

DATE: Feb. 18, 2021

ARC REVIEW CODE: R2102011

TO: Chairwoman Nicole Love Hendrickson
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: Heritage On The Lake (DRI #3178)

Submitting Local Government: Gwinnett County

Review Type: Development of Regional Impact **Date Opened:** Feb. 1, 2021 **Date Closed:** Feb. 18, 2021

Description: A Development of Regional Impact (DRI) review of a proposed redevelopment of the Heritage Golf Links in unincorporated Gwinnett County and the City of Tucker (DeKalb County) to build a total of 334 detached single-family units, 254 attached single-family units (townhomes), 290 multifamily apartment units, and 10,000 SF of retail. The site is located at 4445 Britt Road and all site access will be from Britt Road and Old Norcross Tucker Road. The local trigger is a rezoning to TND, RM-13, and R-TH. Expected buildout is 2025.

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

This DRI appears to manifest certain aspects of regional policy. It offers a variety of housing types and sizes, and introduces commercial uses in a location where they can be accessed without vehicles by most residents of the DRI. It incorporates common green space and amenities at multiple locations. ARC's policy guidance for 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 boundaries and to its access streets, but it doesn't offer any connections to the adjacent single-family home neighborhoods. While opening these connections may face opposition from some surrounding

residents, not doing so will continue to place traffic burdens on collector and arterial streets and reduce pedestrian options.

The project is bisected by Old Norcross Tucker Road, but some pedestrian connectivity can be preserved by repurposing the existing golf-cart bridge south of Britt Road as a pedestrian facility to allow residents in the western half of the project reach the commercial businesses on the eastern half. The site plan currently shows a space intended to provide pedestrian access from the eastern half of the site to Lucky Shoals Park directly to the east. This connection should be pursued by the county and implemented. If the county pursues the potential for a trail connection from Lucky Shoals Park east along Jackson Creek, this entrance could connect the DRI to the county's trail network in the future.

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. Additional comments are attached from GDOT's Aviation division regarding any construction equipment exceeding 200 feet above ground level.

The attached comments from ARC's Natural Resources Group note that the DRI site is not in a water supply watershed. Lucky Shoals Creek runs across the center of the site, along with an unmapped tributary in the City of Tucker portion of the site. During the pre-review meeting held on Nov. 2, 2020, staff from the Gwinnett County Department of Water Resources noted there is a major project to separate the stormwater basin at the county line.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970. These areas are primarily adjacent to the Region's Core and Employment Corridors and together they encompass 49% of region's jobs and 18% of population. Policy recommendations include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/ or shelters adjacent to bus stops
- Identify and remedy incidents of "food deserts" within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

dDeveloping and Established Suburbs strategies include:

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

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF LILBURN
GRTA/SRTA

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
MARTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GWINNETT COUNTY
CITY OF TUCKER

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

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DRI #3178

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
Individual completing form: Ashley Nichols
Telephone: 6785186215
E-mail: ashley.nichols@gwinnettcountry.com

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

Proposed Project Information

Name of Proposed Project: Heritage on the Lake
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 4445 Britt Road, Tucker, GA 30084
Brief Description of Project: Redevelopment consisting of a traditional neighborhood development, multifamily units, and townhouses. -210 single-family attached and detached dwellings and 10,000 square feet of commercial retail space in the TND request -290 multifamily/apartment units in the RM-13 request -150 townhouses in the R-TH request

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 650

Developer: Lennar Georgia, Inc

Mailing Address: 1776 Peachtree St. NW

Address 2: Ste. 390N

City: Atlanta State: GA Zip: 30309

Telephone: 404-665-1241

Email: ddillard@dillardsellers.com

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

If yes, property owner: Burns Golf Course, 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? City of Tucker, GA (DeKalb County, GA)

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? 50%

Estimated Project Completion Dates: This project/phase: 2025
Overall project:

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Developments of Regional Impact

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DRI #3178

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
Individual completing form: Ashley Nichols
Telephone: 6785186215
Email: ashley.nichols@gwinnettcountry.com

Project Information

Name of Proposed Project: Heritage on the Lake
DRI ID Number: 3178
Developer/Applicant: Lennar Georgia, Inc
Telephone: 404-665-1241
Email(s): ddillard@dillardsellers.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: \$233,995,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$5,147,890

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): YES, THE SITE IS CURRENTLY DEVELOPED WITH A GOLF COURSE. THIS USE WOULD BE DISPLACED AS A RESULT OF THE PROJECT. HOWEVER, THE EXISTING USE IS NO LONGER VIABLE, IN COMPARISON

Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.35 MGD

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:
Existing 6" water mains along Britt Road will be upgraded to 8" DIP mains. Within DeKalb County limits (partially extending into Gwinnett County limits), the water main on the northwest corner of the site and extending west away from the site shall have 3,700 linear feet of main upsized. Within Gwinnett County limits, the water main on Britt Road starting near the center of the site's frontage and extending east away from the site shall have 1,350 linear feet of main upsized.

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?
The following changes will be water main replacements and will not expand the serviceable areas of the respective water networks. DeKalb County: 0.70 Miles of 6" main upsized to 8" main. Gwinnett County: 0.26 Miles of 6" main upsized to 8" main.

Wastewater Disposal

Name of wastewater treatment provider for this site: Gwinnett County Wastewater / DeKalb County Wastewater

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.35 MGD

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: As part of this project, DeKalb County is constructing a regional pump station to separate all of the DeKalb County sewer from the Gwinnett County sewer. All sewer will be treated at existing plant facilities.

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.) AM: 430 PM: 436

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: System improvements: • Intersection 7: Pleasantdale Road and Tucker Norcross Road o Remove "YEILD" sign at the northbound channelized right turn lane and replace with "KEEP MOVING" sign to create a free flow movement since a receiving lane exists o Restripe the middle westbound lane from a left turn lane to be a shared through / left turn lane (current striping does not accommodate westbound through movements) • Intersection 8: Tucker Norcross Road and Britt Road o Optimize signal timing to accommodate projected traffic growth o Restripe the existing westbound right turn lane to be a shared through / right turn lane (current striping does not accommodate through movements) • Intersection 9: Chamblee Tucker Road and Tucker Norcross Road o Restripe the middle eastbound lane from a left turn lane to be a shared through / left turn lane (current striping does not accommodate through movements) Site Mitigation Improvements: • Intersection 1: Britt Road and Old Norcross Tucker Road o Extend existing northbound left turn to 180 feet to accommodate projected northbound left turn movements o Modify traffic signal to add a northbound protected, permissive left turn phase • Site driveway 1: provide a left turn lane and deceleration lane on Britt Road • Site driveway 2: provide a deceleration lane south and construct a left turn lane on Britt Road • Site driveways 3 and 4: construct a deceleration lane on Britt Road • Site Driveways 6 and 7: construct a deceleration lane and left turn lane on Old Norcross Tucker Road • All site driveways are recommended to consist of one entering lane and one exiting lane and to be stop-controlled on the driveway approach

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2300 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? Approximately 52% of the site will be covered by impervious surfaces

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: On the portion of the site contained within DeKalb County, three stormwater ponds will be constructed, and an additional fourth pond will be constructed within Gwinnett County limits to serve the DeKalb property. These ponds will provide 1" of runoff reduction and stormwater detention prior to releasing into existing streams and the existing onsite lake. On the portion of the site contained within Gwinnett County, four stormwater ponds will be constructed in addition to the fifth pond that will serve the DeKalb property. These ponds will provide 1.2" of water quality and stormwater detention prior to releasing into existing streams and the existing onsite lake. Streams shall be maintained with respect to the standard 75' impervious setbacks and 50' undisturbed setbacks, in addition to a 30' undisturbed buffer surrounding the lake. Rip-rap shall be installed at all stormwater outlets and a landscaping plan shall be implemented to stabilize all disturbed land and sensitive water features.

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: There are wetlands present on the site, but they will be sufficiently protected from encroachment by the development with buffers and copious area around them left as open space. Similarly, the floodplain areas present on the site will also be protected and left undisturbed by development. There is a large lake present on the site, which could be considered another environmentally sensitive resource, however, it will also be protected by buffers and limited disturbance around its immediate perimeter.

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Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Thursday, February 11, 2021 2:48 PM
To: Greg Giuffrida
Subject: RE: ARC DRI Review Notification: Heritage On The Lake DRI 3178
Attachments: ARC Preliminary Report - Heritage On The Lake DRI 3178.pdf

Greg,

The proposed redevelopment of the Heritage Golf Links in unincorporated Gwinnett County and the City of Tucker (DeKalb County) to build a total of 334 detached single-family units, 254 attached single-family units (townhomes), 290 multifamily apartment units, and 10,000 SF of retail space is 5 miles from DeKalb-Peachtree Airport (PDK). It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions for any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

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: Monday, February 1, 2021 8:42 PM
To: Sylvia Smith - DeKalb County (sasmith@dekalbcountyga.gov) <sasmith@dekalbcountyga.gov>; Cedric Hudson - DeKalb County (chudson@dekalbcountyga.gov) <chudson@dekalbcountyga.gov>; Larry Washington (lwashington@dekalbcountyga.gov) <lwashington@dekalbcountyga.gov>; Courtney Smith - City of Tucker (CSmith@Tuckerga.gov) <CSmith@Tuckerga.gov>; khilderbrandt@tuckerga.gov; bjohnsa@cityofililburn.com; dstacks@cityofililburn.com; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Kassa, Habte <hkassa@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Jon West <jon.west@dca.ga.gov>;

HERITAGE LAKE DRI
Gwinnett County/City of Tucker
Natural Resources Group Comments
January 28, 2021

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, which is located in both unincorporated Gwinnett County and the City of Tucker in DeKalb County, 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 Lucky Shoals Creek crossing the property on either side of the existing lake. On the downstream side of the lake, 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 labelled and are shown along the stream. An unmapped tributary flowing into the existing lake on the Tucker portion of the property is shown with the labeled City 50-foot stream buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion Control buffer. No new intrusions are shown in any of these buffers. Existing foot and cart paths associated with the existing golf course are shown, but it is not clear if any will remain. Any unmapped streams on the property may be subject to the County, City 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.

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

DRI INFORMATION

DRI Number #3178
DRI Title Heritage on the Lake Development
County Gwinnett County
City (if applicable) Tucker
Address / Location Southwest and southeast corners of the intersection of Britt Road at Old Norcross Tucker Road

Proposed Development Type:

The portion of the development west of Old Norcross Tucker Road will consist of single-family homes (334 units) and townhomes (104 units). The portion of the development east of Old Norcross Tucker Road will consist of retail space (10,000sf), multifamily homes (290 units), and townhomes (150 units).
Build Out: 2025

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date February 1, 2021

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date January 26, 2021

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 a list of programmed projects (page 3) that are not in proximity of the project area. However, there are no projects in the RTP within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions.

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

The access points identified are located on Britt Road and Old Norcross Road, which are not identified as a Regional Thoroughfare.

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

[Click here to provide comments.](#)

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

The site will not be directly served by a Regional Truck Route.

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

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

There is no rail service planned in the constrained RTP.

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) GCT #30 on Jimmy Carter; MARTA #124 on Chamblee-Tucker

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)

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

A sidewalk connection exists on the south side of Britt Road east from the DRI site to Jimmy Carter Boulevard and stops for GCT route #30. There is no sidewalk on Britt Road west from the DRI site to Chamblee-Tucker Road and MARTA route #124 stops.

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 and MARTA are the two transit agencies that provide fixed route bus service in Gwinnett County and Tucker, respectively.

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

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

- ☒ NOT APPLICABLE (nearest path or trail more than one mile away)
- ☐ YES (provide additional information below)

Name of facility

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

Distance

- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*

- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

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*)

[Click here to provide comments.](#)

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)

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

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

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

RECOMMENDATIONS

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

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

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

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

☐ YES *(see comments below)*

Click here to enter text.

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

None



NOT TO SCALE

10

Ex.	EXISTING SIGNED APPROACH		PROPOSED SIGNED APPROACH
	EXISTING LANE GEOMETRY		PROPOSED LANE GEOMETRY
Ex.	EXISTING TRAFFIC SIGNAL	*	ACCESS DRIVEWAY

1. ATTACHED HOME: 1,600 SF
2. DETACHED 40' RANCH (MID SIZE LOT): 1,600 SF
3. DETACHED 40' 2 STORY (MID SIZE LOT): 1,800 SF
4. DETACHED 50' 2 STORY(LARGE SIZE LOT): 2,500 S

PHONE: 770-690-9255



GWINNETT COUNTY POD (D) R-TH SITE DATA.	
POD D - LAND AREA - R-TH	19.087 ACRES
<u>ZONING</u>	
EXISTING ZONING	RA-200 RESIDENTIAL
PROPOSED ZONING	POD D - R-TH
ZONING JURISDICTION	GWINNETT COUNTY, GEORGIA
<u>USE CALCULATIONS</u>	
TOTAL SITE AREA	19.087 ACRES
POD (D) FLOOD HAZARD/ ELECTRICAL TRANS ESMT	0.185 ACRES (0.390 AC ± 50%) NET AREA = 18.892 ACRES
TOTAL GWINNETT NET LAND AREA	18.892 ACRES
<u>R-TH SETBACK REQUIREMENTS</u>	
FRONT PROPERTY SETBACK	50 FEET OLD NORCORSS TUCKER ROAD)
SIDE SETBACK	40 FEET
REAR SETBACK	40 FEET
TRANSITIONAL BUFFER	30 FEET (AGAINST R-7S ZONED PROPERTY)
MAX. BUILDING HEIGHT	35 FEET
<u>R-TH DEVELOPMENT STANDARDS</u>	
24' X 50' FRONT LOADED TOWNHOMES	150 UNITS
GROSS SITE DENSITY PROVIDED	7.86 LPA
NET SITE DENSITY PROVIDED	7.90 LPA
MAX. NET SITE DENSITY ALLOWED	8.50 LPA
<u>R-TH OPEN SPACE CALCULATIONS</u>	
MIN. OPEN SPACE REQUIRED	2.86 ACRES (15% OF TOTAL SITE AREA)
OPEN SPACE PROVIDED	4.38 ACRES (22.9% OF TOTAL SITE AREA)
<u>TOWNHOUSE PARKING REQUIREMENTS</u>	
MIN. PARKING SPACES REQUIRED	460 SPACES (3 SP/ DWELLING UNIT)
MAX. PARKING SPACES ALLOWED	900 SPACES (8 SP/ DWELLING UNIT)
RESIDENTIAL PARKING PROVIDED	6000 SPACES (2 GARAGE SP + 2 DRIVEWAYS)
GUEST PARKING PROVIDED	35 SPACES
TOTAL PARKING PROVIDED	635 SPACES (4.23 SP/ DWELLING UNIT)

A MASTER PLANNED MIXED USE COMMUNITY

AND LOT 165
WITH DISTRICT, GWINNETT COUNTY,
GEORGIA

[illegible]

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SCALE: 1" = 200'
DATE: AUGUST 31, 2020
PROJECT: 20076.00A

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AND DATED WITH AN ORIGINAL SIGNATURE.



GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000059389 EXP. 10/28/2021



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SHEET