

DATE: November 1, 2024

TO: Chairwoman Nicole Love Hendrickson, Gwinnett County Commission
ATTN TO: Daniel Robinson, Planning Division Deputy Director, Gwinnett County
FROM: Mike Alexander, COO, Atlanta Regional Commission
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Poole Mountain DRI 4173

Submitting Local Government: Gwinnett County

Date Opened: October 10, 2024

Date Closed: November 1, 2024

Description: A DRI review of a proposal to construct a detached single-family development with 1,066 units on a 520-acre mostly wooded site traversed by several streams in between Mineral Springs Road and Mt. Moriah Road in Gwinnett County.

Comments:

Key Comments

The project is partially aligned with applicable Developing Rural Areas policy recommendations which note: "These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low- intensity development. "

The project's retention of 192 acres of the total 519 acres as natural and open space is supportive of regional environmental policies.

The project's creation of 1,066 single-family homes without any internal neighborhood accessory commercial space will require driving trips to meet any household need which is not in keeping with minimal mixed-use and walkability policies.

The project is expected to generate 8,902 new daily vehicular trips; associated roadway improvements to accommodate these are proposed.

The project site should conform to Chapter 700: Floodplain Management of the Gwinnett County Unified Development Ordinance. An application for a development project with any Area of Special Flood Hazard or Area of Future-conditions Flood Hazard located on site shall include a floodplain management/flood damage plan.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 11-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation to all areas in the region- Developing Rural Areas for this project - and provides accompanying growth policy recommendations which are detailed at the end of these comments.

Transportation and Mobility Comments

Comments received from Gwinnett DOT are attached.

ARC's Transportation and Mobility Group comments are attached.

The project's creation of 1,066 single-family homes without any neighborhood accessory commercial space will require driving trips to meet any household need which is not in keeping with minimal mixed-use and walkability policies.

The project is expected to generate 8,902 new daily vehicular trips and numerous associated roadway improvements are proposed.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Comments

ARC's Natural Resource Group comments are attached.

Both the project site plan and the USGS coverage for the project area show a blue-line tributary to Little Mulberry Creek running roughly south to north in the Central Tract of the property to its confluence with Little Mulberry Creek at the northern end of the property near Mt. Moriah Road. A short stretch of Little

Mulberry also forms a portion of the northern edge of the property. The USGS coverage and site plan also show a branch of the tributary at the center of the property. The site plan also shows several short branches of the main tributary, as well as a second stream with two branches in the South Tract portion of the project property. All the indicated streams show the 50-foot undisturbed buffer and additional 25-foot impervious setback that are required under the Gwinnett County Stream Buffer Ordinance, as well as the State 25-foot Sediment and Erosion Control buffer. The only intrusions in the buffers show on the site plans are one transportation crossing and a soft surface community trail. One proposed roadway is close to the 75-foot setback at the headwaters of one branch in the South tract, and several lot boundaries appear to abut the 75-foot buffer. Actual intrusions into the buffers may require variances from Gwinnett County.

The submitted site plan shows the approximate 100-year floodplain limits for the streams on the property. The one transportation crossing across the primary tributary to the Little Mulberry River is the only structure shown within a mapped 100-year floodplain. No other structures, proposed lots or stormwater ponds are shown within the mapped floodplains. The project site should conform to Chapter 700: Floodplain Management of the Gwinnett County Unified Development Ordinance. An application for a development project with any Area of Special Flood Hazard or Area of Future-conditions Flood Hazard located on site shall include a floodplain management/flood damage plan.

Environmental Comments

The project's retention of 192 acres of the total 519 acres as natural and open space is supportive of regional environmental policies.

The project can support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any site improvements.

State of Georgia Natural Resource Department Comments

Comments from the Georgia Department of Natural Resources are attached. The DNR has records in this area for the proposed federally endangered tricolored bat (*Perimyotis subflavus*) and three state-protected plants (Ozark bunchflower, *Celastrus scandens*; Yellow ladyslipper, *Cypripedium parviflorum*; and Bay star-vine, *Schisandra glabra*), although all the plant records are from surveys performed in 1994. Standard procedures should be followed to minimize the projects impacts on the habitats of these species.

GDOT Aviation Comments

Comments received from GDOT Aviation are attached.

Unified Growth Policy Considerations: Developing Rural Areas

Developing Rural Areas designation which denotes areas in the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single-

family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low-intensity development. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas.

The project is partially aligned with Developing Rural Areas recommendations in its provision of 130 acres of natural and open space. It could be better aligned with these policies by incorporating low-impact design approaches in constructed areas and preserving additional natural area. Gwinnett County leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural systems.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF BRASELTON

GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GWINNETT COUNTY

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #4173

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Gwinnett

Individual completing form: Daniel Robinson

Telephone: 6785186082

E-mail: daniel.robinson@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

Location (Street Address, 34.051847, -83.868688
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Single-family detached development with 1,066 total units.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input checked="" type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 1,066

Developer: Drapac Group 4 LLC

Mailing Address: 1031 Marietta Street NW

Address 2:

City: Atlanta State: GA Zip: 30318

Telephone: 4044097957

Email: dan@stbourne.com

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

If yes, property owner:

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, provide the following information:	Project Name: Poole Mountain Project ID: 838
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2034 Overall project: 2034

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DRI #4173

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Gwinnett

Individual completing form: Daniel Robinson

Telephone: 6785186082

Email: daniel.robinson@gwinnettcounty.com

Project Information

Name of Proposed Project: Poole Mountain

DRI ID Number: 4173

Developer/Applicant: Drapac Group 4 LLC

Telephone: 4044097957

Email(s): dan@stbourne.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) ☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA? ☐ (not selected) ☒ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: 533,330,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

14,826,574

Is the regional work force sufficient to fill the demand created by the proposed project? ☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Gwinnett County

What is the estimated water supply demand to be generated by the project,

0.31

measured in Millions of Gallons Per Day (MGD)?

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:

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

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☐ Yes ☒ No

If no, describe any plans to expand existing wastewater treatment capacity:

Treatment capacity is available; however, expansion of conveyance system is required to support beyond units requested for East, West and Phase 1 of Central.

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?

Miles of sewer main, pump station and force main vary based on the location of the sites.

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.)

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below:

Traffic study is underway

Solid Waste Disposal

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

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Multiple stormwater detention pods located throughout the site.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☒ Yes ☐ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

There is an ongoing study of potential native american structures. An outside firm was hired to survey the site and the report is being reviewed.

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Cancel

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POOLE MOUNTAIN DRI
Gwinnett County
Natural Resources Review Comments

October 25, 2024

While ARC and the District have no regulatory or review authority over this project, the Natural Resources Department has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Water Supply Watershed Protection

The proposed project property is located entirely within the Mulberry Creek watershed, which is a large (greater than 100 square miles) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria, serving the City of Winder, which is outside the Atlanta Region and the Water District. The project appears to be more than 7 miles upstream of the Winder intake. Under the Part 5 Criteria, no minimum criteria apply more than 7 miles upstream of a public water supply intake or reservoir in large water supply watersheds.

Stream Buffer Protection

Both the project site plan and the USGS coverage for the project area show a blue-line tributary to Little Mulberry Creek running roughly south to north in the Central Tract of the property to its confluence with Little Mulberry Creek at the northern end of the property near Mt. Moriah Road. A short stretch of Little Mulberry also forms a portion of the northern edge of the property. The USGS coverage and site plan also show a branch of the tributary at the center of the property. The site plan also shows several short branches of the main tributary, as well as a second stream with two branches in the South Tract portion of the project property. All the indicated streams show the 50-foot undisturbed buffer and additional 25-foot impervious setback that are required under the Gwinnett County Stream Buffer Ordinance, as well as the State 25-foot Sediment and Erosion Control buffer. The only intrusions in the buffers show on the site plans are one transportation crossing and a soft surface community trail. One proposed roadway is close to the 75-foot setback at the headwaters of one branch in the South tract, and several lot boundaries appear to abut the 75-foot buffer. Actual intrusions into the buffers may require variances from Gwinnett County.

Any unmapped streams on the property may also be subject to the requirements of the applicable County Stream Buffer Ordinance and any other waters of the State on the property will be subject to the 25-foot state Erosion and Sedimentation Act buffers.

Floodplains

The submitted site plan shows the approximate 100-year floodplain limits for the streams on the property. The one transportation crossing across the primary tributary to the Little Mulberry River is the only structure shown within a mapped 100-year floodplain. No other structures, proposed lots or stormwater ponds are shown within the mapped floodplains. The project site should conform to Chapter 700: Floodplain Management of the Gwinnett County Unified Development Ordinance. An application for a development project with any Area of Special Flood Hazard or Area of Future-conditions Flood Hazard located on site shall include a floodplain management/flood damage plan.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the Gwinnett County post-construction stormwater management ordinance found in Chapter 800: Stormwater Management of their Unified Development Ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Gwinnett County Stormwater Management Manual such as design standards, calculations, formulas, methods, and runoff reduction practices sized and designed to retain the first 1.0 inch of rainfall on the site to the maximum extent practicable. Where possible, the project should use stormwater better site design practices included in the Gwinnett Stormwater Management Manual.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

From: [Nongame Review](#)
To: [Donald Shockey](#)
Subject: RE: 2024 Poole Mountain DRI 4173 - Preliminary Report and Comments Request
Date: Monday, October 28, 2024 5:11:27 PM

Hello Donald,

Apologies for missing the comment deadline on this DRI. If the regional commission wants to consider the following information for their final decision regarding the proposed project: our office does have records in this area for the proposed federally endangered tricolored bat (*Perimyotis subflavus*) and three state-protected plants (Ozark bunchflower, *Celastrus scandens*; Yellow ladyslipper, *Cypripedium parviflorum*; and Bay star-vine, *Schisandra glabra*), although all the plant records are from surveys performed in 1994.

Thanks,

Maggie Aduddell Hunt
Wildlife Biologist, Wildlife Conservation
Wildlife Resources Division
(706) 557-3228 | M: (470) 316-3071

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A division of the
GEORGIA DEPARTMENT OF NATURAL RESOURCES

From: Donald Shockey <DShockey@atlantaregional.org>
Sent: Friday, October 11, 2024 2:19 PM
To: Brent Hodges: <brent.hodges@gwinnettcountry.com>; Chen, Yang <Yang.Chen@gwinnettcountry.com>; Chris.Hayward <Chris.Hayward@gwinnettcountry.com>; Cyndi.Sloan@GwinnettCounty.com; Daniel Robinson: <daniel.robinson@gwinnettcountry.com>; Jerry Oberholtzer: <jerry.oberholtzer@gwinnettcountry.com>; Jocelyn Leitch: <jocelyn.leitch@gwinnettcountry.com>; Matthew.Dickison@GwinnettCounty.com; Matthew.Elder@GwinnettCounty.com; michael.johnson2@gwinnettcountry.com; Michelle Arnold: <michelle.arnold@gwinnettcountry.com>; taiyi.su@gwinnettcountry.com; • Bailey-Perkins <Logan@drapacgroup.com>; • Dan Mason <dan@stbourne.com>; • Erika Becker: <Erika.Becker@NV5.com>; • Richard Stevenson <Richard@stbourne.com>; Mueller, Chuck <Chuck.Mueller@dnr.ga.gov>; Swcd, Gaswcc <gaswcc.swcd@gaswcc.ga.gov>; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; Nongame Review <nongame.review@dnr.ga.gov>; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA <zane.grennell@dca.ga.gov>; Andrew Smith <ASmith@atlantaregional.org>; Arin Yost <AYost@atlantaregional.org>; Danny Johnson <djohnson@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Eleanor Swensson <ESwensson@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Jonathan Philipsborn <JPhilipsborn@atlantaregional.org>; Katherine Zitsch <KZitsch@atlantaregional.org>; Kristin Allin <KAllin@atlantaregional.org>; Lauren

From: [Hodges, Brent](#)
To: [Donald Shockey](#); [Brittany Williams](#)
Cc: [Oberholtzer, Jerry](#); [Brizzee, Erica](#)
Subject: Gwinnett DOT comments for Poole Mountain DRI 4173
Date: Tuesday, October 22, 2024 3:34:53 PM
Attachments: [image001.png](#)

Good Afternoon Donald and Brittany,

Per the DRI meeting held last Thursday 10/17 to discuss the submitted traffic impact study for the Poole Mountain development, GCDOT provided the following comments, with this follow-up via email:

- The driveway connection shown as 'driveway #10' on the TIS and listed as 'Road MM' on the preliminary report and comments request, has been removed as a direct driveway connection to Clack Road on the most recent development permit submittal.
- On the submitted TIS, the trip distribution for the site, shown on page (12), only includes 95% of site generated trips being distributed.

These comments were provided verbally during the Microsoft Teams meeting held last Thursday (10/17) and this is the email follow up confirming the comments.

Thank you.



Brent Hodges | Zoning and Development Review
Manager | Office of Transportation Planning, Design, and
Construction | Department of Transportation | Gwinnett
County Government |
678.639.8815 | 446 West Crogan St., Suite 410, Lawrenceville GA,
30046 | www.gwinnettcounty.com

From: [Hood, Alan C.](#)
To: [Donald Shockey](#)
Subject: RE: 2024 Poole Mountain DRI 4173 - Preliminary Report and Comments Request
Date: Tuesday, October 22, 2024 2:22:59 PM
Attachments: [image001.png](#)

Donald,

This proposed construction of a detached single-family development with 1,066 units on a 520-acre mostly wooded site traversed by several stream in between Mineral Springs Road and Mt. Moriah Road in Gwinnett County is 7 miles from the Gwinnett County Airport – Briscoe Field (LZU). It is located outside of the FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions for any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

Website: <https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx>

From: Donald Shockey <DShockey@atlantaregional.org>

Sent: Friday, October 11, 2024 2:19 PM

To: Brent Hodges: <brent.hodges@gwinnettcountry.com>; Chen, Yang

<Yang.Chen@gwinnettcountry.com>; Chris.Hayward@GwinnettCounty.com;

Cyndi.Sloan@GwinnettCounty.com; Daniel Robinson: <daniel.robinson@gwinnettcountry.com>;

Oberholtzer, Jerry <jerry.oberholtzer@gwinnettcountry.com>; Jocelyn Leitch:

<jocelyn.leitch@gwinnettcountry.com>; Matthew.Dickison@GwinnettCounty.com;

Matthew.Elder@GwinnettCounty.com; michael.johnson2@gwinnettcountry.com; Michelle Arnold:

CENTRAL TRACT SUMMARY

Total Area:	365.9 Acres
Existing Zoning:	100 - CSO
Proposed Total Lots:	768 Total Lots
Gross Density:	2.1 Lots Per Acre
Minimum Home Size:	
Homes shall be 2,400 SF.	
At least 200 homes shall be 2,600 SF minimum for one-story and 2,800 SF minimum for two-story.	
Minimum Lot Size:	
Minimum Lot Size: None	
Lot Width:	
Average Lot Width: 64 Feet	
Setbacks:	
Front Yard = 20'	
Side Yard = 5'	
Side Corner = 20'	
Rear Corner = 20'	
Open Space:	
Minimum Required 40% or 146.3 Acres.	
Open Space Proposed: 40% or 146.3 Acres	

LOT SIZE LEGEND

Overall Total Lots	1,066 Lots
Central Tract Lots	
45's	
52's	
60's	
70's	
80's	
Western Tract	
65's	
73's	
80's	
85's	
90's	
Southern Tract Units	
80's	

WEST TRACT SUMMARY

Total Area:	96.5 Acres
Existing Zoning:	100 - CSO
Proposed Total Lots:	193 Total Lots
Gross Density:	2.0 Lots Per Acre
Minimum Home Size:	
50% of homes shall be 3,000 SF.	
The remaining homes shall be 2,600 SF.	
Minimum Lot Size:	
Minimum Lot Size: None	
Lot Width:	
Average Lot Width: 73 Feet	
Setbacks:	
Front Yard = 20'	
Side Yard = 5'	
Side Corner = 20'	
Rear Corner = 20'	
Open Space:	
Minimum Required 40% or 38.6 Acres.	
Open Space Proposed: 40% or 38.6 Acres	

SOUTH TRACT SUMMARY

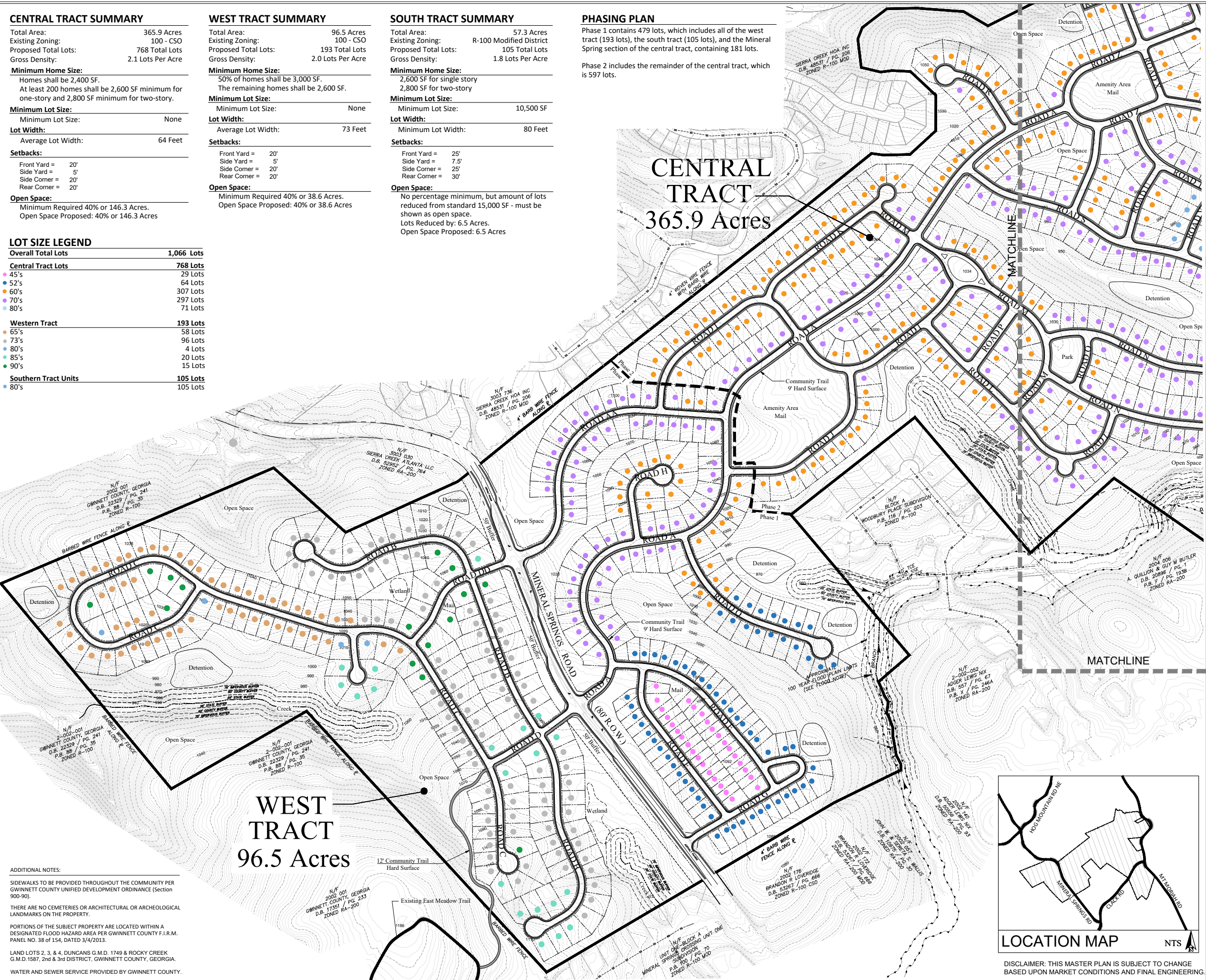
Total Area:	57.3 Acres
Existing Zoning:	R-100 Modified District
Proposed Total Lots:	105 Total Lots
Gross Density:	1.8 Lots Per Acre
Minimum Home Size:	
2,600 SF for single story	
2,800 SF for two-story	
Minimum Lot Size:	
Minimum Lot Size: 10,500 SF	
Lot Width:	
Minimum Lot Width: 80 Feet	
Setbacks:	
Front Yard = 25'	
Side Yard = 7.5'	
Side Corner = 25'	
Rear Corner = 30'	
Open Space:	
No percentage minimum, but amount of lots reduced from standard 15,000 SF - must be shown as open space.	
Lots Reduced by: 6.5 Acres.	
Open Space Proposed: 6.5 Acres	

PHASING PLAN

Phase 1 contains 479 lots, which includes all of the west tract (193 lots), the south tract (105 lots), and the Mineral Spring section of the central tract, containing 181 lots.

Phase 2 includes the remainder of the central tract, which is 597 lots.

CENTRAL TRACT
365.9 Acres



ADDITIONAL NOTES:

SIDEWALKS TO BE PROVIDED THROUGHOUT THE COMMUNITY PER GWINNETT COUNTY UNIFIED DEVELOPMENT ORDINANCE (Section 900-90).

THERE ARE NO CEMETERIES OR ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS ON THE PROPERTY.

PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITHIN A DESIGNATED FLOOD HAZARD AREA PER GWINNETT COUNTY F.I.R.M. PANEL NO. 38 of 154, DATED 3/4/2013.

LAND LOTS 2, 3, & 4, DUNCANS G.M.D. 1749 & ROCKY CREEK G.M.D. 1587, 2nd & 3rd DISTRICT, GWINNETT COUNTY, GEORGIA.

WATER AND SEWER SERVICE PROVIDED BY GWINNETT COUNTY.



Traffic Consultant
NV5
Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Alpharetta, GA 30009
678.795.3600
DRI # 3965 & 4173



SCALE: 1" = 200'

0' 100' 200' 400'

MASTER PLAN
Poole Mountain
GWINNETT COUNTY, GA
DRAPAC GROUP, 4 LLC

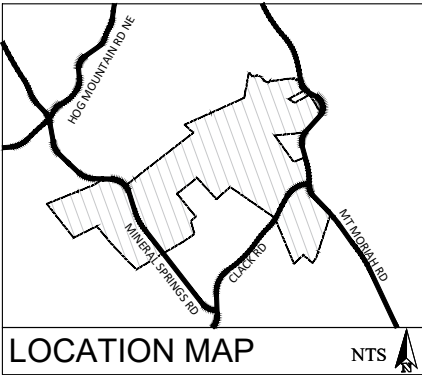
DRI # 3965 & 4173

May 3, 2024

REVISIONS

NO.	DATE	ISSUE

SHEET#: 1 of 2



DISCLAIMER: THIS MASTER PLAN IS SUBJECT TO CHANGE BASED UPON MARKET CONDITIONS AND FINAL ENGINEERING.

CENTRAL TRACT SUMMARY

Total Area: 365.9 Acres
Existing Zoning: 100 - CSO
Proposed Total Lots: 768 Total Lots
Gross Density: 2.1 Lots Per Acre

Minimum Home Size:

Homes shall be 2,400 SF.
At least 200 homes shall be 2,600 SF minimum for one-story and 2,800 SF minimum for two-story.

Minimum Lot Size:

Minimum Lot Size: None

Lot Width:

Average Lot Width: 64 Feet

Setbacks:

Front Yard = 20'
Side Yard = 5'
Side Corner = 20'
Rear Corner = 20'

Open Space:

Minimum Required 40% or 146.3 Acres.
Open Space Proposed: 40% or 146.3 Acres

LOT SIZE LEGEND

Overall Total Lots 1,066 Lots

Central Tract Lots 768 Lots

45's 29 Lots
52's 63 Lots
60's 307 Lots
70's 295 Lots
80's 74 Lots

Western Tract 193 Lots

65's 62 Lots
73's 92 Lots
80's 10 Lots
85's 12 Lots
90's 17 Lots

Southern Tract Units 105 Lots

80's 105 Lots

WEST TRACT SUMMARY

Total Area: 96.5 Acres
Existing Zoning: 100 - CSO
Proposed Total Lots: 193 Total Lots
Gross Density: 2.0 Lots Per Acre

Minimum Home Size:

50% of homes shall be 3,000 SF.
The remaining homes shall be 2,600 SF.

Minimum Lot Size:

Minimum Lot Size: None

Lot Width:

Average Lot Width: 73 Feet

Setbacks:

Front Yard = 20'
Side Yard = 5'
Side Corner = 20'
Rear Corner = 20'

Open Space:

Minimum Required 40% or 38.6 Acres.
Open Space Proposed: 40% or 38.6 Acres

SOUTH TRACT SUMMARY

Total Area: 57.3 Acres
Existing Zoning: R-100 Modified District
Proposed Total Lots: 105 Total Lots
Gross Density: 1.8 Lots Per Acre

Minimum Home Size:

2,600 SF for single story
2,800 SF for two-story

Minimum Lot Size:

Minimum Lot Size: 10,500 SF

Lot Width:

Minimum Lot Width: 80 Feet

Setbacks:

Front Yard = 25'
Side Yard = 7.5'
Side Corner = 25'
Rear Corner = 30'

Open Space:

No percentage minimum, but amount of lots reduced from standard 15,000 SF - must be shown as open space.
Lots Reduced by: 6.5 Acres.
Open Space Proposed: 6.5 Acres

ADDITIONAL NOTES:

SIDEWALKS TO BE PROVIDED THROUGHOUT THE COMMUNITY PER GWINNETT COUNTY UNIFIED DEVELOPMENT ORDINANCE (Section 900-90).

THERE ARE NO CEMETERIES OR ARCHITECTURAL OR ARCHEOLOGICAL LANDMARKS ON THE PROPERTY.

PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITHIN A DESIGNATED FLOOD HAZARD AREA PER GWINNETT COUNTY F.I.R.M. PANEL NO. 38 of 154, DATED 3/4/2013.

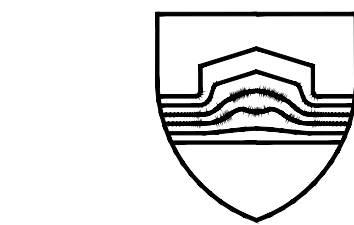
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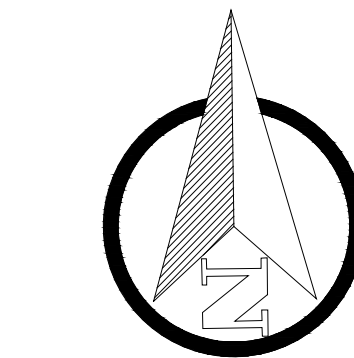
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CENTRAL
TRACT
365.9 Acres

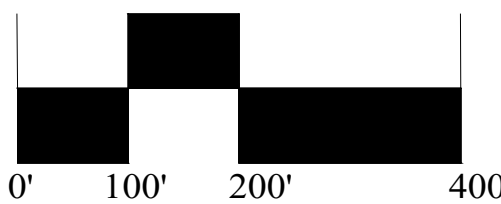
WEST
TRACT
96.5 Acres



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Land Planning Development
Asset Management
stbourke.com



SCALE: 1" = 200'



MASTER PLAN
Poole Mountain
GWINNETT COUNTY, GA
DRAPAC GROUP, 4 LLC

DRI # 3965 & 4173

APRIL 12, 2024

REVISIONS

NO.	DATE	ISSUE

SHEET#: 1 of 2

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #4173
DRI Title Poole Mountain
County Gwinnett County
City (if applicable) N/A
Address / Location Between Mineral Springs Road, Clack Road, and Mt. Moriah Road

Proposed Development Type:

A DRI review of a proposal to construct a detached single-family development with 1,066 units on a 520-acre mostly wooded site traversed by several stream in between Mineral Springs Road and Mt. Moriah Road in Gwinnett County.

Build Out : 2034

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Jean Hee Barrett
Date October 23, 2024

TRAFFIC STUDY

Prepared by NV5 Engineers and Consultants, Inc
Date September 4, 2024

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (*provide the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

The traffic analysis includes a list of planned and programmed projects in on page 1.

☐ NO (*provide comments below*)

REGIONAL NETWORKS

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

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

☒ NO

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

No access points to the site are identified as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

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

No access points to the site are identified as a Regional Truck Route.

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

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

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

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

Operator / Rail Line

Nearest Station

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

Distance*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

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

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

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

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Gwinnett County Bus Transit, GRTA Express Bus Service

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☒ YES (provide additional information below)

Name of facility

Proposed site trail

Distance

☒ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☒ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☒ Low volume and/or low speed streets provide connectivity

- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

The development site is bounded by roadways on two sides. Thompson Mill Road, a local road, provides access to adjacent uses.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER (*Please explain*)

Pedestrian and bicycle facilities do not currently exist along the roadway adjacent to the site. The development proposes external and internal sidewalks for access between uses.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site plan and analysis states that pedestrian facilities will be constructed along adjacent roadways to provide connectivity to adjacent sites.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

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

None at this time.