

DATE: May 15, 2020

ARC REVIEW CODE: R2005011

TO: Chairman Charlotte Nash
ATTN TO: Ashley Nichols, Planning Manager
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact (DRI) Review



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: Northwoods (DRI #3085)

Submitting Local Government: Gwinnett County

Review Type: Development of Regional Impact **Date Opened:** May 1, 2020 **Date Closed:** May 15, 2020

Description: A Development of Regional Impact (DRI) proposal to build a mixed-residential community at the location of the former Northwood Country Club in unincorporated Gwinnett County on Club Drive. The proposal includes approximately 228 detached single-family lots, 228 attached townhomes, and a separate component of 354 multifamily units. The site is bisected by Sweetwater Creek. The local trigger is a rezoning. Expected buildout is 2027.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Established Suburbs area of the region. Developing Suburbs are areas that were constructed from around 1995 to today. These areas are projected to remain suburbs through 2040. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General RDG information and recommendations for Developed/Established Suburbs are listed at the bottom of these comments.

ARC's policy guidance for Developed/Established Suburbs mentions that 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. This DRI features appropriate internal street connectivity within its separated western multifamily portion and eastern single-family portion, but it doesn't offer any connections to the adjacent single-family home neighborhoods, nor does it connect between the two segments. Functionally, they are separate projects except for all access being on Club Drive, which carries the potential for combined traffic impacts, especially if built jointly.

This DRI appears to manifest certain aspects of regional policy. It offers a variety of housing types and sizes. It incorporates common green space and amenities at multiple locations. While there is no street integration with the surrounding neighborhoods, there is long-term potential for trails through the undeveloped center of the site. The proposed site plan does not appear to and should not preclude allowing future trail connections between the two project segments and to the north. It also is not clear from the site plan where internal sidewalks and other pedestrian features will be placed. Sidewalks on both sides of the street should be required and crosswalks where appropriate.

The Gwinnett County Destination 2040 comprehensive transportation plan states: "Gwinnett County should encourage logical connections between neighborhoods and nearby commercial areas to provide enhanced access for people driving, biking, and walking. To improve traffic circulation and provide mobility options for residents of new subdivisions, the County should prioritize traditional street grids for the layout of new subdivisions rather than cul-de-sacs when natural conditions do not demand them. The County should also explore improving bicycle and pedestrian connections between existing neighborhoods and commercial centers, where appropriate, to connect these residents to activity areas via non-vehicular means." Please review additional attached comments regarding transportation impacts from ARC's Transportation Access & Mobility Division.

This is an environmentally sensitive location because the site is bisected by Sweetwater Creek and a major portion of the undeveloped center of the site is in the 100-year floodplain. Please see the attached comments from ARC's Natural Resources Group, which notes there are two blue line tributaries to Sweetwater Creek shown on U.S. Geological Survey maps that are not reflected on the site plan and may be subject to County and State buffers. Also please see the attached comments from Gwinnett County Department of Water Resources regarding the need for a new sewer capacity request, as well as easements and access for expansion in the future.

The gross residential density of this DRI (3.36 units per acre) is under the ARC RDG's recommended development parameters for Developing Suburbs (up to 5 units per acre). Otherwise, the development appears to be largely compatible with recommendations for the Established Neighborhoods Character Area in the Gwinnett County 2040 Unified Plan. Mixed residential developments like this are listed as potential development types.

Further to the above, general regional policy recommendations for Developing 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
GRTA/SRTA

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LAWRENCEVILLE

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GWINNETT COUNTY TRANSIT
CITY OF LILBURN

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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

DRI #3085

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: Ashley Nichols
Telephone: 678-518-6215
E-mail: ashley.nichols@gwinnettcounty.com

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

Proposed Project Information

Name of Proposed Project: Northwoods
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 3157 Club Drive, Lawrenceville, GA 30044
Brief Description of Project: Redevelopment of the former Northwoods Country Club to consist of approximately 792 apartment, townhome, and single-family residential units.

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.): 792 residential units

Developer: The Providence Group of Georgia LLC

Mailing Address: 11340 Lakefield Drive

Address 2: Suite 250

City: Johns Creek State: GA Zip: 30097

Telephone: 678-218-1729

Email: wjolly@theprovidencegroup.com

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

If yes, property owner: Wood Commerce Group, LLC

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 Project Name:

information: 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?

Estimated Project Completion Dates: This project/phase: 2027
Overall project: 2027

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)



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DRI #3085

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: Ashley Nichols
Telephone: 678-518-6215
Email: ashley.nichols@gwinnettcountry.com

Project Information

Name of Proposed Project: Northwoods
DRI ID Number: 3085
Developer/Applicant: The Providence Group of Georgia LLC
Telephone: 678-218-1729
Email(s): wjolly@theprovidencegroup.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: \$175 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2.45 million

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 former Northwoods Country Club (currently closed and vacant) will be demolished.

Water Supply

Name of water supply provider for this site: Gwinnett County Water Resources

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.228

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 Water Resources

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

0.190

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.) 6,442 daily trips, 414 AM trips, 499 PM 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: Please refer to the Traffic Study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 698 tons

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater BMPs will include above ground detention facilities which will be constructed as required by local municipality regulations.

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:

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

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

DRI INFORMATION

DRI Number #3085
DRI Title Northwoods
County Gwinnett County
City (if applicable)
Address / Location North of Club Drive, South of Sweetwater Road on the former Northwood Country Club site.
Proposed Development Type: Approximately 210 acres consisting of single and multifamily 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 April 27, 2020

TRAFFIC STUDY

Prepared By: SEI Engineering
Date April 27, 2020

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)*

Programmed projects are identified on page 22 of the traffic analysis. Project factsheets are included in the appendix.

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)*

Access to the development is proposed by two full movement access points on Club Drive, a local collector.

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*)

Access to the site is proposed on Club Drive.

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

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) Gwinnett County Transit

Bus Route(s) 30

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 (No Sidewalks or 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

Gwinnett County Transit, GRTA Express

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 Chattahoochee Greenway Trail is proposed in the area

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*)

Adjacent parcels are accessible by Club Drive. Drive aisles appear to only provide internal access only with no stubouts for future connectivity to adjacent parcels.

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 site plan and traffic analysis does not indicate internal pedestrian facilities are proposed as a part of the development.

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)

Pedestrian facilities are sporadic along Club Drive however the project proposes completion of sidewalks along the roadway adjacent to the development. Bicycle facilities are not proposed.

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)*

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

None.

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, May 13, 2020 10:57 AM
To: Greg Giuffrida
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Robinson, Joseph; Matthew.Smith@gwinnettcountry.com
Subject: RE: ARC DRI Review Notification - Northwoods DRI #3085
Attachments: ARC Preliminary Report - Northwoods DRI 3085.pdf

Greg,

The proposed mixed-residential community at the location of the former Northwood Country Club in unincorporated Gwinnett County on Club Drive includes approximately 228 detached single-family lots, 228 attached townhomes, and a separate component of 354 multifamily units. It is located approximately 8 miles southwest of the Gwinnett County Airport – Briscoe Field (LZU) and is located outside their FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, if any construction equipment reaches 200' above ground or higher, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Matt Smith with the Gwinnett County Airport – Briscoe Field (LZU) on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Friday, May 1, 2020 12:39 PM
To: aspiliotis@srta.ga.gov; Annie Gillespie <agillespie@srta.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Jon West <jon.west@dca.ga.gov>; 'kclark@gefa.ga.gov'; Matthews, Timothy W <TMatthews@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; 'nongame.review@dnr.ga.gov'; 'nrogers@dot.ga.gov'; pmartin@srta.ga.gov; pemmanuel@srta.ga.gov; 'PPeivy@dot.ga.gov'; Alex Hofelich - Gwinnett County DOT (alex.hofelich@gwinnettcountry.com) <alex.hofelich@gwinnettcountry.com>; Ashley Nichols - Gwinnett County (ashley.nichols@gwinnettcountry.com) <ashley.nichols@gwinnettcountry.com>; bstitt@theprovidencigroup.com;

NORTHWOODS DRI
Gwinnett County
Natural Resources Group Comments
April 28, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Stream Buffers

The proposed project is in the Yellow River watershed, which is not a water supply watershed within the Atlanta Region or the Metropolitan North Georgia Water Planning District and is not subject to the Part 5 Water Supply Watershed Criteria of the 1989 Georgia Planning Act.

Both the site plan and the USGS coverage for the project area show Sweetwater Creek crossing the property. No development is shown near Sweetwater Creek and, while not labelled, it appears that the Gwinnett County 50-foot stream buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion Control buffer are shown along the stream. However the USGS coverage shows two blue line tributaries to Sweetwater Creek on the property that are not shown on the site plan. One runs north of its confluence with Sweetwater near Club Drive through undeveloped land towards Sweetwater Road. The second runs east of the creek near the northern end of the proposed development on the eastern side of the property. These streams, as well as any unmapped streams on the property, may be subject to the County and State buffers. Any unmapped waters of the state 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 the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

Greg Giuffrida

From: Lisa.Willis@gwinnettcountry.com
Sent: Wednesday, April 1, 2020 5:04 PM
To: Greg Giuffrida
Cc: Rebecca.Shelton@gwinnettcountry.com; Lewis.Cooksey@gwinnettcountry.com; Lorraine.Campagne@gwinnettcountry.com; James.Pugsley@gwinnettcountry.com; Nancy.Lovingood@gwinnettcountry.com
Subject: RE: DRI Pre-Review remote meeting: Northwoods DRI #3085 - Gwinnett DWR Water and Sewer Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Greg,

Summarized below are Gwinnett County Dept. of Water Resources (GCDWR) comments:

Sewer

- There is existing 8-in, 16-in, 24-in, and 42-in gravity sewer through the proposed Northwoods development. Additionally there is an existing 36-in force main through the property.
- GCDWR approved a Sewer Capacity Certification Request on Sept-16-2019 for the proposed Northwoods development comprising of 779 units (including 347 single-family residential units and 432 multi-family units). Sewer Capacity was reserved as follows: 227.8 gpm peak flow at Manhole 223177 (42-in), 187.5 gpm peak flow at Manhole 2365103 (16 in), and 13.8 peak flow at Manhole 224167 (8-in).
- The Northwoods development plans submitted for DRI review include 336 single family units and 456 multi-family units, totaling 792 units – which is higher than the sewer capacity approved in 2019. Therefore a new sewer capacity request is required to update the anticipated peak flows and reserve the additional capacity. The new sewer capacity request should reflect any changes in load and location of the sewer tie-in manholes so that GCDWR can confirm that sewer capacity is available.
- GCDWR has a project in design to upsize the sewer through the Northwoods development to accommodate future upstream growth. Temporary Construction Easements and access to the existing sewer through the proposed Northwoods development must be provided so that GCDWR can perform the necessary construction. In addition, existing permanent easements must be maintained for future maintenance. No permanent structures are allowed in the easements for the gravity sewer and force main.

Water

- Water service is available from an existing 16-in ductile iron pipe water main on Club Drive, constructed in 1973 with portions upgraded/replaced/extended in 1988.
- Fire hydrant testing is required to verify available pressures and flows within the existing 16-in line.
- GCDWR recommends looping the water system within the development itself to ensure adequate fire flows are available throughout the distribution system.

If you have any questions and/or need additional information, please let us know.

Thank you,

Lisa



Lisa M. Willis, PE | Division Director, Infrastructure Support
Department of Water Resources | Gwinnett County Government
678.376.4214 | 684 Winder Highway, Lawrenceville, GA 30045
www.gwinnettcountry.com | lisa.willis@gwinnettcountry.com
Learn more about Gwinnett County Water Resources at
www.gwinnettH2O.com

NOTE: Email is provided to employees for the administrative needs of the county. Email correspondence to/from a county email account is considered public information and subject to release under Georgia laws or pursuant to subpoena.

From: Shelton, Rebecca <Rebecca.Shelton@gwinnettcountry.com>
Sent: Monday, March 30, 2020 11:54 AM
To: Willis, Lisa <Lisa.Willis@gwinnettcountry.com>
Subject: FW: DRI Pre-Review remote meeting: Northwoods DRI #3085

----- Original message -----

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Date: 3/30/20 11:17 AM (GMT-05:00)
To: "Hofelich, Alex" <Alex.Hofelich@gwinnettcountry.com>, "Nichols, Ashley" <Ashley.Nichols@gwinnettcountry.com>, bstitt@theprovidencegroup.com, Harrison.Forder@kimley-horn.com, jimwoo.seo@kimley-horn.com, JMerder@travispruitt.com, "John Walker - Kimley Horn" <John.Walker@kimley-horn.com>, "Shelton, Rebecca" <Rebecca.Shelton@gwinnettcountry.com>, "Warren Jolly - The Providence Group" <wjolly@theprovidencegroup.com>, Will.Ortiz@kimley-horn.com, "Jason Dykes - GDOT District 1" <jdykes@dot.ga.gov>, "Jonathan Peevy - GDOT District 1" <jpeevy@dot.ga.gov>, "Shane Giles - GDOT District 1" <shgiles@dot.ga.gov>, "William E. Hunter - GDOT District 1" <wihunter@dot.ga.gov>
Cc: aspiliotis@srta.ga.gov, agillespie@srta.ga.gov, eboone@dot.ga.gov, 'ccomer@dot.ga.gov', 'chuck.mueller@dnr.state.ga.us', 'cyvandyke@dot.ga.gov', 'davinwilliams@dot.ga.gov', mcanizares@dot.ga.gov, pdenard@dot.ga.gov, afinch@dot.ga.gov, mfowler@dot.ga.gov, juhatch@dot.ga.gov, "Hood, Alan C." <achood@dot.ga.gov>, lajohnson@dot.ga.gov, jon.west@dca.ga.gov, 'Kathy Zahul' <kzahul@dot.ga.gov>, 'kclark@gefa.ga.gov', tmatthews@dot.ga.gov, jomcloyd@dot.ga.gov, kmertz@dot.ga.gov, jmontefusco@dot.ga.gov, 'nongame.review@dnr.ga.gov', 'nrogers@dot.ga.gov', pmartin@srta.ga.gov, pemmanuel@srta.ga.gov, 'PPeevy@dot.ga.gov', eregis@dot.ga.gov, chrobinson@dot.ga.gov, mwilson@dot.ga.gov, cwoods@dot.ga.gov, Community Development <CommunityDevelopment@atlantaregional.org>, David Haynes <DHaynes@atlantaregional.org>, "Jean Hee P. Barrett" <JBarrett@atlantaregional.org>, Jim Santo <JSanto@atlantaregional.org>, Jim Skinner <JSkinner@atlantaregional.org>, Katie Perumbeti <KPerumbeti@atlantaregional.org>, Marquitrice Mangham <MMangham@atlantaregional.org>, Mike Alexander <MAlexander@atlantaregional.org>, Mike Carnathan <MCarnathan@atlantaregional.org>, Patrick Bradshaw <PBradshaw@atlantaregional.org>, Wei Wang <WWang@atlantaregional.org>
Subject: RE: DRI Pre-Review remote meeting: Northwoods DRI #3085

CAUTION: This email originated from outside of Gwinnett County Government. Maintain caution when opening external links/attachments.

Good morning:

A revised site plan and some recent traffic counts for three of the study intersections are attached here.

LAND DESCRIPTION OF CLUB DRIVE TRACT

All that tract or parcel of land lying and being in Land Lots 179, 180, 181 AND 205, 6th District, Gwinnett County, Georgia and being more particularly described as follows:

BEGINNING at a 3/4" rebar found at the intersection of the southwest corner of Land Lot 40, 7th District, Gwinnett County, Georgia, the northwest corner of Land Lot 39, 7th District, Gwinnett County, Georgia and the northeasterly line of Land Lot 179, 6th District, Gwinnett County, Georgia (said point being on the District Line between the 6th and 7th Districts, Gwinnett County, Georgia) THENCE leaving said point South 35 degrees 10 minutes 00 seconds West a distance of 390.43 feet to a point; THENCE North 53 degrees 58 minutes 28 seconds West a distance of 179.96 feet to a point; THENCE South 37 degrees 01 minutes 49 seconds West a distance of 967.53 feet to a point; THENCE North 83 degrees 37 minutes 34 seconds West a distance of 150.81 feet to a point; THENCE North 85 degrees 15 minutes 26 seconds West a distance of 142.21 feet to a point; THENCE North 83 degrees 44 minutes 41 seconds West a distance of 224.06 feet to a point; THENCE North 83 degrees 52 minutes 31 seconds West a distance of 106.33 feet to a point; THENCE North 13 degrees 41 minutes 15 seconds West a distance of 209.50 feet to a point; THENCE North 77 degrees 10 minutes 26 seconds East a distance of 358.95 feet to a point; THENCE North 34 degrees 23 minutes 34 seconds East a distance of 85.47 feet to a point; THENCE North 76 degrees 19 minutes 11 seconds West a distance of 2400.24 feet to a point; THENCE South 85 degrees 35 minutes 38 seconds West a distance of 337.23 feet to a point; THENCE along a curve to the left having a radius of 982.25 feet and a length of 585.24 feet, said curve having a chord bearing of North 82 degrees 14 minutes 00 seconds West and a chord distance of 576.62 feet to a point; THENCE South 80 degrees 41 minutes 59 seconds West a distance of 546.32 feet to a point; THENCE North 34 degrees 02 minutes 10 seconds West a distance of 22.47 feet to a point; THENCE North 35 degrees 02 minutes 10 seconds West a distance of 422.33 feet to a point; THENCE North 61 degrees 33 minutes 08 seconds East a distance of 644.83 feet to a point; THENCE South 89 degrees 06 minutes 12 seconds East a distance of 267.07 feet to a point; THENCE North 84 degrees 41 minutes 41 seconds East a distance of 216.54 feet to a point; THENCE North 29 degrees 54 minutes 49 seconds West a distance of 192.39 feet to a point; THENCE South 89 degrees 30 minutes 23 seconds East a distance of 677.97 feet to a point; THENCE South 57 degrees 12 minutes 14 seconds East a distance of 826.94 feet to a point; THENCE North 03 degrees 36 minutes 01 seconds West a distance of 579.29 feet to a point; THENCE North 28 degrees 34 minutes 24 seconds West a distance of 265.45 feet to a point; THENCE North 62 degrees 58 minutes 06 seconds East a distance of 24.21 feet to a point; THENCE North 26 degrees 06 minutes 57 seconds West a distance of 95.59 feet to a point; THENCE North 15 degrees 12 minutes 55 seconds West a distance of 80.91 feet to a point; THENCE North 20 degrees 08 minutes 19 seconds West a distance of 66.13 feet to a point; THENCE North 20 degrees 36 minutes 12 seconds West a distance of 47.45 feet to a point; THENCE North 16 degrees 41 minutes 57 seconds West a distance of 51.45 feet to a point; THENCE North 15 degrees 52 minutes 54 seconds West a distance of 30.48 feet to a point; THENCE North 17 degrees 28 minutes 58 seconds West a distance of 83.45 feet to a point; THENCE North 23 degrees 24 minutes 11 seconds West a distance of 45.39 feet to a point; THENCE North 09 degrees 50 minutes 44 seconds West a distance of 46.38 feet to a point; THENCE North 35 degrees 38 minutes 56 seconds West a distance of 36.35 feet to a point; THENCE North 21 degrees 11 minutes 46 seconds West a distance of 39.02 feet to a point; THENCE North 13 degrees 07 minutes 06 seconds West a distance of 106.95 feet to a point; THENCE North 38 degrees 35 minutes 25 seconds East a distance of 9.27 feet to a point; THENCE North 14 degrees 55 minutes 15 seconds West a distance of 12.34 feet to a point; THENCE North 66 degrees 10 minutes 40 seconds West a distance of 8.60 feet to a point; THENCE North 20 degrees 16 minutes 46 seconds West a distance of 63.91 feet to a point; THENCE North 03 degrees 19 minutes 00 seconds West a distance of 67.97 feet to a point; THENCE North 40 degrees 11 minutes 24 seconds West a distance of 36.14 feet to a point; THENCE North 13 degrees 29 minutes 11 seconds West a distance of 56.90 feet to a point; THENCE North 52 degrees 52 minutes 49 seconds West a distance of 22.75 feet to a point; THENCE North 21 degrees 48 minutes 10 seconds West a distance of 45.36 feet to a point; THENCE North 26 degrees 46 minutes 08 seconds West a distance of 57.10 feet to a point; THENCE North 17 degrees 19 seconds West a distance of 59.30 feet to a point; THENCE North 35 degrees 04 minutes 27 seconds West a distance of 33.80 feet to a point; THENCE North 31 degrees 53 minutes 10 seconds West a distance of 61.79 feet to a point; THENCE North 57 degrees 11 minutes 05 seconds West a distance of 86.34 feet to a point; THENCE South 45 degrees 03 minutes 33 seconds West a distance of 44.70 feet to a point; THENCE North 65 degrees 36 minutes 19 seconds West a distance of 64.09 feet to a point; THENCE North 71 degrees 55 minutes 53 seconds East a distance of 499.81 feet to a point; THENCE South 79 degrees 58 minutes 59 seconds East a distance of 801.92 feet to a point; THENCE North 89 degrees 31 minutes 46 seconds East a distance of 1025.84 feet to a point; THENCE South 29 degrees 30 minutes 27 seconds East a distance of 2849.60 feet to a point; said point being the **TRUE POINT OF BEGINNING**.

Said tract contains 8,972,430 square feet or 205.979 acres.

REFERENCE DOCUMENTS:

Note: This Zoning Plan is based on boundary and topo information from a survey for Wood Commerce Group, LLC, by DPE Development Planning & Engineering, Inc. dated 08-08-2019.

Kimley-Horn and Associates

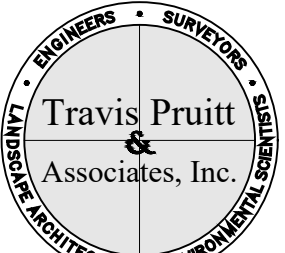
John Walker, P.E., PTOE
11720 Amber Park Drive, Suite 600
Alpharetta, GA 30009
Ph: 770-619-4280

OWNER/DEVELOPER

thePROVIDENCEgroup

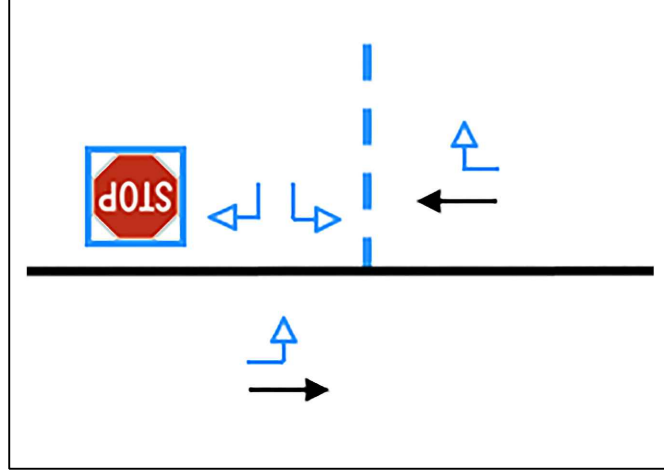
Warren Jolly

11340 Lakefield Drive
Building II, Suite 200
Johns Creek, Georgia 30097
Tele: (678) 475-1800



4317 Park Drive, Suite 400
Norcross, Georgia 30093
Phone: (770)416-7511
Fax: (770)416-6759
www.travispruitt.com

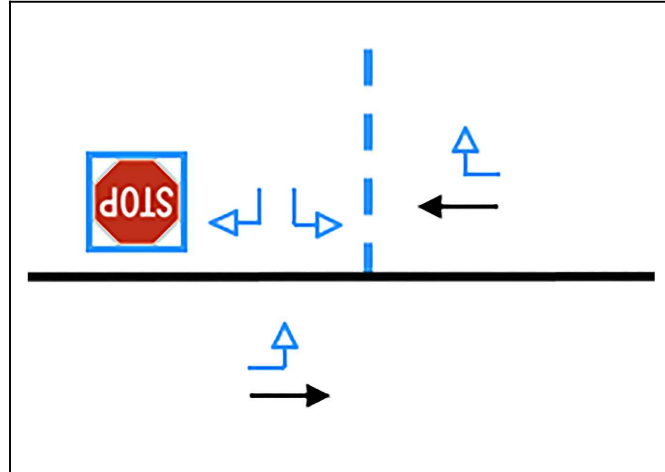
SITE ENTRANCE 'A' LANEAGE DIAGRAM



TND ZONING LOT CATEGORY PER ZONING CONDITIONS				
TYPE	LOT AREA (SF)	DESIGNATION	EAST	HEATED FLOOR AREA
DETACHED MID-SIZE	7,500	A	21	2,000 SF MIN.
DETACHED SMALL-SIZE	5,000 - 7,499	B	117	1,800 SF MIN.
DETACHED OTHER	4,000 - 4,999	C	63	1,600 SF MIN.
ATTACHED TOWNHOME LARGE	2,000 - 5,999	D	57	1,400 SF MIN.
ATTACHED TOWNHOME SMALL	1,600 - 1,999	E	198	1,200 SF MIN.
TOTAL LOTS			456	
ZONING LOT CATEGORY PER RM-13 ZONING CONDITIONS				
TYPE		RM-13	354	

PARKING TOTALS			
TYPE		TND	RM-13
GARAGE PARKING SPACES		456	
SURFACE PARKING SPACES		456	572
ON STREET PARKING SPACES		95	
TOTAL PARKING SPACES		1007	572

SITE DRIVEWAY 'B' LANEAGE DIAGRAM



100 0 200 400 600
GRAPHIC SCALE - IN FEET



VICINITY MAP
not to scale

SITE DATA:

TOTAL SITE AREA	205.979 ACRES
RM-13 SITE AREA	33.6 ACRES
TND SITE AREA	172.3 ACRES
FLOODPLAIN (APPROXIMATE)	94.8 ACRES
GROSS RESIDENTIAL DENSITY	3.36 U/A

ZONING

EXISTING ZONING	RA-200
PROPOSED ZONING	RM-13 AND TND
ZONING JURISDICTION	GWINNETT COUNTY

DEVELOPMENT TYPE

RM-13 UNITS	354
TND UNITS	456
TOTAL UNITS	810

DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT	65'
FRONT YARD	5 FEET
REAR YARD	10 FEET
SIDE YARD	5 FEET
MINIMUM BUILDING SEPARATION	10 FEET
MINIMUM LOT SIZE	NA

BUFFERS

SIDE/REAR	NONE
FRONT	NONE

COMMON AREA CALCULATIONS RM-13

AMENITY AREA	0.7 ACRES
COMMON AREA(15% GROSS SITE AREA)	4.0 ACRES

COMMON AREA CALCULATIONS TND

COMMON AREA(20% GROSS AREA)	16.82 ACRES
-----------------------------	-------------

MINIMUM REQUIRED PARKING

MULTI-FAMILY = 1.5 PER UNIT X 354	531
SINGLE FAMILY & TOWNHOUSE 1.5 PER UNIT X 456	684
ON STREET PARKING PROVIDED	95

NOTES

1. SPEED LIMIT OF CLUB DRIVE IS 35 MPH.
2. ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE LOCATED ON THIS SITE.
3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR GWINNETT COUNTY PANEL NO. 13135C0085F DATED SEPTEMBER 29, 2006, THE PROPERTY DOES FALL WITHIN A DESIGNATED FLOOD ZONE 'A' (AREAS OF 100 YEAR FLOOD).
4. WATERS OF THE STATE ARE WITHIN 200' OF THIS PROPERTY.
5. THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
6. GWINNETT COUNTY FIRE DEPARTMENT SHALL APPROVE ROAD LAYOUT AND ENTRANCES.
7. WATER SERVICE SHALL BE PROVIDED BY GWINNETT COUNTY. EXISTING WATER SERVICE WILL BE USED
8. SANITARY SEWER SERVICE WILL BE PROVIDED BY GWINNETT COUNTY. EXISTING SEWER WILL BE TAPPED ON SITE.
9. THE PROPOSED DEVELOPMENT MAY BE GATED AND HAVE PRIVATE STREETS.
10. ALL COMMON AREAS SHOWN FOR RM-13 AND TND ZONING CATEGORIES ARE OUTSIDE OF THE 100 YEAR FLOODPLAIN.

OVERALL GRTA SITE PLAN

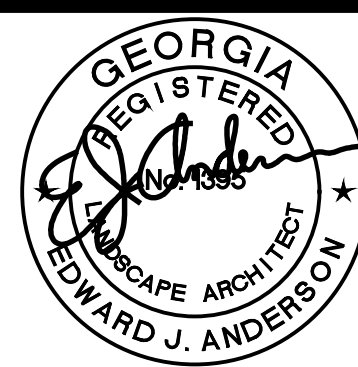
NORTHWOODS

3157 Club Drive

Land Lot 179, 180, 181 & 205

Gwinnett County, Georgia

DRI #3085



For The Firm
Travis Pruitt
&
Associates, Inc.

DATE: 04-27-2020
SCALE: 1" = 200'
CN: 190442CPO7
LSV:
JN:
FN: