



# REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)

DATE: Sep 22 2007

ARC REVIEW CODE: R708271

TO: Mayor Jerry Oberholtzer  
ATTN TO: Jessica Roth, Director  
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:** City of Snellville  
**Name of Proposal:** Eastside Village

**Review Type:** Development of Regional Impact

**Date Opened:** Aug 23 2007

**Date Closed:** Sep 22 2007

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** The proposed development meets many of the Regional Development Policies. The proposed development meets the developed area policies that include promoting sustainable economic growth, development within activity centers, town centers, and principal transportation corridors, and increasing opportunities for mixed use development. The proposed development meets the housing and neighborhood policies by promoting new communities that includes variety of homes styles, densities and price ranges that are accessible to jobs and services for individuals and families of all incomes and age groups, features greenspace, pedestrian scale, and supports transportation options. The proposed development will be an age restricted continuing care facility, as stated in information submitted for the review. ARC forecasts that the population of those 60 and over will triple in the next two decades. It is important to consider communities, housing and transportation networks that meet the needs of the growing older adult population. It is important to located housing close to services and medical facilities so that those who do not drive are able to live more independently. Housing should be designed to accommodate limitations that prevent the performance of basic functions. Older adults need greater access to alternative modes of transportation, such as public transportation, paratransit, and walking. It is important to consider accessibility and walkability throughout the development as well as to the adjacent business and health care facility.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
GWINNETT COUNTY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF GRAYSON

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

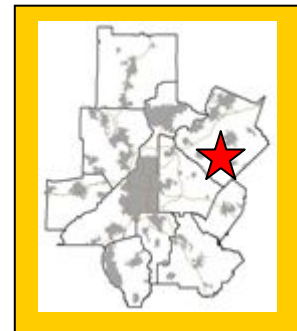
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	August 23, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Eastside Village #1402
Final Report Due:	September 22, 2007		Comments Due By:	September 6, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Eastside Village is a 43.85 acre development in Gwinnett County. The proposed development will include 60 residential duplex units, 346 independent living dwelling units, a 200- bed assisted nursing home facility, an activity center, and 51,500 square feet of medical office space. Site access to the development is proposed at 2 locations along Tree Lane.



### **PROJECT PHASING:**

The project is being proposed in two phases 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 RS150 (single family residence district). The proposed zoning for the site is R-HOP-CC (continuous campus care district). ARC Aging Division staff worked with the City of Snellville to develop the particular zoning requested for this development. Information submitted for the review states that the proposed zoning is consistent with the City of Snellville's Future Land Use Map which designates the area as a low density residential, public/civic, and office/professional uses.

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

No comments were received identifying inconsistencies with potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

**Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

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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
2004	The Avenues- Webb Ginn Corner
1989	South Gwinnett Mall

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

Based on information submitted for the review, the site is currently undeveloped. There is an existing house on the site that will remain.

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

No.

**Is the proposed development consistent with regional plans and policies?**

ARC's Unified Growth Policies Map classifies the site in a Regional Activity Center within a suburban neighborhood. Suburban neighborhoods are defined as areas that are located outside the Central City or Activity Centers and will be developed at a more of a suburban scale with appropriate commercial development and low intensity mixed use serving the local area.

The proposed development meets many of the Regional Development Policies. The proposed development meets the developed area policies that include promoting sustainable economic growth, development within activity centers, town centers, and principal transportation corridors, and increasing opportunities for mixed use development. The proposed development meets the housing and neighborhood policies by promoting new communities that includes variety of homes styles, densities and price ranges that are accessible to jobs and services for individuals and families of all incomes and age groups, features greenspace, pedestrian scale, and supports transportation options.

The proposed development will be an age restricted continuing care facility, as stated in information submitted for the review. ARC forecasts that the population of those 60 and over will triple in the next two decades. It is important to consider communities, housing and transportation networks that meet the needs of the growing older adult population. It is important to located housing close to services and medical facilities so that those who do not drive are able to live more independently. Housing should be designed to accommodate limitations that prevent the performance of basic functions. Older adults need greater access to alternative modes of transportation, such as public transportation,

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paratransit, and walking. It is important to consider accessibility and walkability throughout the development as well as to the adjacent business and health care facility.

ARC received several comments from concerned citizens in the area that are attached at the end of this report. There are several other developments either under construction or existing within the area and current traffic conditions within the area are a concern. Although the proposed development will generate minimal number of trips, the surrounding roadway network will continue to experience high levels of congestion. It is strongly encouraged that the developer and the City would with the community to address and determine potential solutions to addressing concerns regarding this development, as well as the growth in the area.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within 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.
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 corridors.
12. Increase the amount, quality, connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth in undeveloped areas.
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.

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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.

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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 the City of Snellville along the north side of Tree Lane and adjacent to the Emory Eastside Medical Center Hospital, near the intersection of SR 124 (Scenic Highway) and Ronald Reagan Parkway..

### **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 City’s boundaries; however, it is less than a mile from Gwinnett County and less than three miles from the City of Grayson.

### **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.**

Non were 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 \$700,000,000 with an expected \$1,050,000 in annual local tax revenues.

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**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?**

None were 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 is not located in any water supply watershed. The property drains to the Yellow River. The USGS coverage for the project area shows a perennial stream that is either near the project property or crosses the eastern end of the property in the identified open space area. If the perennial stream or any unmapped streams are on the property, the Gwinnett County Stream Buffer Ordinance buffers must be shown on all applicable streams. Any activity within those buffers may require a variance from the County. All state waters on the property are subject to the State Erosion and Sedimentation Act 25-foot stream buffer, which is administered by the Environmental Protection Division of Georgia DNR.

**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 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. Since the areas of the different uses were not specified, townhouse apartment (multi-family) was used for the entire site. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. 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
Townhouse/Apartment	16.56	17.39	177.36	1109.52	10018.80	12.59	2.32





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TOTAL	16.56	17.39	177.36	1109.52	10018.80	12.59	2.32
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Total percent impervious surface: 48%

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](http://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?**

There will be three access points for the proposed development. There will be one full movement driveway that currently exists along Tree Lane near New Hampton Drive and a right-in/right-out driveway along an existing driveway along Tree Lane. A third access point is a proposed cross connection with the existing driveway to the Emory Eastside Medical Center Hospital.

**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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments <i>60 units</i>	7	26	33	33	18	51	511
Senior Adult Housing – Detached <i>346 units</i>	31	50	81	73	47	120	1,555
Assisted Living Facility <i>200 beds</i>	18	10	28	19	25	44	419
Nursing Home Facility <i>120 beds</i>	--	--	--	9	17	26	282
Medical – Dental Office <i>51,500 square feet</i>	101	27	128	46	124	170	1,891
<i>Internal Capture</i>	0	0	0	-2	-2	-4	-38
<b>TOTAL NEW TRIPS</b>	<b>157</b>	<b>113</b>	<b>270</b>	<b>178</b>	<b>229</b>	<b>407</b>	<b>4,620</b>

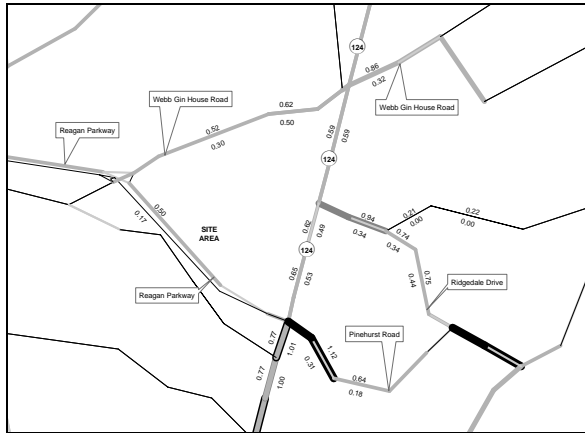
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS “D”, then the consultant recommends improvements.

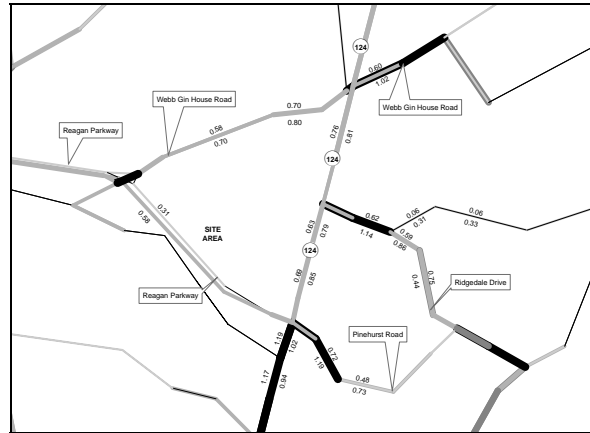
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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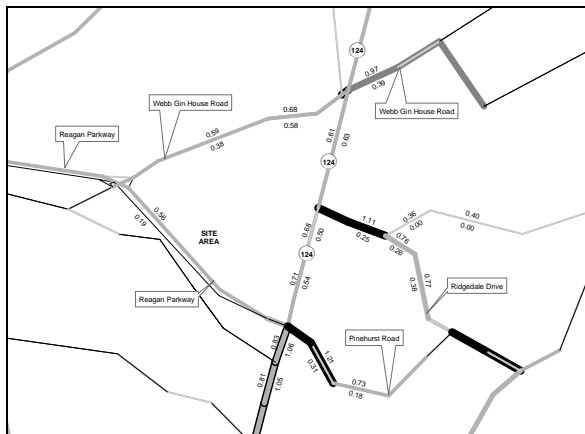
## V/C Ratios



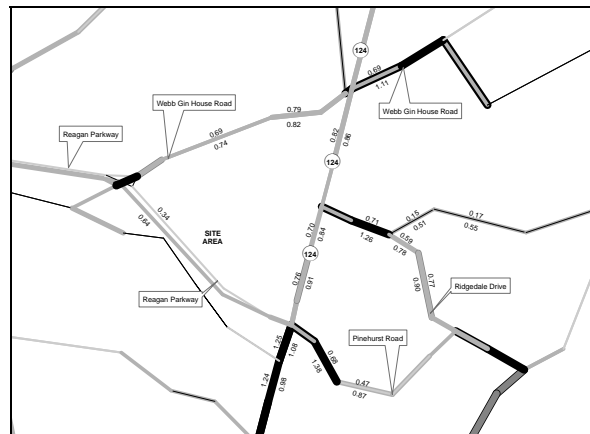
**2010 AM Peak**



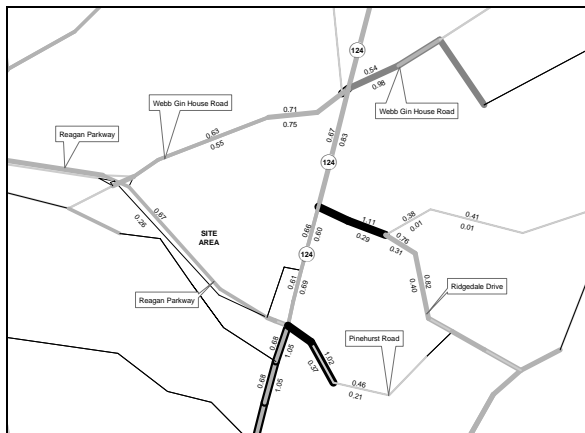
**2010 PM Peak**



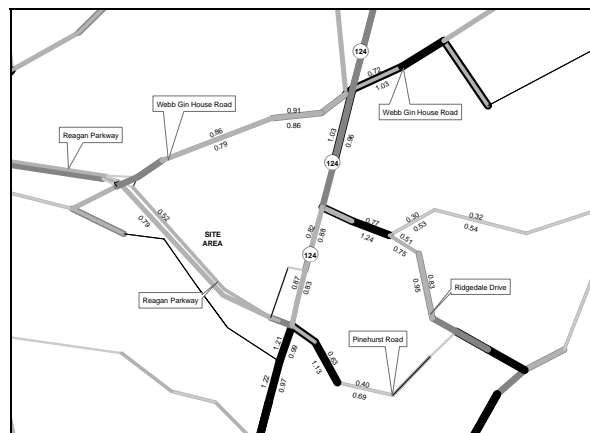
**2015 AM Peak**



**2015 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3   LOS B: 0.31 - 0.5   LOS C: 0.51 - 0.75   LOS D: 0.76 - 0.90   LOS E: 0.91 - 1.00   LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

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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-323	SR 124 (Scenic Highway) ATMS from US 78 (Main Street in City of Snellville) to US 29 (Crogan Street in City of Lawrenceville)	ITS – Smart Corridor	2007

#### **2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-269	SR 124 (Scenic Highway) from US 78 (Main Street in City of Snellville) to Ronald Reagan Parkway	Roadway Capacity	2020

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Eastside Village.**

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.

#### *Tree Lane @ Webb Gin House Road*

- Install a westbound right-turn lane along Tree Lane.
- Install a southbound left-turn lane along Webb Gin House Road.
- Install a northbound right-turn lane along Webb Gin House Road.
- To satisfy a level-of-service 'E' standard, a traffic signal would need to be installed. However, a traffic signal may or may not be warranted based on the projected 2012 No-Build conditions. A traffic signal warrant analysis report should be performed prior to traffic signal being installed at this location.

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.

#### *Tree Lane @ New Hampton Drive/ Driveway #1*

- Install a westbound right-turn lane along Tree Lane.

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#### *Tree Lane @ Proposed Driveway #2*

- Install a southbound right-turn lane along Tree Lane.
- Recommend alignment of driveway with u-turn along Tree Lane.
- Driveway exit lane should be right-turn only.

**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?**

There is no existing local bus service available within proximity of the proposed development. However, GRTA Xpress route 418 offers express bus service from the First Baptist Church of Snellville park and ride lot to Downtown Atlanta. There is also an intermediate stop at the Hewatt Road park and ride lot along US 78.

**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.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, >15 units/ac		6%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
<b>Total</b>		<b>11%</b>

A minimal number of trips will be generated due to the nature of the development. The proposed development will offer residents convenient access to medical care and facilities.

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

Although the proposed development will generate minimal number of trips, the surrounding roadway network will continue to experience high levels of congestion. Of primary concern are SR 124 and Webb Gin House Road where high congestion levels are present during the PM peak periods. While the access points for the proposed development are not immediately adjacent to SR 124 or Webb Gin House Road, ensuring that traffic flow movement is safe and efficient should be strongly considered.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.113 MGD.

**Which facility will treat wastewater from the project?**



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The Yellow River 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 Yellow River Site is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
12	12	10.34	14.5	-2.5	Increase design flow to 12 mgd by means of additional clarifiers planned for 2003.	Flow to replace permitted capacity at other plants to be phased out.

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

<sup>1</sup> 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 0.193 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 1,252 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?**

Preliminary Report:	August 23, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Eastside Village #1402
Final Report Due:	September 22, 2007		Comments Due By:	September 6, 2007

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.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No.

**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 502.18. This tract had a 6.6 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 100 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Preliminary Report:	August 23, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Eastside Village #1402
Final Report Due:	September 22, 2007		Comments Due By:	September 6, 2007

**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.



**Gwinnett County Government  
Departmental Comments**

**Draft**

DRI #1402 Eastside Village  
City of Snellville

Department of Transportation

Access for this project is proposed for two different locations along Tree Lane. Tree Lane at the western access point (near New Hampton Drive) is a County maintained roadway. Tree Lane at the other access point (near Medical Way) is maintained by the City of Snellville.

We recommend that improvements to Tree Lane at the western access point be done by the developer in accordance with Gwinnett County Development Regulations, including a right turn deceleration lane, certification of adequate sight distance and, if warranted, a left turn lane.

In addition, the developer has conducted a traffic impact study which recommends improvements to the Tree Lane/Webb Gin House intersection. We recommend that, prior to the issuance of any certificates of occupancy for the project, the developer contribute funds to the Gwinnett DOT for future intersection improvements at this location. The contribution should be in an amount proportional to the traffic generated by the development in relation to the future background traffic at the intersection.

Department of Community Services

This proposed development has no direct impact on Community Services facilities.

It is suggested that the site planners consider an internal Perimeter Walking Trail for use by seniors. Community Services survey data indicates that such a feature is the most highly desired recreation amenity amongst seniors and that it is likely to yield significant health benefits. The site appears large enough to accommodate this amenity.

Department of Planning and Development

It is recommended that requirements be placed on the proposed development to ensure compatibility with the adjacent Waterford Township single-family subdivision.

Measures to ensure compatibility should include architectural controls, limitations on outdoor lighting, and preservation of a natural buffer strip.

Due to the density and character of the proposed use, the width of the natural buffer strip should be no less than 50 feet adjacent to the well-established residential neighborhood located in unincorporated Gwinnett County.

**Gwinnett County Government**  
**Departmental Comments**

DRI #1402 Eastside Village  
City of Snellville  
Page 2

Department of Support Services

This property adjoins Eastside Hospital and was originally platted as Surrey Farms subdivision years ago but only two houses were ever built. The lots not included in the DRI have been purchased by Eastside Hospital.

Department of Water Resources

The subject property contains a substantial number of Water Resources facilities.  
See accompanying pdf.

Due to uncontrollable variables, the Department of Water Resources makes no guarantees as to the minimum pressures or volumes available at a specific point within its system. Demands imposed by the proposed development may require reinforcements or extensions of existing water mains. Any cost associated with such required reinforcements or extensions will be the responsibility of the development and will not be provided by this department.

Demands imposed by the proposed development may require reinforcements or extensions of existing sewer mains. Any cost associated with such required reinforcements or extensions will be the responsibility of the development and will not be provided by this department. Developer shall provide easements for future sewer connection to all locations designated by DWR during plan review.

As-built information for this department is dependent upon outside entities to provide record drawings for the utilities. Therefore this department does not guarantee the accuracy of the information provided.

Extensions of the water and/or sanitary sewer systems within the subject development must conform to this department's policies and Gwinnett County's ordinances. Following design, construction, inspection, and final acceptance of the required utilities, service to these utilities would then become available under the applicable utility permit rate schedules.

## Haley Fleming

---

**From:** ATISponge@aol.com  
**Sent:** Monday, September 10, 2007 12:46 PM  
**To:** Haley Fleming  
**Subject:** Re: Email

I just tried to send again without the attachment  
September 7, 2007

ARC  
Ms. Haley Fleming  
40 Courtland St, NE,  
Atlanta, GA 30303

Dear Ms. Fleming:

In response to our conversation last week, I am writing to you voice some concerns about the Eastside Village project that is currently under review by the ARC and GRTA. I have tried to review and absorb as much as I can by reading the Preliminary report and the DRI report for this development. Before going further, I also tried to understand the Regional Development Policies and the Mission Statements for both ARC and GRTA.

I noticed that "protect the character and integrity of existing neighborhoods, promote communities that feature greenspace and inform and involve the public in planning at regional, local and neighborhood levels" were listed among others. I also looked at the current proposed developments, the already zoned developments, the single-family housing developments in this corridor of Scenic Hwy, Ronald Regan, Tree Lane and Webb Gin House Road. As you can imagine, this was overwhelming for not only me, but other concerned residents of this community.

It was also frustrating to try to find information meeting agendas/deadlines for ARC and GRTA. How does the public get the information in order to get involved in the planning? Are there be signs on the property or are there notices in the paper? I noticed that the deadline for comments was September 6<sup>th</sup>, but I am hoping you will still pass along my concerns.

Below is a map from the ARC which I have marked the proposed developments and the already zoned development for Costco. Eastside Village will be touching the Costco development. The proposed Orchard Development will be touching on the other side. Also, showing is one of the Single Family developments just down the street on Tree Lane. This shows phenomenal growth that this area will have to absorb. If you develop out the map then our green space is shrinking and our air quality is decreasing. At the Snellville zoning meeting for the R-HOP the council voted against preserving 25% greenspace on a 4:1 vote. Please refer to the below link for the comments from Commissioner Jenkins about greenspace:

[http://www.brucegarraway.com/newsletter\\_archive.asp?letterid=113](http://www.brucegarraway.com/newsletter_archive.asp?letterid=113) Snellville passes Senior ordinance by Carol Townsend on January 24, 2007.

It is our hopes that the ongoing development in this corridor and the already approved developments in this area would play an important role in recommendations for this project.



9/12/2007

It is noted on the plans that the Type A units which are Duplexes, zoned R-HOP is near the Residential side of Tree Lane which will encourage more traffic to turn toward the already crowded Webb Gin House Road. As per the transportation analysis the area traffic from Medical Way to Webb Gin was 3,899. But, Webb Gin had a traffic count of 18,709 in 2005 from Dogwood to Moon Place. This project alone will add 4,600 cars per day to the area. That doesn't take into account the traffic from the already zoned Scenic Promenade-Costco development, the two single-family developments on Tree Lane and the new Havenstone on Webb Gin.

The turn lanes proposed in the study are crucial. Currently, there is only one traffic light down Webb Gin. It is at Cannon Methodist Church and Webb Gin House Road Exit ramp. A traffic light somewhere on Webb Gin is going to be imperative for the safety of our community. While 3,899 which is the traffic count between Webb Gin and Medical Way will probably not warrant a light, but 18,709(2005) cars moving up and down Webb Gin from Dogwood to Moon Place Road should warrant an additional light somewhere. It is understood that pre-existing conditions are present but in order to maintain the integrity and safety, a traffic device study should be performed on Webb Gin to determine the best location. The Safety/Accident report for this area will be available soon, but because time is of the essence, this letter is being sent without it.

When reviewing the DRI document concerning the traffic issues, it was noted that in is the Traffic Data collection method. Having lived in this community, one knows that school functions/organized sports and are decreasing in May. To have a study on a project that potential for tremendous impact on our community be done on Thursday, May 17 and then again on Tuesday, June 19<sup>th</sup> where an adjustment would be needed seems archaic. Why not do a study on Wednesday and Friday when school is in both times? Another concern is in Section 3.5 page 5 that two of the existing traffic counts were done in 2005. The rest were from 2006. This area has grown so much in the last two years; it would seem a 2007 traffic count would be required on these intersections.

Further in the study on page 12, 1230 people are projected living in the units, 646 will be workers outside the complex. It is assumed that each worker will leave to go to work and then return. In Table 2, page 4 is the Gross Trip Generation information. It is interesting that of the 406 units-2066 trips would be made daily but only 38 of those would be entering in peak am 76 would be leaving. Only 106 would enter during peak pm and 65 would be returning peak pm. The peak times vary according to intersections. How was it determined what the peak hours are and what projection method was used to determine which exit or entrance to the complex would be used?

On page 2 of the Preliminary report, it states that the zoning for this site, R-HOP was a collaborative effort between the ARC and the City of Snellville. Was the public notified about this joint effort and was an opportunity for the community to participate made available? I followed this issue closely as so did others, before we knew it, it was passed without our input. At this link summarizes how the community felt on that issue. [http://www.talkgwinnett.net/index2.php?option=com\\_content&do\\_pdf=1&id=123](http://www.talkgwinnett.net/index2.php?option=com_content&do_pdf=1&id=123).

Mayor Oberholtzer summed it up in the article by Carol Townsend:

When the discussion was concluded and the item was put to a vote, Oberholtzer stated that he would not vote in favor of the ordinance because of the inadequate sidewalk width and the removal of the open space requirement. He added, "I am not happy with the way this ordinance was handled. This was not open and honest government. I was specifically excluded from most of the correspondence regarding it."

The ordinance passed by a 4-1 vote.

From: [http://www.brucegarraway.com/newsletter\\_archive.asp?letterid=113](http://www.brucegarraway.com/newsletter_archive.asp?letterid=113)

Is this not against the ARC's Regional Development Plan Policy listed on page 3 of the Preliminary report.?

The enforcement of the R-HOP zoning is also unclear. It states that only one 55+ older has to live in the unit. **R-HOP Zoning Ordinance for Snellville** is in **Article 9-Section 9.6 page 15 of the Snellville Zoning Ordinance**. This can be reviewed at the City of Snellville's web site:  
<http://www.snellville.org/documents/plandev/zoning%20ordinance/zon%20ord%20article%2009%2001222007.pdf>

The DRI report (page12) indicates that the projected number of people is 3.03 per household. How many of those are projected as children? I have many friends in their 50's with children of all age groups, even elementary school age. This could potentially add further to overcrowding our schools. It is the impact of this R-HOP zoning that will make a difference for this area.

The report states that this plan does not pass the ARC's air quality benchmark test. What considerations will be made to be in compliance?

In summary, the Eastside Village project is a project that could potentially benefit our area. However, in its current form it would be detrimental for the community. Many of the residents in the area feel this project is too large (700+ units) for the area and that the City of Snellville should take another look at the size based on the other already zoned developments. This is a project that has been in the making for years. Ten years ago, it would have been fine but now it is of grave concern.

It would be helpful if the ARC/GRTA would make sure appropriate up-to-date data is used. Request that definite measures be taken to handle the increase in traffic, to encourage traffic to move through commercial areas by Tree Lane South to Ronald Regan or from Tree Lane South to Hwy 124. Another measure would be to make sure a study is requested to determine where to place a traffic light on Webb Gin as a condition for the recommendation of this project. Appropriate measures to meet the ARC's air quality benchmark test should be made. Sidewalks need to be added on Tree Lane where appropriate. R-HOP enforcement issues should be resolved. What the ARC could do to assist this area is to make sure all aspects of this project has been considered keeping inline with the Regional Development Plan and Policies. This project in its current state is a project that is too large for this area. Downsizing of the Duplexes and the Independent Living units would be most beneficial. While ARC's function is not to downsize projects, it is to protect our character and integrity of our existing neighborhood.

WE have to live and drive in this area and just want careful consideration of this massive project that could potentially destroy our neighborhood.

Thank you again for your time and consideration in reviewing this issue.

Respectfully submitted,

Peggy Gargiulo  
Resident

9/12/2007

Tree Lane Road

CC: Laura Bell, GRTA

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See what's new at [AOL.com](http://AOL.com) and [Make AOL Your Homepage](#).

**Haley Fleming**

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**From:** Charlie Kempton [kemptonc@msn.com]

**Sent:** Monday, September 10, 2007 11:25 AM

**To:** Haley Fleming; joberholtzer@snellville.org; kkautz@snellville.org; rjenkins@snellville.org; bbender@snellville.org; wauld@snellville.org

**Subject:** BROOKWOOD CLUSTER ALERT: Treelane project

Highway 124, Ronald Reagan Blvd. & Webb Gin House Road can't handle the existing traffic. Once these apartments have been built, you can discriminate against these tenants if they've children wanting to enroll in our schools. I would like to propose voting

# NO

## Please widen the roads before granting approval and reducing the number of trailers at our schools.

According to estimates from the Atlanta Regional Commission, *this development will increase traffic in the Tree Lane/Webb Ginn/Scenic Highway (S. R. 124)/Ronald Regan corridor by an additional 4,658 vehicles per day* by the project's completion. This vehicle count does not include projected traffic increases from proposed development between Best Buy and Lowe's on Hwy. 124, recently approved development on Hwy. 124 across from Aldi supermarket, nor increased traffic from new home construction in the area.

To complicate matters, the proposed project by Eastside Village , LLC is inside the Snellville City limits, while most of Tree Lane lies within Gwinnett County (i.e. outside the Snellville City limits). Unfortunately, since most of Tree Lane is in Gwinnett County , the county will bear most the expense of additional road maintenance and upkeep along Tree Lane Road and Webb Gin House Roads due to increased traffic from this development.

**SECOND** is the ongoing proposed rezoning request by Orchard Development to build apartments

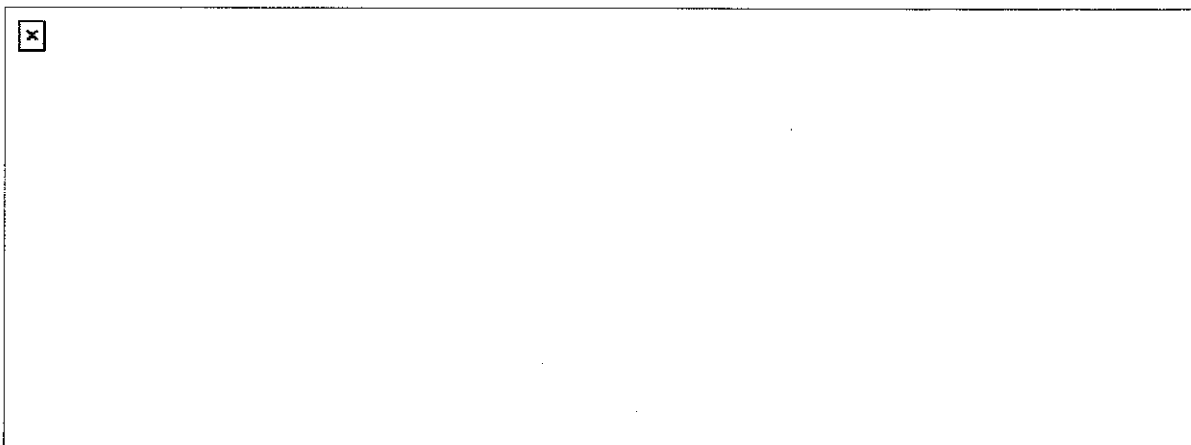
on Tree Lane (between the proposed development by Eastside Campus Village , LLC and the Eastside Physicians Center . This property is located inside the Snellville City Limits. *Serious concerns linger regarding how these apartments will be policed to guarantee that only residents age 55+ will be living in these apartments. Current zoning, R-HOP (Housing for Older People) only requires that one resident per unit be age 55+, and does not prohibit minors living on the premises. This opens the door for the possibility of continued overcrowding in Brookwood Elementary, Crews Middle, and/or Brookwood High School .*

Concerns about how this zoning will be enforced will be important for this development and the proposed 700+ bed Eastside Village development. The R-HOP Zoning Ordinance for Snellville is in Article 9-Section 9.6 page 15 of the Snellville Zoning Ordinance. This can be reviewed at the City of Snellville 's web site:

<http://www.snellville.org/documents/plandev/zoning%20ordinance/zon%20ord%20article%2009%2001222007.pdf>

***In addition to the above two issues***, please be advised that **there is a third development** called "Scenic Promenade" which includes Costco as a proposed anchor tenant. The Scenic Promenade is awaiting resolution of wetlands issues with the Department of Natural Resources before construction begins. No further zoning revisions are needed for this project.

Below is a map which was taken from the Atlanta Regional Commission's web site for the proposed Eastside Village development. The Orchard Group's proposed development and the Costco development have been added for your convenience and reference.





## Haley Fleming

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**From:** GCBruce@aol.com  
**Sent:** Sunday, September 09, 2007 3:30 PM  
**To:** Hflemming@atlantaregional.com  
**Cc:** JOberholtzer@snellville.org; KKautz@snellville.org; RJenkins@snellville.org; BBender@snellville.org; WAuld@snellville.org; Mike.Beaudeau@gwinnettcounty.com; Brian.Allen@gwinnettcounty.com  
**Subject:** OPPOSITION to DRI #1402, Eastside Village

2556 Bent Oak Trail  
Snellville, Georgia 30078  
September 9, 2007

Ms. Haley Fleming  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, Georgia 30303  
Via email: [Hflemming@atlantaregional.com](mailto:Hflemming@atlantaregional.com)

Re: Proposed Eastside Village, DRI #1402 in Snellville

Dear Ms. Flemming:

As a 22 year resident of Dogwood Plantation in Snellville (Gwinnett County) who frequently travels the area of Tree Lane Road, Webb Ginn House Road, Medical Way, and Presidential Circle, I am writing to voice my concerns regarding the proposed Eastside Village retirement development as referenced above. This development is being planned in an area that is already traffic clogged, and has extensive commercial development in a 2-mile radius with more large commercial developments underway.

I am particularly concerned that the traffic counts that were conducted by the ARC for this proposed development are not representative of year-round traffic patterns. When the first traffic study was conducted on May 17, 2007, this was approximately one week before Gwinnett County Public Schools dismissed for the 2006-2007 school year. By then, many of the extra-curricular activities for the school year had ended, and the traffic was much reduced. When additional traffic counts were conducted on June 19, 2007, GCPS had dismissed for the school year. I understand that the ARC has made adjustment factors of 0.93 and 0.95 to various traffic counts to compensate for the fact that school was not in session during the second traffic counts. ***However, I am extremely concerned that even with adding these adjustment factors that your traffic estimates for the roads where traffic surveys were conducted are very low and inaccurate. In addition, I do not feel that traffic surveys were conducted at all nearby critical intersections (i. e. Presidential Circle at Ronald Reagan Parkway, and Presidential Circle at Scenic Highway (S.R. 124)).***

Tree Lane Road is a narrow two-lane "frontage" type road that runs between Webb Ginn House Road and Medical Way (which feeds to Ronald Reagan Parkway and Scenic Highway (SR 124)). Only a small portion of this road is within the Snellville City limits, with the bulk of the road running in Gwinnett County. The portion that runs in Gwinnett County has entrances/exits to single family subdivisions as well as single family residences that front Tree Lane Road. Currently there are two new

9/12/2007

subdivisions under development that enter/exit on Tree Lane Road (in Gwinnett County) which will collectively add more than 400 cars to Tree Lane Road when completed. *The intersection of Webb Ginn House Road and Tree Lane Road (which lies in Gwinnett County) is already overburdened, and is very unsafe for drivers who attempt to make a left-hand turn onto Webb Ginn House Road or Tree Lane Road from Webb Ginn House Road. Tree Lane Road cannot handle the estimated additional 4,658 additional vehicles that this development would create.*

In addition, I understand that the ARC did not take into consideration a large "big box" retail development (which is in the final stages of approval), and will abut the north end of the proposed Eastside Village development. This "big box" development will add hundreds more vehicles each day to Presidential Parkway and Scenic Highway, and will, in all probability, increase traffic along Tree Lane Road for those who are traveling to and from the "big box" retail development from Webb Ginn House Road.

**I am requesting that the ARC reject the Eastside Village development as proposed due to the high volume of traffic that it would create in an already traffic clogged area. Furthermore, I am requesting that the ARC conduct more extensive traffic counts in the vicinity of Tree Lane Road (including all locations of original traffic studies, *plus* the intersections of Presidential Circle at Ronald Reagan Parkway and Presidential Circle at Scenic Highway). I firmly believe that these additional traffic counts, conducted during more normal Gwinnett County Public School extra-curricular schedules, will give a more accurate vehicle count than the ones taken by the ARC in May and June, 2007.**

Thank you for your assistance in this matter. Should you need additional information, please do not hesitate to contact me.

Joyfully,

**(Mrs.) Gaye C. Bruce**

Cc: Ms. Laura Bill  
Georgia Regional Transportation Authority  
Marquis Tower  
245 Peachtree Center Ave., NE  
Suite 900  
Atlanta, Georgia 30303-1223  
Via fax: 404-463-3060

Cc: Jerry Oberholtzer, Mayor of Snellville [JOberholtzer@snellville.org](mailto:JOberholtzer@snellville.org)  
Kelly Kautz Post 1, Snellville City Council [KKautz@snellville.org](mailto:KKautz@snellville.org)  
Robert Jenkins, Post 3, Snellville City Council [RJenkins@snellville.org](mailto:RJenkins@snellville.org)  
Barbara Bender, Post 4, Snellville City Council [BBender@snellville.org](mailto:BBender@snellville.org)  
Warren Auld, Mayor Pro Tem, Snellville City Council [WAuld@snellville.org](mailto:WAuld@snellville.org)  
Mike Beaudreau, District 3, Gwinnett County Commission  
[Mike.Beaudreau@gwinnettcountry.com](mailto:Mike.Beaudreau@gwinnettcountry.com)  
Brian Allen, Director, Gwinnett Department of Transportation [Brian.Allen@gwinnettcountry.com](mailto:Brian.Allen@gwinnettcountry.com)

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9/12/2007

## Haley Fleming

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**From:** Kim Roberts [KimR@ProcessControlEngineering.com]  
**Sent:** Friday, September 14, 2007 3:29 PM  
**To:** Haley Fleming  
**Subject:** Treelane-Eastside Village

1015 Bridgewater Walk  
Snellville, GA 30078  
September 13, 2007

ARC  
Ms. Haley Fleming  
40 Courtland St, NE,  
Atlanta, GA 30303

Dear Ms. Fleming:

I am writing to you concerning the Eastside Village development that is currently under review by the ARC. I was not aware this project was under review this month. I hope you will consider my comments. I am concerned that this development is too large for this area. Years ago, this would have been acceptable. Now, traffic in all directions is gridlock. Trailers are being used at all of the schools. Traffic at Ronald Regan and Presidential Circle is routinely backed on Ronald Regan to the Medical Buildings. Traffic from Brookwood High School to Tree Lane is also heavy.

In addition to the traffic, the R-HOP zoning is a problem. The community had little input on this zoning. There is no way to enforce this zoning. This needs more review.

I am opposed to this project in its current form. Please look at this project carefully and help protect the integrity of our community.

Thank you  
Kim Roberts  
770-985-2576

9/14/2007

## Haley Fleming

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**From:** Atul K. Saxena [asaxena@ggc.usg.edu]  
**Sent:** Friday, September 14, 2007 12:00 PM  
**To:** Haley Fleming  
**Cc:** jobeholtzer@snellville.org; KKautz@snellville.org; rjenkins@snellville.org; BBender@snellville.org; Atul K. Saxena  
**Subject:** Proposed Retirement Facility and other development

Dear Ms. Fleming:

It has been just brought to my attention that there is a proposal to develop a new 700+ bed retirement facility together with several other projects in our neighborhood.

I am writing this as concerned and responsible citizen of Gwinnett County in the interest of our families and friends. I am bothered by the fact our views and sentiments have been ignored. The proposed developments are going to significantly add to the congestion that has already adversely impacted our lives.

Please, before taking a final decision in the matter, do consider our plight.

Sincerely,  
-atul saxena  
(a very concerned resident)

9/14/2007

**Haley Fleming**

**From:** Jacobs [srjmrj@bellsouth.net]  
**Sent:** Friday, September 14, 2007 9:48 AM  
**To:** joberholtzer@snellville.org; KKautz@snellville.org; RJenkins@snellville.org; BBender@snellville.org; WAuld@snellville.org; Haley Fleming  
**Subject:** Proposed developments in the Tree Lane & Eastside Medical area

Honorable Mayor, City Council members and ARC,

I am writing to express my concern & opposition to the three proposed developments that are soon to be before you, and are also to be receiving a final comment from the ARC. Unfortunately this communication is rather late in the game, since we in the community have been kept pretty much in the dark about these proposed developments. The whole manner of how these three specific developments have progressed and the community not properly notified is a shame

My concerns stem primarily from the impact these developments will have on traffic in the area, and the failure to properly evaluate the impact they will have, in conjunction with current traffic volume & the impact which two other subdivisions under construction on Tree Lane will impart.

**First:**

Three developments in the Tree Lane area will negatively impact this community. The impact to the already overburdened roads cannot be overstated, yet it appears that this impact is not being properly considered in rushing these developments through.

The Eastside Campus Village, LLC to build a 700+ bed retirement facility on 43.85 acres on Tree Lane in the vicinity of the Surry Farms subdivision and north of Eastside Medical Center will create a huge impact on the already overburdened streets (4658 vehicle per day from this one project). Unfortunately the ACR has not properly considered the additional impact that this development will have, combined with two other subdivisions under construction on Tree Lane, the proposed development & traffic impact from the Orchard Development apartments on Tree Lane, and the Scenic Promenade development between Best Buy and Lowe's on Hwy. 124. The traffic increase that will occur from all of these will make the streets unbearable, and this is an issue that impacts all of us around Snellville, not simply those inside the City limits.

This traffic impact needs to be properly evaluated before any decision is made as to approving or rubber stamping the projects. The City, ARC & Gwinnett County need to determine what is needed in the way of street improvement before any development is approved. We cannot continue to develop with the focus of revenue increases. Our elected officials need to remember who put them there and that they have an obligation to the community first, and developers second.

Snellville has changed dramatically in the past 10 years (some for the good, a lot for the bad). The areas along Hwy 124 & Hwy 78 are quickly becoming another Memorial Drive, Buford Highway, or Peachtree Industrial area and the traffic that will be pushed onto Tree Lane & Webb Gin House Road will make them look more like GA Hwy 20 (rated as the most over design capacity road in metro Atlanta). **The roads and schools cannot support unrestricted growth.**

- ⊕ **Perhaps the City & Gwinnett County should consider adding an exit & entrance to both sides of Ronald Regan along the vicinity of Eastside Medical & Grace Church. This alone would help alleviate some of the traffic impact on Tree Lane & Webb Gin House Road. This would take some of the pressure off the exit at rush hour at Webb Gin House & also on Ronald Regan as it dumps into Hwy 124.**
- ⊕ **Also something to consider is extending Ronald Regan so that it communicates all the way into Grayson and does not stop at Hwy 124. This also would take a big burden off Webb Ginn House Road as well as at Hwy 124 and the surrounding roads leading toward**

Grayson.

- ⊕ Third, it is our understanding that a traffic light is not to be installed at Tree Lane & Webb Gin House Road (with the current construction plan for Webb Gin House). If nothing is to be done to help traffic exit from Tree Lane, it will soon be impossible to enter Webb Gin House Road from Tree Lane once these 3 proposed developments & the two subdivisions are completed.

Is the next consequence of this expansion to convert Webb Gin House Road into a 4 or six lane highway?

**Second:**

Although the proposed Orchard Development is slated to be a 55+ community, we have grave concerns as to how this will be policed to ensure it will actually be occupied as such. While our senior citizens do deserve a quality lifestyle and place to live, there are no guarantees that it truly will be a 55+ community when the proposals only call for at least one person over 55 to live in the home and does not prohibit minors living in the homes. We all know that in today's society, more and more grandparents are involved in raising their grandchildren, or their kids and grandchildren are living together with the grandparents.

If there are not some guarantees to prevent children from living in this community, the additional impact on the local schools will be unacceptable. **This development should not be allowed to proceed unless there is some provision to severely restrict it to 55+ residents so that the schools do not get negatively impacted and more overcrowded.**

No virus found in this outgoing message.

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Version: 7.5.487 / Virus Database: 269.13.19/1008 - Release Date: 9/14/2007 8:59 AM

9/14/2007

**Haley Fleming**

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**From:** Randy Scott [rscott@fssratl.com]

**Sent:** Friday, September 14, 2007 4:44 PM

**To:** Haley Fleming

Ms. Fleming,

I live off Tree Lane in Snellville and the proposed Eastside Campus Village is very disturbing to me. The traffic count of 4000+ more cars cannot be handled in this area. Snellville is a small town and some are trying to make it a large city. We in the Woodland Subdivision which is ¼ mile from the proposed development would hope you deny the approval of the Eastside Campus Village.

Sincerely,

Randy and Pam Scott  
1440 Woodland Lake Drive  
Snellville, GA 30078

9/14/2007

## Haley Fleming

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**From:** Adams [adamsfam2@bellsouth.net]  
**Sent:** Wednesday, September 19, 2007 9:20 AM  
**To:** Haley Fleming  
**Subject:** Emailing: usatoday.com

In June of 2006, my husband, I, and our two children, ages 11 and 13, moved to Snellville, GA from St. Louis, Missouri. We choose Snellville over other communities because of the strong school systems and commuting distance for my husband who works in Tucker. The school systems offer a great education, but are extremely overcrowded already. I worry tremendously over the ability of the system to continue to offer a quality education under such great pressures. Both of my children came in from gifted programs with A averages. They are a wonderful asset to their communities. The other concern is maintaining a desirable area in which to live so that we enjoy living here and our property values remain strong. Traffic is extremely congested here in Snellville. Every road is troubled with too many cars. There are many dangerous T-roads and turning lanes. Stop lights are backed up making what should be a 10 minute jaunt to the post office or grocery store a much bigger time commitment. Navigating traffic and getting to work on time has added more commuting time and stress to my husband's already long day. Because of the traffic problems and the worries of our community staying strong in support of our schools and property values, we fear we have made a poor decision in moving to this area. I know many areas in Atlanta are facing the same issues, but my hope is that careful planning and decision making will not force us to move our family and other desirable families out of Snellville. We need more parks for our children. It is difficult to get a field for baseball or soccer practice. We all need places to exercise our bodies, especially in today's times of video games and long work days. We need more green space to lessen stress, not car dealerships, housing developments and shops. Please work at keeping Snellville a desirable area by not selling out to the top dollar offered on the little land that is left. Work at lessening road congestion by not building. Period, not building. Not a retirement community, a Costco, etc.

Snellville is packed to capacity. Please build a strong community for us, the residents, to live. One where our children are safe and we are not stressed beyond limits in the way we must live. Please keep the building out. The citizens you represent are counting on you to keep our community protected and strong.

Gratefully,  
Susan Adams  
Brookwood Manor Resident

The message is ready to be sent with the following file or link attachments:

Shortcut to: <http://usatoday.com/>

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



## Haley Fleming

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**From:** Runandboat@aol.com  
**Sent:** Friday, September 14, 2007 5:21 PM  
**To:** Haley Fleming  
**Subject:** Snellville/Gwinnett Overbuilding

This area does not need any more building. Between the outrageous amount of commercial growth and the large number of new homes built recently, traffic has become too heavy.

A recent survey asked "What in Snellville would you like to have preserved?" My answer is "It's too late."

With the recent and current rate of new houses and commercial development, it may be time to think about moving out of Snellville and Gwinnett County.

Please do not allow the building of the 700-bed retirement facility on Tree Lane.

Ruth and Robert Bruhns  
2621 Stokesley Way  
Snellville, Ga. 30078

\*\*\*\*\*

See what's new at <http://www.aol.com>

## Haley Fleming

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**From:** Kent & Terilyn Clay [gaclay5@bellsouth.net]  
**Sent:** Friday, September 14, 2007 9:46 AM  
**To:** jobberholtzer@snellville.org; KKautz@snellville.org; rjenkins@snellville.org; BBender@snellville.org; wauld@snellville.org; Haley Fleming  
**Subject:** opposed to Tree Lane Retirement Center and other planned developments--please read/listen!

My family (and community) is opposed to the zoning of a retirement "village" on Tree Lane in Snellville for several reasons. We are opposed to all the sudden building going on in our area--we've had enough! There is only so much traffic one small area can take, and we're at capacity!

First, the traffic is horrendous in our area even before units are built! We live in the BrightWater subdivision off Webb Gin House Rd. near Tree Lane and find it very dangerous to even try to exit our neighborhood because of all the added traffic from construction in our area. We've lived here for eight years and have seen problem after problem related to the traffic and influx of people. Just trying to drive down Webb Gin House (even during non-rush-hour times) has proven very frustrating.

Secondly, our schools are inundated and are being diluted with residents who I believe aren't even residents of this area--many staying with grandparents or relatives who are suddenly their "legal guardians" when it comes time to register in our schools. I saw it happen again and again at Crews Middle as I was volunteering during registration--lots of older "legal guardians" (grandparents) who want their kids to come to our schools but don't live here. Brookwood cluster has a wonderful reputation for education, and I'm afraid of the possible decline from grandparents living in this new structure who suddenly become "legal guardians" of children/relatives who want to be a part of it. I see a lot of draining of our educational resources and many don't volunteer to help in return.

And this whole "Scenic Promenade" promenade shopping center proposal on 124 is ludicrous. We have enough stores/shops/restaurants--and TRAFFIC--on Highway 124. What a mess it's become!

Enough is enough. I am sick and tired of all the work that we try to do to keep additional construction from happening in our area/cluster and no one listens to those of us who have to put up with it every day. This is not progress....this is a nightmare that needs to stop. Please listen to my concerns and help us make a difference in this area that we love....

Thanks,  
Terilyn Clay  
2452 Twilight View  
Snellville, GA 30078  
770-982-0088

9/14/2007

# Developments of Regional Impact

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DRI #1402

## DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

### Local Government Information

Submitting Local Government: Snellville

Individual completing form: Jessica Roth, AICP - Director of Planning &amp; Develo

Telephone: 770-985-3509

E-mail: jroth@snellville.org

\*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: Eastside Village

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Tree Lane at New Hampton Drive Parcels 059-077, 089-092, and 105 in Land Lot 41 of the 5th District

Brief Description of Project: 44.60 acre project consisting of 726 units of senior housing, an activity center, and medical offices. Square footage and unit totals are as follows: Duplexes: 60 units, 30 buildings, 57,000 s.f. Independent Living: 346 units, 2 buildings, 346,000 s.f. Assisted Living: 200 units, 2 buildings, 160,000 s.f. Nursing Home: 120 units, 1 building, 40,000 s.f. Medical Offices: 2 buildings, 51,500 s.f. Activity Center: 1 building, 10,000 s.f.

**Development Type:**

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	726 residential units, 664,500 s.f. total (603,000 s.f. residential, 61,500 s.f. for medical offices)		
Developer:	Eastside Campus Village, LLC		
Mailing Address:	c/o Mahaffey Pickens Tucker, LLP		
Address 2:	1550 North Brown Road, Su. 125		
	City:Lawrenceville State: GA Zip:30043		
Telephone:	770-232-0000		
Email:	ltucker@mptlawfirm.com		
Is property owner different from developer/ applicant?	(not selected)	Yes	No
If yes, property owner:	Madison Ventures, Ltd.		
Is the proposed project entirely located within your local government's jurisdiction?	(not selected)	Yes	No
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?	(not selected)	Yes	No
If yes, provide the following information:	Project Name:		
	Project ID:		
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other		
Is this project a phase or part of a larger overall project?	(not selected)	Yes	No
If yes, what percent of the overall project does this project/phase represent?			

Estimated Project Completion Dates:

This project/phase: Unknown  
Overall project: Unknown

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# Developments of Regional Impact

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DRI #1402

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

### Local Government Information

Submitting Local Government:	Snellville
Individual completing form:	Jason Thompson Acting Director
Telephone:	770-985-3509
Email:	jthompson@snellville.org

### Project Information

Name of Proposed Project:	Eastside Village
DRI ID Number:	1402
Developer/Applicant:	Eastside Campus Village, LLC
Telephone:	770-232-0000
Email(s):	ltucker@mptlawfirm.com

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected)	Yes	No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected)	Yes	No

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

### Economic Development

Estimated Value at Build-Out:	700,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,050,000

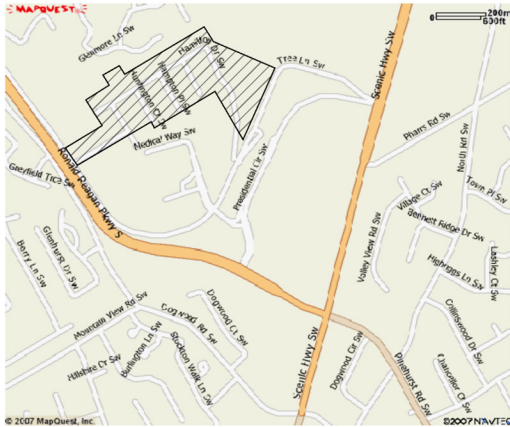
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected)	Yes	No
Will this development displace any existing uses?	(not selected)	Yes	No
If yes, please describe (including number of units, square feet, etc):			
<b>Water Supply</b>			
Name of water supply 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)?	0.193 MGD		
Is sufficient water supply capacity available to serve the proposed project?	(not selected)	Yes	No
If no, describe any plans to expand the existing water supply capacity:			
Is a water line extension required to serve this project?	(not selected)	Yes	No
If yes, how much additional line (in miles) will be required? .25 miles of water lines to service internal buildings.			
<b>Wastewater Disposal</b>			
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)?	0.113 MGD		
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to expand existing wastewater treatment capacity:			
Is a sewer line extension required to serve this project?	(not selected)	Yes	No
If yes, how much additional line (in miles) will be required?.75 miles			
<b>Land Transportation</b>			
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.)	157 Entering and 113 exiting trips during AM PEAK. 178 entering and 229 exiting trip during PM peak.		
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected)	Yes	No
Are transportation improvements needed to serve this project?	(not selected)	Yes	No
If yes, please describe below:Please see transportation study provided by Kimley-Horn.			
<b>Solid Waste Disposal</b>			

How much solid waste is the project expected to generate annually (in tons)?	1,252
Is sufficient landfill capacity available to serve this proposed project?	(not selected)    Yes    No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected)    Yes    No
If yes, please explain:Any materials associated with medical waste.	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Existing Detention Pond sized to serve proposed development. Regional pond has 143 acres served.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected)    Yes    No
2. Significant groundwater recharge areas?	(not selected)    Yes    No
3. Wetlands?	(not selected)    Yes    No
4. Protected mountains?	(not selected)    Yes    No
5. Protected river corridors?	(not selected)    Yes    No
6. Floodplains?	(not selected)    Yes    No
7. Historic resources?	(not selected)    Yes    No
8. Other environmentally sensitive resources?	(not selected)    Yes    No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
<a href="#">Back to Top</a>	



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CLIENT CONTACT:  
Eastside Campus Village, LLC  
c/o R. Lee Tucker, Jr.  
Mahaffey Pickens Tucker, LLP  
1550 North Brown Road, Suite 125  
Lawrenceville, Georgia 30043



**SITE NOTES:**

- One existing home to remain on site.
- No bike lanes or trails are proposed within the site.

TYPE	BUILDING TYPE	HEIGHT	# OF BUILDINGS	UNIT COUNT	AREA	UNITS/ACRE	AREA/ACRE
TYPE A	DUPLEX	SINGLE STORY	30	60	57,000 S.F.	1.37	1,300 SF
TYPE B	INDEPENDENT LIVING	4 STORY	2	346	346,000 S.F.	7.89	7,891 SF
TYPE C	ASSISTED LIVING	2 STORY	2	200	160,000 S.F.	4.56	3,649 SF
TYPE D	NURSING HOME	SINGLE STORY	1	120	40,000 S.F.	2.74	912 SF
TYPE E	MEDICAL OFFICES	3 STORY	1	N/A	36,500 S.F.	N/A	832 SF
TYPE F	MEDICAL OFFICES	2 STORY	1	N/A	15,000 S.F.	N/A	342 SF
TYPE G	ACTIVITY CENTER	1 STORY	1	N/A	10,000 S.F.	N/A	228 SF
TOTALS				726	664,500 S.F.	16.56	15,154 SF
PARKING COUNT		PROVIDED:	785	REQUIRED:	779		

**STANDARD NOTES:**

This submission represents a proposed development on behalf of the applicant. It is intended to facilitate an application for re-zoning with the City of Snellville.

All work shall comply with applicable state, federal, and local codes, and shall be performed in accordance with all applicable governing authorities.

The information included in these documents is intended for the benefit and use of the applicant. It is believed to be fully accurate, and was assembled using our best professional judgement and experience. The documents are not fully inclusive of all information pertaining to the subject properties. Rather, they indicate only that information relevant to a full and complete application to the City of Snellville, for the purpose of a re-zoning application.

**EASTSIDE VILLAGE - REZONING SITE PLAN**

TREE LANE, SNELLVILLE, GEORGIA 30078  
Land Lot 41 and 56 - 5th District - Parcel 5041 059-077, 089-092, 105, 5056 002, 113 - 43.85 Acres  
Current Zone: RS150- Single Family Residence District  
Proposed Zone: R-HOP- CC: Continuous Campus Care District

3 April 2007 Scale 1" = 100'  
30 July 2007- REVISED



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