



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: Oct 30 2005

ARC REVIEW CODE: R509291

TO: Mayor Shirley Lasseter
ATTN TO: Kenneth Suddreth, Planning Director
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: City of Duluth
Name of Proposal: Sugarloaf Village West

Review Type: Development of Regional Impact

Date Opened: Sep 30 2005

Date Closed: Oct 30 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 in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development meets several of ARC's RDP Policies. The development proposes a mix of uses that will allow individuals to live, work, and shop within close proximity to one another. The proposed development is offering a variety of housing choices for individuals and families of diverse incomes and age groups. It is noted on the site plan that the residential portion of the proposed development will be gated. ARC recommends that no portion of the development be gated to encourage pedestrian and bicycle connectivity between the uses. Significant consideration should be given to pedestrian and bicycle access to the commercial development at the opposite corner of Old Peachtree Road and Sugarloaf Parkway from the development. Safe and convenient access through the intersection should be provided. It is recommended that the commercial area be developed with no more than one row of parking in front of the building along Sugarloaf Parkway and Old Peachtree Road. Design of the parking area for the commercial area should ensure that pedestrian have safe and convenient access to the retail buildings. Best Transportation Practices, listed below, include providing shortcuts and alternative routes for pedestrians. It is recommended that the pedestrian trail is extended, where possible, to allow for convenient and alternative routes for residents of the development to the amenity center and commercial development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA CONSERVANCY
CITY OF BERKELEY LAKE
CITY OF LAWRENCEVILLE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY
CITY OF SUWANEE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GWINNETT COUNTY SCHOOLS
FULTON COUNTY

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.

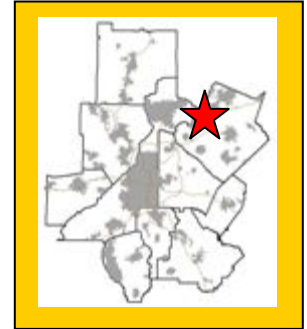
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	September 30, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Sugarloaf Village West #863
Final Report Due:	October 30, 2005		Comments Due By:	October 14, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Sugarloaf Village West mixed use development is located on 84 acres in the City of Duluth. The proposed development will consist of 91 single family homes, 173 attached homes, 86,600 square feet of office space, and 66,180 square feet of commercial space. The proposed development is located at the intersection of Sugarloaf Parkway and Old Peachtree Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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 R-100 (residential). Proposed zoning for the development is PUD (planned unit development). Information submitted for the review states that the proposed development will be annexed into the City of Duluth. Gwinnett County's Future Land Use Plan identifies the site as low density residential. The City of Duluth's Future Land Use Plan will be amended accordingly with the 2008 required updated.

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

No comments were received identifying inconsistencies with affected local government's comprehensive plan.

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

No comments were received concerning impacts to any local government's short term work program?

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development will provide opportunities for individuals to live and work within the development.

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 two miles radius of the proposed project.

2003	Cauley Creek 5.0mdg Expansion
2002	Cauley Creek WRF
2002	1800 Satellite Boulevard
2001	Gwinnett County Civic and Cultural Center Exposition
2000	Meadow Church Office Park
2000	McGinnis Station
1998	Old Peachtree Road- NW Tract
1998	Pulte Suwanee Development
1998	Old Peachtree Road – SE Tract
1986	Shawnee Ridge
1985	Sugarloaf Farms

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, there is currently an unoccupied single family residence on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets several of ARC's RDP Policies. The development proposes a mix of uses that will allow individuals to live, work, and shop within close proximity to one another. The proposed development is offering a variety of housing choices for individuals and families of diverse incomes and age groups.

It is noted on the site plan that the residential portion of the proposed development will be gated. ARC recommends that no portion of the development be gated to encourage pedestrian and bicycle connectivity between the uses.

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Significant consideration should be given to pedestrian and bicycle access to the commercial development at the opposite corner of Old Peachtree Road and Sugarloaf Parkway from the development. Safe and convenient access through the intersection should be provided.

It is recommended that the commercial area be developed with no more than one row of parking in front of the building along Sugarloaf Parkway and Old Peachtree Road. Design of the parking area for the commercial area should ensure that pedestrian have safe and convenient access to the retail buildings.

Best Transportation Practices, listed below, include providing shortcuts and alternatives routes for pedestrians. It is recommended that the pedestrian trail is extended, where possible, to allow for convenient and alternative routes for residents of the development to the amenity center and commercial development.

The property is not within the 2000-foot Chattahoochee River Corridor but it is in the Corridor watershed. The USGS 1:24,000 coverage for the project area shows two blue line streams in the project area. One is a tributary to the other, which, in turn, is a tributary to Suwanee Creek, a tributary of the Chattahoochee River. As required under the Metropolitan River Protection Act, the property is subject to the requirements of the Gwinnett County Tributary Buffer Ordinance. In addition, Metropolitan North Georgia Water Planning District requires local governments to adopt a stream buffer ordinance at least as protective as the model ordinance developed by the District.

The County stream buffer ordinance was adopted in March, 2005 and covers both the Water District and Metropolitan River Protection Act requirements. The ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams in the County. The proposed site plan shows a 25-foot buffer on the streams in the center of the property. No buffer is indicated on the stream located on the portion of the property northwest of Sugarloaf Parkway. The proposed project needs to meet County requirements and the plans need show the required County buffers on all applicable streams on the property.

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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 project is located in Gwinnett County; however the initial action being requested is annexation into the City of Duluth. The project site is approximately 84.03 acres, located on the northern side of Old Peachtree Road at the intersection of Sugarloaf Parkway.

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.

The proposed development will be entirely within the City of Duluth.

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.

The proposed development is surrounded by single family residences and vacant land. There is another mixed use development nearby that is currently under development.

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 \$125,000,000 with an expected \$700,000 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.

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

To be 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.

Stream Buffers and Watershed Protection

The property is not within the 2000-foot Chattahoochee River Corridor but it is in the Corridor watershed. The USGS 1:24,000 coverage for the project area shows two blue line streams in the project area. One is a tributary to the other, which, in turn, is a tributary to Suwanee Creek, a tributary of the Chattahoochee River. As required under the Metropolitan River Protection Act, the property is subject to the requirements of the Gwinnett County Tributary Buffer Ordinance. In addition, Metropolitan North Georgia Water Planning District requires local governments to adopt a stream buffer ordinance at least as protective as the model ordinance developed by the District.

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For all state waters on the property, the State 25-foot erosion and sedimentation buffer is required. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 minimum criteria, the only requirements in a large water supply watershed without a water supply reservoir are restrictions on the handling of certain hazardous materials (specified by DNR) within seven miles upstream of an intake.

Stormwater / 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) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in

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the specific project design. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. 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
Commercial	17.32	29.61	301.30	1870.13	17021.63	21.30	3.81
Forest/Open	19.20	1.54	11.52	172.84	4512.94	0.00	0.00
Med Dens. SF (0.25-0.5 ac)	28.18	38.04	166.54	1211.74	22572.18	9.58	2.25
Townhouse/Apartment	19.33	20.30	207.02	1295.11	11694.65	14.69	2.71
TOTAL	84.03	89.49	686.39	4549.81	55801.40	45.57	8.77
Total % impervious	37%						

- 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 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

Georgia Regional Transportation Authority Review Findings

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

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Access to the development will be provided at six locations. One full-movement and two right-in/right-out driveways will be provided along Old Peachtree Road. Two full movement driveways and one right-in/right-out driveway will be provided along Sugarloaf Parkway.

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

Kimley-Horn 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
91 Single-Family Homes	18	55	73	62	36	98	952
173 Town Homes	14	66	80	63	31	94	1024
86,600 sq ft Office	147	20	167	30	146	176	1194
66,180 sq ft Retail	74	48	122	229	248	477	5194
Mixed-Use Reductions	0	0	0	-70	-70	-140	-1524
TOTAL NEW TRIPS	253	189	442	314	391	705	6840

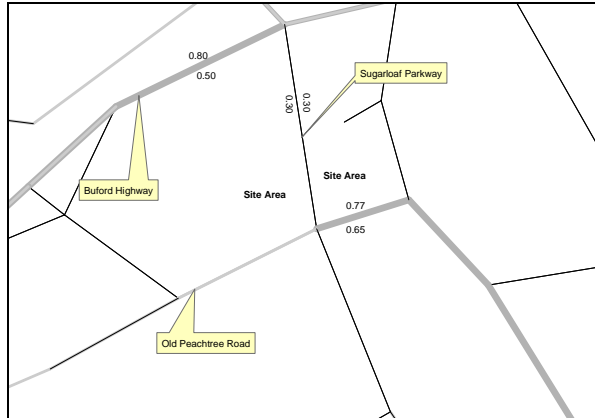
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

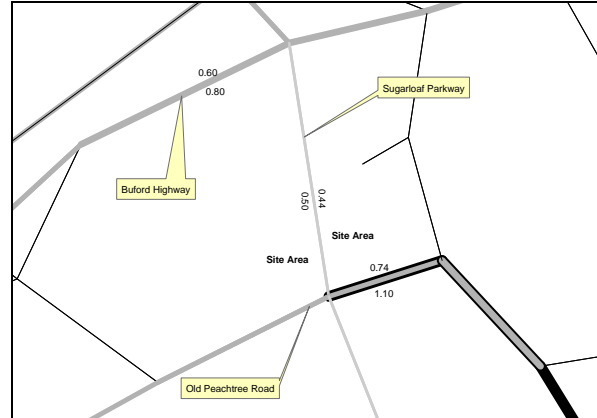
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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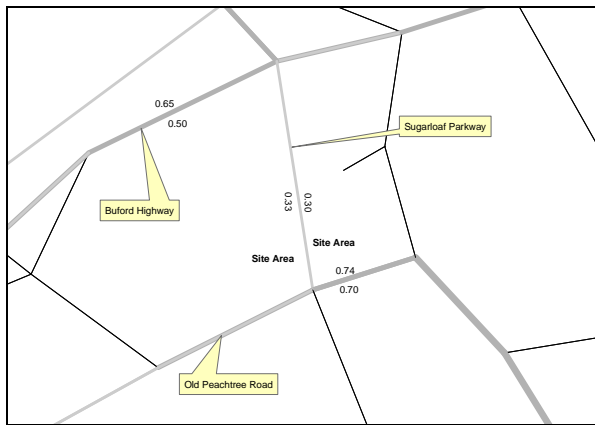
V/C Ratios



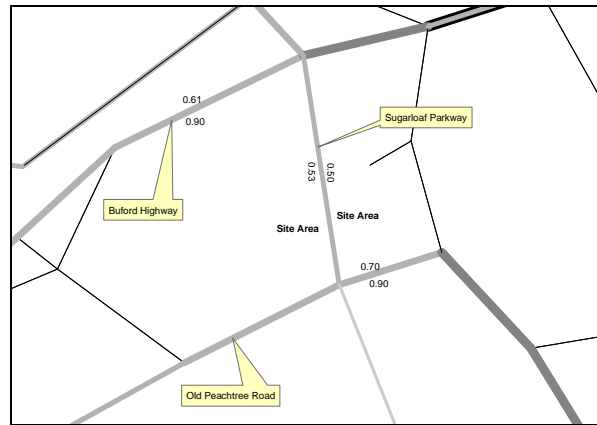
2005 AM Peak



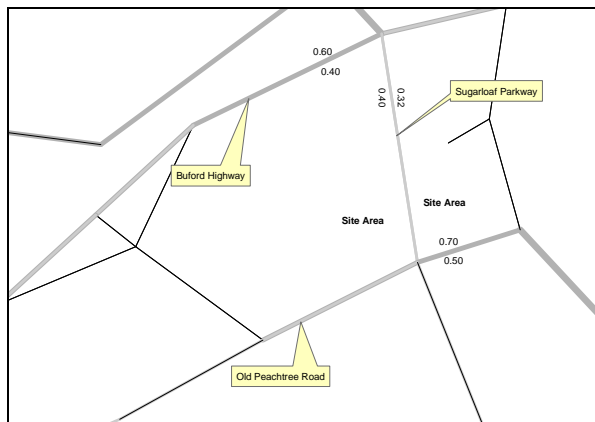
2005 PM Peak



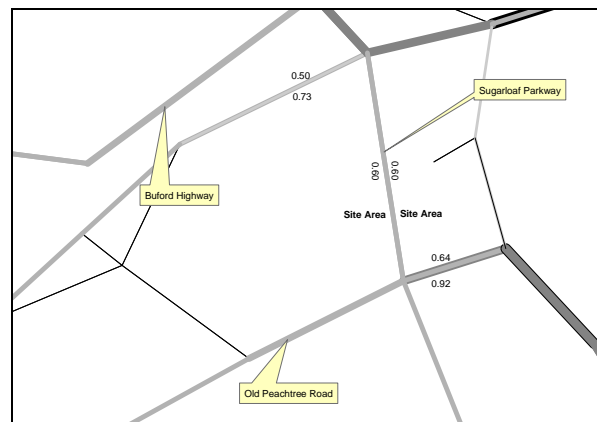
2010 AM Peak



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, approved 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.

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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
GW-304	SUGARLOAF PARKWAY ATMS	Roadway Operations	2009
GW-300	US 23 (BUFORD HIGHWAY) ATMS	Roadway Operations	2009
GW-AR-BP105	WESTERN GWINNETT BIKEWAY: SEGMENT 1	Multi Use Bike/Ped Facility	2010
GW-AR-BP107	SR 120 (WEST LAWRENCEVILLE STREET)	Pedestrian Facility	2009
GW-AR-BP106	DULUTH RESIDENTIAL LOOP ALONG IRVINDALE ROAD, HOWELL MEAD DRIVE, AND HOWELL SPRING DRIVE	Pedestrian Facility	2009
AR-470	I-85 NORTH ATMS COMMUNICATION/SURVEILLANCE	Roadway Operations	2007
GW-303	SATELLITE BOULEVARD ATMS	Roadway Operations	2007
GW-326	PLEASANT HILL ROAD ATMS	Roadway Operations	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-099A, B	US 23 (BUFORD HIGHWAY): SEGMENT 2	Roadway Capacity	2025
GW-271	PLEASANT HILL ROAD	Roadway Capacity	2026
FN-003A	SR 120 (KIMBALL BRIDGE/ABBOTTS BRIDGE ROAD)	Roadway Capacity	2016
AR-H-100	I-85 NORTH HOV LANES	HOV Lanes	2012

**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 Sugarloaf Village West.

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.

Old Peachtree Road at Buford Highway

- Improve the northbound Buford Highway approach to two through lanes with permissive + overlap phasing for the northbound right-turn movement.
- Improve the eastbound Old Peachtree Road approach to a 3-lane approach (one left-turn, one thru lane, and a right-turn lane) in conjunction with permissive + overlap phasing for the eastbound right-turn movement.
- Provide dual left-turn lanes with protected phasing and a shared through/right-turn lane for the westbound approach.

Old Peachtree Road at Sugarloaf Parkway

- Provide dual left-turn lanes with protected phasing, two through lanes, and a right-turn lane for the eastbound approach along Sugarloaf Parkway.

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- Provide dual left-turn lanes with protected phasing, three through lanes, and a right-turn lane for the westbound approach along Sugarloaf Parkway.
- Improve the southbound right-turn lane to a yield movement along Old Peachtree Road.

Old Peachtree Road at Satellite Boulevard

- Provide dual left-turn lanes with protected phasing, three through lanes, and a right-turn lane for the northbound and southbound approaches along Satellite Boulevard.
- Provide a single left-turn lane, three through lanes, and a right-turn lane for both the eastbound and westbound approaches along Old Peachtree Road.

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.

Old Peachtree Road at Southern Right-in/Right-out Site Driveway

- Provide an eastbound right-turn egress lane exiting the development.
- Provide a southbound right-turn ingress lane entering the development.

Old Peachtree Road at Full Movement Site Driveway

- Provide separate eastbound left-turn and right-turn egress lanes exiting the development.
- Provide signalization at this intersection.

Old Peachtree Road at Northern Right-in/Right-out Site Driveway

- Provide an eastbound right-turn egress lane exiting the development.

Sugarloaf Parkway at Right-in/Right-out Site Driveway

- Provide northbound and southbound right-turn egress lanes exiting the development.

Sugarloaf Parkway at Eastern Full Movement Site Driveway

- Provide a southbound shared left/thru/right-turn egress lane exiting the development.
- Provide a northbound left-turn lane and a shared thru/right-turn egress lane exiting the development.
- Provide signalization at this intersection.

Sugarloaf Parkway at Western Full Movement Site Driveway

- Provide a southbound shared left/right-turn egress lane exiting the development.

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?

GRTA Xpress route #408 provides service from John's Creek Parkway and SR 141, approximately two miles from the project site, to the Doraville MARTA rail station from 5:55 am to 7:20 pm, Monday through Friday with headways of 30, 60 and 90 minutes throughout the day. The Gwinnett Express route #103 provides service from the Discover Mills park and ride lot, approximately 2 miles

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from the project site, to downtown Atlanta Monday through Friday. Headways are every 15 minutes from 5:40 am till 8:30 am and every 20 minutes from 3:35 pm till 6:35 pm. Gwinnett County Transit route # 40 provides service from the Discovery Mills park and ride lot to the Gwinnett Transit Center and to Lawrenceville, Monday through Friday from 6:18 am till 8:48 pm with headways every 30 minutes.

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
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	45%
Total		14%

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 project suffers from increasing peak hour congestion. It is suggested that all recommended improvements be implemented prior to completion of this project in order to reduce the affects this project will have on the surrounding roadway system.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.2772 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the F. Wayne Hill plant 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 is listed below

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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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.
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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 0.0693 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

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

Information submitted with the review 1115 tons of solid waste per year.

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:

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- **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 264 housing units that will include single family homes, condominiums, and apartments.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 502.04. This tract had a 20.0 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 94 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.

Your DRI ID NUMBER for this submission is: **863**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 7/13/2005 12:32:12 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:	City of Duluth
*Individual completing form and Mailing Address:	Ken Suddreth 3578 West Lawrenceville Street Duluth, GA. 30096
Telephone:	770-476-1790
Fax:	770-814-3008
E-mail (only one):	ksuddreth@duluth-ga.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:		Sugarloaf Village West
Development Type	Description of Project	Thresholds
Mixed Use	91 detached single family homes; 173 townhomes; 86600 sq. ft. office space; and 66180 sq. ft. commercial space on 84 acres of land.	View Thresholds
Developer / Applicant and Mailing Address:		Carter Richardson McCar Home 11525 Park Woods Circle Alpharetta, Georgia 30005
Telephone:		770-206-9100
Fax:		770-206-9107
Email:		crichardson@mccarhomes.com
Name of property owner(s) if different from developer/applicant:		Marguerite K. Owens
Provide Land-Lot-District Number:		Land Lot 200, 7th District
What are the principal streets or roads providing vehicular access to the site?		Sugarloaf Parkway, Old Peachtree Road
Provide name of nearest street(s) or intersection:		Sugarloaf Parkway/Old Peachtree Road intersection
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?	Currently in Gwinnett Co. - Annexation/Rezoning into the City of Duluth. 2 miles from City of Suwanee and 2 miles from Fulton Co.
If no, provide the following information:	
In what additional jurisdictions is the project located?	N/A
In which jurisdiction is the majority of the project located? (give percent of project)	Name: City of Duluth (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project: 100%
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, Other Annexation
What is the name of the water supplier for this site?	Gwinnett County
What is the name of the wastewater treatment supplier for this site?	Gwinnett County
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: 2010 Overall project: 2010

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	annexation request - adjustment to plan will occur in 2008 required update

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?	Y
Other (Please Describe): The DRI transportation analysis is in progress. Possible improvements may include turn lanes and/or signalization.	Y

Submitted on: 9/6/2005 3:19:50 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Duluth
Individual completing form:	Ken Suddreth
Telephone:	770-476-1790
Fax:	770-814-3008
Email (only one):	ksuddreth@duluth-ga.com

Proposed Project Information

Name of Proposed Project:	Sugarloaf Village West
DRI ID Number:	863
Developer/Applicant:	Carter Richardson
Telephone:	770-206-9100
Fax:	770-206-9107
Email(s):	crichardson@mccarhomes.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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	125,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$700,000
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): The site is currently occupied by one (1) home which will be demolished.	

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)?	0.0693 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?	N
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?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Gwinnett County
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0693 MGD * 4 = 0.2772MGD
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?	Y
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

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.)	8,363 vpd
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: Left-turn and right-turn lanes and possible signalization.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	115 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
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?	33%
Is the site located in a water supply watershed?	N
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:	

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?	N
3. Wetlands?	N
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:	
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?	N
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:

