

## **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](mailto:P&DZoning@gwinnettcountry.com)

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

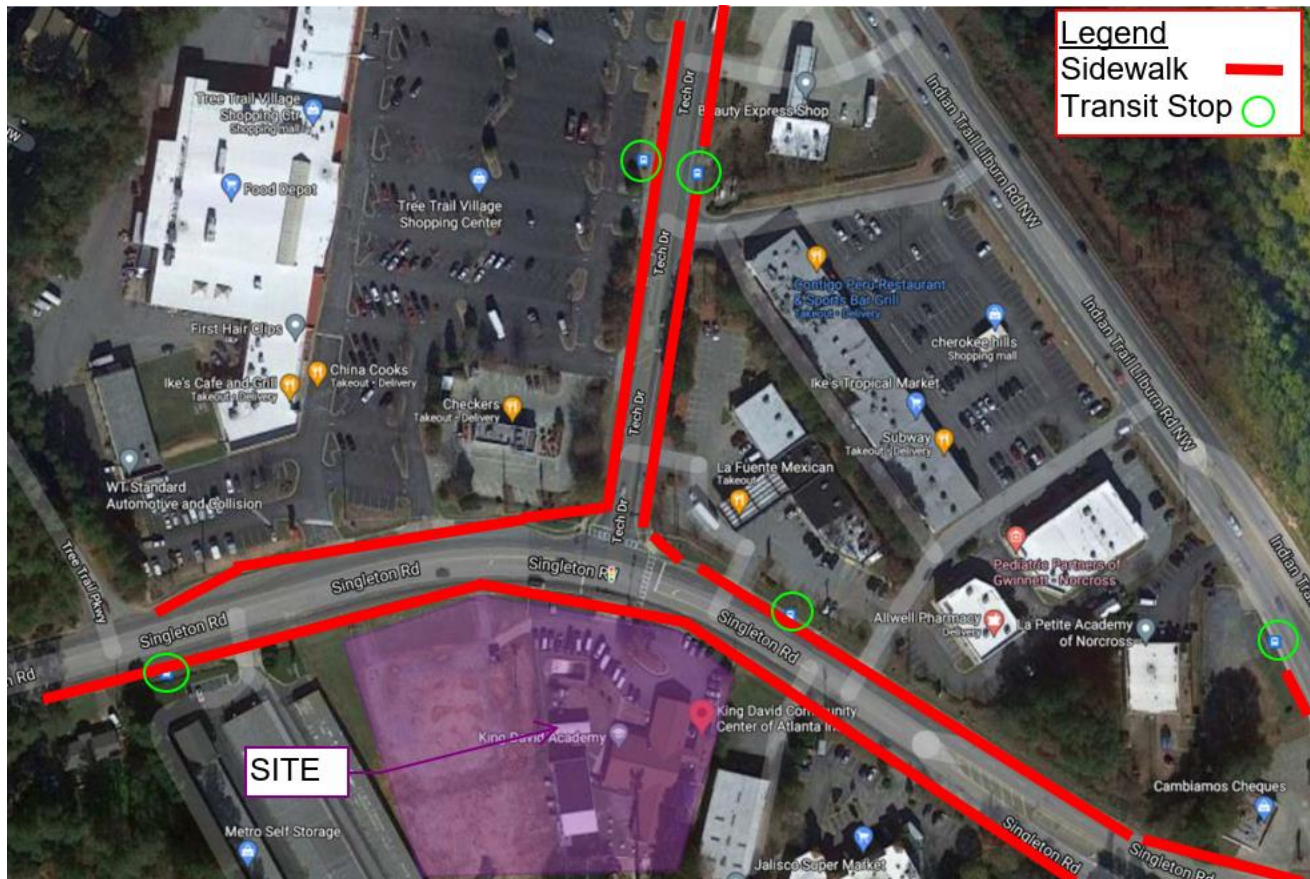
Land Use Vision & Goals: Development to fit within existing land use and goals of the area.

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.gwinnettcountry.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: 10<sup>th</sup> 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
<b>Net Trips</b>	<b>879</b>

\*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