

REGIONAL REVIEW NOTIFICATION

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

DATE: Feb. 1, 2021

ARC REVIEW CODE: R2102011

TO:Chairwoman Nicole Love HendricksonATTN TO:Ashley Nichols, Planning ManagerFROM:Douglas R. Hooker, Executive DirectorRE:Development of Regional Impact Review

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

Name of Proposal: Heritage On The Lake (DRI #3178)Review Type: DRISubmitting Local Government: Gwinnett CountyDate Opened: Feb. 1, 2021Deadline for Comments: Feb. 15, 2021Date to Close: Feb. 19, 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.

<u>PRELIMINARY COMMENTS</u>: 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.

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

Strategies for Established Suburbs include:

• New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged

- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT ARC RESEARCH & ANALYTICS GEORGIA DEPARTMENT OF NATURAL RESOURCES CITY OF 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 <u>ggiuffrida@atlantaregional.org</u>. This finding will be published to the ARC review website located at <u>http://atlantaregional.org/plan-reviews</u>.



Individual Completing Form:

DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Heritage On The Lake (DRI #3178) See the Preliminary Report.

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

Local Government: Department:	<i>Comments must be emailed to:</i> Greg Giuffrida Atlanta Regional Commission <u>ggiuffrida@atlantaregional.org</u> Ph. (470) 378-1531
Telephone: ()	Return Date: Feb. 15, 2021
Signature:	
Date:	

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Feb. 1, 2021

ARC REVIEW CODE: R2102011

TO: ARC Group Managers **FROM:** Greg Giuffrida, 470-378-1531

<u>Reviewing staff by Jurisdiction:</u>		
Community Development: Giuffrida, Greg	Transportation Access and Mobility: Little, Aries	
Natural Resources: Santo, Jim	Research and Analytics: Skinner, Jim	
Aging and Health Resources: Perumbeti, Katie		

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<u>Review Type:</u> Development of Regional Impact

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.

Submitting Local Government: Gwinnett County

Date Opened: Feb. 1, 2021

Deadline for Comments: Feb. 15, 2021

Date to Close: Feb. 19, 2021

Response:

- 6) □Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:



The initial action being requested of the local	Variance Sewer Water	
government for and project.	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?	0%	
Estimated Project Completion Dates:	'his project/phase: 2025 Vverall project:	
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DRI Site Map | Contact



If no, describe any plans to expand the existing water supply capacity: Existing of water mains along Britt Road will be upgraded to 8" DIP mains. Within Dekalb County limits (partially extending into Gwinnet 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 constructed to serve this constructed to serve this denotes the site setup. Wastewater Transportation water and 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 Topsposal Name of wastewater treatment provider for this site: What is the estimated sewage linw to be generated by the project, 0.35 MGD measured in Millors of Cont selected) "Yes: No 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 water treatment capacity: As part of this project, DeKalb County sewer. All sewer will be treated at existing plant facilities. Is a sewer line extension required to serve this a sewer line extension measured of the inter of the serve separate all of the DeKalb County sewer from the Gwinnett County sewer. All sewer will be treated at existing plant facilities. Is a sever line extension required to serve this approach to determine whether or not transportation the proposed divergence, in pask hour whiche timps and the first will be needed to serve this project? (not selected) "Yes: No inprovements will be needed to serve this provements will be needed to serve this provements will be needed to serve this provement will be neaded to serve this provement wil
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Has a traffic study been performed to determine whether or not transportation or access (not selected) Yes No improvements will be needed to serve this project?
project?
Are transportation improvements needed to (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 or 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 / 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 westbound left turn to 180 feet to accommodate projected northbound left turn lane and deceleration lane on Britt Road • Site driveway 2: provide a deceleration lane south and construct a left turn lane and Medeleration on Britt Road • Site driveway 2: provide a deceleration lane south and construct a left turn lane and Medeleration 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 2300 tons annually (in tons)?
Is sufficient landfill capacity available to serve this (not selected) Yes No proposed project?
If no, describe any plans to expand existing landfill capacity:
Will any hazardous waste be generated by the C(not selected) Yes No development?
If yes, please explain:

Stormwater Management

What percentage of the site

impervious surfaces once the Approximately 52% of the site will be covered by impervious surfaces proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: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 minitained with respect to the standard 75' impervious setbacks and 50' 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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DRI Site Map | Contact

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 (<u>www.georgiastormwater.com</u>) 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.



regional impact + local relevance

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 Developmen	t 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	

Prepared by	ARC Transportation Access and Mobility Divis
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 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.

Ac ca jo bio loo wo	ccess between major deve nnot or prefer not to driv bs, and can help reduce co cycling between the deve cal government(s) is enco alking and bicycling infras	lopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.
	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
\square	SERVICE WITHIN ONE M	ILE (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.



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)

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)

YES (provide additional information below)

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 p	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)
- \bigotimes 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?
 - \bowtie 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



			689	
	GWINNETT COUNTY TND SITE DATA: POD A - LAND AREA -TND	56.232 ACRES		
	POD B - LAND AREA - TND	1.98 ACRES		
	TOTAL GWINNETT COUNTY LAND AREA	58.212 ACRES		
	EXISTING ZONING	RA-200 RESIDENTIAL	່ ທີ	RICT
	PROPOSED ZONING ZONING JURISDICTION	POD A - TND / POD B - TND GWINNETT COUNTY, GEORGIA		
	USE CALCULATIONS		 1 <u>−</u> ≻	
	TOTAL SITE AREA POD (A) FLOOD HAZARD/ ELECTRICAL TRANS	58.212 ACRES 2.75 ACRES (5.49 AC x 50%) NET AREA = 53.48	ll CC ⊨	
	ESMT. POD (B) FLOOD HAZARD/ ELECTRICAL TRANS	ACRES 0.00 ACRES (0.00AC x 50%) NET AREA = 1.98		
	ESMT. TOTAL GWINNETT NET LAND AREA	ACRES 55.46 ACRES		
	TND SETBACK REQUIREMENTS		37 <u>m</u> 3	
	FRONT PROPERTY SETBACK	20 FEET (BRITT ROAD & OLD NORCROSS TUCKER ROAD)		
	FRONT SETBACK	5' - 15' FEET		
	REAR SETBACK	20 FEET		
		30 FEET		
	TND DEVELOPMENT STANDARDS PODS (A & B)	35 FEE I	IШĘ́Ęğö	
	COMMERCIAL RETAIL / RESTAURANT	10,000 SF		
	FRONT LOADED TOWNHOMES - 2,000 SF LOTS SINGLE FAMILY DETACHED 5,500 SF LOTS	104 UNITS (SMALL LOTS) 82 UNITS (MID-SIZE LOTS)	║┝╸ ╝╹ [╝] Ѯ╝	
	SINGLE FAMILY DETACHED 7,500 SF LOTS	24 LOTS (LARGE LOTS)		
	TOTAL SITE DENSITY PROVIDED	210 UNITS 3.93 UPA	II < Z ♀ [∞]	
	MAX. NET SITE DENSITY ALLOWED	8.0 UPA		
				N N N N N N N N N N N N N N N N N N N
7	OPEN SPACE PROVIDED	15.83 ACRES (27.2% OF TOTAL SITE AREA)		
NUNTY N			ĮŲ ₹	
RECRI 95, PG	MIN. PARKING SPACES REQUIRED MAX. PARKING SPACES REQUIRED	630 SPACES (3 SP/ DWELLING UNIT) 1,260 SPACES (6 SP/ DWELLING UNIT)		
UCKY SHOALS	PARKING PROVIDED	840 SPACES(2 GARAGE + 2 DRIVEWAY SP.)		
RET COUNTY RECREATION	GUEST PARKING PROVIDED TOTAL PARKING SPACES PROVIDED	30 SPACES 870 SPACES (4.14 SP/ DWELLING UNIT)		
	TND AMENITY PARKING REQUIREMENTS			
	MIN. PARKING SPACES REQUIRED	87 SPACES (1 SP/ 5 DWELLING UNITS) 92 SPACES		
	<u>GWINNETT COUNTY POD (C) RM-13</u> SITE DATA:		4	
	POD C - LAND AREA - RM-13	25.226 ACRES	REVIS	SIONS
	EXISTING ZONING	RA-200 RESIDENTIAL		
	PROPOSED ZONING	POD C - RM-13	NO. DATE BY	DESCRIPTION
1.4	ZONING JURISDICTION	GWINNETT COUNTY, GEORGIA		
100-12	TOTAL SITE AREA	25.226 ACRES		
HANN LANK E	POD (C) FLOOD HAZARD/ ELECTRICAL TRANS ESMT.	2.933 ACRES (5.866 AC x 50%) NET AREA = 22.293 ACRES		
- 01		22.293 ACRES		
014	EPONT PROPERTY SETBACK	20 FEET (BRITT ROAD & OLD NORCROSS		
	FRONT SETBACK	TUCKER ROAD) 15 FEET		
	SIDE SETBACK	10 FEET		
	REAR SETBACK TRANSITIONAL BUFFER	30 FEET 50 FEET (AGAINST R-75 ZONED PROPERTY)		
	MAX. BUILDING HEIGHT	50 FEET		
		200 LINITS		
		200 01110		
		11.49 UPA		
	MAX. NET SITE DENSITY ALLOWED	13.0 UPA		
	RM-13 OPEN SPACE CALCULATIONS			
		10.56 ACRES (41.9% OF TOTAL SITE AREA)		
	MULTI-FAMILY PARKING REQUIREMENTS			
	MIN. PARKING SPACES REQUIRED MAX. PARKING SPACES ALLOWED	435 SPACES (1.5 SP/ DWELLING UNIT) 870 SPACES (3 SP/ DWELLING UNIT)	This drawing to the	
	TOTAL PARKING PROVIDED	531 SPACES (1.8 SP/ DWELLING UNIT)	I inis arawing is the property Collaborative and is not to b It is not to be used on any	or Planners and Engineers be copied in whole or in part. other project and is to be
	GWINNETT COUNTY POD (D) R-TH		returned upon request. © Pla	nners and Engineers Collaborative.
	POD D - LAND AREA - R-TH	19.087 ACRES		
	ZONING			
	EXISTING ZONING PROPOSED ZONING	RA-200 RESIDENTIAL POD D - R-TH	SITE	PLAN
	ZONING JURISDICTION	GWINNETT COUNTY, GEORGIA		
		10.097 ACEES	0 100 200	400 600
	POD (D) FLOOD HAZARD/ ELECTRICAL TRANS	0.195 ACRES (0.390 AC x 50%) NET AREA =	SCALE:	1" = 200'
	ESM1. TOTAL GWINNETT NET LAND AREA	18.892 ACRES	DATE: AU	JGUST 31, 2020 📗
	R-TH SETBACK REQUIREMENTS		PROJECT:	20076.00A
	FRONT PROPERTY SETBACK SIDE SETBACK	50 FEET OLD NORCROSS TUCKER ROAD) 40 FEET	THIS SEAL IS ONLY VAL	LID IF COUNTER SIGNED
	REAR SETBACK	40 FEET	AND DATED WITH AN	ORIGINAL SIGNATURE.
	TRANSITIONAL BUFFER MAX. BUILDING HEIGHT	30 FEET (AGAINST R-75 ZONED PROPERTY) 35 FEET	k.O.	
	R-TH DEVELOPMENT STANDARDS			34393 5 7
	24' X 50' FRONT LOADED TOWNHOMES	150 UNITS	PROFE	SSIONAL)-;-
	GROSS SITE DENSITY PROVIDED	7.86 UPA	IN SING	NEELO
		7.90 UPA		
	MAX. NET STE DENSITY ALLOWED	8.U UPA	GSWCC LEVEL II DE	SIGN PROFESSIONAL
	MIN. OPEN SPACE REQUIRED	2.86 ACRES (15% OF TOTAL SITE AREA)	GRID NORTH	10/20/2021
	OPEN SPACE PROVIDED	4.38 ACRES (22.9% OF TOTAL SITE AREA)		
	MIN. PARKING SPACES REQUIRED	450 SPACES (3 SP/ DWELLING UNIT)	THE AND EACH	
	MAX. PARKING SPACES ALLOWED	900 SPACES (6 SP/ DWELLING UNIT) 600 SPACES (2 GAPAGE SP + 2 SPINEWAY CP)		
	GUEST PARKING PROVIDED	35 SPACES		
	TOTAL PARKING PROVIDED	635 SPACES (4.23 SP/ DWELLING UNIT)		