

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: July 21, 2021

ARC REVIEW CODE: R2107211

TO: Chairwoman Nicole Love Hendrickson, Gwinnett County
ATTN TO: Catherine Long, Long Range Planning Manager
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review



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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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: King David Retirement Community (DRI #3296)

Review Type: DRI

Submitting Local Government: Gwinnett County

Date Opened: July 21, 2021

Deadline for Comments: Aug. 5, 2021

Date to Close: Aug. 10, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a retirement community and daycare facility on the site of the existing King David Community Center in unincorporated Gwinnett County. The project proposes 700 units of senior housing and 10,000 square feet of daycare. The 3.34-acre site is located at 5054–5064 Singleton Road, across from the end of Tech Drive and west of Indian Trail Lilburn Road NW. The nearest state routes are Beaver Run Road (SR 378), approximately 2 miles northeast, and Interstate 85 at Exit 101, approximately 1.3 miles northwest. The site is served by Gwinnett County Transit routes #20 and #30. The local trigger action is a Special Use Permit application. This project is seeking expedited review because of limited trip generation of fewer than 1,000 new daily trips. Expected buildout is 2025.

PRELIMINARY COMMENTS: According to the Unified Growth Policy Map (UGPM), a component of The Atlanta Region's Plan, this project is in the Developed/Established Suburbs area of the region. General policy recommendations for this area are listed at the end of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those mentioned later in this narrative. The DRI plan contemplates the conversion of an existing non-profit senior adult day health/program facility and child daycare facility into a major senior residential complex with a range of integrated services for both residents and day program participants, including meals, medical care, and activities.

The project can support alternative transportation modes as the location is served by Gwinnett County Transit routes #20 and #30 very nearby on Singleton Road, as well as continued private shuttle service for residents and day program participants. Shuttle activity is expected to decrease sharply from current levels because of the introduction of the residential units onsite. Many if not most current day program participants will presumably relocate to live at the facility in the future.

As mentioned above, there is the potential, primarily for the facility's employees, to access the site on foot from bus stops nearby. To accommodate this movement, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas – as well as its frontage on Singleton Road to connect to the bus stops as seamlessly as possible. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks or similar storage facilities, showers, lockers, etc.) are provided for workers onsite.

Additional comments on from ARC's Transportation Access & Mobility Group are attached.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general, in parking areas, on site driveways, and as part of any improvements to site frontages. Additional comments on water resources from ARC's Natural Resources Group are attached.

The intensity of this proposed project generally aligns with The Atlanta Region's Plan's recommended parameters regarding density and building height in Developed/Established Suburbs. In terms of land use, this project is in an area of mixed land uses, including single family residential, multifamily residential and commercial. County leadership and staff, along with the applicant team, must collaborate to ensure sensitivity to nearby local governments, neighborhoods and natural resources to the greatest extent possible.

Further to the above, Developed/Established Suburbs are generally areas of residential development that occurred after 1970 to around 1995 and are projected to remain suburbs through 2040. General policy recommendations include:

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

- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

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

ARC COMMUNITY DEVELOPMENT

ARC RESEARCH & ANALYTICS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

CITY OF LILBURN

ARC TRANSPORTATION ACCESS & MOBILITY

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA SOIL & WATER CONSERVATION COMMISSION

CITY OF NORCROSS

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

SRTA/GRTA

GWINNETT COUNTY

GWINNETT COUNTY TRANSIT

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **King David Retirement Community (DRI #3296)** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Comments must be emailed to:

Andrew Smith
Atlanta Regional Commission
asmith@atlantaregional.org
Ph. (470) 378-1645

Return Date: August 5, 2021

DATE: July 21, 2021

TO: ARC Group Managers

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Little, Aries

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: King David Retirement Community (DRI #3296)

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposal to build a retirement community and daycare facility on the site of the existing King David Community Center in unincorporated Gwinnett County. The project proposes 700 units of senior housing and 10,000 square feet of daycare. The 3.34-acre site is located at 5054-5064 Singleton Road, across from the end of Tech Drive and west of Indian Trail Lilburn Road NW. The nearest state routes are Beaver Run Road (SR 378), approximately 2 miles northeast, and Interstate 85 at Exit 101, approximately 1.3 miles northwest. The site is served by Gwinnett County Transit routes #20 and #30. The local trigger action is a Special Use Permit application. This project is seeking expedited review because of limited trip generation of fewer than 1,000 new daily trips. Expected buildout is 2025.

Submitting Local Government: Gwinnett County

Date Opened: July 21, 2021

Deadline for Comments: August 5, 2021

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

[illegible]



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
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DRI #3296

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@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: King David Retirement Community
Location (Street Address, 5054 and 5064 Singleton Road, Norcross, GA 30093
GPS Coordinates, or Legal Land Lot Description):
Brief Description of Project: 16-story Retirement Community with children's daycare. There are also 2 floors of underground parking.

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.): 16 stories

Developer: King David Community Center of Atlanta, Inc

Mailing Address: 5054 Singleton Road

Address 2:

City: Norcross State: GA Zip: 30093

Telephone: 770-931-8591

Email: hollandarc@aol.com

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

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☒ Yes ☐ No

If yes, provide the following Project Name: KD Towers

information: Project ID: 2413

The initial action being requested of the local government for this project:

- ☐ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☒ Other Change in Conditions and Special Use Permit Applications

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: 2025
Overall project: 2025

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



Developments of Regional Impact

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DRI #3296

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: Catherine Long
Telephone: 678-518-6106
Email: catherine.long@gwinnettcountry.com

Project Information

Name of Proposed Project: King David Retirement Community
DRI ID Number: 3296
Developer/Applicant: King David Community Center of Atlanta, Inc
Telephone: 770-931-8591
Email(s): kdccgeneral@kingdavidcenter.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: \$200,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: King David Community Center is a 501(c)(3) nont-taxable corp.
Is the regional work force sufficient to fill the demand created by the proposed project? ☐ (not selected) ☒ Yes ☐ No
Will this development displace any existing uses? ☐ (not selected) ☐ Yes ☒ No
If yes, please describe (including number of units, square feet, etc):

Water Supply

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

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

0.177 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: potential capacity issues downstream of proposed development, potential upsizing of downstream sewer needed to accommodate sewer flows generated by development, sewer capacity certification is required to determine extent of infrastructure improvements needed, coordinate with DWR on potential impacts generated by proposed deceleration lane on existing 24-in water transmission main during all stages of construction. provide cross sections of improvements over the 24-in transmission lane for review and approval

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 Wastewater

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

0.187 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:

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.)

Net increase added to adjacent street projected to be 724 ADT.

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: Addition of a east bound decel lane accessing the site entry at the Singleton Rd/Tech Drive intersection

Solid Waste Disposal

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

672 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? 73.4%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater Mgmt will be provided onsite via underground detention to meet channel protection and detention requirements and a new proprietary structural device to be installed on the outlet of the underground system that will promote infiltration to meet runoff reduction. The proposed project has received USACE and GA EPD buffer reductions and unnamed tributary piping to meet state and federal standards.

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:

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KING DAVID RETIREMENT COMMUNITY DRI
Gwinnett County
Natural Resources Group Comments
July 19, 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.

Watershed Protection and

The proposed project is located in the Yellow River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Stream Buffers

Neither the USGS coverage for the project area nor the submitted site plan shows any perennial streams on or near the project property. Any unmapped streams on the property may be subject to the requirements of the Gwinnett County Stream Buffer Ordinance. Any waters of the state on the property will be subject to the State 25-foot Erosion and Sediment 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 #3296
DRI Title King David Retirement Community
County Gwinnett County
City (if applicable) Norcross
Address / Location 5054 and 5064 Singleton Road

Proposed Development Type:

The develop proposes to build a retirement community consisting of 700 units of senior housing and a 10,000 sq. ft. day-care facility on the existing King David Community Center.

Build Out : 2025

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date July 20, 2021

TRAFFIC STUDY

Prepared by Holland Architects
Date [Click here to enter a date.](#)

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 limited trip generation memo does not include projects from the RTP's fiscally constrained project list. There are three programmed projects within the project area: GW-427, GW-415, and GW-385.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

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

The project site has two access points located on Singleton Rd which is not a regional thoroughfare. However, to the east of the project site, Indian Trail Rd bisects Singleton Rd and is identified as a regional thoroughfare.

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*)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

- Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route follows high volume and/or high speed streets
☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)
- Transit Connectivity ☐ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☐ No services available to rail station
☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (*rail service already exists*)
☐ NOT APPLICABLE (*accessing the site by transit is not consistent with the type of development proposed*)
☒ NO (*no plans exist to provide rail service in the general vicinity*)
☐ YES (*provide additional information on the timeframe of the expansion project below*)
☐ CST planned within TIP period
☐ CST planned within first portion of long range period
☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (*rail service already exists*)
- ☐ NOT APPLICABLE (*accessing the site by transit is not consistent with the type of development proposed*)
- ☒ NO (*no plans exist to provide rail service in the general vicinity*)
- ☐ YES (*provide additional information on the timeframe of the expansion project below*)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

07. 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) 20 & 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 (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

08. 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 operates within the jurisdiction.

09. 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

10. 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*)

11. 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*)

12. 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)

13. 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

14. 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.](#)

15. 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)*

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

Developments of Regional Impact (DRI) Methodology Meeting Packet Template for the Limited Trip Generation Memo

DRI Name & Number: King David Retirement Community DRI #3296

Pre-Review / Methodology Meeting Date: July 12, 2021

Project Rendering: The official Site Plan will be submitted as a separate file alongside the Methodology Meeting Packet.

Project Orientation (Section 2.2.1):

Permitting Local Government: Gwinnett County

Additional Local Government(s) with development approval authority: N/A

DRI Trigger: Redevelopment

DRI Trigger Application / Permit #: 3296

Qualifying DRI Threshold Exceeded: # Residential Housing Units

Zoning:

Existing: OI: Office-Institutional

Proposed: No change

Project Information: The site includes 700 dwelling units of congregate care and approximately 10,000 square feet of child day care services.

Project Location:

GPS Coordinates: 33.9130925,-84.1634434

Location Description: 5054 and 5064 Singleton Road, Norcross, GA 30093. The site will be developed on approximately 3 acres south of Singleton Road and west of Indian Trail Lilburn Road. Currently, the site is occupied by the King David Community Center, an abandoned adjacent lot, and associated uses which will be demolished as part of the re-development.

Unified Growth Policy Map land use area designation: Established Suburbs. Online unified growth policy map layers currently unavailable.

Neighboring Jurisdiction(s): None

Project Orientation Map (Section 2.2.1.2):



Project Driveways & Access Points: There is an existing access for the site at the signalized intersection of Singleton Road and Tech Drive that will continue to provide access to the proposed re-development. An additional right in / right out access is planned west of the existing full signalized access.

Project Build Out Year & Phase(s): 2023 - 1 Phase

Net Average Daily Trips (ADT) & Requested Review Schedule (Section 4.2.2): 724 ADT; Expedited Review - Limited Trip Generation Memo

Government Stakeholders (Section 1.2.2) Gwinnett County, GDOT District #1, Gateway 85 CID

Applicant Stakeholders (Section 1.2.2): Anatoliy Iskhakov, Property Owner; Chanan Moshe, Structural Engineer; Stephen Holland, Architect; Chris Maddox, Traffic Engineer

Applicant Email & Mailing Address: Catherine Long, Gwinnett County: One Justice Square, 446 West

Crogan Street, Suite 300 Lawrenceville, Georgia 30046, P&DZoning@gwinnettcountry.com

Stephen Holland, Holland Architects, PC: 1560 Cave Rd NW, Atlanta, GA 30327 hollandarc@aol.com

Planning Context:

Programmed Projects (Section 2.2.2.1, Section 2.2.2.3): N/A

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW UTL FY	/CST FY

Programmed Project Attached Design Documents: None

Transportation Project Interaction with DRI (Section 2.2.2.5): None

Planned Projects (Section 2.2.2.2): N/A

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document

Land Use and Zoning (Section 2.2.1.1, Section 2.2.2.2):

Existing Zoning: OI Office-Institutional

Future Land Use Map Zoning: Land use to remain the same.

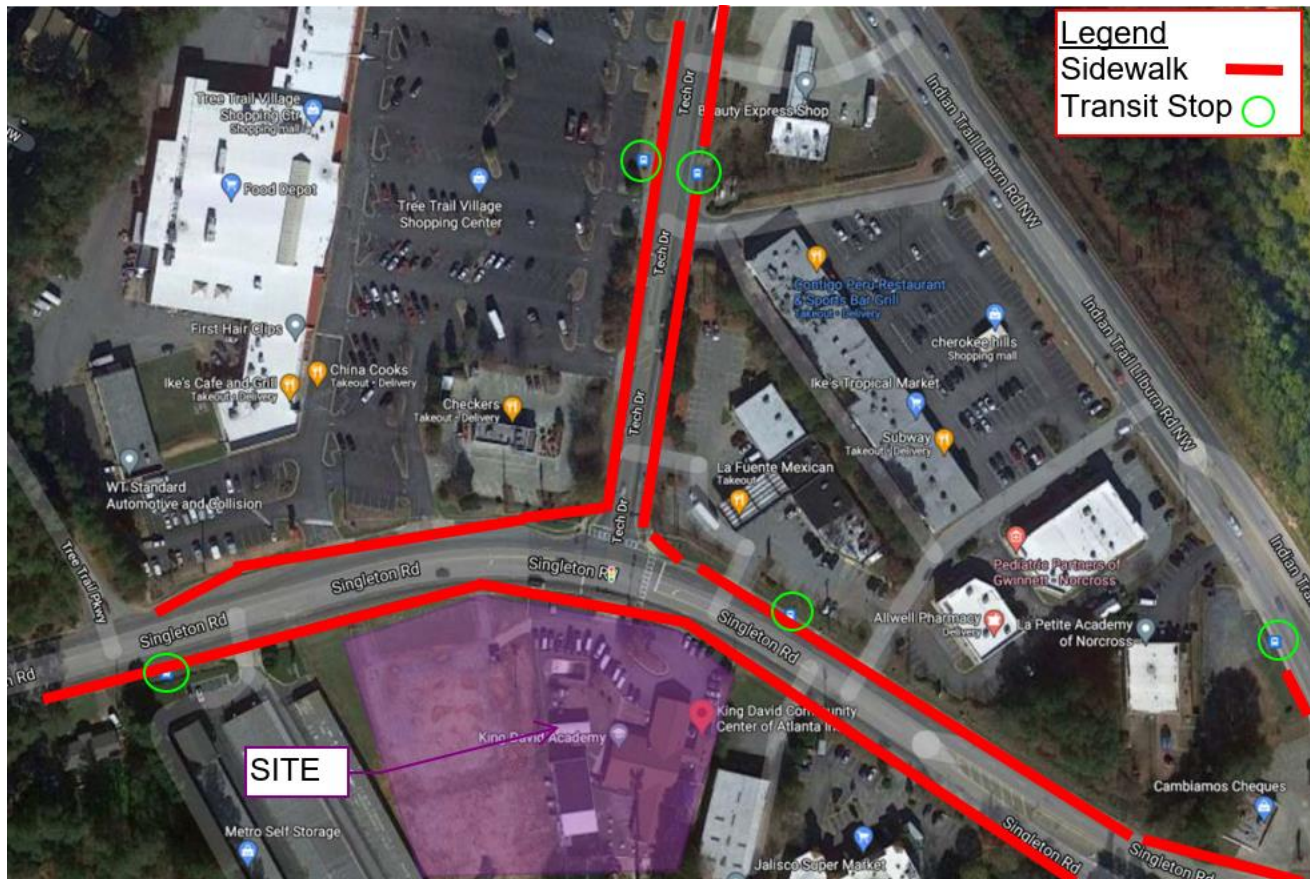
Land Use Vision & Goals: Development to fit within existing land use and goals of the area.

Relation to Existing Land Use Plans: Same land use to remain.

Chattahoochee River / Metropolitan River Protection Act: N/A

Alternative Mode Access (Section 2.2.3)

Existing Alternative Transportation Map (Section 2.2.3.1):



Bicycle and Pedestrian Context (Section 2.2.3.3):

Description of Existing Infrastructure: Existing sidewalk along entire frontage of proposed development. Traffic signal at development entrance provides signalized pedestrian crossings to sidewalk on other side of the street. No existing bicycle facilities.

Sidewalk & Streetscape Ordinance Standards: N/A

Potential Pedestrian & Bicycle Destinations: Shopping centers and restaurants across the street from the development.

Transit Accommodations (Section 2.2.3.4):

Existing Transit Routes: Gwinnett County Transit (GCT) Bus Routes 20 & 30

Existing High Capacity Transit Stations: None.

Existing Transit Service Details: Monday through Saturday Operation. Headways 10-50 minutes depending on day and time of operation.

<https://www.gwinnettcounty.com/static/departments/transportation/routes/2021/WebSystemsMapLocalFeb2021.pdf>

Proposed Pedestrian Route to Access Transit: GCT bus shelters approximately 500' from signalized development driveway, with existing sidewalk from the driveway to the bus shelters.

Transit Stop Ridership: Data not available.

Transit Stop Amenity Standards: Covered and sided shelters with bench and trash can.

Trip Generation & Adjustments

Trip Generation Inputs (Section 2.2.4.1):

ITE Trip Generation Manual Used: 10th Edition

ITE Land Use Code(s): 253 – Congregate Care Facility; 565 – Day Care

ITE Independent Variable Inputs for each Land Use Code: 253 - # Units; 565 – sq. ft

Day & Time of Day of ITE Surveys: Weekday, standard peak periods

ITE Trip Generation Formula Used:

253-Congregate Care (x= # units): ADT = 1.63(x); AM Peak = 0.05(x); PM Peak = 0.15(x)

253-Congregate Care (x =700 units): ADT = 1141 trips; AM Peak = 35 trips; PM Peak = 105 trips

565-Day Care (x= 1K sq. ft): ADT = 17.84(x); AM Peak = 4.92(x); PM Peak = 4.48(x)

565-Day Care (x= 10 K sq. ft): ADT = 178 trips; AM Peak = 49 trips; PM Peak = 48 trips

Total new daily trips = 1141 trips + 178 trips = 1319 trips

Trip Generation Calculation Alternative Approaches: The lowest rate for congregate care facility trip generation was utilized since car ownership is not expected by residents. The day care trip generation rate used was one standard deviation lower than the average due to the assumed shared trips between the day care and the rest of the new facility. Although additional services are proposed as part of the site plan, they have been accounted for as ancillary services, which are described as part of ITE land use 253; Congregate Care Facility.

Trip Generation Reductions:

Redeveloped Square Footage:

565-Day Care (5,000 sq. ft): ADT = 238 trips; AM Peak = 55 trips; PM Peak = 56 trips

495-Adult Rec Center/Day Care (7,000 sq. ft): ADT = 202 trips; AM Peak = 12 trips; PM Peak = 16 trips

Total redeveloped daily trips = 238 trips + 202 trips = 440 trips

Alternative Mode Reduction (Section 2.2.4.2):

Contributing Factors:

Summary of Existing and Proposed Bicycle / Pedestrian / Transit: Multiple adjacent transit routes and existing sidewalk expected to be utilized by residents, but none accounted for in reductions.

Parking Requirements & Proposed Amount: 400 spaces proposed

Alternative Parking Provided: N/A

Affordable Housing: All 700 units of new development will be affordable housing.

Transportation Demand Management: N/A

Supplemental Commuter Data: N/A

Proposed Reduction Percentage: Reducing new trips by existing development trips only.

Proposed Reduction Justification Explanation: Same land use type will be included in new development that is in current existing development.

Internal Capture / Mixed Use Reduction (Section 2.2.4.3): None

Pass-by Trips Reduction (Section 2.2.4.4):

Proposed Pass-by Trips Table: None

Trip Generation Summary Table (Section 2.2.4.5):

	Trips
Gross Trips	1319
Alt. Mode *	- 440
Mixed Use	- 0
Pass-by	- 0
Net Trips	879

*Alt. Mode reduction is the redeveloped square footage for existing trips currently accessing the site.

Proposed Truck Route Map: N/A

Draft Schedule

Draft Transportation Study Submittal Date (*Optional*): TBD

Anticipated GRTA Review Schedule (Section 4.2) (*Optional*): TBD

DCA DRI 'Initial Form' & 'Additional Form' Submittal Date(s): None

Key Permitting Local Government Review Board Date(s): TBD

EXHIBIT 'D'

BUILDING AREA TOTALS (APPROX.)							
DESCRIPTION		STRUCTURES					
		Zone A	Zone B	Zone C	Zone D	Misc Area	Totals
PUBLIC AREA	Parking Lower Level - w/ Superstructure					41,457	41,457
	Parking Lower Level - w/o Superstructure					21,826	21,826
	Parking Upper Level - w/ Superstructure					41,109	41,109
	Parking Upper Level - w/o Superstructure					21,826	21,826
	Floor 1	9,305	18,821	12,554	13,665		54,345
PUBLIC AREA	Arcade	1,955	1,089	1,237	551		4,832
	Floor 2	11,170	12,961	11,142	10,461		45,734
							0
RESIDENTIAL AREA	Floor 3	11,238	10,388	13,780	11,213		46,619
	Floor 4	11,238	10,388	13,780	11,213		46,619
	Floor 5	11,238	10,388	13,780	11,213		46,619
	Floor 6	11,238	10,388	13,780	11,213		46,619
	Floor 7	11,238	10,388	13,780	11,213		46,619
	Floor 8	11,238	10,388	13,780	11,213		46,619
	Floor 9	11,238	10,388	13,780	11,213		46,619
	Floor 10	11,238	10,388	13,780	11,213		46,619
	Floor 11	11,238	10,388	13,780	11,213		46,619
	Floor 12	11,238	10,388	13,780	11,213		46,619
	Floor 13	11,238	10,388	13,780	11,213		46,619
	Floor 14	11,238	10,388	13,780	11,213		46,619
	Floor 15	11,238	10,388	13,780	11,213		46,619
	Floor 16	11,238	10,388	13,780	11,213		56,063
	Parking = w/ Superstructure H3+H5						82,566
	Parking = w/o Superstructure H4+H6						43,652
TOTALS	Green Roof H10						9,444
	Public Area H7:H9	22,430	32,871	24,933	24,677		104,911
	Residential Area H11:H24	157,332	145,432	192,920	156,982		652,666
	Bldg Totals H25:H29 or H3:H24	179,762	178,303	217,853	181,659	135,662	893,239

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