

REGIONAL REVIEW NOTIFICATION

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

DATE: March 21, 2018

ARC REVIEW CODE: R1803211

TO: Mayor Mike Mason, City of Peachtree Corners
ATTN TO: Jeff Conkle, Planning and Zoning Administrator
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review



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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Fiserv Property Redevelopment (DRI 2783)

Review Type: DRI

Submitting Local Government: City of Peachtree Corners

Date Opened: March 21, 2018

Deadline for Comments: April 5, 2018

Date to Close: April 10, 2018

Description: This DRI is on roughly 115 acres in the City of Peachtree Corners, on the north side of East Jones Bridge Road, approximately one mile northwest of Peachtree Parkway (SR 141). The project is proposed as a senior living community, consisting of 916 units: 130 assisted living/memory care units and 786 independent living units in a range of configurations, e.g., detached, duplex, townhome, apartment, etc. Site access is proposed via two driveways operating as a pair (one for ingress, one for egress) on East Jones Bridge Road. The estimated buildout year is 2023. The local trigger for the review is a special use permit application related to 84 of the total 115 acres.

PRELIMINARY 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 senior living development with on-site recreational paths for residents and preserves significant greenspace in a sensitive area adjacent to the Chattahoochee River. The project is also in close proximity to an existing commercial/service node and a planned new town center to the east, centered around Peachtree Parkway (SR 141), Peachtree Corners Circle and Medlock Bridge Road. This characteristic offers the potential for site residents to work and shop nearby. 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 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 primarily by single family detached residential uses as well as a school. City leadership and staff, along with the applicant team, should therefore collaborate to ensure sensitivity to nearby neighborhoods, land uses and natural resources to the greatest extent possible.

Additional preliminary ARC staff comments, related to transportation and water resources, are included in this report.

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
GWINNETT COUNTY
CITY OF JOHNS CREEK

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF BERKELEY LAKE
CITY OF NORCROSS

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

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>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Fiserv Property Redevelopment** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: April 5, 2018

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: March 21, 2018

ARC REVIEW CODE: R1803211

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Fiserv Property Redevelopment (DRI 2783)

Review Type: Development of Regional Impact

Description: This DRI is on roughly 115 acres in the City of Peachtree Corners, on the north side of East Jones Bridge Road, approximately one mile northwest of Peachtree Parkway (SR 141). The project is proposed as a senior living community, consisting of 916 units: 130 assisted living/memory care units and 786 independent living units in a range of configurations, e.g., detached, duplex, townhome, apartment, etc. Site access is proposed via two driveways operating as a pair (one for ingress, one for egress) on East Jones Bridge Road. The estimated buildout year is 2023. The local trigger for the review is a special use permit application related to 84 of the total 115 acres.

Submitting Local Government: City of Peachtree Corners

Date Opened: March 21, 2018

Deadline for Comments: April 5, 2018

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]

FISERV PROPERTY REDEVELOPMENT DRI
City of Peachtree Corners
ARC Natural Resources Group Review Comments
March 15, 2018

Metropolitan River Protection Act and Chattahoochee Corridor Plan

Most of the project property is within the 2,000-foot Chattahoochee River Corridor and is subject to the requirements of the Metropolitan River Protection Act and the Chattahoochee Corridor Plan. These requirements include limits on land disturbance and impervious surfaces, a 50-foot undisturbed buffer and 150-foot impervious surface setback along the river, a 35-foot buffer along blue-line tributaries and restrictions in the river's 100-year and 500-year floodplains. The property was reviewed for the existing office park development in 1987. If the proposed development is designed to meet the limits approved in the 1987 review, a new review may not be necessary. Changes to the terms of the 1987 review would require a new review, and the proposed project would need to meet all applicable plan standards to be consistent with the Act and the Plan.

Watershed Protection and Stream Buffers

The entire project property is within in the Chattahoochee River Corridor watershed and is upstream of Peachtree Creek. The Chattahoochee River watershed upstream of Peachtree Creek is a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake.

The USGS coverage for the project area shows one blue line stream crossing the southern portion of the project property. In addition to the 35-foot Corridor buffer referenced above, the stream will also be subject to the City of Peachtree Corners' stream buffer ordinance. The conceptual site plan shows a second stream in the northern portion of the property. This stream may also be subject to the City's stream buffer ordinance requirements, as would any unmapped streams on the property that meet the City's stream buffer criteria. All streams on the property, as well as all other waters of the state, are also subject to the requirements of the State 25-foot Sediment and Erosion Control.

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:

- Use 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 runoff reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use 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.
- Include 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 #2783
DRI Title Fiserv Property Redevelopment
County Gwinnett County
City (if applicable) Peachtree Corners
Address / Location The site is located at 4411 East Jones Bridge Road

Proposed Development Type:

Redevelopment of an approximately 84 acre site to consist of 916 senior living residential units, and other support services.

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 15, 2018

TRAFFIC STUDY

Prepared by Michael Baker International
Date March 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*)

Page 2 of the traffic analysis identifies future planned transportation projects in the study network area. No fiscally constrained RTP projects are planned.

☐ 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*)

Two existing access points on East Jones Bridge Road will be utilized. East Jones Bridge Road is a local road.

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*)

Two existing access points on East Jones Bridge Road will be utilized. East Jones Bridge Road is a local road.

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)

* 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 Gwinnet County 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 Jones Bridge Chattahoochee National Park

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*)

There are stub outs where local roads are planned to connect to the site however the site does in anticipate vehicular connectivity.

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)

Adjacent parcels are undeveloped wooded areas. Existing roadways include pedestrian facilities, however internal driveways do not include connecting facilities. The site plan and traffic study do not indicate pedestrian facilities will be developed.

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)

Information not provided.

- 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 #2783

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: Peachtree Corners
 Individual completing form: Jeff Conkle, Zoning Administrator
 Telephone: 678-691-1205
 E-mail: jconkle@peachtreecornersga.gov

*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: Fiserv Property Redevelopment
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4411 East Jones Bridge Road, Peachtree Corners, GA 30092
 Brief Description of Project: This is an old office complex (the former Simmons Mattress headquarters, last used by Fiserv Corp.) on over 100 acres (comprising multiple parcels) that is currently vacant. The proposal is to create a retirement community by reusing some of the existing buildings and constructing others new. They are proposing 916 residential units on approximately 84 acres (3 of the parcels), varying from detached independent living units all the way to assisted living and memory care units. It will require a special use permit but not a rezoning from the city.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input 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 checked="" 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.): 916 units (130 are memory care & assisted living; 786 are independent living units, etc.): either detached,

Developer: Shaun Adams, attorney for East Jones Bridge, LLC

Mailing Address: 1960 Satellite Blvd Suite 4000

Address 2:

City:Duluth State: GA Zip:30097

Telephone: 770-822-0900

Email: sadams@atclawfirm.com

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

If yes, property owner: East Jones Bridge, LLC

Is the proposed project entirely located within your local ☐ (not selected) ☒ Yes ☐ No

government's jurisdiction?
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 Special Use Permit for a retirement community in the Office-Institutional zoning district

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: 2023
Dates: Overall project: 2023

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Developments of Regional Impact

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DRI #2783

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: Peachtree Corners
Individual completing form: Jeff Conkle, Zoning Administrator
Telephone: 678-691-1205
Email: jconkle@peachtreecornersga.gov

Project Information

Name of Proposed Project: Fiserv Property Redevelopment
DRI ID Number: 2783
Developer/Applicant: Shaun Adams, attorney for East Jones Bridge, LLC
Telephone: 770-822-0900
Email(s): sadams@atclawfirm.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: 450,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 0, city has zero millage

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 Water

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.002512

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 Co

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.002512

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.) 178

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:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 908 TN

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? less than 50%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Minimal impact, will build with best practices to adhere to ARC / River Corridor

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:
Site is within the river corridor

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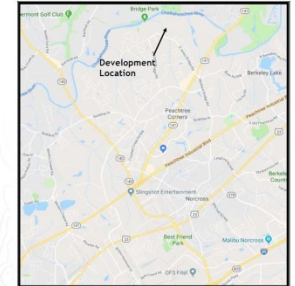
LEGEND / BUILDING INFORMATION

Cottage Homes - Detached	2-3 Story	53
Duplex Cottage Homes	2-3 Story	22
Townhomes	2-3 Story	65
Townhome Loft	3 Story	6
STACK FLATS - INTERIOR	5 Stories Over Parking	
Building 1	65,250 SF	40
Building 2	65,250 SF	40
Building 3	65,250 SF	40
Building 4	65,250 SF	40
STACK FLATS - RIVERVIEW	7 Stories Over Parking	
Building 1	80,050 SF	60
Building 2	80,050 SF	60
Building 3	80,050 SF	60
Building 4	80,050 SF	60
Simmons Building	45,030 SF	40
Up to 7 Stories Over Parking		
Independent Living	207,461 SF	200
Assisted Living / Memory Care	129,360 SF	130
4 Stories Over Parking		
Community Amenity Complex	85,220 SF	
Up to 7 Stories Over Parking		
Parks		
Trails		
TOTAL		916
Total Units Per Acre		7.965

EAST JONES BRIDGE ROAD - DRI #2783

LL 330, 331, 348, 349, 6th DISTRICT, GWINNETT COUNTY, GA
TOTAL SITE AC: 115.073
SUP APPLICATION AC: 83.49

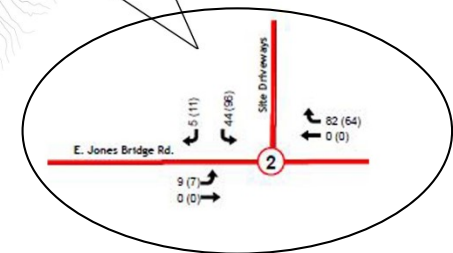
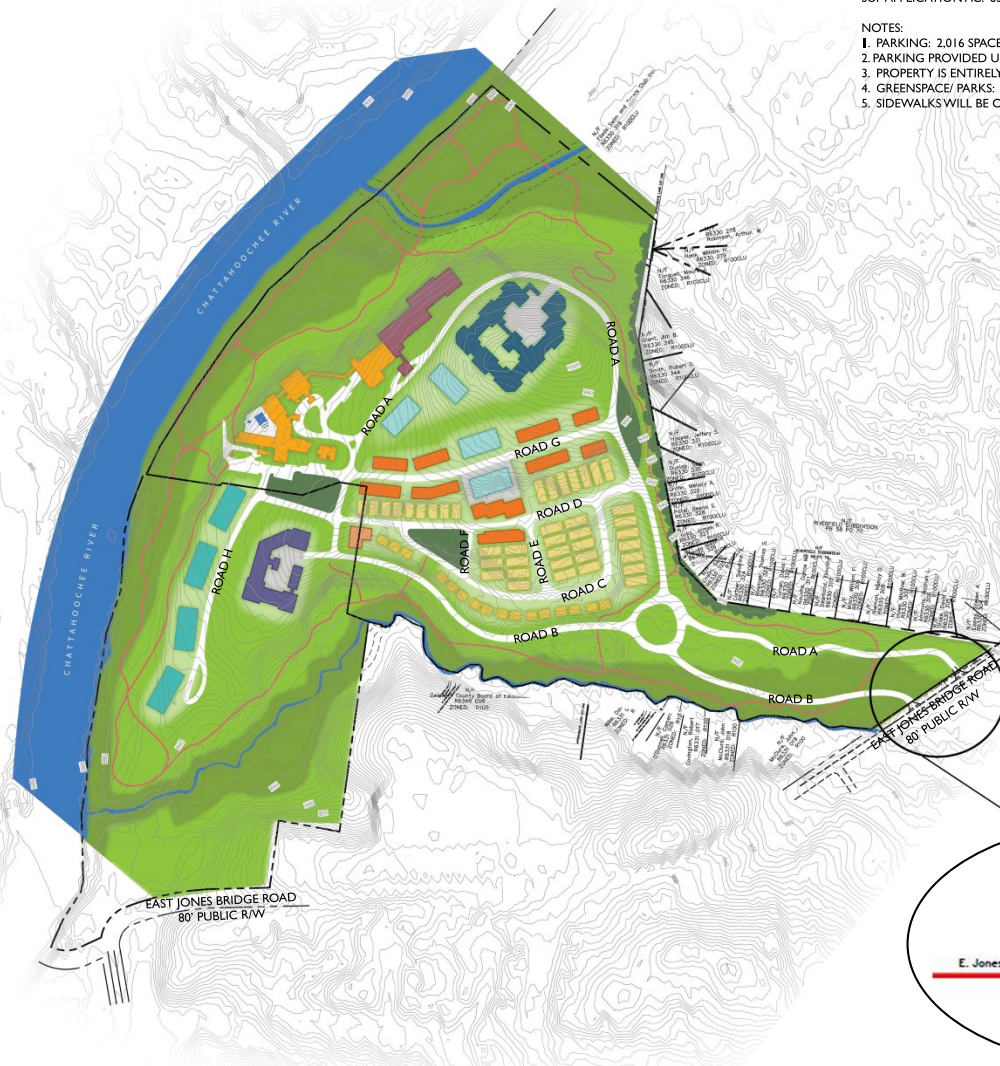
- NOTES:
1. PARKING: 2,016 SPACES REQUIRED/ 2,016 SPACES PROVIDED
 2. PARKING PROVIDED UNDER BUILDINGS WITH A DECK.
 3. PROPERTY IS ENTIRELY WITHIN THE CITY LIMITS OF PEACHTREE CORNERS.
 4. GREENSPACE/ PARKS: 66%
 5. SIDEWALKS WILL BE ON ALL INTERNAL ROADS.



LOCATION MAP



ZONING MAP



TRAFFIC ENGINEER:
MICHAEL BAKER INTERNATIONAL
BILL RUDOLPH, TRAFFIC SERVICES MANAGER
420 TECHNOLOGY PARKWAY
SUITE 100
NORCROSS, GA 30092
770-441-1942
bill.rudolph@mbakerintl.com

CLIENT CONTRACT INFORMATION:
EAST JONES BRIDGE, LLC
DR. ANDERSON TATE & CARL, P.C.
SHALIN ADAMS
1902 SATELLITE BLVD
SUITE 4000
770-822-0900
satadams@atlantafirm.com



DRI
SITE PLAN

CHATTAHOOCHEE TRACT

PEACHTREE CORNERS, GEORGIA

PROJECT INFORMATION

PROJECT NO.: 18-4143
DATE: 3-15-18
SCALE: 1" = 20'
FILE NAME: 18-4143-P02.dwg
DESIGN/DRAWN: SUR, SCH