erosion Control Buffer. Any other waters of the State on this property will also be subject to the State 25-foot Sediment and Erosion Control Buffer.

**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 regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

**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	87.66	149.90	1525.28	9467.28	86169.78	107.82	19.29
	162.60	219.51	960.97	6991.80	130242.60	55.28	13.00
	171.41	179.98	1835.80	11484.47	103703.05	130.27	24.00
<b>TOTAL</b>	<b>421.67</b>	<b>549.39</b>	<b>4322.05</b>	<b>27943.55</b>	<b>320115.43</b>	<b>293.37</b>	<b>56.29</b>

Total Percent Impervious: 46%

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

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**From:** Olson, David W <DOlson@dot.ga.gov>  
**Sent:** Wednesday, February 18, 2015 11:41 AM  
**To:** Jonathan Tuley  
**Cc:** Laura F. Beall AICP (lbeall@grta.org); Kelly, Steve; Giles, Shane; Crowe, Richard  
**Subject:** FW: DRI Review Notification - Loganville Highway Tract (DRI #2465); GDOT District One Traffic Operations Comments

The bullet points below are our comments.

David W. Olson, PE  
District Traffic Engineer

### **NEW NUMBER (770) 531-5806**

Georgia Department of Transportation  
District 1, Gainesville, GA  
(770) 531-5806 *office*  
(678) 677-6078 *mobile*  
[dolson@dot.ga.gov](mailto:dolson@dot.ga.gov)

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**From:** Kelly, Steve  
**Sent:** Wednesday, February 18, 2015 10:39 AM  
**To:** Olson, David W  
**Cc:** Giles, Shane; Crowe, Richard  
**Subject:** FW: DRI Review Notification - Loganville Highway Tract (DRI #2465)

David,

The following are comments for this review:

- Include the following intersections in the Traffic Study: 1). Cooper Road @ S.R. 10, 2). Rosebud Road @ S.R. 10, 3). S.R. 20 @ S.R. 81, 4). S.R. 20 @ S.R. 10, 5.) S.R. 81 @ S.R. 10.
- Some of the drives appear spaced together less than requirements. All drives will require the full length decel lane per the driveway manual.
- Left turn and decel lanes should be studied for capacity and lengthened if necessary at all locations.
- All signalized intersections shall be upgraded to accommodate pedestrian traffic.
- All signing and marking shall be per the MUTCD.
- Internal drives/roads shall be located at a minimum distance from the travel lane per Figure 3-1.2 of the driveway manual.
- Sight distance requirements must be met at all locations.
- On site retention will be required with no increase in runoff to the state R/W.

- Sidewalks, handicap ramps and crosswalks shall be per ADA and GDOT specifications and standards.

Steve Kelly  
District Traffic Operations Manager  
770 531-5797  
P.O. Box 1057  
Gainesville, GA 30503-1057



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**From:** Olson, David W  
**Sent:** Sunday, February 15, 2015 3:01 PM  
**To:** Kelly, Steve  
**Cc:** Crowe, Richard; Giles, Shane  
**Subject:** FW: DRI Review Notification - Loganville Highway Tract (DRI #2465)

Steve,

Please oversee this review.

David

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Friday, February 13, 2015 5:18 PM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; [lbeall@grta.org](mailto:lbeall@grta.org); DRI; 'Jon West'; [bryan.lackey@gwinnettcountry.com](mailto:bryan.lackey@gwinnettcountry.com); [Jeffrey.West@gwinnettcountry.com](mailto:Jeffrey.West@gwinnettcountry.com); [Vince.Edwards@gwinnettcountry.com](mailto:Vince.Edwards@gwinnettcountry.com); [graysoncty@aol.com](mailto:graysoncty@aol.com); [tprater@loganville-ga.gov](mailto:tprater@loganville-ga.gov); [rcasper@loganville-ga.gov](mailto:rcasper@loganville-ga.gov); [jthompson@snellville.org](mailto:jthompson@snellville.org); [rwhiddon@barrowga.org](mailto:rwhiddon@barrowga.org); [jmoneyhun@negrc.org](mailto:jmoneyhun@negrc.org); [jmahaffey@mptlawfirm.com](mailto:jmahaffey@mptlawfirm.com); Steve Sappington; David Leonard; Randall ([sey\\_park@hotmail.com](mailto:sey_park@hotmail.com))  
**Cc:** Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader  
**Subject:** DRI Review Notification - Loganville Highway Tract (DRI #2465)

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

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for **Loganville Highway Tract (DRI #2465)**. This project is a proposed mixed-use development located in Gwinnett County, at 3100 Loganville Highway SW, between the City of Grayson and the City of Loganville. The development is proposed to include 642 single-family homes, 118 attached residences, 569,616 square feet commercial, retail, and office on 479 acres.

We request that you or a member of your staff review the preliminary report, which can be viewed by clicking this hyperlink, or by copying and pasting it into your web browser:

<http://transfers.atlantaregional.com/Download.aspx?password=468075019e824ef8b26a3652e09ed729>, and provide comments to ARC by February 28, 2015.

Review opened on: February 13, 2015

**Comments Due:** February 28, 2015

Review will close on: March 5, 2015

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  
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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# REGIONAL REVIEW NOTIFICATION

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



## 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: **Logaville Highway Tract** *See the Preliminary Report.*

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

Per the Georgia Department of Transportation Office of Planning's review, the Loganville Highway Tract DRI 2465 does not appear to affect any GDOT projects currently programmed in the immediate area.

Individual Completing Form: Julia Billings

Local Government:

Department: GDOT, Office of Planning

Telephone: ( 404 ) 631 - 1774

Signature:

Date: 2/25/15

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

Return Date: *Feb 28 2015*



## Jonathan Tuley

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Monday, February 16, 2015 9:27 AM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Brian, Steve; Matthew.Smith@gwinnettcountry.com  
**Subject:** RE: DRI Review Notification - Loganville Highway Tract (DRI #2465)

Jon,

The proposed development, of mixed use residential, commercial, retail and office space on 479 acres, is located approximately 6.6 miles south of the Gwinnett County Airport – Briscoe Field (LZU), and is outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airport.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 60 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Matt Smith with the Gwinnett County Airport on this email.

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. | 2nd Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1935 | 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:** Friday, February 13, 2015 5:18 PM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; [lbeall@grta.org](mailto:lbeall@grta.org); DRI; 'Jon West'; [bryan.lackey@gwinnettcountry.com](mailto:bryan.lackey@gwinnettcountry.com); [Jeffrey.West@gwinnettcountry.com](mailto:Jeffrey.West@gwinnettcountry.com); [Vince.Edwards@gwinnettcountry.com](mailto:Vince.Edwards@gwinnettcountry.com); [graysoncty@aol.com](mailto:graysoncty@aol.com); [tprater@loganville-ga.gov](mailto:tprater@loganville-ga.gov); [rcasper@loganville-ga.gov](mailto:rcasper@loganville-ga.gov); [jthompson@snellville.org](mailto:jthompson@snellville.org); [rwhiddon@barrowga.org](mailto:rwhiddon@barrowga.org); [jmoneyhun@negrc.org](mailto:jmoneyhun@negrc.org); [jmahaffey@mptlawfirm.com](mailto:jmahaffey@mptlawfirm.com); Steve Sappington; David Leonard; Randall ([sey\\_park@hotmail.com](mailto:sey_park@hotmail.com))  
**Cc:** Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader  
**Subject:** DRI Review Notification - Loganville Highway Tract (DRI #2465)

### Development of Regional Impact Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for **Loganville Highway Tract (DRI #2465)**. This project is a proposed mixed-use development located in Gwinnett County, at 3100 Loganville Highway SW, between the City of Grayson and the City of Loganville. The development is proposed to include 642 single-family homes, 118 attached residences, 569,616 square feet commercial, retail, and office on 479 acres.

We request that you or a member of your staff review the preliminary report, which can be viewed by clicking this hyperlink, or by copying and pasting it into your web browser:

<http://transfers.atlantaregional.com/Download.aspx?password=468075019e824ef8b26a3652e09ed729>, and provide comments to ARC by February 28, 2015.

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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

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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# Developments of Regional Impact

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DRI #2465

## 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: Gwinnett County

Individual completing form: Jeff West

Telephone: 678.518.6211

E-mail: jeffrey.west@gwinnettcounty.com

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project: Loganville Highway Tract

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Land District 5, Land Lots 156, 157, 164 & 165 2800 - 3100 Blocks Loganville Highway (S.R. 20)

Brief Description of Project: Mixed-Use Development (479 acres): 642 single-family homes, 118 attached residences, 465,000 square feet commercial/retail.

#### 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

<input type="radio"/> <b>Housing</b> <input type="radio"/> <b>Waste Handling Facilities</b> <input type="radio"/> <b>Any other development types</b>	
<input type="radio"/> <b>Industrial</b> <input type="radio"/> <b>Quarries, Asphalt &amp; Cement Plants</b>	
If other development type, describe:	
Project Size (# of units, floor area, etc.):	479 acres; 642 detached homes, 118 attached homes, 465,000 sf commercial/retail
Developer:	Grayson Investment Partners, LLC
Mailing Address:	c/o Mahaffey Pickens Tucker, LLP
Address 2:	1550 North Brown Road, Suite 125
	City:Lawrenceville State: GA Zip:30043
Telephone:	770.232.0000
Email:	jmahaffey@mptlawfirm.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	Medical College of Georgia Foundation
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"/> <b>Rezoning</b> <input type="checkbox"/> <b>Variance</b> <input type="checkbox"/> <b>Sewer</b> <input type="checkbox"/> <b>Water</b> <input type="checkbox"/> <b>Permit</b> <input type="checkbox"/> <b>Other</b>
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: 2016-2020 Overall project: 2016-2020
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# Developments of Regional Impact

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**DRI #2465**

## 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:	Gwinnett County
Individual completing form:	Jeff West
Telephone:	678.518.6211
Email:	jeffrey.west@gwinnettcountry.com

### Project Information

Name of Proposed Project:	Loganville Highway Tract
DRI ID Number:	2465
Developer/Applicant:	Grayson Investment Partners, LLC
Telephone:	770.232.0000
Email(s):	jmahaffey@mptlawfirm.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.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
-----------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
---------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------

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

### Economic Development

Estimated Value at Build-Out:	\$247,000,000
-------------------------------	---------------

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$3,500,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): <hr/> <hr/>	
<b>Water Supply</b>	
Name of water supply provider for this site:	Gwinnett County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.435 mgd
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: <hr/>	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? <hr/> <hr/>	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	Gwinnett County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.378 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: <hr/>	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? <hr/> <hr/>	
<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per	See TIS

day? (If only an alternative measure of volume is available, please provide.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:See TIS	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	3,861 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stormwater bmp's, stream buffers.	
<b>Environmental Quality</b>	
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 type="radio"/> Yes <input checked="" type="radio"/> No

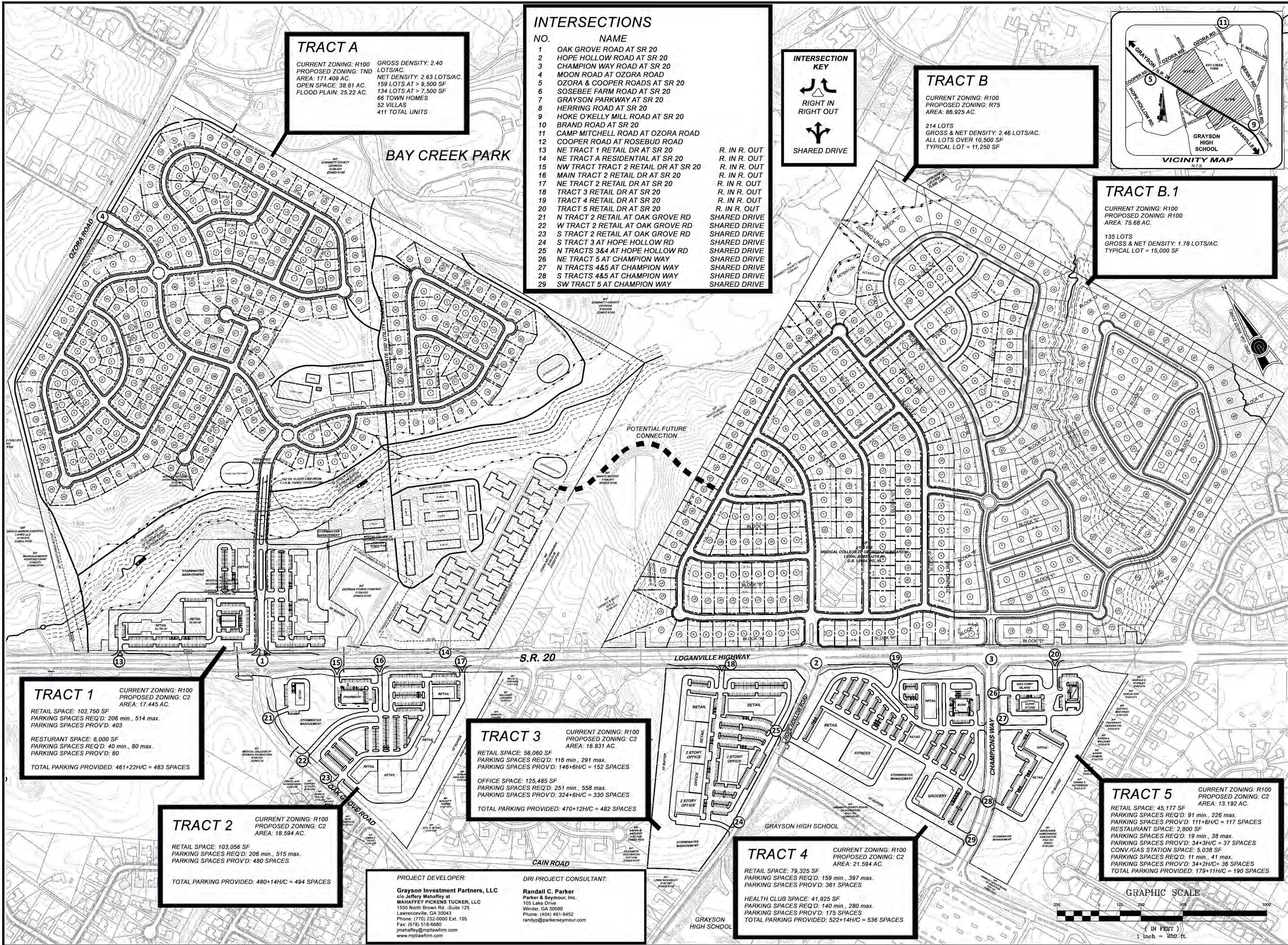


4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input 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 type="radio"/> Yes <input checked="" type="radio"/> No
<p>If you answered yes to any question above, describe how the identified resource(s) may be affected: Watershed and floodplains will be protected through stormwater bmp's/detention ponds, vegetated stream buffers and impervious surface setbacks.</p> <hr/>	
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### TRACT A

CURRENT ZONING: R100  
PROPOSED ZONING: TND  
AREA: 171.409 AC.  
OPEN SPACE: 38.81 AC.  
FLOOD PLAIN: 25.22 AC.  
GROSS DENSITY: 2.40  
LOTS/AC:  
NET DENSITY: 2.63 LOTS/AC.  
159 LOTS AT > 9,500 SF  
134 LOTS AT > 7,500 SF  
66 TOWN HOMES  
52 VILLAS  
411 TOTAL UNITS

### BAY CREEK PARK

### INTERSECTIONS

- | NO. | NAME                                | R. IN R. OUT |
|-----|-------------------------------------|--------------|
| 1   | OAK GROVE ROAD AT SR 20             | R. IN R. OUT |
| 2   | HOPE HOLLOW ROAD AT SR 20           | R. IN R. OUT |
| 3   | CHAMPION WAY ROAD AT SR 20          | R. IN R. OUT |
| 4   | MOON ROAD AT OZORA ROAD             | R. IN R. OUT |
| 5   | OZORA & COOPER ROADS AT SR 20       | R. IN R. OUT |
| 6   | SOSEBEE FARM ROAD AT SR 20          | R. IN R. OUT |
| 7   | GRAYSON PARKWAY AT SR 20            | R. IN R. OUT |
| 8   | HERRING ROAD AT SR 20               | R. IN R. OUT |
| 9   | HOKE O'KELLY MILL ROAD AT SR 20     | R. IN R. OUT |
| 10  | BRAND ROAD AT SR 20                 | R. IN R. OUT |
| 11  | CAMP MITCHELL ROAD AT OZORA ROAD    | R. IN R. OUT |
| 12  | COOPER ROAD AT ROSEBUD ROAD         | R. IN R. OUT |
| 13  | NE TRACT 1 RETAIL DR AT SR 20       | R. IN R. OUT |
| 14  | NE TRACT A RESIDENTIAL AT SR 20     | R. IN R. OUT |
| 15  | NW TRACT TRACT 2 RETAIL DR AT SR 20 | R. IN R. OUT |
| 16  | MAIN TRACT 2 RETAIL DR AT SR 20     | R. IN R. OUT |
| 17  | NE TRACT 2 RETAIL DR AT SR 20       | R. IN R. OUT |
| 18  | TRACT 3 RETAIL DR AT SR 20          | R. IN R. OUT |
| 19  | TRACT 4 RETAIL DR AT SR 20          | R. IN R. OUT |
| 20  | TRACT 5 RETAIL DR AT SR 20          | R. IN R. OUT |
| 21  | N TRACT 2 RETAIL AT OAK GROVE RD    | SHARED DRIVE |
| 22  | W TRACT 2 RETAIL AT OAK GROVE RD    | SHARED DRIVE |
| 23  | S TRACT 2 RETAIL AT OAK GROVE RD    | SHARED DRIVE |
| 24  | S TRACT 3 AT HOPE HOLLOW RD         | SHARED DRIVE |
| 25  | N TRACTS 3&4 AT HOPE HOLLOW RD      | SHARED DRIVE |
| 26  | NE TRACT 5 AT CHAMPION WAY          | SHARED DRIVE |
| 27  | N TRACTS 4&5 AT CHAMPION WAY        | SHARED DRIVE |
| 28  | S TRACTS 4&5 AT CHAMPION WAY        | SHARED DRIVE |
| 29  | SW TRACT 5 AT CHAMPION WAY          | SHARED DRIVE |

### INTERSECTION KEY



### TRACT B

CURRENT ZONING: R100  
PROPOSED ZONING: R75  
AREA: 86.925 AC.  
214 LOTS  
GROSS & NET DENSITY: 2.46 LOTS/AC.  
ALL LOTS OVER 10,500 SF  
TYPICAL LOT = 11,250 SF

### TRACT B.1

CURRENT ZONING: R100  
PROPOSED ZONING: R100  
AREA: 75.68 AC.  
135 LOTS  
GROSS & NET DENSITY: 1.78 LOTS/AC.  
TYPICAL LOT = 15,000 SF

### TRACT 1

CURRENT ZONING: R100  
PROPOSED ZONING: C2  
AREA: 17.445 AC.  
RETAIL SPACE: 102,750 SF  
PARKING SPACES REQ'D: 206 min., 514 max.  
PARKING SPACES PROV'D: 403  
RESTURANT SPACE: 6,000 SF  
PARKING SPACES REQ'D: 40 min., 80 max.  
PARKING SPACES PROV'D: 80  
TOTAL PARKING PROVIDED: 461+22H/C = 483 SPACES

### TRACT 2

CURRENT ZONING: R100  
PROPOSED ZONING: C2  
AREA: 18.594 AC.  
RETAIL SPACE: 103,056 SF  
PARKING SPACES REQ'D: 206 min., 515 max.  
PARKING SPACES PROV'D: 480 SPACES  
TOTAL PARKING PROVIDED: 480+14H/C = 494 SPACES

### TRACT 3

CURRENT ZONING: R100  
PROPOSED ZONING: C2  
AREA: 16.831 AC.  
RETAIL SPACE: 58,060 SF  
PARKING SPACES REQ'D: 116 min., 291 max.  
PARKING SPACES PROV'D: 146+6H/C = 152 SPACES  
OFFICE SPACE: 125,485 SF  
PARKING SPACES REQ'D: 251 min., 558 max.  
PARKING SPACES PROV'D: 324+6H/C = 330 SPACES  
TOTAL PARKING PROVIDED: 470+12H/C = 482 SPACES

### TRACT 4

CURRENT ZONING: R100  
PROPOSED ZONING: C2  
AREA: 21.594 AC.  
RETAIL SPACE: 79,325 SF  
PARKING SPACES REQ'D: 159 min., 397 max.  
PARKING SPACES PROV'D: 361 SPACES  
HEALTH CLUB SPACE: 41,925 SF  
PARKING SPACES REQ'D: 140 min., 280 max.  
PARKING SPACES PROV'D: 175 SPACES  
TOTAL PARKING PROVIDED: 522+14H/C = 536 SPACES

### TRACT 5

CURRENT ZONING: R100  
PROPOSED ZONING: C2  
AREA: 13.192 AC.  
RETAIL SPACE: 45,177 SF  
PARKING SPACES REQ'D: 91 min., 226 max.  
PARKING SPACES PROV'D: 111+6H/C = 117 SPACES  
RESTAURANT SPACE: 2,800 SF  
PARKING SPACES REQ'D: 19 min., 38 max.  
PARKING SPACES PROV'D: 34+3H/C = 37 SPACES  
CONV./GAS STATION SPACE: 5,038 SF  
PARKING SPACES REQ'D: 11 min., 41 max.  
PARKING SPACES PROV'D: 34+2H/C = 36 SPACES  
TOTAL PARKING PROVIDED: 179+11H/C = 190 SPACES

### GRAPHIC SCALE



Precision Planning, Inc.  
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PROPOSED DEVELOPMENT  
ON LOGANVILLE HIGHWAY  
ON LOGANVILLE HIGHWAY  
PROPERTIES

COMPOSITE  
REZONING  
EXHIBIT  
SHEET TITLE

DATE	NO.	DESCRIPTION

	2/4/15	DATE	R14251	JOB NUMBER
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STAMP

PROJECT

REVISION

SHEET