



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 3 2005

ARC REVIEW CODE: R510041

TO: Chairman Charles Bannister
ATTN TO: Gillian Farquhar, Planner II
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: Brookwood Village

Review Type: Development of Regional Impact

Date Opened: Oct 4 2005

Date Closed: Nov 3 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 Brookwood Village mixed use development meets many of ARC's Regional Development Policies. The proposed development includes both vertical and horizontal mix of uses with the incorporation of live work units. The Regional Development Policies promote development strategies that accommodate forecasted population and employment growth efficiently, encourage opportunities for mixed use development, infill, and redevelopment, support housing choices for individuals and families of diverse incomes and age groups, and advances a network of greenspace that has the potential to connect across jurisdictional boundaries. The proposed development effectively implements various components of these policies.

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 SNELLVILLE
CITY OF GRAYSON
HWY 78 CID

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY SCHOOLS
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF LILBURN
CITY OF LAWRENCEVILLE

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.

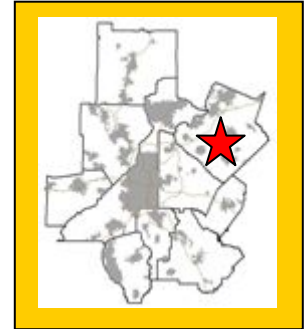
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	October 4, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Brookwood Village #901
Final Report Due:	November 3, 2005		Comments Due By:	October 17, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Brookwood Village mixed use development is located in Gwinnett County on 55 acres along Highway 78. The proposed development will consist of 73 single family homes, 135 townhomes, 57 live work units, 50,000 square feet of retail, and 120,000 square feet of office. Site access driveways are proposed along Highpoint Road, Old US 78, Britt Drive and Highway 78.



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 a combination of MUR, R-100, O-9, and C-2. The proposed zoning for the site is MUR. 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 mixed use.

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 any affect 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 the implementation of 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?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

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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
1989	South Gwinnett Mall

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 are currently six residential units on the site that will be occupied until 2007. There are also some businesses currently located 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 Brookwood Village mixed use development meets many of ARC's Regional Development Policies. The proposed development includes both vertical and horizontal mix of uses with the incorporation of live work units. The Regional Development Policies promote development strategies that accommodate forecasted population and employment growth efficiently, encourage opportunities for mixed use development, infill, and redevelopment, support housing choices for individuals and families of diverse incomes and age groups, and advances a network of greenspace that has the potential to connect across jurisdictional boundaries. The proposed development effectively implements various components of these policies.

The proposed development incorporates many design elements that contribute to creating a truly pedestrian environment within the development and with the potential to connect to future and existing development adjacent to the site. The site plan includes alleys for rear vehicle access to townhomes and single family residences, building pulled to the street front, trails for alternate and convenient access for pedestrians, and sidewalks on both sides of all proposed roads.

The proposed development is located within the Hwy 78 LCI study area. The Study is currently being developed. The developer should work with Gwinnett County and the Hwy 78 Community Improvement District to ensure that the development meets the goals and policies set forth in the study. Information submitted for the review states that the proposed development must also meet Gwinnett County's overlay conditions along Hwy 78. Based on staff review of the overlay conditions, the proposed development appears to meet all of these conditions set forth for the development.

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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 south Gwinnett County at the intersection of Highway 78 and Highpoint 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 ½ mile from the City of Snellville..

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 \$50,000,000 million with an expected \$645,400 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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The proposed development will offer individuals the opportunity to live and work within close proximity along the Hwy 78 corridor.

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 located within the Big Haynes Creek watershed. The USGS 1:24,000 coverage for the project area shows no blue line streams on the project property. Any unmapped stream on the property may be subject to the Gwinnett stream buffer ordinance, which was adopted in March 2005. 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 stream with a tributary branching off of it, but no buffers are identified or shown. The proposed project needs to meet County requirements and the plans need show required County buffers on all applicable streams on the property.

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.

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. Because the typical land uses do not include a factor for single-family residential with densities greater than 4 units per acre, the single-family portions of this project have been combined with the townhouses and live-work units as multi-family, as have the recreation areas. 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 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	5.85	10.00	101.79	631.80	5750.55	7.20	1.29
Forest/Open	14.00	1.12	8.40	126.00	3290.00	0.00	0.00
Roads	13.55	24.39	248.10	1544.70	14010.70	17.48	3.12
Townhouse/Apartment	21.60	22.68	231.34	1447.20	13068.00	16.42	3.02
TOTAL	55.00	58.19	589.63	3749.70	36119.25	41.09	7.43

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Total % impervious 50%

- 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

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

This proposed project has eighteen access driveways in four phases of the development.

- Phase one has four access driveways on the west side of High Point Road, south of U.S. Highway 78.
- Phase two has two access driveways on the east side of High Point Road, south of U.S. Highway 78, four access driveways on the north side of Old U.S. Highway 78 between High Point Road and Britt Drive, and 1 access driveway on the south side of Old U.S. Highway 78 between High Point Road and Britt Drive.
- Phase three has one access driveway on the south side of Old U.S. Highway 78 between High Point Road and Britt Drive, and two access driveways on Britt Drive south of U.S. Highway 78.
- Phase four has one access driveway on U.S. Highway 78 east of High Point Road, one access driveway on U.S. Highway 78 West of High Point Road and two access driveways on the east side of High Point Road, between U.S. Highway 78 and Old U.S. Highway 78.

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

Gresham Smith and Partners 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			Average Daily
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
73 Single Family Homes	14	41	55	47	27	74	699
135 Town Houses	9	50	59	47	23	70	791
57 Live/Work Units	27	24	51	24	31	55	522
50,000 sq ft Retail Space	32	20	52	90	98	188	2147
120,000 sq ft Office Space	163	23	186	30	149	179	1321
Mixed-Use Reductions	-18	-14	-32	-63	-64	-127	-1237
TOTAL NEW TRIPS	227	144	371	175	264	439	4243

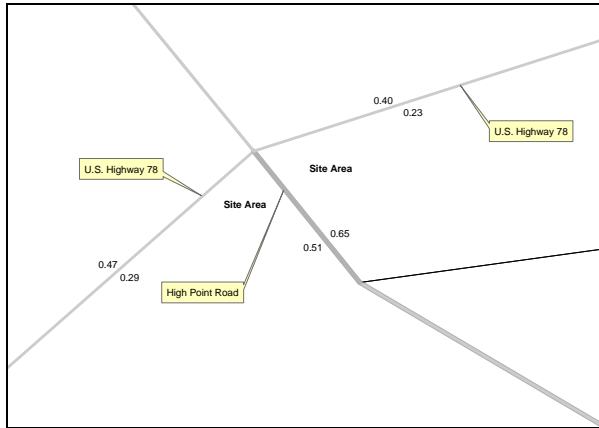
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

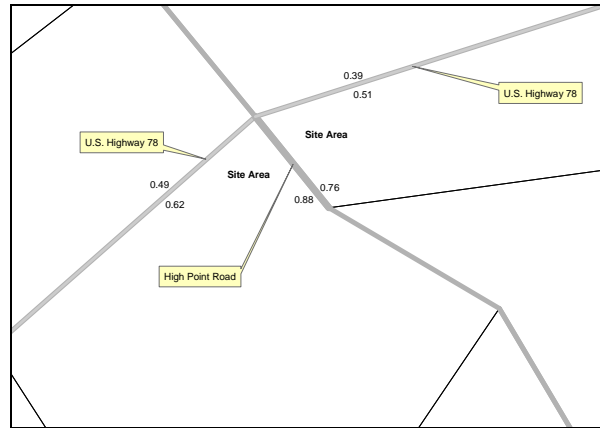
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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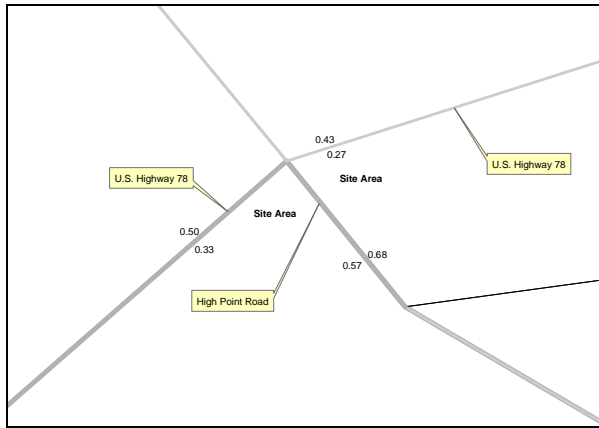
V/C Ratios



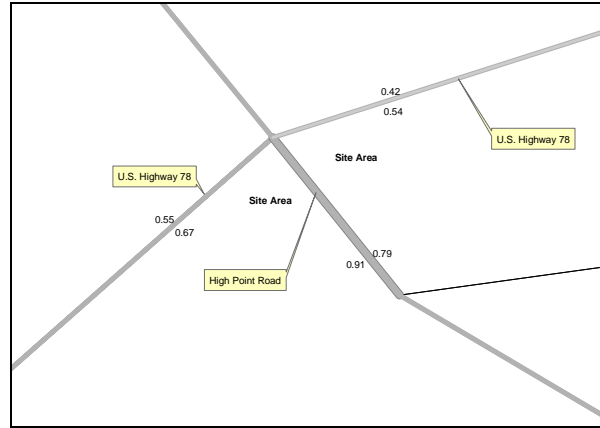
2005 AM Peak



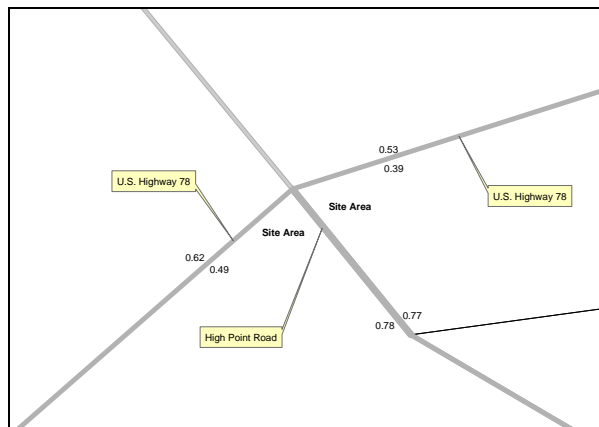
2005 PM Peak



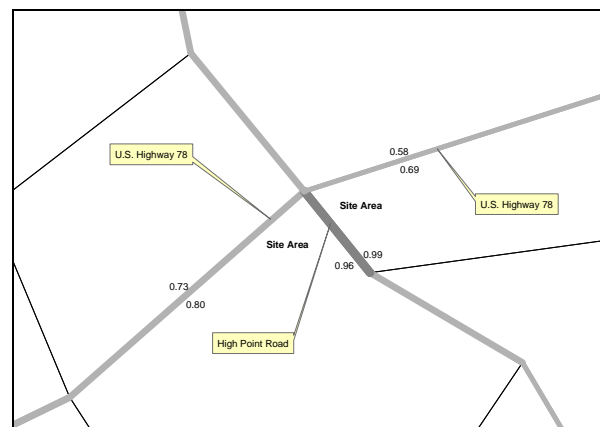
2010 AM Peak



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

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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
GW-078A	US 78 (STONE MOUNTAIN HIGHWAY) - REMOVE REVERSIBLE LANES	Roadway Capacity	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-078B	US 78 MAJOR INVESTMENT STUDY	Study	2015
GW-078C	US 78 (MAIN STREET IN CITY OF SNELLVILLE) GRADE SEPARATION	Interchange Capacity	2014
GW-078D	US 78 (MAIN STREET IN CITY OF SNELLVILLE) - WIDEN AND ADD FRONTAGE ROADS	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 Brookwood Village.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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.

U.S. Highway 78 at High Point Road

- Separate southbound left, through and right turn lanes should be constructed at the U.S. Highway 78/High Point Road intersection.
- A westbound right-turn lane along U.S. Highway 78 west site access driveway should be constructed.
- Separate left and right turn lanes are required along High Point Road at all on-site curb cuts including Old U.S. Highway 78.

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?

No transit service is currently available.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR .6-.8		4%
Where Residential is dominant, 10-12 units/ac		4%
Where Residential is dominant, 10% Retail or 10% Office		4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		17%

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 development is quickly developing. It is suggested all recommended improvements be implemented prior to completion of this project. This development provides a good mix of uses and would benefit by having direct access to transit in the future.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.14 MGD.

Which facility will treat wastewater from the project?

Yellow River will provide wastewater treatment for the proposed development.

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

The capacity of Yellow River 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
12	12	10.34	14.5	14.5	Increase in design flow to 12 mgd by means of additional clarifiers planned for 2003.	Flow to replace permitted capacity at other plans to be phased out.

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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 0.16 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 602.5 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?

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- **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 265 housing units that will include single family homes, townhomes, and live work units.

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

No.

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

The site proposed for the development is located in Census Tract 507.15 and 507.18. These tracts had a 1.2 percent and 6.3 percent, respectively, increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 98 and 100 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: Adams, Michael [Michael.Adams@dot.state.ga.us]
Sent: Monday, October 17, 2005 10:39 AM
To: Haley Fleming
Subject: DRI Comments for Brookwood Village in Gwinnett County

Haley,

I have reviewed the DRI for Brookwood Village in Gwinnett County and the Department has 2 comments. The first one is that the level of service projections for US 78 and Highpoint Road seem low, including the 2005 models. The second comment is that there are no significant capacity adding projects for US 78 other than the removal of the reversible lanes planned in the DRI area within the next 25 years. I hope these comments are taken into consideration. If you need anything else please contact me via e-mail or by phone at 404-657-5499. Thanks.

Michael Adams

10/17/2005

Your DRI ID NUMBER for this submission is: **901**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 8/31/2005 4:52:48 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:	Gillian Farquhar Planner II Gwinnett County Department of Planning and Development Current Planning 446 West Crogan Street, Suite 150 Lawrenceville, GA 30045
Telephone:	678-518-6209
Fax:	678-518-6275
E-mail (only one):	gillian.farquhar@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:		Brookwood Village
Development Type	Description of Project	Thresholds
Mixed Use	50000 square feet of commercial 120000 square feet of office 73 single family detached units 135 attached townhomes 57 attached live/work units	View Thresholds
Developer / Applicant and Mailing Address:		Jim Corcoran 148 South Clayton Street Lawrenceville, GA 30045
Telephone:		770-409-8700
Fax:		770-682-9099
Email:		cocoran@morsbergergroup.com
Name of property owner(s) if different from developer/applicant:		Emory Morsberger
Provide Land-Lot-District Number:		6th District Land Lots 51,52, and 68
What are the principal streets or roads providing vehicular access to the site?		Highpoint Road, Stone Mountain Highway, and Britt Road
Provide name of nearest street(s) or intersection:		Stone Mountain Highway and Highpoint 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?	about 1/2 a mile from the city limits of Snellville
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?	
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 adding additional acreage and units to an already approved mixed use redevelopment
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: not provided Overall project: not provided

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

Other (Please Describe):

Submitted on: 9/22/2005 8:59:18 AM

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:	Brookwood Village
DRI ID Number:	901
Developer/Applicant:	Morsberger Group
Telephone:	770-409-8700
Fax:	770-682-9099
Email(s):	globalplanning@msn.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:	\$50000000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$645400
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): 6 vacant residential units	

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)?	0.16 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?	

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)?	0.14 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:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	approx. 1.0 mile

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.)	371 am 439 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?	N
If transportation improvements are needed to serve this project, please describe below: Per developer: Separate south bound, thru and right turn lanes Highpoint Road at U.S. 78. A west bound right turn lane along U.S. 78 at west site access driveway. Separate right and left turn lanes along Highpoint Road at all project curb cuts, including Old U.S. 78.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	602.5
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?	75%
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: Stream buffers, stormwater BMP's.	

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: A small wetland is located on site.	
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:



Client:
The Morsberger Group
148 South Clayton Street
Lawrenceville, Georgia 30045
Phone: (770) 409-8700

Consultants:
Tunnell-Spangler-Walsh &
Associates
881 Piedmont Avenue
Atlanta, Georgia 30309
Phone: (404) 873-6730

Development Consultants Group
2400 Meadowbrook Parkway
Duluth, Georgia 30096
Phone: (770) 279-1710

Additional Site Plan Information:
Site acreage: 55 acres
Building footprint square footage: 170,000 s.f.
Total square footage: 477,000 s.f.
Total number of residential units: 265 units
Single family detached units: 73
Townhome units: 135
Live/Work units: 57
All buildings two (2) stories
Gross residential units/acre: 5.5
Total Park and Open Space: 14 acres
Total preserved open space: 12.75 acres
Total dedicated park space: 1.25 acres
Total number of parking spaces: 990
Commercial areas: 595 spaces
Single family detached units: 2 spaces/unit (146)
Townhome units: 1 space/unit (135)
Live/Work units: 2 spaces/unit (114)

Phasing Diagram:

