


REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: April 9, 2018

ARC REVIEW CODE: R1803201

TO: Chairman Charlotte Nash, Gwinnett County Board of Commissioners
ATTN TO: Jerry Oberholtzer, Manager of Current Planning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review


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Original on file

The Atlanta Regional Commission (ARC) has completed a regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Celebration Village Snellville (DRI 2752)

Submitting Local Government: Gwinnett County

Review Type: DRI

Date Opened: March 20, 2018

Date Closed: April 9, 2018

Description: This DRI is in unincorporated Gwinnett County on the north side of Webb Gin House Road, approximately one half-mile east of Scenic Highway (SR 124). The project is proposed to consist of 30,000 SF of retail, 18,000 SF of office, and 422 senior living units (128 townhomes, 140 independent living villas, 44 concierge living units, 55 assisted living units, 31 memory care units, and 24 personal care units). Site access is proposed via three driveways on Webb Gin House Road, with the main driveway aligning with Bennett Road to the south. The estimated buildout year is 2022. The local triggers for this DRI review are a rezoning application and two special use permit applications.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Developed/Established Suburbs area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Developed/Established Suburbs are listed at the bottom of this report.

This DRI appears to manifest aspects of regional policy in that it creates an infill, walkable senior living development with on-site office (possibly including medical office) and retail amenities for residents as well as the broader community. The project is also in close proximity to an existing commercial and service node centered around Webb Gin House Road and Scenic Highway (SR 124). These characteristics collectively offer the potential for site residents to work and shop on-site or nearby, and for site visitors and workers to park once or arrive via alternative transportation modes and conduct multiple trips on foot. Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents and visitors at key locations throughout the site.

The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Developed/Established Suburbs Area of the region. In terms of land use, the project is bordered on three sides by primarily single family detached residential uses. County leadership and staff,

along with the applicant team, should therefore collaborate to ensure sensitivity to nearby land uses and natural resources to the greatest extent possible.

Additional ARC staff comments related to transportation and water resources are included in this report. No external comments were received during the review and comment period.

Developed/Established Suburbs are areas of development that occurred from roughly 1970 to 1995 and are projected to remain suburbs through 2040. Regional policy recommendations for Developed/Established Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF GRAYSON
EVERMORE COMMUNITY IMPROVEMENT DISTRICT

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LAWRENCEVILLE

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SNELLVILLE

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.

CELEBRATION VILLAGE SNELLVILLE DRI
Gwinnett County
Natural Resources Group Comments
March 6, 2018

Watershed Protection and Stream Buffers

The proposed project is located in the Yellow River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

The USGS coverage for the project area shows one intermittent flowing from the north central portion of the property to a tributary of the Yellow River north of the parcel. This stream is shown on the project site plan, as is a second stream in the northwestern corner of the property. The site plan shows a 50-foot undisturbed buffer and 75-foot impervious setback along both streams, which is consistent with the requirements of the Gwinnett County Stream Buffer Ordinance. These streams will also be subject to the State 25-foot Erosion and Sediment Control Buffer. Any unmapped streams on the property may also be subject the County stream buffer ordinance. All waters of the state will be subject to the State 25-foot Erosion and Sediment Control Buffer. Any intrusion into these buffers may require a variance from the appropriate authority.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2752
DRI Title Celebration Village Snellville
County Gwinnett County
City (if applicable)
Address / Location The site is located on the North side of Webb Gin House Rad between SR 20 and SR 124 across from Bennett Road

Proposed Development Type:
Senior housing development consisting of 270 residential units

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date March 8, 2018

TRAFFIC STUDY

Prepared by Marc R Acampora PE
Date January 8, 2018

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (*provide the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

The traffic analysis includes a chart on page 18 that identifies Programmed Transportation Project identified in the study network area.

☐ NO (*provide comments below*)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

Site access is provided by three full movement access points on Webb Gin House Road which is not a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

Site access is served by Webb Gin House road which is not designated as a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

Private transit service for site residents to nearby shopping areas are proposed as a part of the project.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Gwinnett County Bus Transit

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility [Click here to provide name of facility.](#)

Distance ☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☒ OTHER (*Please explain*)

The development is proposed as a gated community. Webb Gin Road, a local road, provides vehicular access to adjacent parcels. No stubouts or additional local roads are proposed.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

The development proposes sidewalks and pedestrian facilities internal to the site to allow for internal pedestrian circulation. Sidewalks will be developed on Webb Gin House Road along site frontage. No bicycle facilities are proposed.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site plan depicts sidewalks internal to the site and along the site frontage on Webb Gin House Road.

- 12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

- 13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
- ☐ NO (see comments below)

[Click here to enter text.](#)

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

- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

[Click here to enter text.](#)

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None



Developments of Regional Impact

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DRI #2752

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: Jerry Oberholtzer

Telephone: 678.518.6215

E-mail: Gerald.Oberholtzer@gwinnettcountry.com

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

Proposed Project Information

Name of Proposed Project: Celebration Village Snellville

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1141, 1181 and 1291 Webb Gin House Road Lawrenceville, GA 30045

Brief Description of Project: 614,182 square foot development. 77,100 square feet of non-residential and 537,082 square feet of senior-oriented residential. 367 total units including independent and assisted living with an additional 55-bed memory care and personal care facility.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 614,182 square feet total. 367 independent and assisted living units plus 55-bed memory and personal

Developer: ASC Acquisitions, LLC c/o Shane Lanham

Mailing Address: 1550 North Brown Road

Address 2: Suite 125

City: Lawrenceville State: GA Zip: 30043

Telephone: 770-232-0000

Email: slanham@mptlawfirm.com

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

If yes, property owner: JLC Holdings, LLLP, Vinnie Lucile Clark, and Richard and Joyce Harrison

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☒ Other Two Special Use Permits (SUP) for Senior Community and Building Height Increase

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion This project/phase: 2022
Dates: Overall project: 2022

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Developments of Regional Impact

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DRI #2752

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: Jerry Oberholtzer
Telephone: 678.518.6215
Email: Gerald.Oberholtzer@gwinnettcountry.com

Project Information

Name of Proposed Project: Celebration Village Snellville
DRI ID Number: 2752
Developer/Applicant: ASC Acquisitions, LLC c/o Shane Lanham
Telephone: 770-232-0000
Email(s): slanhams@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.)
☐ (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: \$134,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,800,000

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

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

0.113

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Wastewater Disposal

Name of wastewater treatment provider for this site:

Gwinnett County

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

0.113

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Land Transportation

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

138 morning, 222 afternoon, 2,562 over the course of 24 hours.

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

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, please describe below: No improvements necessitated by project for compliance with GRTA standards. Turn lanes and new signal for access approach will be provided at project main access.

Solid Waste Disposal

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

1048

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: Medical wastes can be expected but will be removed from site by licensed hauler.

Stormwater Management

What percentage of the site is projected to be impervious surface once the

80%

proposed development has
been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed project will have a perimeter landscape buffer, storm water detention facilities that provide flood control, water quality and channel protection. Landscaping and green space will be provided within the project.

Environmental Quality

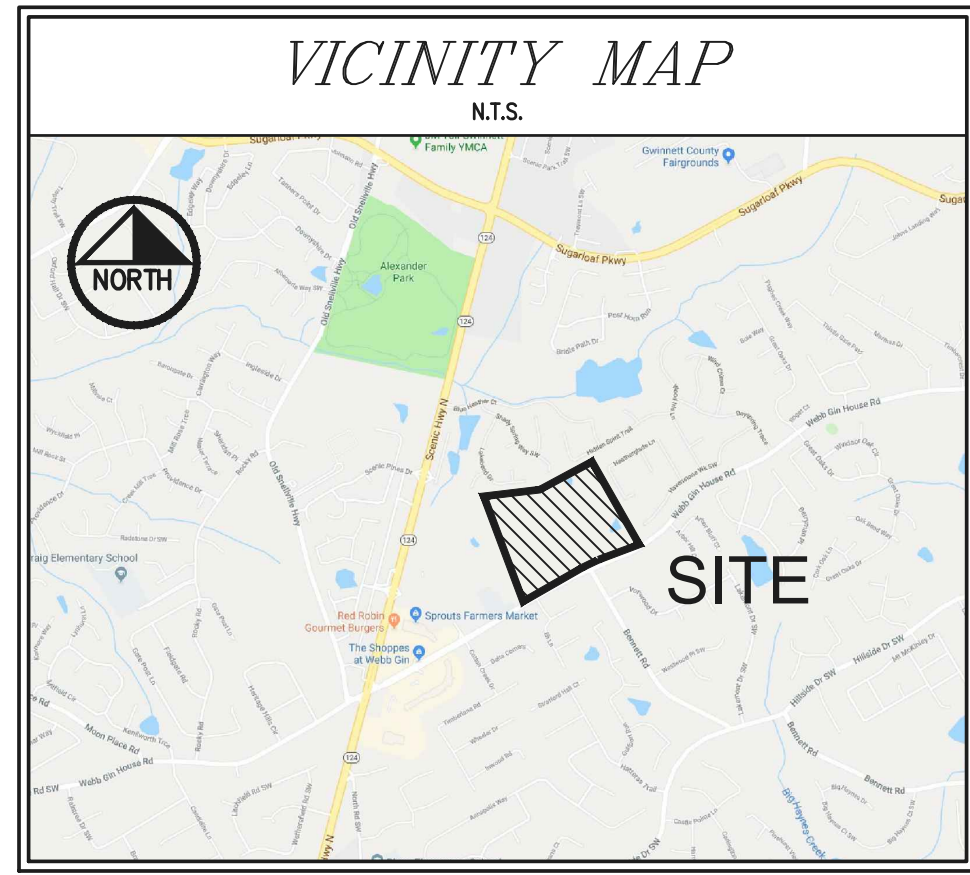
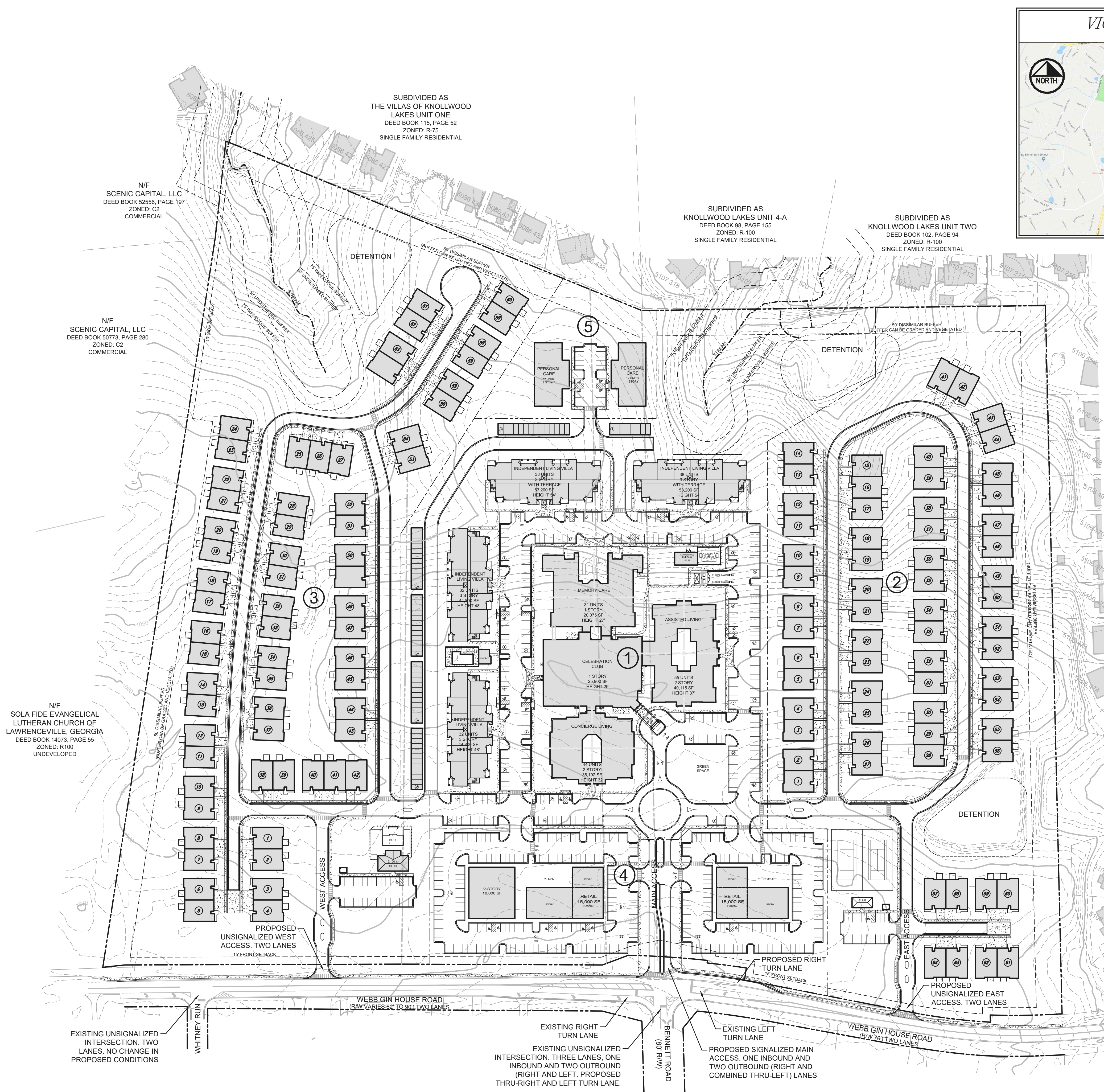
Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

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

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CELEBRATION SITE DATA

GROSS/NET ACREAGE: 56.10 ACRES
CURRENT ZONING: R-100
PROPOSED ZONING: O-1
OVERLAY DISTRICT: NONE

DRI #2752

AREA 1: CELEBRATION VILLAGE
PARCEL AREA: 14.97 AC

PROPOSED RESIDENTIAL USE:
140 INDEPENDENT LIVING VILLAS
44 CONCIERGE LIVING APARTMENTS
55 ASSISTED LIVING APARTMENTS
31 MEMORY CARE APARTMENTS
270 TOTAL UNITS

PROPOSED NON-RESIDENTIAL USE:
25,900 SQ FT CLUB FACILITY
1,100 SQ FT MAINTENANCE BUILDING

AREA 2: RESERVE EAST
PARCEL AREA: 14.97 AC
64 RESIDENTIAL UNITS

AREA 3: RESERVE WEST
PARCEL AREA: 18.99 AC
64 RESIDENTIAL UNITS

AREA 4: CELEBRATION RETAIL
PARCEL AREA: 4.80 AC
WEST RETAIL 15,000 SF
WEST OFFICE 18,000 SF
EAST RETAIL 15,000 SF

AREA 5: PERSONAL CARE
2 BUILDINGS WITH 12 UNITS EACH
24 TOTAL UNITS

SETBACKS
FRONT YARD: 15'
SIDE YARD: 10'
REAR YARD: 25'
TRANSITIONAL YARD: 50' BUFFER (CAN BE GRADED AND VEGETATED)

Table 2 - Celebration Village Snellville DRI On-Site Parking

Area	Area Name	Land Use	Size	Spaces Required	Spaces Provided
1	Celebration Village	Independent Living Villas	140 units	210	244
		Concierge Living Apartments	44 units	66	70
		Assisted Living Apartments	55 units	83	90
		Memory Care Apartments	31 beds	11	16
2	Reserve East	Senior Attached Single Family	64 units	128	128
3	Reserve West	Senior Attached Single Family	64 units	128	128
4	Celebration Retail	Retail	30,000 ft ²	60	150
		Office	18,000 ft ²	36	80
5	Personal Care	Personal Care	24 beds	8	20

DEVELOPER: ASC Acquisitions, LLC
1305 Medlock Bridge
Suite A-8
Johns Creek, GA 30097
Contact: Shane Lanham, Mahafeey Pickens Tucker, LLP
Phone: 770-232-000

SITE PLANNER: Paradigm Engineering Services, Inc.
7 Dunwoody Park
Suite 115
Atlanta, GA 30338
Contact: Barry Dunlop, PE
Phone: 770-605-6030

TRAFFIC CONSULTANT: Marc R. Acampora, PE, LLC
858 Myrtle Street, NE
Atlanta, GA 30308
Contact: Marc R. Acampora, PE
Phone: 678-637-1763

SUBDIVIDED AS
THE ARBORS OF KNOLLWOOD
LAKES UNIT ONE
DEED BOOK 104, PAGE 207
ZONED: R-75
SINGLE FAMILY RESIDENTIAL

SUBDIVIDED AS
THE ARBORS OF KNOLLWOOD
LAKES UNIT TWO
DEED BOOK 104, PAGE 146
ZONED: R-75
SINGLE FAMILY RESIDENTIAL

SUBDIVIDED AS
KNOLLWOOD LAKES UNIT 4-A
DEED BOOK 98, PAGE 155
ZONED: R-100
SINGLE FAMILY RESIDENTIAL

SUBDIVIDED AS
KNOLLWOOD LAKES UNIT TWO
DEED BOOK 102, PAGE 94
ZONED: R-100
SINGLE FAMILY RESIDENTIAL

SUBDIVIDED AS
THE VILLAS OF KNOLLWOOD
LAKES UNIT ONE
DEED BOOK 115, PAGE 52
ZONED: R-75
SINGLE FAMILY RESIDENTIAL

N/F
SCENIC CAPITAL, LLC
DEED BOOK 52556, PAGE 197
ZONED: C2
COMMERCIAL

N/F
SCENIC CAPITAL, LLC
DEED BOOK 50773, PAGE 280
ZONED: C2
COMMERCIAL

N/F
SOLA FIDE EVANGELICAL
LUTHERAN CHURCH OF
LAWRENCEVILLE, GEORGIA
DEED BOOK 14073, PAGE 55
ZONED: R100
UNDEVELOPED

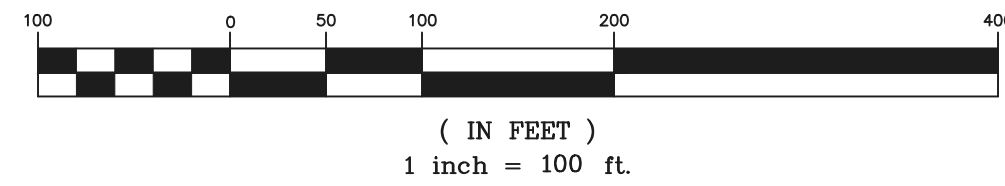


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CAUTION

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTORS CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

GRAPHIC SCALE



OVERALL SITE PLAN
CELEBRATION SNELLVILLE

LL 86, 87 & 106, 5TH DISTRICT
GWINNETT COUNTY, SNELLVILLE, GEORGIA

Drawing No.
C2.0

ACTIVE SENIOR
CONCEPTS
10305 Medlock Bridge
Suite A-8
Johns Creek, GA 30097

Project No. P-1712
Design By: WBD
Drawn By: LAF
Checked By: WBD
Date: 10/27/17
Scale: 1" = 100'

paradigm
Engineering Services, Inc.
Seven Dunwoody Park
Suite 115
Atlanta, GA 30338
(770) 605-6030
www.Paradigmeng.net

