




# 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:** December 20, 2019

**ARC REVIEW CODE:** R1912201

**TO:** Mayor Barbara Bender  
**ATTN TO:** Jason Thompson, Planning and Development Director  
**FROM:** Douglas R. Hooker, Executive Director  
**RE:** Development of Regional Impact Review



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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:** The Grove at Towne Center

**Review Type:** DRI

**Submitting Local Government:** City of Snellville

**Date Opened:** Dec. 20, 2019

**Deadline for Comments:** Jan. 6, 2020 **Date to Close:** Jan. 9, 2019\*

*\*If no significant issues are identified during the 15-day comment period, the review will close on 1/6/2020 per the LCI Expedited Review process outlined in ARC's DRI Rules.*

**Description:** This DRI is a proposed mixed-use development on approximately 18 total acres in the center of the City of Snellville. Phase 1 is on a 10-acre site bounded by North Road on the west, Oak Road on the south, Clower Street on the east, and Wisteria Drive on the north. Phase 2 is on an 8-acre site across Wisteria Drive from, and slightly east of, the first phase. The project intends to create a walkable community in downtown Snellville by providing employment, shopping, entertainment, and civic uses. The project proposes 429 multifamily residential units; 77,000 SF of commercial space (a mix of retail and office); a 17,000 SF market with an additional 17,000 SF of event space on the 2nd floor; 8,200 SF of restaurant space, a 22,500 SF library with an additional 22,500 SF of community/civic space on the 2nd floor; and a new town green. Streetscape improvements will include additional hardscaping, increased sidewalk widths, and additional parallel parking along Wisteria Drive, North Street, and Oak Road. Site access is proposed via driveways on all four surrounding roadways. The estimated build-out year for this project is 2023. The local trigger action for the DRI review is a rezoning. This project is being considered for expedited review by ARC and GRTA because it is in an existing Livable Centers Initiative (LCI) area.

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

This DRI appears to manifest aspects of regional policy, including many of those at the bottom of this narrative. The plan contemplates a mixed-use, infill development featuring significant housing, commercial and civic uses, with pedestrian-oriented infrastructure and amenities throughout the site. The mix of uses offers the potential for site residents to work and shop on-site or in the same district, and for workers and visitors to arrive via an alternative transportation mode or park once and conduct multiple trips on foot, thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable bike/pedestrian experience on all streets, paths, entrances, and parking areas. Both Gwinnett County and the City of Snellville have long-range trail programs that converge on this site and integration with those future networks should be a priority. The development team is also encouraged to ensure that end-of-trip facilities are provided for residents, workers and visitors at key locations, e.g., scooter and bicycle storage racks throughout the site, lockers/showers in office spaces, etc. These recommendations are made given that the applicant utilized a 5% alternative mode trip reduction in the SRTA/GRTA-required DRI traffic study. With the provision of high-quality bike/pedestrian facilities and infrastructure, there is the potential for actual alternative mode site access that exceeds 5% as the site fully develops and matures.

The applicant team should ensure that project driveways and intersections and any associated improvements (e.g., new turn lanes, traffic signals, etc.) are designed and implemented in full coordination with GDOT (nearby state routes include Scenic Highway North/SR 124 to the west and Main Street East/US 78/SR 10 to the south), Gwinnett County DOT, and the City of Snellville – to safely and efficiently accommodate the DRI's projected automobile traffic. Internal streets and driveways should be designed to minimize driving speeds and prioritize safety and comfort of pedestrians throughout the site, through the use of reduced lane widths, shorter curb radii, raised crossings, bulb-outs, and other design features.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages.

In a general sense, this DRI's development program is consistent with the RDG, specifically in terms of the project fostering a sense of community by developing more centralized places/centers, connecting to the existing road network, and providing new recreational opportunities. The intensity of this proposed project is within the RDG's recommended parameters for density and building height for the Developed/Established Suburbs area of the region. However, many areas near the site – particularly to the west and east/northeast – are predominated by relatively low-density, single-family residential neighborhoods. Some areas as close as 0.75 miles from the site are also outside the City of Snellville's jurisdiction, e.g., unincorporated Gwinnett County to the east. Therefore, it will be critical for City leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

This DRI is in the Snellville Town Center Livable Centers Initiative (LCI) study area. ARC considers this LCI area to be in good standing, with a five-year plan update having been completed in 2012. ARC's assessment is also that this DRI as proposed is generally consistent with the principles of the LCI program and the recommendations of the LCI plan, which calls for walkable, mixed-use development (including residential) and new civic/green space in this area. The applicant team should continue to collaborate with City staff and leadership to ensure that the project, as constructed, remains consistent with the LCI plan. Likewise, the City and its planning partners should ultimately incorporate the key attributes and impacts of this DRI into future updates to this part of the LCI plan.

Additional preliminary ARC staff comments focused on transportation and water resources planning are attached to this report. See also preliminary comments from the Gwinnett County Department of Water Resources regarding water and sewer capacity and existing facilities for Phases I and II.

Further to the above, Developed/Established Suburbs are areas that developed 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  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
ROCKDALE COUNTY  
CITY OF LILBURN  
WALTON COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & INDEPENDENCE SERVICES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION  
CITY OF GRAYSON  
CITY OF SNELLVILLE  
CITY OF LOGANVILLE

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
GWINNETT COUNTY  
CITY OF LAWRENCEVILLE  
NORTHEAST GEORGIA REGIONAL COMMISSION

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or [ggiuffrida@atlantaregional.org](mailto:ggiuffrida@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: **The Grove at Towne Center** *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:***

Greg Giuffrida

Atlanta Regional Commission

International Tower

229 Peachtree Street NE, Suite 100

Atlanta, Georgia 30303

Ph. (470) 378-1531

[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

Return Date: *Jan. 6, 2020*

## ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Dec 20 2019

ARC REVIEW CODE: R1912201

TO: ARC Group Managers

FROM: Greg Giuffrida, 470-378-1531

### Reviewing staff by Jurisdiction:

<b><u>Community Development:</u></b> Smith, Andrew	<b><u>Transportation Access and Mobility:</u></b> Mangham, Marquitrice
<b><u>Natural Resources:</u></b> Santo, Jim	<b><u>Research and Analytics:</u></b> Skinner, Jim
<b><u>Aging and Health Resources:</u></b> Perumbeti, Katie	

**Name of Proposal:** The Grove at Towne Center

**Review Type:** Development of Regional Impact

**Description:** This DRI is a proposed mixed-use development on approximately 18 total acres in the center of the City of Snellville. Phase 1 is on a 10-acre site bounded by North Road on the west, Oak Road on the south, Clower Street on the east, and Wisteria Drive on the north. Phase 2 is on an 8-acre site across Wisteria Drive from, and slightly east of, the first phase. The project intends to create a walkable community in downtown Snellville by providing employment, shopping, entertainment, and civic uses. The project proposes 429 multifamily residential units; 77,000 SF of commercial space (a mix of retail and office); a 17,000 SF market with an additional 17,000 SF of event space on the 2nd floor; 8,200 SF of restaurant space, a 22,500 SF library with an additional 22,500 SF of community/civic space on the 2nd floor; and a new town green. Streetscape improvements will include additional hardscaping, increased sidewalk widths, and additional parallel parking along Wisteria Drive, North Street, and Oak Road. Site access is proposed via driveways on all four surrounding roadways. The estimated build-out year for this project is 2023. The local trigger action for the DRI review is a rezoning. This project is being considered for expedited review by ARC and GRTA because it is in an existing Livable Centers Initiative (LCI) area.

**Submitting Local Government:** City of Snellville

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**Deadline for Comments:** January 6, 2020

**Date to Close:** January 9, 2019 *(If no significant issues are identified during the 15-day comment period, the review will close on January 6, 2020, per the LCI Expedited Review process outlined in ARC's DRI Rules.)*

### **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:**




## Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
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### DRI #3033

#### 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: Snellville

Individual completing form: Jason Thompson Planning and Development Director

Telephone: 770-985-3518

E-mail: [jthompson@snellville.org](mailto:jthompson@snellville.org)

\*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: The Grove at Towne Center

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Oak Road, Clower Street, Wisteria Drive, North Road

Brief Description of Project: Public Private mixed use development on 18 acres in the Towne Center Mixed Use District of the City of Snellville. The project consist of a 22,500 sf Gwinnett County Library, 22,500 SF 2nd floor Civic space, 429 residential MF units, 32,000 SF 2 story mercantile building, 86, 200 SF or commercial/retail office/restaurant space, and a 4 story 750 space parking deck.

#### 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.): Covered in description

Developer: MidCity Casto

Mailing Address: 215 E. Chatham Street, Suite 201

Address 2:

City: Cary State: NC Zip: 27511

Telephone: 919-467-8880

Email: [dbruner@castoinfo.com](mailto:dbruner@castoinfo.com)

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

If yes, property owner:

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

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?

75%

Estimated Project Completion Dates:

This project/phase: 2023

Overall project: 2026

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## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #3033

#### 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: Snellville

Individual completing form: Jason Thompson Planning and Development Director

Telephone: 770-985-3518

Email: [jthompson@snellville.org](mailto:jthompson@snellville.org)

#### Project Information

Name of Proposed Project: The Grove at Towne Center

DRI ID Number: 3033

Developer/Applicant: MidCity Casto

Telephone: 919-467-8880

Email(s): [dbruner@castoinfo.com](mailto:dbruner@castoinfo.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: Phase 1 85M Phase 2 40M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:  
Phase 1 - Property Tax \$648,000 Phase 1 Sales Tax 40M

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): The Post Office is being relocated to a new facility in may of 2020. All other tenants have relocated or are in the process of relocating. No residential units were displaced.

#### 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)?  
128,838 Average GPD

Is sufficient water supply capacity available to serve the proposed project?  
☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

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

### 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)? 128,838 GPD

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

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

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? Less than 1 mile.

### 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.) 8,162 weekday trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Yes - thoroughly covered in the transportation plan as provided.

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1591 tons per year

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? Approx 75%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A master detention pond will be incorporated to the phase #2 tract adjacent to the existing stream located along the northern portion of Phase 2 tract. The pond will provide water quality treatment of the first flush of runoff, channel protection 1 year 24 hour storm event and detention up to and including the 25 year 24 hour design storm event in accordance with the City's stormwater requirements. The entire Phase 1 and 2 development will be served by this master development.

### Environmental Quality

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

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

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

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**THE GROVE AT TOWNE CENTER DRI #3033**  
**City of Snellville**  
**ARC Natural Resources Group Comments**

**December 19, 2019**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project property is located in the Big Haynes Creek Water Supply Watershed, which is a small (less than 100 square mile) watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. Randy Poynter Reservoir, a public water supply source for Rockdale County, is located on Big Haynes Creek. The proposed project property is more than 7 miles upstream of both the reservoir and the water intake on Big Haynes Creek.

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 the City of Snellville has developed alternate criteria for water supply watershed protection.

The USGS coverage for the project area shows a blue line tributary to Big Haynes starting just east of the Phase 2 portion of the project property located on the north side of Wisteria Drive. The submitted site plan shows the stream running along the northern edge of the Phase 2 property, with the 50-foot undisturbed buffer and the 75-foot impervious surface setback required by both the Water Supply Watershed Criteria and the City of Snellville Stream Buffer Ordinance. The project plans also show the 25-foot State Sediment and Erosion Control Buffer. Any unmapped waters of the State on this property will also be subject to the State 25-foot Sediment and Erosion Control Buffer.

**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](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.

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

The Grove at Towne Center DRI #3033, City of Snellville  
ARC Natural Resources Group Comments  
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- 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** #3033

**DRI Title** The Grove at Towne Center

**County** Gwinnett County

**City (if applicable)** Snellville

**Address / Location**

**Proposed Development Type:**

18 acre mixed used development consisting of commercial and residential  
uses

**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** December 19, 2019

### TRAFFIC STUDY

**Prepared by** Wolverton Engineering

**Date** December 16, 2019

## **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)

☐ NO (provide comments below)

The traffic analysis includes two projects programmed in the TIP to improve SR 124. No other projects are identified.

## **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)

The SR 124 sits near the western boundary of the development site however, no access points are proposed from SR124. Access is being provided Clower Steet, Wisteria Drive and Oak Road, local roads adjacent to the site.

**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*)

[Click here to provide comments.](#)

**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 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)

GRTA Express

Bus Route(s)

GRTA Express Bus 419

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*

**06. 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, GRTA Express Bus Service**

**07. 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**

### **08. 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 site is bounded by local roadways on three sides, Clower Street, Wisteria Drive and Oak Road. These local roadways provide access to adjacent parcels.

**09. 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 is designed to promote walkability between the uses. Pedestrian facilities are provided throughout the site, Vehicles movement is limited throughout the development.

**10. 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 development is bound by roadways with existing sidewalk infrastructure, making adjacent uses more accessible by pedestrian and bicycles.

- 11. 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**

- 12. 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.

- 13. 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.

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

See additional preliminary ARC comments in the Regional Review Notification.

USER: dmw - Dec 10, 2019 - 3:19pm  
Z:\All Project Data\Projects\2019\19-LD-006 Snellville Town Center\LD\Production\Drawings\19-LD-006 MAIN.DWG - LAYOUT: C-1 DRI VERSION: ###

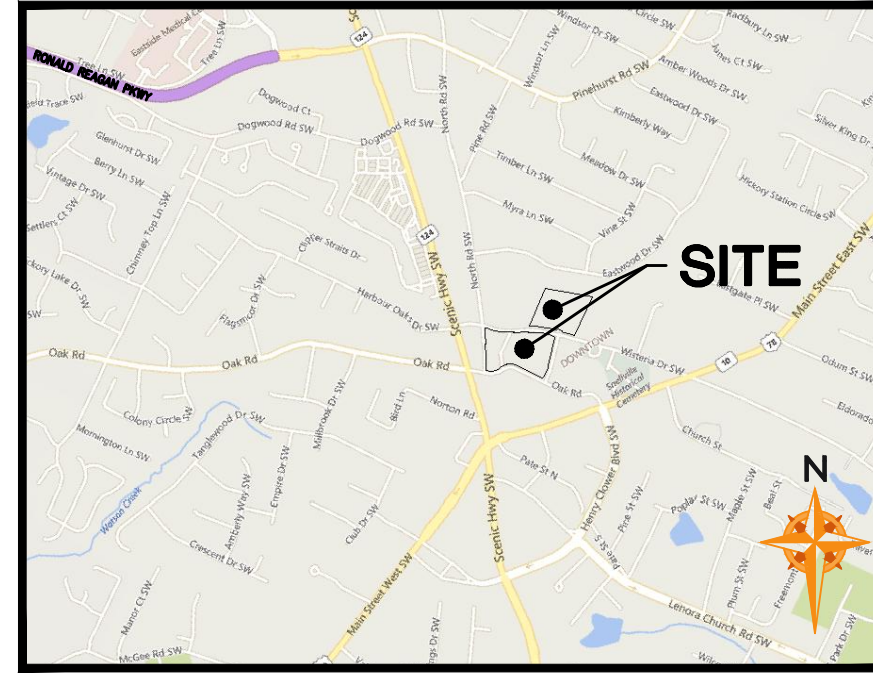


MINIMUM PROPOSED PARKING			
•APARTMENTS	254 UNITS @ 1 SPACE/UNIT	254 SPACES	
LIBRARY/CIVIC	44,000 SF @ 1 SPACE/400SF	110 SPACES	
MARKET	34,000 SF @ 1 SPACE/250 SF	136 SPACES	
COMMERCIAL/ RESTAURANTS	22,500 SF @ 1 SPACE/250 SF	90 SPACES	
TOTAL		590 SPACES	
•REFER TO ARCH PLAN FOR RESIDENTIAL UNIT SIZES			

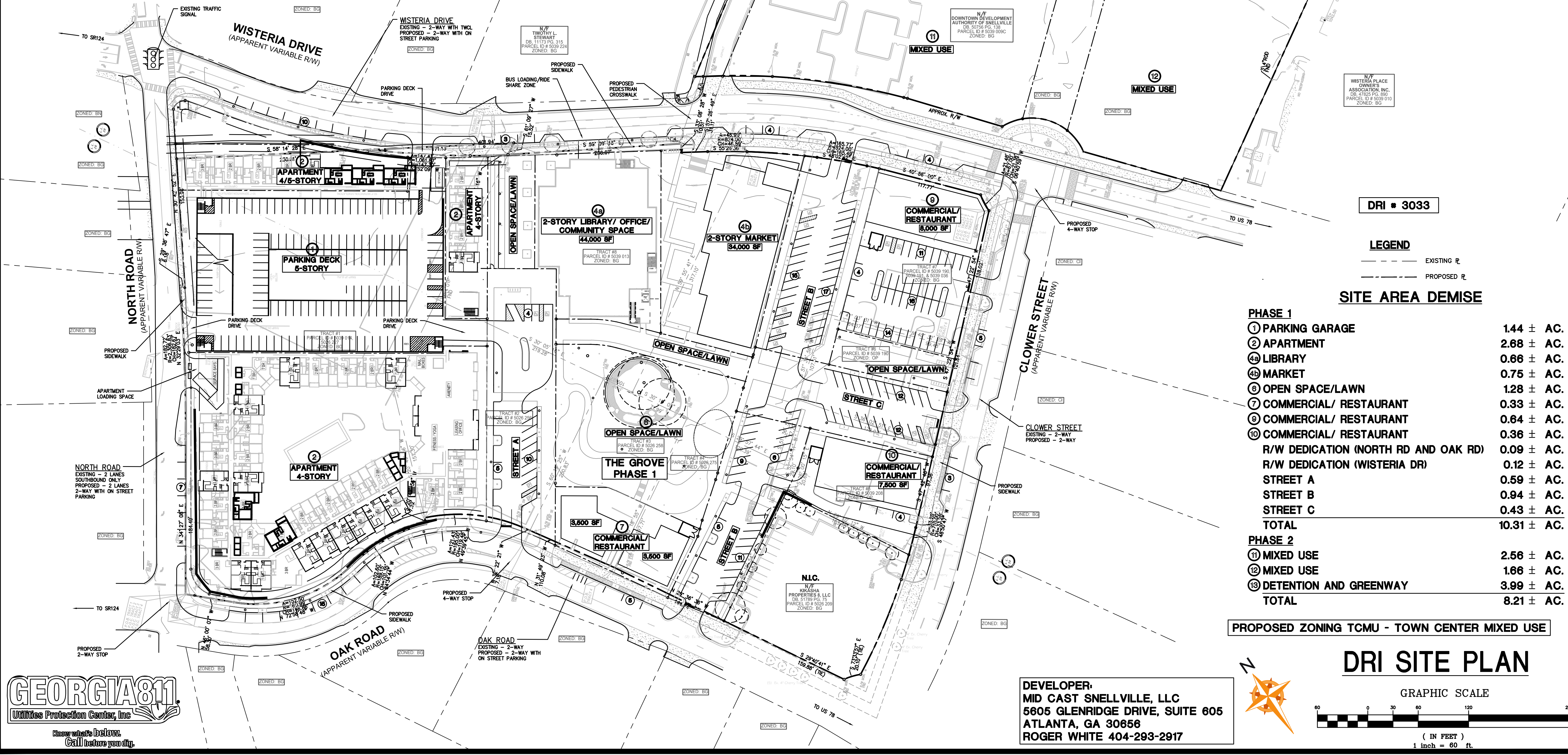
PARKING PROVIDED	
DECK	753 SPACES
SURFACE LOT	155 SPACES
ON STREET	56 SPACES
TOTAL	964 SPACES

#### PROPOSED USE/DENSITY

- A NEW GWINNETT COUNTY LIBRARY WITH 22,500 SF FIRST FLOOR LIBRARY SPACE AND 22,500 SF 2<sup>ND</sup> FLOOR CITY OF SNELLVILLE CIVIC SPACE
- 2 STORY MERCANTILE BUILDING WITH UP TO 34,000 SF OF COMMERCIAL/RETAIL/OFFICE/RESTAURANT/EVENT SPACE/BREWERY USES
- COMMERCIAL/RETAIL/OFFICE/RESTAURANT SPACE UP TO 86,200 SF
- 429 RESIDENTIAL / MULTI-FAMILY UNITS
- 5 STORY - 753 SPACE PARKING DECK



LOCATION MAP  
NOT TO SCALE



DRI # 3033

#### LEGEND

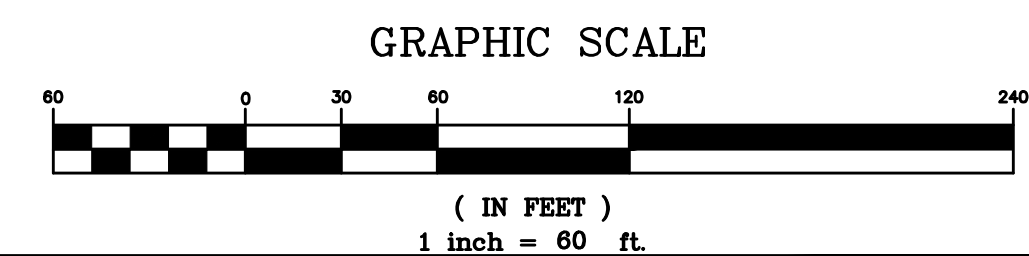
EXISTING R/W  
PROPOSED R/W

#### SITE AREA DEMISE

PHASE 1	
① PARKING GARAGE	1.44 ± AC.
② APARTMENT	2.88 ± AC.
④a LIBRARY	0.66 ± AC.
④b MARKET	0.75 ± AC.
⑥ OPEN SPACE/LAWN	1.28 ± AC.
⑦ COMMERCIAL/ RESTAURANT	0.33 ± AC.
⑧ COMMERCIAL/ RESTAURANT	0.84 ± AC.
⑩ COMMERCIAL/ RESTAURANT	0.36 ± AC.
R/W DEDICATION (NORTH RD AND OAK RD)	0.09 ± AC.
R/W DEDICATION (WISTERIA DR)	0.12 ± AC.
STREET A	0.59 ± AC.
STREET B	0.94 ± AC.
STREET C	0.43 ± AC.
TOTAL	10.31 ± AC.
PHASE 2	
⑪ MIXED USE	2.56 ± AC.
⑫ MIXED USE	1.86 ± AC.
⑬ DETENTION AND GREENWAY	3.99 ± AC.
TOTAL	8.21 ± AC.

PROPOSED ZONING TCMU - TOWN CENTER MIXED USE

## DRI SITE PLAN



DEVELOPER:  
MID CAST SNELLVILLE, LLC  
5605 GLENRIDGE DRIVE, SUITE 605  
ATLANTA, GA 30656  
ROGER WHITE 404-293-2917

Project Title  
**THE GROVE @ SNELLVILLE**  
**SNELLVILLE, GWINNETT COUNTY, GA**  
BY: **MID CAST SNELLVILLE, LLC**

REVISIONS	BY

DRAWN BY	DMN
CHECKED BY	TLS
DATE	12/10/2019
SCALE	1"= 60'
JOB No.	19-LD-006
SHEET NUMBER	C-1