



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: Jun 19 2006

ARC REVIEW CODE: R603311

TO: Chairman Charles Bannister

ATTN TO: Jeff West, Planning Manager

FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: Gwinnett County

Name of Proposal: New Trend Development

Review Type: Development of Regional Impact

Date Opened: Mar 31 2006

Date Closed: Jun 19 2006

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: ARC staff met with the developer and Gwinnett County to discuss improvements to the site plan. A revised site plan was submitted addressing many of the concerns expressed by ARC staff. Based on the revised site plan and discussions with the developer, ARC staff recommends this development be found in the Best Interest of the Region, and therefore, of the State.

The revised site plan shows improved internal street connectivity, limiting the number of cul-de-sacs. Horizon Drive extension has been revised to include several traffic calming measures, including a traffic circle and median islands along the street. There is also a second access point shown to Spriggs Road at the southeastern portion of the property.

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 SUWANEE

CITY OF BUFORD

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

WINNETT COUNTY SCHOOLS

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CITY OF SUGAR HILL

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.

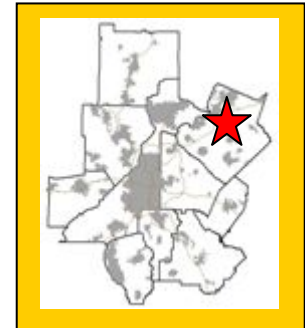
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	March 31, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	New Trend Development #1000
Final Report Due:	May 1, 2006		Comments Due By:	April 14, 2006

FINAL REPORT SUMMARY

REVISED DEVELOPMENT:

The proposed revisions to the New Trend Development include 168 townhomes, 369 single family residential units, 40,500 square feet of retail, and a 5,600 square foot drive-thru bank on 165 acres in Gwinnett County. The proposed 300 apartment units have been removed from the proposed development plan.



PROPOSED DEVELOPMENT:

The proposed New Trend Development is a mixed use development located on 165 acres in Gwinnett County. The proposed development will consist of 266 townhomes, 300 apartment units, 153 single family homes, 40,500 square feet of retail, and a 5,600 square foot drive-thru bank. The proposed development is located between I-85 and Old Peachtree Road. Site access will stem from an extension of Horizon Drive.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2013.

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 M-1 (light industrial). The proposed zoning for the site is C-2 (general business district), RM-13 (multi-family residential, 13 units/acre), RTH (single family townhome), RZT (single family residential zero lot line), and R-60 (single family residential). Information submitted for the review states that the proposed zoning is not consistent with Gwinnett County's Future Land Use Map which designates the area as light industrial. Information submitted for the review states that the County does intend to amend its map to account for this development.

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

Comments received from the City of Suwanee state that the proposed development adjoins a large office/warehouse development within the City of Suwanee along Horizon Drive. The City of Suwanee has attempted to reserve this particular corridor for comparable non residential uses.

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

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No impacts to the implementation of any local government's short term work program were determined during the review.

**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.

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

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

YEAR	NAME
2000	Peachtree Technology Center
2000	Trammell Crow Industrial Development
2000	Georgia Technology Park
1999	Market Place at Mill Creek
1999	Expansion of WRF Site
1997	Sentinel Apartments
1997	Venture 85/20 Office/Retail
1996	Proposed AWRF Site
1995	Woodward Mill Apartments
1989	Hurricane Shoals Mixed Use
1986	Shawnee Ridge

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

ARC staff met with the developer and Gwinnett County to discuss improvements to the site plan. A revised site plan was submitted addressing many of the concerns expressed by ARC staff. Based on

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the revised site plan and discussions with the developer, ARC staff recommends this development be found in the Best Interest of the Region, and therefore, of the State.

The revised site plan shows improved internal street connectivity, limiting the number of cul-de-sacs. Horizon Drive extension has been revised to include several traffic calming measures, including a traffic circle and median islands along the street. There is also a second access point shown to Spriggs Road at the southeastern portion of the property.

The proposed development also includes several common space areas, an improved amenity area, and trail connections throughout the development and to the proposed Gwinnett County Park. ARC staff did discuss with the developer several topographical issues relating to trail connections to the park. It should be noted that the developer revised the site plan to show trail connections to the park at the southeastern portion of the site where the topography does not present such a challenge to the design and construction of a trail system. ARC staff recommends that as the site plan is revised, additional trail connections from the single family lots to the amenity center are considered.

The residential mix of the development has changed. The apartment complex was removed from the development plan and a larger townhome development has been proposed. The townhomes are rear loaded and centered around a common green area.

The proposed development still includes bus pull-outs and shelters for any potential future bus transit service that would serve the development.

ARC staff continues to encourage the retail portion of the development be redesigned to orient along Horizon Drive extension. With the design of Horizon Drive as more of a boulevard, this supporting retail component of the project could help to create an entryway into the proposed development. Moving the parking to the back of the retail development is also strongly encouraged. An additional internal access point between the two retail buildings was added.

Finally, it is important to note that the site is currently zone M-1 (light industrial). The development is located next to an office and warehouse corridor within the City of Suwanee. Being within a fast growing region, it is important to preserve large tracts of land for light industrial uses, especially in areas with convenient access to the region's major transportation systems: Interstate 85. The ARC forecasts significant population and employment growth in northern Gwinnett County over the next 25 years. ARC forecasts a population of over 270,000 residents in northern Gwinnett County and an employment base of greater than 109,000 jobs. Overall, Gwinnett County's population is forecasted by the ARC to be just under one million and a total employment base for the County of over half a million jobs by 2030. The Gwinnett County Future Land Use Map indicates that the site as light industrial. The City of Suwanee wishes to preserve the corridor for light industrial and warehouse uses. The proposed residential zoning is not consistent with preserving the Horizon Drive corridor for light industrial purposes.

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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 Gwinnett County between Interstate 85 and Old Peachtree Road, just south of Spriggs Road, and north of Lawrenceville-Suwanee 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 adjacent to the City of Suwanee.

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.

Comments received from the City of Suwanee state that the proposed development adjoins a large office/warehouse development within the City of Suwanee along Horizon Drive. The City of Suwanee has attempted to reserve this particular corridor for comparable non residential uses.

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 \$206,250,000 million with an expected \$2,662,275 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

The proposed development is adjacent to an office/warehouse development in the City of Suwanee. The proposed development will create an island of unincorporated property that is disconnected from the county road system, based on the proposed one access point to the site. According to comments received by the City of Suwanee, isolated areas, such as this one, would pose challenges to county service delivery, such as police and fire.

NATURAL RESOURCES

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

Stream Buffers and Watershed Protection

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

The County stream buffer ordinance was adopted in March, 2005 and covers both the Water District and Metropolitan River Protection Act requirements. The ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams in the County. Buffers are not specifically identified on the project plans, but, along the two clearly identified streams west of Tract 1 and dividing Tracts 2 and 3, the adjacent development, except for road crossings, appears to be at least 100-feet from the nearest stream bank. In other areas, apparent stream channels that are not identified appear to be within 30 feet of the rear lot lines and within 50-60 feet of the indicated rear setback lines of parcels in the single-family residential portion of the project. If these are streams under the County definition, sufficient space needs to be provided between the streams and the building areas to meet County buffer requirements. Overall, the proposed project will need to meet all County requirements and the plans will need show the 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.

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

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Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. It is assumed in these calculations that the areas identified as non-buildable are open space. The amenity area is treated as office/light industrial based on the proposed impervious coverage shown on the plans. 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	10.75	18.38	187.05	1161.00	10567.25	13.22	2.37
Forest/Open	41.65	3.33	24.99	374.85	9787.75	0.00	0.00
Med Dens. SF (0.25-0.5 ac)	93.25	125.89	551.11	4009.75	74693.25	31.71	7.46
Office/Light Industrial	3.50	4.52	59.96	399.00	2478.00	5.18	0.67
Townhouse/Apartment	16.00	16.80	171.36	1072.00	9680.00	12.16	2.24
TOTAL	165.15	168.92	994.46	7016.60	107206.25	62.27	12.73

Total % impervious 27%

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?



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Not applicable.

INFRASTRUCTURE

Transportation

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

The site will have one access point from Horizon Drive. The proposed Horizon Drive Extension will extend from the existing Horizon Drive, north of Old Peachtree Road, at the south end of the site.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
153 Single family houses	29	88	117	99	58	157	1538
300 Apartments	30	121	151	119	64	183	1954
266 Town houses	19	94	113	90	44	134	1474
40,500 sq ft	56	35	91	166	179	345	3774
5,600 sq ft Bank	39	30	69	128	128	256	1278
Reductions	-10	-10	-20	-194	-195	-389	-3239
TOTAL NEW TRIPS	163	358	521	408	278	686	6779

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

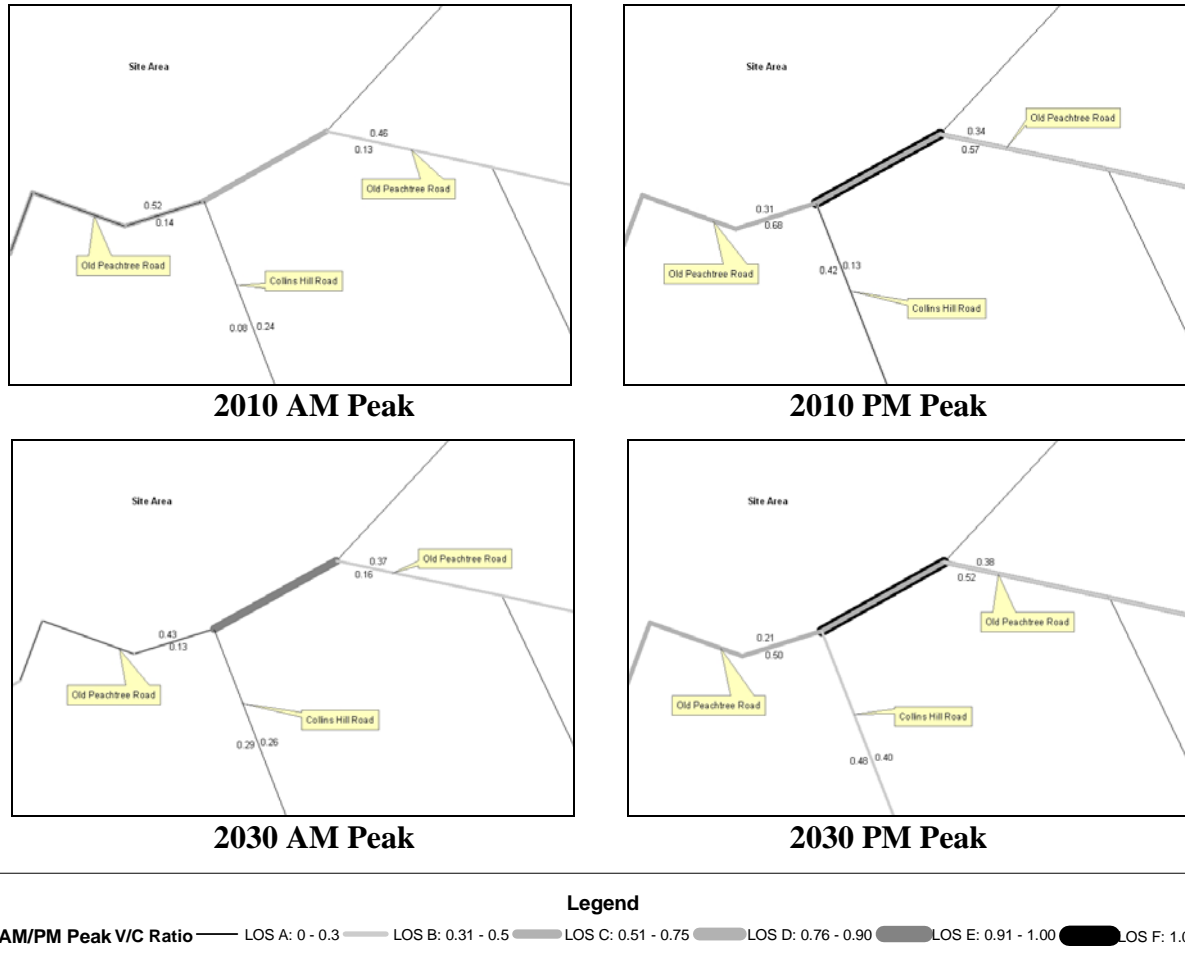
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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,

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congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios



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

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

2005-2010 TIP*

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ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-470	I-85 NORTH ATMS COMMUNICATION/SURVEILLANCE	Roadway Operations	2007
GW-AR-191	I-85 NORTH	Roadway Capacity	2011
GW-119	MCGINNIS FERRY ROAD EXTENSION	Roadway Capacity	2007
GW-301	SR 20 (NELSON BROGDON BOULEVARD/BUFORD DRIVE) ATMS	Roadway Operations	2008
GW-325	LAWRENCEVILLE-SUWANEE ROAD ATMS	Roadway Operations	2006

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-100	I-85 NORTH HOV LANES	HOV Lanes	2012
GW-020C, D	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY): SEGMENT 3	Roadway Capacity	2030
GW-308C	EAST CROSS-COUNTY CONNECTOR	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 Horizon Drive Mixed-Use Site.

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

Horizon Drive at SR 317

- Add a northbound and southbound left-turn lane with protected phasing.
- Add an eastbound and westbound left-turn lane on SR 317 with protected phasing.
- Add a southbound through lane on Horizon Drive along with a receiving lane.
- Make the southbound right-turn lane operated with permitted/overlap phasing.

Collins Hill Road at Old Peachtree Road

- Add a northbound through lane on Old Peachtree Road along with a receiving lane.

Rock Springs Road and Old Peachtree Road

- Add a traffic signal.

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

Horizon Drive and Old Peachtree Road

- Add a westbound left-turn lane on Old Peachtree Road with protected phasing.

Collins Hill Road at Old Peachtree Road



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- Add northbound and southbound through lanes on Old Peachtree Road along with corresponding receiving lanes.

Rock Springs Road and Old Peachtree Road

- Add a traffic signal.
- Make the northbound left-turn lane operate with protected/permitted phasing.
- Make the eastbound right-turn lane operate with permitted/overlap phasing.

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

Transit service is provided by GRTA Xpress bus routes #410 and #412 along with GCT bus route #101 via the Discover Mills park and ride lot located approximately 6 miles from the proposed site.

- GRTA Xpress route #410 provides service from Discover Mills to the Lindbergh MARTA rail station Monday through Friday during the morning and evening rush periods. Service is provided from 6:00 a.m. till 8:00 a.m. in the morning with headways of 45 minutes. Evening service is provided from 4:45 p.m. till 7:00 p.m.
- GRTA Xpress route #412 provides service Monday through Friday during the morning and evening rush periods from Discover Mills to Midtown and Downtown Atlanta. Service is provided in the morning from 5:30 a.m. till 11:00 a.m. with headway of 30 and 60 minutes.
- GCT route #101 provides service from Discover Mills to Downtown Atlanta, Monday through Friday during the morning and evening rush periods. Service is provided from 5:45 a.m. till 8:00 a.m. with headways every 15 minutes. Service is provided in the evening from 4:10 p.m. till 7:10 p.m. with headways every 15 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10% Retail or 10% Office		4%
Shuttle service to employment ctr/transit facility		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		12%

Included on the site plan are bus bays that could provide future bus transit stops. It is recommended that the developer work with Gwinnett County transit to achieve transit service to and from the development.

Preliminary Report:	March 31, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	New Trend Development #1000
Final Report Due:	May 1, 2006		Comments Due By:	April 14, 2006

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

The roadway network in this area suffers from high peak hour volume as demonstrated in the impact section of the traffic study. The addition of the project's traffic onto the roadway challenges existing capacity. It is suggested that all recommended improvements be implemented prior to completion of this project. It is also suggested the developer work with GCT to establish transit service closer to this proposed project site.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.25 MGD.

Which facility will treat wastewater from the project?

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

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

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

PERMITTED CAPACITY MMF, MGD ¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
20	20	9	20	0	Expansion to 60 mgd by 2005.	Combined discharge to Chattahoochee River with Crooked Creek plant. 40 mgd expansion to discharge to Lake Lanier.

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.29 MGD based on regional averages.

Preliminary Report:	March 31, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	New Trend Development #1000
Final Report Due:	May 1, 2006		Comments Due By:	April 14, 2006

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 1,300 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

Preliminary Report:	March 31, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	New Trend Development #1000
Final Report Due:	May 1, 2006		Comments Due By:	April 14, 2006

The proposed development will create an island of unincorporated property that is disconnected from the county road system, based on the proposed one access point to the site. According to comments received by the City of Suwanee, isolated areas, such as this one, would pose challenges to county service delivery, such as police and fire.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 719 housing units that will include single family homes.

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 502.02. This tract had a 23.0 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 86 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: Gene Baumgaertner [geneb@streetsmarts.us]
Sent: Thursday, March 30, 2006 12:02 PM
To: Haley Fleming
Cc: 'Jim Bronaugh'; 'Greg Noah'; 'Amos Fernandes'
Subject: Proj. No. 1627-01 Horizon Drive DRI No. 1010

Greetings: The bus bays are there to show a transit friendly environment, and to encourage transit use, but are essentially for future use. The developer is not proposing adding any transit vehicles himself. The hope and expectation is that Gwinnett County or Others, taking notice of the large potential user population, and the transit friendly environment, will add a new route, or expand an existing route, to provide service to the development. Hope this answers your queries. If you desire additional information, please don't hesitate to contact me. Thanks.

Gene

Gene Baumgaertner, P.E.
 STREET SMARTS / North Carolina
 10104 Old Warden Road
 Raleigh, NC 27615-1138

919-818-3380 (Raleigh area cell)
 919-844-9220 (Raleigh area fax)
 678-749-7175 (Atlanta direct line)
 678-641-7571 (Atlanta area cell)

geneb@streetsmarts.us

Twenty years from now, you will be more disappointed by the things that you didn't do, than by the ones that you did do. So, throw off the bowlines ... sail away from the safe harbor ... catch the trade winds in your sails. Explore. Dream. Discover. Enjoy. Life should not be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather we should end the journey skidding in sideways, chocolate in one hand, wine in the other, rugby ball under one arm, a good book under the other, totally worn out and screaming... "WOO-HOO what a ride!"

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373 Highway 23 • Suwanee, Georgia 30024
(770) 945-8996 • Fax (770) 945-2792
www.suwanee.com • Email: info@suwanee.com

April 21, 2006

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: Horizon Drive Mixed Use Site (DRI# 1010);
Gwinnett County, Georgia

Dear Mr. Alexander,

The above referenced project is proceeding through the Development of Regional Impact review process. This is a very large project that will generate a great amount of traffic crossing through the City of Suwanee.

The project adjoins a large office/warehouse development within the City of Suwanee along Horizon Drive. The city has generally attempted to reserve this corridor for such non-residential uses.

If developed as proposed, the project would have only one external access point. It connects to Horizon Drive and Old Peachtree Road through the City of Suwanee. It would create a virtual island of unincorporated property disconnected from the county road system. Because there is only one proposed external access point, future residents, employees and customers will have to travel through the city to reach this area.

It has been our experience that such isolated islands such as this pose service delivery challenges. Police, in particular, tend to overlook these isolated areas as they perform routine patrols.

Thank you for your time and consideration. Should you have any questions, please feel free to call on me.

Sincerely,

Hardin Watkins
Hardin Watkins, City Manager
City of Suwanee

Your DRI ID NUMBER for this submission is: 1010
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/27/2006 3:07:31 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:	Jeff West Gwinnett Dept. of Planning & Dev. 446 W. Crogan St., Suite 150 Lawrenceville, GA 30045
Telephone:	678-518-6200
Fax:	678-518-6275
E-mail (only one):	jeffrey.west@gwinnettcountry.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: New Trend Developments, LLC		
Development Type	Description of Project	Thresholds
Mixed Use	46100 commercial sq ft; 300 apartments; 268 attached townhomes; 153 single-family detached homes	View Thresholds
Developer / Applicant and Mailing Address:		New Trend Developments, LLC c/o Andersen, Tate, Mahaffey & McGarity, PC 1505 Lakes Parkway, Suite 100 Lawrenceville GA, 30043
Telephone:		770-822-0900
Fax:		
Email:		msullivan@atmlawfirm.com
Name of property owner(s) if different from developer/applicant:		Brand Partners, LP
Provide Land-Lot-District Number:		Dist 7, LL 172
What are the principal streets or roads providing vehicular access to the site?		Horizon Drive
Provide name of nearest street(s) or intersection:		Horizon Drive @ Old Peachtree 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?		Adjacent to Suwanee city limits
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: Gwinnett County (NOTE: This local government is responsible for initiating the DRI review process.)
		Percent of Project: 100
Is the current proposal a continuation or expansion of a		N

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
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: Overall project: 2009-2010

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
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?	Y
Other (Please Describe): See Traffic Impact Study	Y

Submitted on: 3/27/2006 2:09:20 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)	
Local Government Information	
Submitting Local Government:	Gwinnett County
Individual completing form:	Jeff West
Telephone:	678-518-6200
Fax:	678-518-6275
Email (only one):	jeffrey.west@gwinnettcountry.com

Proposed Project Information	
Name of Proposed Project:	New Trend Developments, LLC
DRI ID Number:	1010
Developer/Applicant:	New Trend Developments, LLC
Telephone:	770-822-0900
Fax:	
Email(s):	msullivan@atmlawfirm.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:	\$206,250,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,662,275.00 ann. prop. tax
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): n/a	

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)?	0.29 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?	4 mi. per developer

Wastewater Disposal	
Name of wastewater treatment provider for this site:	Gwinnett County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.25 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?	2.5 mi. per developer

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.)	See TIS

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See TIS	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1,300 tons/annum
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?	30% per developer
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Chattahoochee	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Buffers, detention pond(s).	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	Y
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Buffers, detention pond(s).	
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:	

SITE DATA	
EXISTING ZONING:	M-1
PROPOSED ZONING:	C-2, R-TH, & RZ-T
ACREAGE ANALYSIS	
TRACT 1	±24.8 ACRES
TRACT 2	±14.1 ACRES
TRACT 3	±122.75 ACRES
AMENITY AREA	±3.5 ACRES
GROSS ACREAGE:	±165.15 ACRES
TOTAL NON-DEVELOPABLE ACREAGE:	±43.39 ACRES (26%)
NET ACREAGE	±121.76 ACRES
RESIDENTIAL ANALYSIS:	
GROSS ACREAGE:	±147.05 ACRES
NET ACREAGE:	±123.50 ACRES
TOTAL LOTS: (24ft X 50ft)	537 TOTAL UNITS
GROSS DENSITY:	3.69 FAMILIES/AC.
NET DENSITY:	4.34 FAMILIES/AC.
TRACT 1 - ANALYSIS:	
GROSS ACREAGE:	±24.8 ACRES
NET ACREAGE:	±16.0 ACRES
TOTAL LOTS: (24ft X 50ft)	168 TOWNHOME SITES
GROSS DENSITY:	6.77 FAMILIES/AC.
NET DENSITY:	10.5 FAMILIES/AC.
TRACT 2 - ANALYSIS:	
GROSS ACREAGE:	±14.1 ACRES
NET ACREAGE:	±10.75 ACRES
BUILDING AREA:	46,100 S.F.
TRACT 3 - ANALYSIS:	
GROSS ACREAGE:	±122.75 ACRES
NET ACREAGE:	±93.25 ACRES
50ft WIDE LOTS	178 LOTS
60ft WIDE LOTS	191 LOTS
TOTAL LOTS:	369 LOTS
GROSS DENSITY:	3.00 FAMILIES/AC.
NET DENSITY:	3.95 FAMILIES/AC.

NOTE: 100 YR. FLOODPLAIN SHOWN PROVIDED FROM FLOOD STUDY PREPARED BY PRECISION PLANNING, INC.



PRECISION PLANNING, INC.
PLANNERS, ENGINEERS, ARCHITECTS & SURVEYORS
400 Peachtree Boulevard
Atlanta, Georgia 30308
(770) 822-5990 Fax
(770) 822-5990

STAMP

NEW TREND DEVELOPMENTS LLC

PROJECT

OVERALL REZONING PLAN

SHEET

DATE: 6/06/06
DATE: 6/06/06
PROJECT NUMBER: C055001
FILE NUMBER: 1

RELEASE