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: Jul 26 2006 **ARC REVIEW CODE**: R607261

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: The Villages at Ivy Creek
Review Type: Development of Regional Impact

Description: The proposed Villages at Ivy Creek is a mixed use development on 193.21 acres in Gwinnett County. The proposed development will include 409 single family residential units, 211 townhome residential units, and 200,000 square feet of commercial space. Site access is proposed at three locations along State Route 324 (Gravel Springs Road) and Ivy Church Road.

Submitting Local Government: Gwinnett County
Date Opened: Jul 26 2006
Deadline for Comments: *Aug 9 2006*
Earliest the Regional Review can be Completed: Aug 27 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
CITY OF BUFORD
GWINNETT COUNTY SCHOOLS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SUGAR HILL
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SUWANEE

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 2006-08-09 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: **The Villages at Ivy Creek** *See the Preliminary Report* .

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

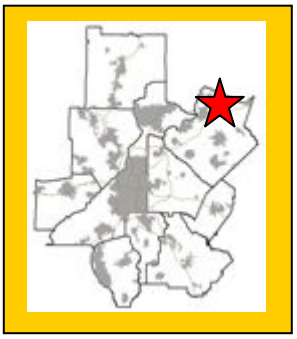
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Aug 9 2006*

Preliminary Report:	July 26, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	The Villages at Ivy Creek #1107
Final Report Due:	August 27, 2006		Comments Due By:	August 9, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Villages at Ivy Creek is a mixed use development on 193.21 acres in Gwinnett County. The proposed development will include 409 single family residential units, 211 townhome residential units, and 200,000 square feet of commercial space. Site access is proposed at three locations along State Route 324 (Gravel Springs Road) and Ivy Church Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

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 RA-200. The proposed zoning is R-ZT, R-60, R-100M, R-TH, and C-2. 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 low density residential.

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
2003	Hamilton Mill Road Retail Center and Expansion
2003	Gravel Springs Road Mixed Use Development
2001	Gravely Tract Office and Residential Development
1999	Expansion of North Advanced WRF
199	Marketplace at Mill Creek
1996	Proposed AWRF SIte
1996	Mall of Georgia
1995	Woodward Mill Apartments

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 mostly undeveloped; however there are seven occupied houses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development includes a mix of residential, commercial uses. The proposed development meets many of ARC's Regional Development Policies; however, it scores only 8 out of 15 on ARC's Air Quality Benchmark Test. The proposed development is located in the Mall of Georgia Regional Center and is increasing housing choices within the area; therefore the proposed development is meeting several of the RDP's Developed Area Polices and Housing and Neighborhood Policies.

The proposed development is increasing mixed use development in a growing part of the region. ARC forecasts a population of over 270,000 residents and over 109,000 jobs in north Gwinnett County. The incorporation of commercial uses near new and existing residential uses is essential to accommodating the expected growth efficiently.

As the site plan is revised, it is recommended that the developer provide additional greenspace and pocket parks throughout the development. The amenity center is centrally located and there is a trail system throughout the development; however, additional small parks for active and passive recreational space are encouraged.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

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 north side of State Route 324 (Gravel Springs Road) and along the west side of Ivy Church Road and Ivy Creek 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 Gwinnett County's boundaries; however, the site is less than a mile from the City of Buford.

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.

Other residential uses immediately surround the development.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $275 million with an expected $3.5 million 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 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 a blue line stream crossing the southwestern portion of the project property. The stream is a tributary to Ivy Creek, which in turn is a tributary of Suwanee Creek, a tributary of the Chattahoochee River. The stream is subject to the County's March, 2005 stream buffer ordinance which meets the requirements of both the Metropolitan North Georgia Water Planning District and the Metropolitan River Protection Act. The ordinance's requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback, both of which are shown along the stream.

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

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

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data

from the Atlanta Region. As there is no loading factor for single-family residential on lots smaller than 0.25 acres, such areas are combined with multi-family. 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	20.12	34.41	350.09	2172.96	19777.96	24.75	4.43
Low-Med Dens. SF (0.5-1 ac)	53.49	57.77	252.47	1818.66	34180.11	14.44	3.21
Med Dens. SF (0.25-0.5 ac)	28.99	39.14	171.33	1246.57	23220.99	9.86	2.32
Townhouse/Apartment	90.61	95.14	970.43	6070.87	54819.05	68.86	12.69
TOTAL	193.21	226.45	1744.32	11309.06	131998.11	117.91	22.64

Total % impervious 40%

- 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 this site is proposed at four locations.

- Driveway 1 is proposed along Ivy Creek Road approximately 1,000 feet east of its intersection with the New Road Alignment.

- Driveways 2, 3, and 4 are proposed along New Road Alignment.

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:

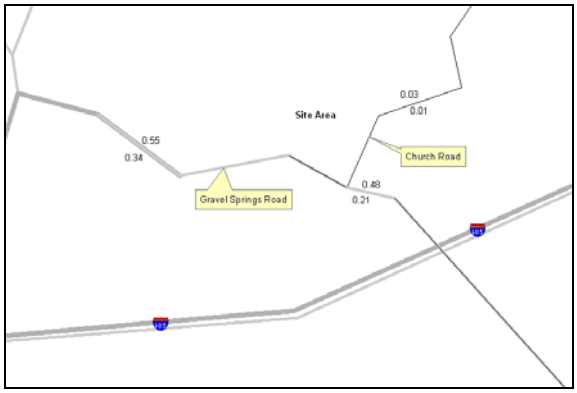
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
409 Single-Family Homes	74	222	296	240	141	381	3800
211 Condominiums	16	78	94	74	37	111	1210
200,000 sq ft Retail	145	92	237	475	514	989	10656
Reductions	-	-	-	-158	-158	-316	-3410
TOTAL NEW TRIPS	**235**	**392**	**627**	**631**	**534**	**1165**	**12256**

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

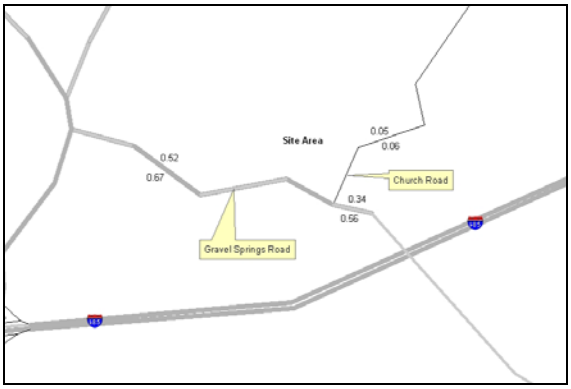
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

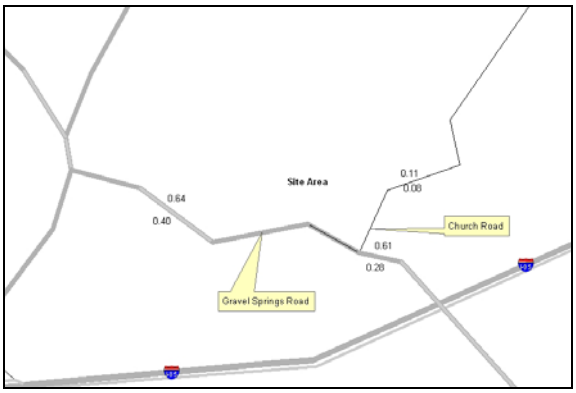
V/C Ratios



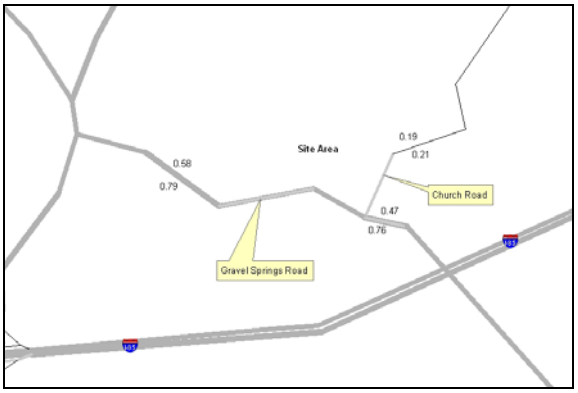
2005 AM Peak



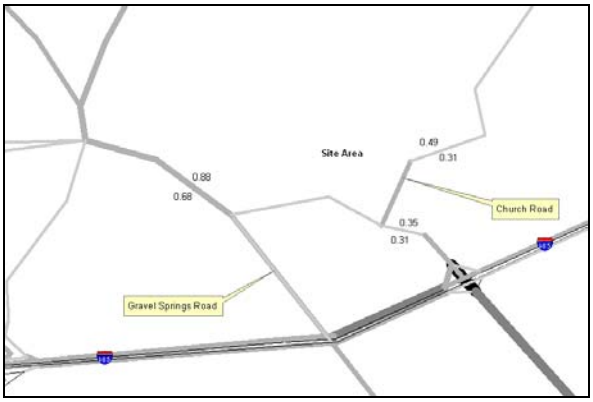
2005 PM Peak



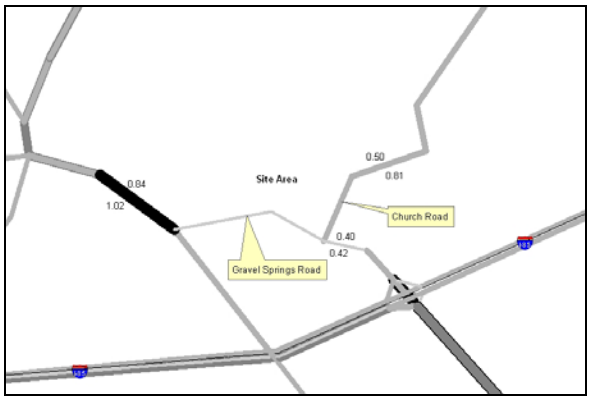
2010 AM Peak



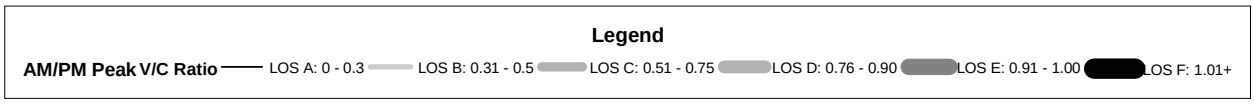
2010 PM Peak



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
GW-289	SR 324 (GRAVEL SPRINGS ROAD)	Bridge Capacity	2011
GW-AR-191	I-85 NORTH	Roadway Capacity	2011
GW-AR-192	I-85 NORTH	Roadway Capacity	2011

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-926	I-85 NORTH	Interchange Capacity	2030
AR-H-100	I-85 NORTH HOV LANES	HOV Lanes	2012
GW-020B, C, D	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY): GWINNETT COUNTY SEGMENT 2	Roadway Capacity	2020
GW-308A, B, C	SUGARLOAF PARKWAY EXTENSION: PHASE 1	Roadway Capacity	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 The Villages at Ivy Creek.

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.

Buford Drive at South Bogan Road

- Construct an additional through lane for the northbound and southbound approaches along Buford Drive.

Gravel Springs Road at Ivy Creek Road

- Construct a southbound right-turn lane along Ivy Creek Road.

Gravel Springs Road at Braselton Highway

- Construct an additional eastbound through lane along Gravel Springs Road to form two eastbound lanes traveling through the intersection.

Hamilton Road at Camp Branch Road

- Install a traffic signal when warranted.
- Construct an eastbound right-turn lane along Hamilton Mill Road.
- Construct a westbound left-turn lane along Hamilton Mill Road.
- Construct a northbound right-turn lane along Camp Branch Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried

out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Gravel Springs Road at Mall of Georgia Boulevard

- Permissive overlap right-turn phasing should be installed for the northbound right-turn lane along Mall of Georgia Boulevard.

Camp Branch Road at Ivy Creek Road

- Construct an eastbound right-turn lane along Ivy Creek Road.
- Construct a southbound right-turn lane along Camp Branch Road.

New Road Alignment

- This parkway will run from Gravel Springs Road northward and will intersect Ivy Creek Road at its existing 90-degree curve.
- Between Gravel Springs Road and Driveway 4, the parkway will be a four-lane divided roadway.
- Between Driveway 4 and Ivy Creek Road, the parkway will be a four-lane divided roadway.

Gravel Springs Road at New Road Alignment

- Install a traffic signal when warranted.
- Construct a westbound right-turn lane along Gravel Springs Road.
- The southbound New Road Alignment should have separate left-turn and right-turn lanes.

New Road Alignment at Ivy Creek Road

- Construct a westbound left-turn lane along Ivy Creek Road.

Ivy Creek Road at Driveway 1

- The Driveway 1 southbound approach should have one ingress lane and one egress lane.
- The Driveway 1 southbound approach should operated under STOP control.

New Road Alignment at Driveway 2

- The Driveway 2 southbound approach should have one ingress lane and one egress lane.
- The Driveway 2 southbound approach should operate under STOP control.
- Construct an eastbound left-turn lane along New Road Alignment.
- New Road Alignment should have one travel lane in each direction at this intersection.

New Road Alignment at Driveway 3

- The Driveway 3 eastbound and westbound approaches should both have one ingress lane and two egress lanes.
- The Driveway 3 eastbound and westbound approaches should both operate under STOP control.
- Construct northbound and southbound left-turn lanes along New Road Alignment.
- New Road Alignment should have one travel lane in each direction at this intersection.

New Road Alignment at Driveway 4

- The Driveway 4 eastbound and westbound approaches should both have one ingress lane and two egress lanes.
- The Driveway 4 eastbound and westbound approaches should both operate under STOP control.
- Construct northbound and southbound left-turn lanes along New Road Alignment.
- Construct northbound and southbound right-turn lanes along New Road Alignment.
- New Road Alignment should have one through travel lane in each direction at this intersection.

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?

The I-985 park and ride lot, serviced by Gwinnett County Transit bus #101, is approximately 3 miles north of the proposed site.

- Gwinnett County Transit express bus route #101 provides service from the I-985 park and ride lot to downtown Atlanta Monday through Friday from 5:45 a.m. till 8:00 a.m. in the morning with headways of 15 minutes. Evening service is provided from 3:02 p.m. till 6:45 p.m. with headways of 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%	4%
Bike/ped networks that meet Mixed Use or Density target	4%	4%
Total		**8%**

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

According to the traffic study, the area surrounding this development suffers from high peak hour congestion. This area is rapidly developing and three intersections will operate at LOS D while one intersection will operate at LOS E and another will operate at LOS F in the future build condition. It is suggested that all recommended improvements be implemented prior to completion of this project. Additionally, the site plan shows eight full cul-de-sacs and three partial cul-de-sacs with no available options for adjacent parcels to add vehicle or pedestrian connections into the site during future development. Stub outs for future access to adjacent parcels should be implemented. Finally, Gwinnett County Transit bus Route #50 provides local service between Buford and Discover Mills with its closest stop located approximately 2 miles from the proposed site. It is recommended the

developer work with Gwinnett County Transit to establish a transit stop inside the proposed development or within a walkable distance of the site.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.173 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 the 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 0.173 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 1,600 tons of solid waste per year and the waste will be disposed of in Fulton County

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 620 housing units that will include single family detached and townhome units.

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

No.

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

The site proposed for the development is located in Census Tract 506.03. This tract had a 98.2 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 90 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 1071
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 3/10/2006 2:52:29 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, Current Planning Manager 446 W. Crogan St, 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:	The Villages at Ivy Creek

Development Type	Description of Project	Thresholds
Mixed Use	409 detached homes; 232 attached townhomes; 190900 sq ft commercial/retail	View Thresholds

Developer / Applicant and Mailing Address:	Ruby Forest, Inc. 355 Brogdon Road Suite 211 Buford, GA 30024
Telephone:	
Fax:	
Email:	msullivan@atmlawfirm.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	Dist 7; LL 142, 143, 178, 179
What are the principal streets or roads providing vehicular access to the site?	Georgia Hwy 324 (Gravel Springs Road), Ivy Creek Road; Ivy Church Road
Provide name of nearest street(s) or intersection:	Georgia Hwy 324 (Gravel Springs Road) @ Ivy Church 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?	1/4 mi. from Buford 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: 2008-2012

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 amended if rezonings are 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: 7/25/2006 9:52:40 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Gwinnett County
Individual completing form:	Jeff West
Telephone:	678-518-6200
Fax:	678-518-6275
Email (**only one**):	jeffrey.west@gwinnettcounty.com

Proposed Project Information

Name of Proposed Project:	Villages at Ivy Creek
DRI ID Number:	1071
Developer/Applicant:	Ruby Forest, Inc
Telephone:	
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:	$275 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$3.5 to 4 million
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): NA	

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)?	0.173
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)?	0.173
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?	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)?	1,600
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?	42%
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: Stormwater BMPs and stream buffers	

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: Groundwater recharge impacts will be reduced by connection to sanitary sewer. Watershed impacts will be mitigated through stormwater BMPs and stream buffers.	

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?	Y
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: Floodplain will be preserved.	

VILLAGE A
R-ZT

VILLAGE B
R-60

VILLAGE C
R-100 M

VILLAGE D
R-TH

VILLAGE E
C-2

VILLAGE F
R-TH

LOCATION MAP

Drawing Dates:
Original concept 3/5/06
Revision 7/11/06

DEVELOPER:
RUBY FORREST, INC.
355 BROGDON ROAD
SUITE 211
SUWANNEE, GA 30024
CONTACT: Michael Sullivan
Andersen, Tate, McGarity, & Carr
(770)822.0900

VILLAGE	ZONING	AREA	# OF UNITS	GROSS DENSITY	S.F.	GROSS S.F.
A	R-ZT	48.23ac	214	4.45	2,400 S.F.	513,600 S.F.
B	R-60	28.99ac	96	3.31	3,000 S.F.	288,000 S.F.
C	R-100M	53.49ac	99	1.59	3,000 S.F.	297,000 S.F.
D	R-TH	29.04ac	119	4.82	1,600 S.F.	190,400 S.F.
E	C-2	20.12ac			200,000 S.F.	200,000 S.F.
F	R-TH	13.34ac	92	6.90	1,600 S.F.	147,200 S.F.

TOTAL RESIDENTAL LOTS = 620
TOTAL PROJECT ACREAGE = 193.21
RESIDENTIAL AREA = 173.09
RES DENSITY (GROSS)= 3.58
NET AREA (RESIDENTIAL) = 158.33
NET DENSITY = 3.9
OVERALL GROSS DENSITY = 3.20
ACREAGE (-14.76) = 178.45

COMMERCIAL PARKING= 472 (CODE REQUIRES 438 SPACES)
ALL SIDE WALKS 4' UNLESS NOTED
TOTAL S.F. OF RESIDENTIAL UNITS=1,436,200 S.F.
OPEN SPACE= APPROX. 38 ACRES
FLOOR AREA RATIO= .22

Omni
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peachtree city, ga 30269
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fax: 770-486-8398
omni@omnicons.com

SCALE: 1"=200'
400 200 0 200 400

THE VILLAGES AT IVY CREEK

Land Lot 178,179, 143 and 142
Highway 324
Gwinnett County