



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Nov 14 2005

ARC REVIEW CODE: R509011

TO: Chairman Charles Bannister
ATTN TO: Jeff West, Current Planning Manager
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Gwinnett County
Name of Proposal: Poole Mountain

Review Type: Development of Regional Impact

Date Opened: Sep 1 2005

Date Closed: Nov 14 2005

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is not in the best interest of the Region, and therefore, of the State. Please see the attached resolution.

Additional Comments: The developer requested a 30 day extension of the review to address several of ARC staff comments and recommendations. The developer worked diligently over the extension period with ARC staff. The revised site plan reflects more open space and improved street connectivity. The revised site plan reflects the goals of a conservation subdivision with 40% open space that strives to minimize development impacts on steep slopes. However, even with the revisions, the ARC Air Quality Benchmark Score remained a 4 out of 15 desired points.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF AUBURN
BARROW COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF BRASELTON
HALL COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF DACULA
GEORGIA MOUNTAINS RDC

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

RESOLUTION BY THE ATLANTA REGIONAL COMMISSION CONCERNING THE POOLE MOUNTAIN DEVELOPMENT OF REGIONAL IMPACT

WHEREAS, pursuant to the Georgia Planning Act of 1989, and Georgia Department of Community Affairs Rules for the Review of Developments of Regional Impact (DRI), the Atlanta Regional Commission has reviewed the proposed Poole Mountain development; and

WHEREAS, the reviewed plan of development would be located in northeastern Gwinnett County along Mount Moriah Road, and the development would include 967 single family residences on 462 acres of greenfield in rural Gwinnett County; and

WHEREAS, the RDP Policies seeks to create balanced development throughout the region that accommodates forecasted population increase while improving air quality, and water quality and supply; and

WHEREAS, proposed development does not meet a majority of the ARC's Regional Development Policies; and

WHEREAS, the proposed development is surrounded by land uses characterized as low density, rural residential; and

WHEREAS, for the purposes of calculating the Air Quality Benchmarks, the proposed development is located in a portion of Gwinnett County where there is no commercial or retail oriented services in the immediate area (1/4 mile) of the site with no commercial uses within three driving miles of the project; and

WHEREAS, the transportation choices are limited for the proposed development with no public transit offered or planned for the area; and

WHEREAS, many of the region's growth challenges, including air quality and water quality and supply, are related to low density, single purpose development of greenfields; and

WHEREAS, incorporating neighborhood retail and commercial use in the development would reduce travel length and trips required for basic services; and

WHEREAS, the ARC's Air Quality Benchmarks are used to evaluate DRI's and represent the RDP Policies; and

WHEREAS, the proposed development also received a score of 4 out of a required 15 points on ARC's Air Quality Benchmark Test.

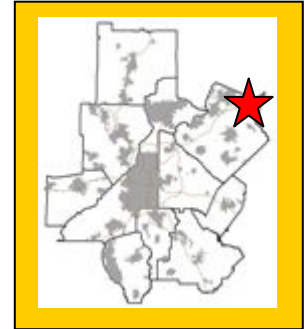
NOW THEREFORE BE IT RESOLVED by the Atlanta Regional Commission that the proposed DRI is not in the Best Interest of the Region, and therefore, of the State at this time.

Preliminary Report:	September 1, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Poole Mountain #838
Final Report Due:	October 1, 2004		Comments Due By:	September 15, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Poole Mountain is a single family residential development located on 462 acres in Gwinnett County. The proposed development includes 967 single family residences between Mineral Springs Road and Mount Moriah Road. The site will have four access points: one onto Mineral Springs Road, one onto Clark Road, and two onto Mount Moriah Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned a combination of RA-200 (Agriculture-Residential District) and R-100 Modified (Single Family Residential District). The proposed zoning for the site is R-100 CSO (Conservation Subdivision Overlay Single-Family Residential District). Information submitted for the review states that the proposed zoning is consistent with Gwinnett County's Future Land Use Map which designates the area as low density residential.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

The City of Auburn submitted comments, included at the end of this report, that express concern over how this development will fit into its own 'strategic plan,' which will soon be adopted by the City Council, and long range goals, especially those pertaining to transportation infrastructure, the environment, and stormwater. The City of Auburn is approximately ½ mile from the site of the development.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received during the review concerning impacts to any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region?

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If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents. Comments received from the City of Auburn expressed concern over the current capacity and anticipated traffic volumes along Mount Moriah Road. The City of Auburn is expressed a need for the road to be upgraded and widened from SR 324 to SR 8 in order to help alleviate some of the problems associated with current and anticipated traffic volumes.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2000	Brookside of Gwinnett
1993	Hamilton Mill Town Homes
1991	Bartram Environmental
1989	Hurricane Shoals Mixed Use

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

Based on staff review and comments from affected jurisdictions, this proposed development does not meet a majority of the ARC's Regional Development Goals and Policies. The proposed development also received a score of 4 out of a required 15 points on ARC's Air Quality Benchmark Test. Based on the low score on ARC's Air Quality Benchmark Test and inconsistencies with the majority of ARC's Regional Development Policies, this development is has been found not in the Best Interest of the Region, and therefore, of the State.

The developer requested a 30 day extension of the review to address several of ARC staff comments and recommendations. Although the revised site plan reflected more open space and improved street connectivity, the ARC Air Quality Benchmark Score remained the same.

The proposed Poole Mountain development is a single family residential neighborhood located in northeast Gwinnett County. According to information submitted for the review, the proposed

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development is surrounded by rural and agricultural land and single family residential parcels. There are no commercial or retail oriented services within the immediate area of the site.

The proposed development does not meet Regional Development Policies 1-3: provide development strategies and infrastructure investments to accommodate forecast population growth more efficiently, guide an increased share of new development into transportation corridors, activity centers, and town centers, and increase opportunities for mixed use development, infill, and redevelopment. The plan is proposing to develop 462 acres of greenfield in rural Gwinnett County.

The proposed development does not meet Regional Development Policy 4: increase transportation choices or transit-oriented development. Although the current and proposed zoning would not necessarily allow for a transit oriented development, the only current transportation choice for the proposed development is the automobile. No public transit is offered or planned for the area.

The proposed development does not meet Regional Development Policy 7: advance sustainable development. The chosen site for this development is a greenfield site in rural Gwinnett County. Land uses surrounding the site include other residential development and undeveloped land. The topography of this site presents a challenge for any type of development. Many of the region's growth challenges, including air quality and water quality and supply, are related to low density, single purpose development of greenfields. Although greenfield development is expected within the region, innovative design and flexible land use provisions should be encouraged and implemented to develop projects that better protect water quality and quantity, work with the contour of the land and protect natural slopes, provide options for housing, and reduce the number and length of automobile trips. The RDP Policy seeks to create balanced development throughout the region that accommodates forecasted population increase while improving air quality, and water quality and supply.

The development is being proposed as a conservation subdivision. Based on staff review of the site plan and Gwinnett County's Conservation Subdivision Ordinance, it appears that the proposed development, meets the requirements of the regulation. ARC encourages conservation subdivisions throughout the region where appropriate. The site and area in which the development is being proposed is ideal for a conservation subdivision in that the development is surrounded by agricultural, rural and single family land uses. ARC strongly encouraged that the site plan be refined to reflect a more compact development approach to conserving portions of the land. The site plan reflects cul-de sacs and lack of connections between streets. Although the site plan was revised to reflect greater connectivity of streets, the total conservation and open space percentage did not increase significantly.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in northeast Gwinnett County at the intersection of Clack Road and Mount Moriah Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the Gwinnett County boundaries; however, it is less than a mile from Barrow County and the City of Auburn, and approximately two miles from the City of Braselton.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None have been identified.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$25,000,000 million with an expected \$322,700 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

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None were determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Water Supply Watersheds and Stream Buffers

The proposed project is located in the Mulberry Creek Water Supply Watershed, a large (greater than 100 square miles in area) public water supply watershed that serves jurisdictions outside the Atlanta Region. The location of the intake and the presence of a water supply reservoir have not been determined. If there is a reservoir and the project is within seven miles of the reservoir, a 100-foot vegetative buffer and 150-foot impervious surface setback will be required on any perennial streams on the property as defined in the Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01 Criteria for Water Supply Watersheds). If there is no reservoir in the watershed, or it is more than seven miles downstream of the property, the water supply watershed buffers are not required under the minimum criteria.

All state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Medium Density SF (0.25-0.5 ac)	462.50	624.38	2733.38	19887.50	370462.50	157.25	37.00
TOTAL	462.50	624.38	2733.38	19887.50	370462.50	157.25	37.00

Total % impervious

26

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity

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and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

The site will have four access points. Access point 1 will be on Mineral Springs Road. The west leg will serve as the sole vehicular access point for the 199 lots on the west side of Mineral Springs Road. The east leg will serve as an access point on Mineral Springs Road for the 725 lots on the east side of Mineral Springs Road. Access point 2 will be on the north side of Clack Road and will serve as an access point on Clack Road for 725 lots. Access point 3 will be on the west side of Mt. Moriah Road and will serve as an access point on Mt. Moriah Road for 725 lots. Access point 4 will be on the west side of Mt. Moriah Road north of access point 3 and will serve as the sole vehicle access point for 43 lots.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single-Family Homes	172	514	686	520	306	826	1512
TOTAL NEW TRIPS	172	514	686	520	306	826	1512

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*Numbers represent net trip generation

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

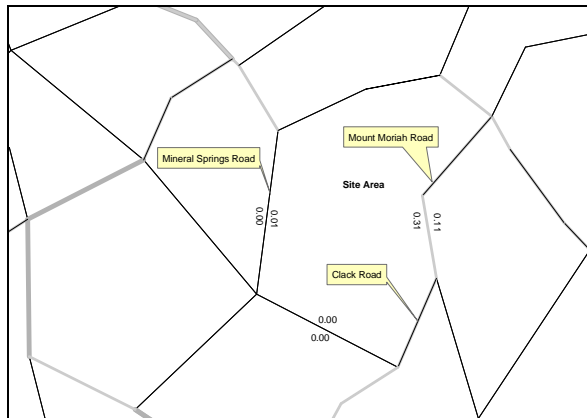
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

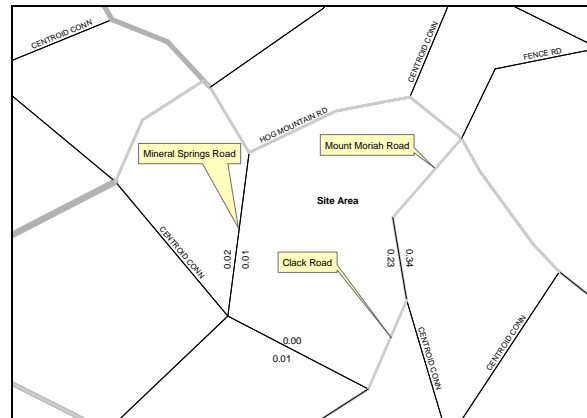
V/C Ratios



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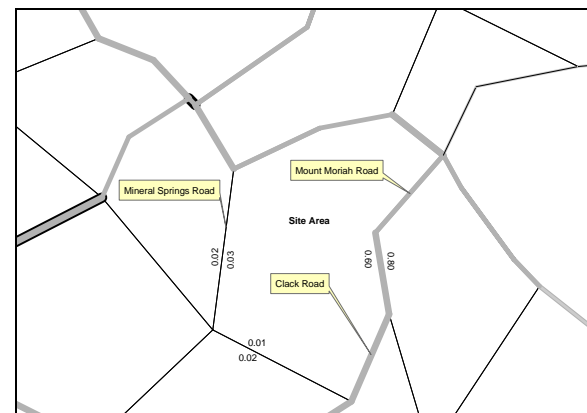
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-269B	COMMUTER RAIL SERVICE - ATLANTA / DACULA / ATHENS - STUDY, DESIGN AND RIGHT OF WAY ACQUISITION FOR PARK AND RIDE LOTS	Transit Facility	2006

2030 RTP*



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ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-AR-191	I-85 NORTH	Roadway Capacity	2011
GW-AR-192A, B	I-85 NORTH	Roadway Capacity	2011
BA-014	SR 324	Roadway Capacity	2020
BA-013	SR 211	Roadway Capacity	2030
BA-017	DEE KENNEDY ROAD	Roadway Capacity	2030
BA-019	SR 124	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Poole Mountain.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

I-85 Southbound Ramp at SR 211

- Widen SR 211 to 4 lanes.

I-85 Northbound Ramps at SR 211

- Widen 211 to 4 lanes.
- Add northbound right free flow lane.

SR 211 at SR 124

- Widen SR 211 to 4 lanes.
- Add eastbound left turn lane with protective permissive phasing.

Mt. Moriah Road at SR 124

- Add traffic signal.

Mineral Springs Road at Sprout Springs Road and SR 124

- Add southbound right permissive, overlap phasing.

Hamilton Mill Road at SR 124

- Add northbound, southbound, eastbound and westbound turn lanes.
- Add southbound and eastbound protective phasing.
- Add northbound, left permissive phasing.

I-85 Southbound Ramps at Hamilton Mill Road

- Add eastbound turn lane.

Hamilton Mill Parkway at Hog Mountain Road

- Add a traffic signal.

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According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

SR 124 at SR 211

- Add a westbound left-turn lane with protected/permitted phasing.

SR 124 at Mt. Moriah Road

- Add a westbound left-turn lane with permitted phasing.

Hog Mountain Road at Mineral Springs Road

- Add a northbound left-turn lane and an eastbound right-turn lane.

I-85 Northbound Ramps at Hamilton Mill Road

- Add a northbound left-turn lane and a westbound right-turn lane.
- Operate the eastbound and westbound approaches with split phasing.
- Operate the right-turn lanes with permitted/overlap phasing.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no existing or planned transit facilities within ½ mile of the site.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		4%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Traffic impacts by this development are minimal. However, the area surrounding the proposed site is rapidly growing with new development. It is suggested that all recommended improvements be implemented prior to construction of this project in order to mitigate increasing congestion in this area.

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INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.3868 MGD.

Which facility will treat wastewater from the project?

F. Wayne Hill will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of F. Wayne Hill Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
20	20	9	20	0	Expansion to 60 mgd by 2005.	Combined discharge to Chattahoochee River with Crooked Creek plant. 40 mgd expansion to discharge to Lake Lanier.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

*₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.3868 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste



Preliminary Report:	September 1, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Poole Mountain #838
Final Report Due:	October 1, 2004		Comments Due By:	September 15, 2004

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 2030 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 967 housing units that will include single family homes.

Will the proposed project provide housing opportunities close to existing employment centers?

Preliminary Report:	September 1, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Poole Mountain #838
Final Report Due:	October 1, 2004		Comments Due By:	September 15, 2004

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 506.04. This tract had a 42.9 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 97 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Haley Fleming

From: City Planner [CityPlanner@cityofauburn-ga.org]
Sent: Thursday, October 06, 2005 8:56 AM
To: Haley Fleming; Mike Alexander
Cc: Terry McElwee; Harold Money; City Planner
Subject: Re: ARC Review Code: R509011 Poole Mountain (Development of Regional Impact) Gwinnett County

Staff, wishes to point out, that the notification was not received into the Planning Department until October 4, 2005, hence, the tardiness in our comments. Staff, wishes that we had more time to comment on this DRI, because the City of Auburn is more likely to be local jurisdiction to be most affected by the proposed development considering that we are just .5 mile away.

However, within the time constraints Staff, has reviewed the DRI (Development Regional Impact) from Gwinnett County with regards to Poole Mountain LLC - Single Family Residential Subdivision totaling ± 768 new lots. The City of Auburn will most likely be the closest affected local government jurisdiction approximately 0.5 miles to its City Limits, as compared to 1 mile to Barrow County. Mount Moriah Road is of particular concern to the City of Auburn and the Planning Department, in that that roadway are in dire need of transportation upgrade that will help alleviate the current traffic and anticipated traffic volumes as a result of this proposed residential development.

Based on the DRI document, Gwinnett County has indicated that proposed R-100 CSO (Conservation Subdivision Overlay Single-Family Residential District) zoning are inconsistent with their Future Land Use Map, which provides for "Low Density Residential". Staff, believes that the City of Auburn may have some compelling interest in the general vicinity as it prepares for anticipated growth into its City Limits. The substandard nature of Mount Moriah road, which is, now heavily used by vehicular traffic and is for the most part a residential corridor can create some maintenance problem for the City in the future, if that entire roadway is not part of an overall upgrade and widening project beginning from SR 324 to SR 8. In addition, it would be in the City's best interest if high quality priced housing were proposed, as to out way governmental services (such as law enforcement, fire and emergency services, road department, library or cultural facilities, schools, etc) to the area. Based on the (ITE) Trip Generation manual, 7th edition this project will increase vehicular traffic in the general area, therefore, creating a concern for Staff.

Staff, also believes that some kind of neighborhood commercial are paramount to that area and some interest should be explored. Having said that, Staff does strongly encourage conservation subdivisions, and the City is considering a Conservation Subdivision Ordinance in the near future and the proposed area appears in Staff opinion, to be appropriate for a conservation subdivision with a concept plan that truly reflects environmental friendly (i.e., walking and biking trails, preservations of trees, streams and State waters, and proper BMP's and stormwater management). The project is located in the Mulberry Creek Water Supply Watershed (greater than 100 square miles) that serves jurisdictions such as the City of Winder's water intake. Also, the National Wetlands inventory maps indicated the presence of wetlands within the floodplain of a tributary of Rocky Creek. Therefore, the Department of Natural Resources rules for environmental

planning criteria, and that the proposed project should meet the requirements in accordance with Chapter 391-3-16.03 Criteria for Wetlands Protection and/or applicable county ordinances.

In conclusion, at this time, Staff does not support the development in its present form based on the review of the concept plan and other relevant documents submitted for review and comments by this affected local government. In addition, the City is currently developing its own "Strategic Plan" which will soon be adopted by Council and Staff would like to see where such development best fits into our long range goals especially in the area of transportation, infrastructure, environment and stormwater to name a few.

Sincerely,
City of Auburn, Georgia

James A. Abraham, Sr.
City Planner

Your DRI ID NUMBER for this submission is: **838**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 6/14/2005 2:34:07 PM

DEVELOPMENT OF REGIONAL IMPACT

Gwinnett County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	Gwinnett County
*Individual completing form and Mailing Address:	Jeffrey West, Manager Department of Planning and Development 446 West Crogan Street, Suite 150 Lawrenceville, GA. 30045
Telephone:	(678) 518-6200
Fax:	(678) 518-6275
E-mail (only one):	jeffrey.west@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:		Poole Mountain
Development Type	Description of Project	Thresholds
Housing	Single Family Residential Subdivision totalling 768 new lots.	View Thresholds
Developer / Applicant and Mailing Address:		Poole Mountain LLC 3355 Annandale Lane, Suite 4 Suwanee, GA. 30024
Telephone:		(770) 945-5228
Fax:		(678) 745-4162
Email:		dspearman@touchstonehomes.com
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		2-002; 2-004; 3-004
What are the principal streets or roads providing vehicular access to the site?		Mount Moriah Road, Clack Road, Mineral Springs Road
Provide name of nearest street(s) or intersection:		Mount Moriah Road, Clack Road, Mineral Springs Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	Approx. 0.5-miles to Auburn City Limits; 1-mile to Barrow County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: Project ID: App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Gwinnett County Public Utilities
What is the name of the wastewater treatment supplier for this site?	Gwinnett County Public Utilities
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 2012 Overall project: 2012

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N

Other (Please Describe):
See Traffic Impact Study

Y

Submitted on: 8/19/2005 1:45:22 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Gwinnett County
Individual completing form:	Jeff West
Telephone:	678-518-6200
Fax:	678-518-6275
Email (only one):	jeffrey.west@gwinnettcountry.com

Proposed Project Information

Name of Proposed Project:	Poole Mountain
DRI ID Number:	838
Developer/Applicant:	Poole Mountain LLC
Telephone:	770-945-5228
Fax:	678-745-4162
Email(s):	dspearman@touchstonehomes.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	25000000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	322700 (per applicant's est. valuation)
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Gwinnett County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.3868 mgd
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	.25 miles

Wastewater Disposal

Name of wastewater treatment provider for this site:	Gwinnett County
------------------------------------------------------	-----------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.3868 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: Install lift station on site, force main to Ivy Creek station, gravity to F. Wayne Hill Plant.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	7.5 miles (per Applicant)

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.)	514 am\520 pm
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See Traffic Impact Study.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2030 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
N	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	25% (per Applicant)
Is the site located in a water supply watershed?	
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Water Quality BMP's, stream buffers	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	Y
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetlands mitigation, sanitary sewer connection	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Floodplain preservation	

