REGIONAL REVIEW NOTIFICATION

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

DATE: Apr 24 2006 **ARC REVIEW CODE**: R604241

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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: **Steve Reynolds Blvd High Rise (Bella Verde)**
Review Type: Development of Regional Impact

Description: The proposed Steve Reynolds Blvd High Rise, also known as Bella Verde, is a proposed 4.7 acres mixed use development located in Gwinnett County. The proposed development will consist of 112,000 square feet of retail space and 263 residential high rise condominiums. Proposed access to the site is one site driveway along Steve Reynolds Boulevard.

Submitting Local Government: Gwinnett County
Date Opened: Apr 24 2006
Deadline for Comments: *May 8 2006*
Earliest the Regional Review can be Completed: May 24 2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA CONSERVANCY
CITY OF NORCROSS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY SCHOOLS
CITY OF DULUTH
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-05-08 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Steve Reynolds Blvd High Rise (Bella Verde)** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

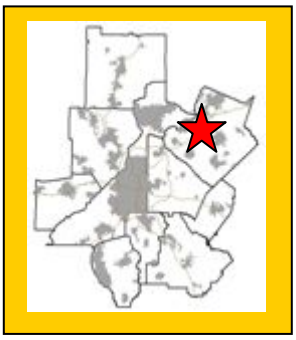
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *May 8 2006*

Preliminary Report:	April 24, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Steve Reynolds Blvd High Rise #1076
Final Report Due:	May 24, 2006		Comments Due By:	May 8, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Steve Reynolds Blvd High Rise, also known as Bella Verde, is a proposed 4.7 acres mixed use development located in Gwinnett County. The proposed development will consist of 112,000 square feet of retail space and 263 residential high rise condominiums. Proposed access to the site is one site driveway along Steve Reynolds Boulevard.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

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 M-1 (light manufacturing district). The proposed zoning for the site is HRR (high rise 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 a commercial/retail district. Information submitted for the review states that the County does intend to amend its map to account for this development, if approved.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
1998	Opus South
1998	Sweetwater Apartments
1996	Wesley Place Apartments
1995	Satellite Mixed Use Development
1990	Breckinridge Place
1989	Gwinnett Commerce Center
1988	Koger Center of Gwinnett
1988	Hampton Green- Revised
1988	Venture Point
1986	Hampton Green

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?

The proposed Steve Reynolds Blvd High Rise development is a mixed use development that meets several of ARC's Regional Development Policies.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population and employment growth in central Gwinnett County over the next 25 years. ARC forecasts a population of over 233,000 residents in central Gwinnett County and an employment base of greater than 171,000 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 incorporation of higher density housing with convenient access to neighborhood services and the regional transportation network is essential to accommodating the expected growth efficiently.

PRELIMINARY 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.

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.

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 along the west side of Steve Reynolds Boulevard, just south of Shackleford 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 approximately three miles from the City of Norcross and two miles from the City of Duluth.

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

To be determined during the review.

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 $150,800,000 million with an expected $1,900,00 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Stream Buffers and Watershed Protection

The proposed project property is in the Yellow River watershed, which is not a water supply watershed in the Atlanta Region, and no only Part 5 criteria apply. The USGS Regional topographic coverage shows no blue line streams on the project property. Any unmapped streams on the property that meet ordinance criteria will be subject to the requirements of the Gwinnett County Stream Buffer Ordinance. Any other waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Based on the proposed impervious area of the project, commercial was chosen for the use. Actual loadings will vary depending on the specific activity and the overall impervious surface in the development. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	4.70	8.04	81.78	507.60	4620.10	5.78	1.03
TOTAL	4.70	8.04	81.78	507.60	4620.10	5.78	1.03

Total Impervious: 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

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

Access to the site is proposed at one right-in/right-out driveway location along Steve Reynolds Boulevard. The proposed project driveway is located approximately 600 ft south of Shackleford Road and approximately 850 ft north of Club Drive.

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

Kimley-Horn and Associates 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
263 Condominiums	20	85	105	65	40	105	1215
112,000 sq ft Retail Space	102	66	168	324	351	675	7310
Reductions	-2	-1	-3	-177	-178	-355	-3835
TOTAL NEW TRIPS	**120**	**150**	**270**	**212**	**213**	**425**	**4690**

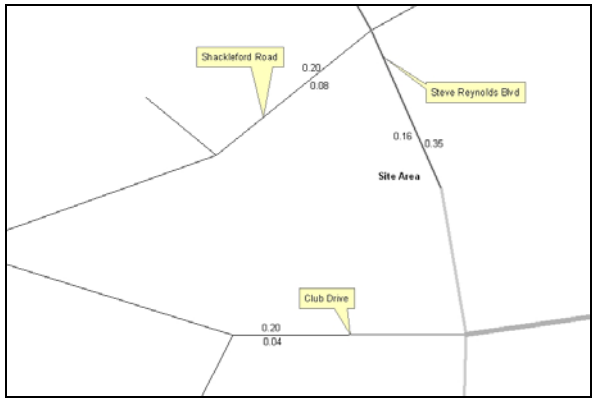
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

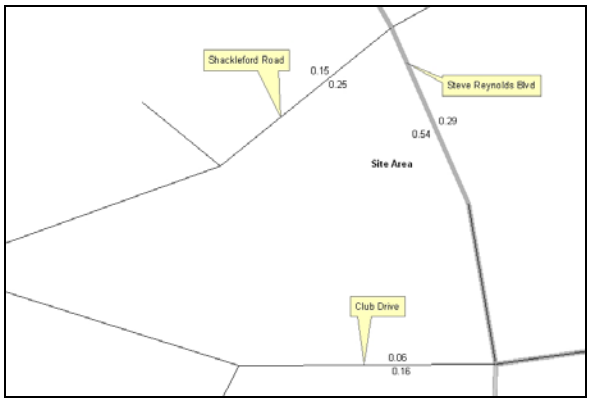
an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

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

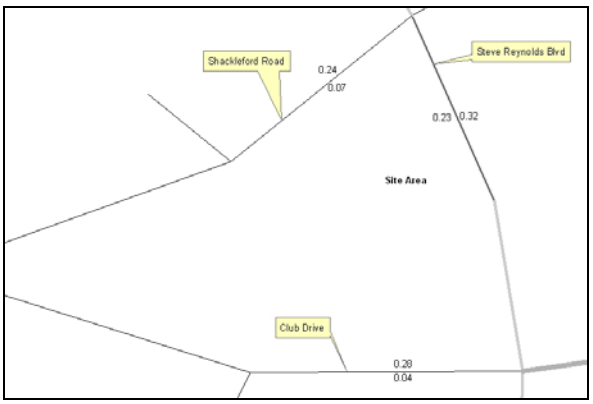
V/C Ratios



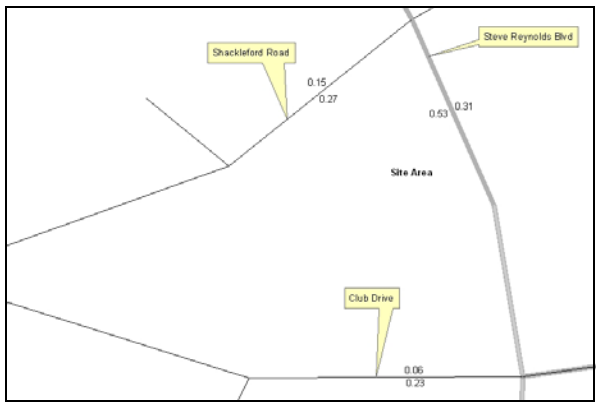
2005 AM Peak



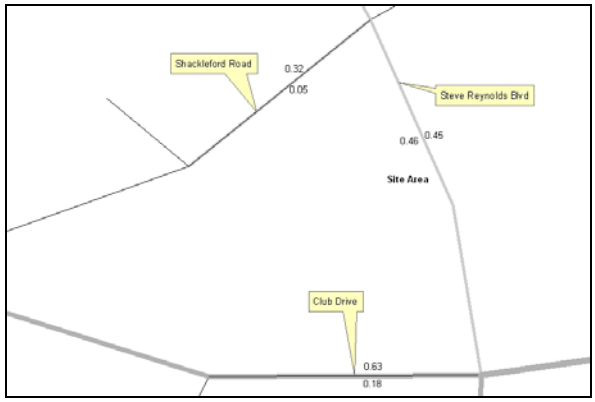
2005 PM Peak



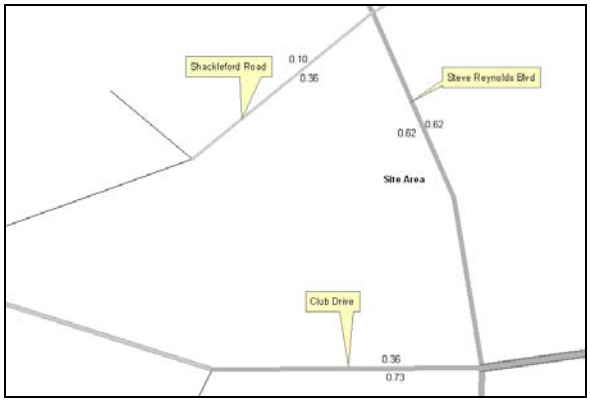
2010 AM Peak



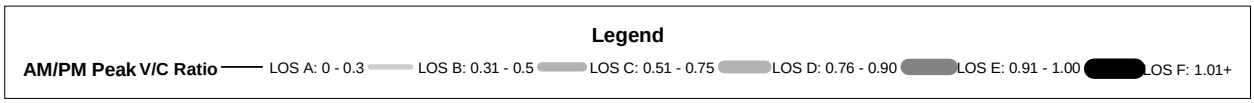
2010 PM Peak



2030 AM Peak



2030 PM Peak



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 2006-2011 TIP, approved in March of 2006. 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.

2006-2011 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-439	I-85 NORTH RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
GW-302	PLEASANT HILL ROAD ATMS	Roadway Operations	2011

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-905A, B	I-85 NORTH BUS RAPID TRANSIT (BRT)	Transit Facility	2025
GW-309A, B	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR	Roadway Capacity	2012
GW-320	SHACKELFORD ROAD / BRECKINRIDGE BOULEVARD / NORTH BROWN ROAD CONNECTOR ATMS	Roadway Operations	2030

The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006.* ***USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Bella Verde.

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.

Steve Reynolds Boulevard at Club Drive

- Install an additional through lane northbound and southbound along Steve Reynolds Boulevard.

Shackleford Road at Club Drive

- Change the westbound approach laneage to two through lanes. Two westbound receiving lanes currently exist west of the intersection. This can be accomplished by changing the existing westbound right-turn lane to a shared through/right-turn lane.

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.

Steve Reynolds Boulevard at Right-in/Right-out Driveway

- Install a southbound right-turn lane along Steve Reynolds Boulevard.
- Install an eastbound right-turn only lane exiting the site; stop-controlled.

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?

Gwinnett County Transit bus routes 30 and 102A provide service within the vicinity of the project site. Route 30 provides local service while 102A is an express route providing service between Gwinnett Place Mall and Downtown Atlanta. GRTA Xpress route 412 provides service to the Indian Trail park and ride lot located approximately 4 miles from the site.

- GCT local bus route 30 provides service Monday through Friday from 6:50 a.m. till 8:50 p.m. with headways between 15 and 30 minutes. Saturday service is provided from 6:50 a.m. till 7:50 p.m. with headways of 1 hour.
- GCT express bus route 102A provides service Monday through Friday from 8:25 a.m. till 9:55 a.m. in the morning and from 3:40 p.m. till 6:15 p.m. in the evening with headways between 90 minutes.
- GRTA Xpress route 412 provides service from the Indian Trail park and ride lot Monday through Friday with service to Midtown and Downtown Atlanta from 9:15 a.m. till 3:30 p.m. with headways between 45 minutes and 75 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac		6%
Where Residential is dominant, 10% Retail or 10% Office		4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		**18%**

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. According to the traffic study, several intersections operate at LOS E even before construction of this project. However, the mixed-use character of this development will reduce the need for auto-oriented trips, thereby reducing the impact onto area roads from this specific project. It is suggested that all recommended improvements be implemented prior to completion of this project.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.10 MGD.

Which facility will treat wastewater from the project?

The Beaver Ruin 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 Beaver Ruin 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
4.5	4.5	4.46	4.5	0	None	

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 0.15 MGD based on regional averages.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 900 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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 263 housing units that will include condominiums.

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 505.17. This tract had a 13.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 24 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 1076
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 3/24/2006 10:04:26 AM

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, Manager Gwinnett Dept. of Planning & Dev. 446 W. Crogan Street, Suite 150 Lawrenceville, GA 30045
Telephone:	678-518-6200
Fax:	678-518-6275
E-mail **(only one)**:	jeffrey.west@gwinnettcounty.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:	Steve Reynolds Boulevard High-Rise

Development Type	Description of Project	Thresholds
Mixed Use	263 dwelling units (tot. 624000 sq.ft.); 112000 sq. ft. retail.	View Thresholds

Developer / Applicant and Mailing Address:	Steve Reynolds Boulevard, Dev. 195 Sulling Way Alpharetta, GA 30004
Telephone:	
Fax:	
Email:	jwilson@wtpllp.com
Name of property owner(s) if different from developer/applicant:	Lawrence F. Emmertz, Jr. (Executor); Rowe Partners, LP
Provide Land-Lot-District Number:	Dist 6; LL203
What are the principal streets or roads providing vehicular access to the site?	Steve Reynolds Boulevard
Provide name of nearest street(s) or intersection:	Steve Reynolds Boulevard @ Shackleford 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?	1.75 miles from Duluth 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 previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	Gwinnett County
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

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 amended if rezoning is approved

Service Delivery Strategy

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

Land Transportation Improvements

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

Submitted on: 4/18/2006 3:12:12 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@gwinnettcounty.com

Proposed Project Information

Name of Proposed Project:	Bella Verde (fka: Steve Reynolds Boulevard High-Rise)
DRI ID Number:	1076
Developer/Applicant:	Bella Verde LLC (fka: Steve Reynolds Boulevard, Dev)
Telephone:	770-476-0058
Fax:	770-476-7040
Email(s):	jwilson@wtpllp.com, kelly@yamasaki-atlanta.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:	$150,800,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,900,000 (per developer)
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): Vacant	

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)?	0.15
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Gwinnett County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.10
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?	

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?	N
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)?	900 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

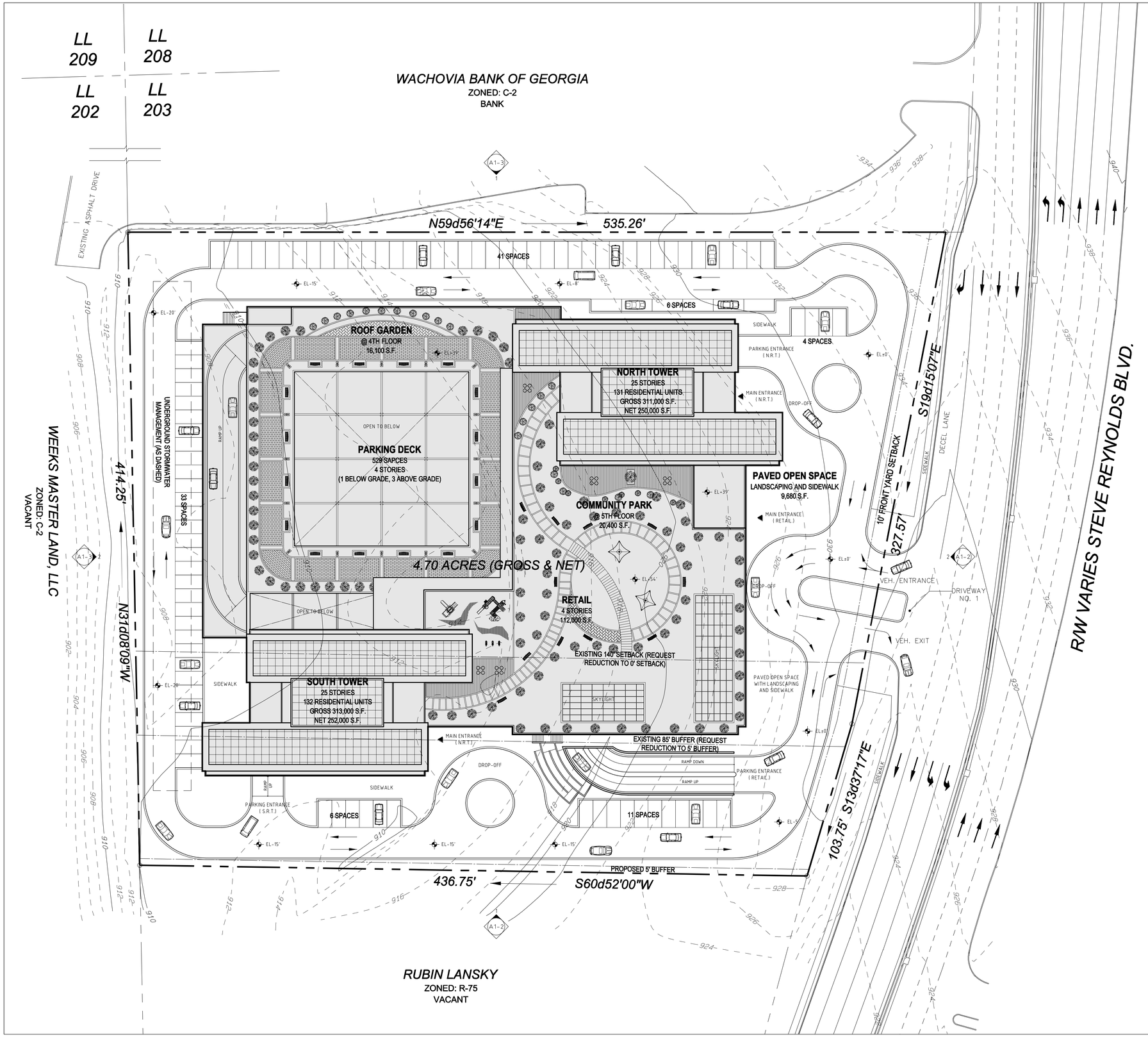
Stormwater Management

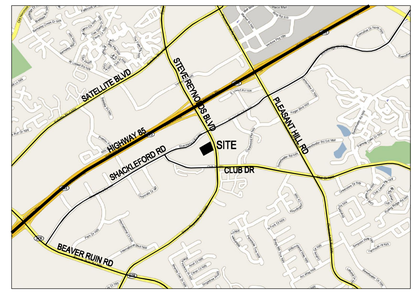
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	65.61%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Water quality BMPs.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	





LOCATION MAP (NO SCALE)

GENERAL NOTES

1. SITE LOCATION: LAND LOT 203-6TH DISTRICT, 19TH PARCEL, GWINNETT COUNTY, GEORGIA
2. ZONING CURRENT: M-1 (LIGHT INDUSTRY DISTRICT)
   PROPOSED: HRR (HIGH-RISE RESIDENTIAL DISTRICT)
3. SITE AREA: 4.7 ACRES (GROSS & NET)
4. SETBACK FRONT: 10' (FROM RIGHT-OF-WAY)
   SIDE: 140' (PROPOSED TO BE ELIMINATED)
   BACK: 0' (ADJACENT TO C-2)
5. THERE IS NO FLOODPLAIN ON THIS SITE PER FIRM PANEL ND 1303220160E DATED JULY 20, 1998.
6. NO JURISDICTIONAL WETLANDS OR STREAMS ARE ON THIS SITE.

LAND USE SUMMARY	GROSS AREA	UNITS	STORIES	DENSITY
REISDENTIAL	624,000 S.F.	263	25 (300' MAX HIGH)	56 UNITS/ACRE
RETAIL	112,000 S.F.		4	55%
OPEN SPACE	46,180 S.F.			

PARKING REQUIRED	MINIMUM	MAXIMUM
REISDENCES (MULTIFAMILY)	395 (1.5 PER DWELLING)	789 (3 PER DWELLING)
RETAIL USE	224 (1 PER 500 S.F.)	560 (1 PER 200 S.F.)
TOTAL	619	1,349

PARKING PROVIDED	
PARKING DECK	529
SURFACE	101
TOTAL	630

SCALE 0 5 25 50 100 FEET

PROJ NORTH

Seal

YAMASAKI
ARCHITECTS INTERIOR DESIGNERS PLANNERS

Yamasaki Associates, Inc.
900 Tower Drive, Plaza Level
Troy, Michigan 48098
248-267-5300 (Fax)
248-267-5313
info@yamasakiinc.com

Consultant
KIMLEY-HORN AND ASSOCIATES

Owner
BELLA VERDE, LLC
2805 Peachtree Industrial Blvd. ▪ 116
Duluth, GA 30097
770.476.0058/770.476.7040

Project
BELLA VERDE
Land Lot 203
6th District, 19th Parcel
Gwinnett County, GA

Sheet
Site Plan / Concept Plan

Issues / Revisions
For Rezoning 03-22-06

Drawn By
SJ
Checked By
SJ
Approved By
JS
Approved For Construction By

Date
MARCH 22, 2006
Scale
1"=30'
Project No.
2006-015
Sheet No.
A1-1