



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: Sep 28 2007

ARC REVIEW CODE: R709291

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 related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Villa More

Review Type: Development of Regional Impact

Description: The proposed Villa More is a 9.5 acre mixed use development in Gwinnett County. The proposed development will consist of 324 condominiums, 105,000 square feet of retail, 57,000 square feet of office, and a 300 room hotel. The proposed development is located along the west side of Steve Reynolds Blvd and the north side of Shackleford Road. The proposed development was originally reviewed in 2005 as the Steve Reynolds Blvd High Rise, also known as Belle Verde, located on the opposite side of Shackleford Road along Steve Reynolds Blvd.

Submitting Local Government: Gwinnett County

Date Opened: Sep 28 2007

Deadline for Comments: Oct 12 2007

Earliest the Regional Review can be Completed: Oct 28 2007

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 DULUTH
DeKALB COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY SCHOOLS

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-10-12 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/landuse> .



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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: **Villa More** *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:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

Return Date: Oct 12 2007

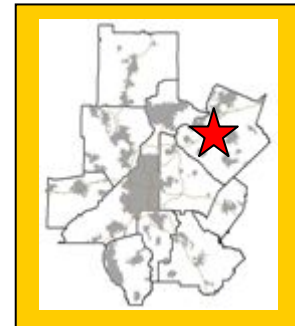
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Preliminary Report:	Sept 28, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Villa More #1510
Final Report Due:	October 28, 2007		Comments Due By:	October 12, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Villa More is a 9.5 acre mixed use development in Gwinnett County. The proposed development will consist of 324 condominiums, 105,000 square feet of retail, 57,000 square feet of office, and a 300 room hotel. The proposed development is located along the west side of Steve Reynolds Blvd and the north side of Shackelford Road. The proposed development was originally reviewed in 2005 as the Steve Reynolds Blvd High Rise, also known as Belle Verde, located on the opposite side of Shackelford Road along Steve Reynolds Blvd.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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 C-3. The proposed zoning for the site is HRR (high rise residential) and C-3. Information submitted for the review states that the proposed zoning is consistent with Gwinnett County's Future Land Use Map which designates the area as a major activity center and commercial/retail district.

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.

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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
2006	Steve Reynolds Blvd High Rise
1998	Opus South
1998	Sweetwater Apartments
1996	Wesley Place Apartments
1995	Satellite Mixed Use Development
1990	Breckinridge Place
1989	Gwinnett Commerce Center
1988	Koger Center of Gwinnett
1988	Hampton Green- Revised
1988	Venture Point
1986	Hampton Green

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed Steve Reynolds Blvd High Rise development is a mixed use development that meets several of ARC's Regional Development Policies. The proposed development is located within the mega corridor along Interstate 85 on the Atlanta Region Unified Growth Policy Map. Mega corridors are defined as the most intensely radial corridors in the region.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population and employment growth in central Gwinnett County over the next 25 years. ARC forecasts a population of over 233,000 residents in central Gwinnett County and an employment base of greater than 171,000 jobs. Overall, Gwinnett County's population is forecasted by the ARC to be just under one million and a total employment base for the County of over half a million jobs by 2030. The incorporation of higher density housing with convenient access to neighborhood services and the regional transportation network is essential to accommodating the expected growth efficiently.

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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.

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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.

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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 Gwinnett County along the west side of Steve Reynolds Boulevard, and north of Shackelford Road.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the Gwinnett County boundaries; however, it is approximately three miles from the City of Norcross and two miles from the City of Duluth.

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

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$14,000,000 with an expected \$4,000,000 in annual local tax revenues.

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



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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.

To be determined during the review.

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?

The site will have one right-in/right-out (RIRO) access driveway along Steve Reynolds Boulevard, one RIRO access driveway along Shackelford Road and one full access driveway along Shackelford Road. The full access driveway along Shackelford Road will be shared with the Louise Radloff Middle School.

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

Gresham, Smith and Partners 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
Condominium 324 Units	23	120	143	113	55	168	1,899
Commercial/Shopping Center 105,000 SF	66	42	108	189	205	394	4,509
Office 57,000 SF	78	11	89	14	71	85	628
Hotel 300 Rooms	102	66	168	93	84	177	2,451
<i>Mixed-Use Reduction</i>	-14	-14	-28	-51	-51	-102	-1,206
<i>Alternative Mode Reduction</i>	-5	-3	-8	-6	-6	-12	-139
<i>Pass-By Reduction</i>	-22	-14	-36	-64	-67	-313	-1,537
TOTAL NEW TRIPS	228	208	436	288	291	579	6,787

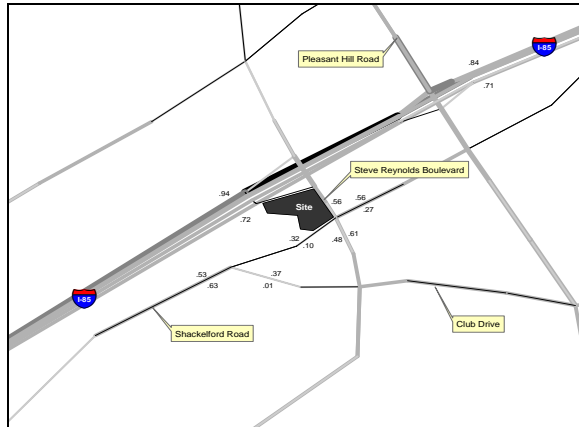
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

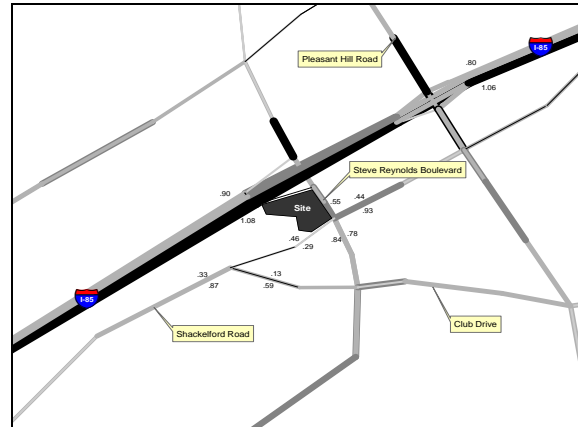
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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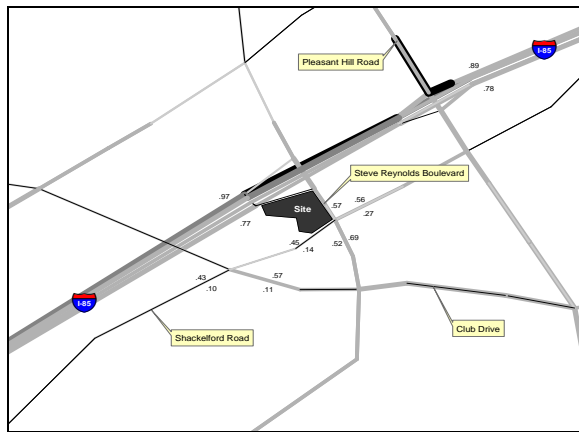
V/C Ratios



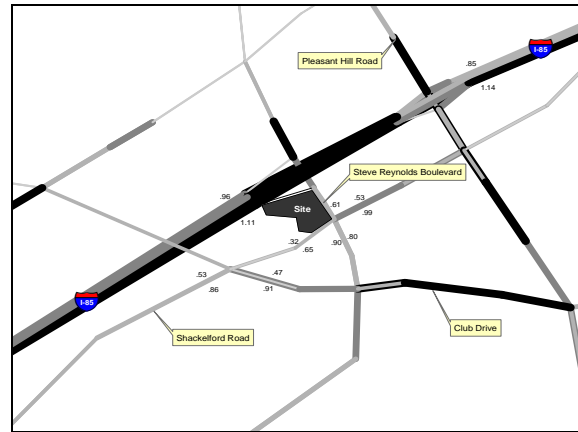
2010 AM Peak



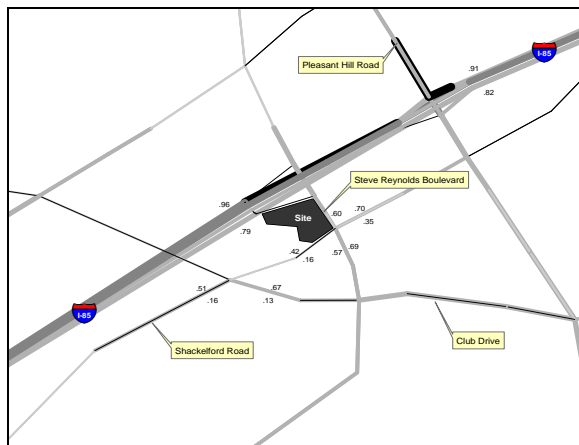
2010 PM Peak



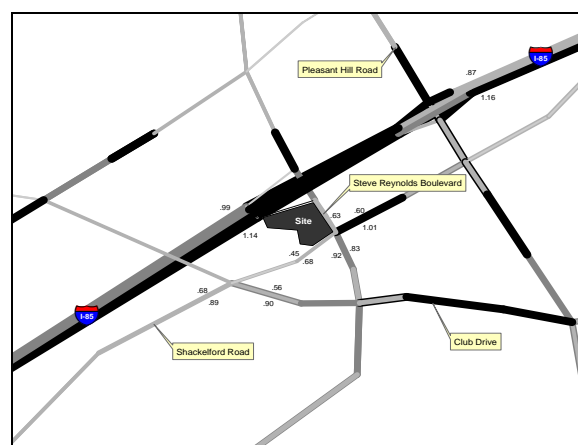
2015 AM Peak



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-302	Pleasant Hill Road ATMS from US 29 (Lawrenceville Highway) to Steve Reynolds Boulevard	ITS-Smart Corridor	2011
GW-309A	West Liddell Road / Club Drive Connector from Satellite Boulevard to Shackelford Road	General Purpose Roadway Capacity	2012
GW-309B	West Liddell Road / Club Drive Connector at I-85 North	Bridge Capacity	2015

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-905A	I-85 North BRT from Doraville MARTA Station to Sugarloaf Parkway	Fixed Guideway Transit Capital	2025
AR-905B	I-85 North BRT from Doraville MARTA Station to Sugarloaf Parkway	Fixed Guideway Transit Capital	2025
GW-320	Shackelford Road / Breckinridge Boulevard / North Brown Road Connector ATMS from Steve Reynolds Boulevard to Old Peachtree Road	ITS-Smart Corridor	2030

**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 Villa More.

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

- *Steve Reynolds Boulevard*
 - Modify the westbound approach at the intersection with Shackelford Road to allow westbound right turn lanes out of the outside through lane. The lane usage would be a right, through-right and through for these movements. This improvement does not require additional roadway widening, but would require striping and traffic signal modifications.
 - Install an additional through lane southbound along Steve Reynolds Boulevard at the intersection with Club Drive. This lane can be provided by converting the existing southbound right turn lane into a shared through-right turn lane. Since the southbound right turn volume is relatively low there would still be ample capacity for the southbound right turn movement.

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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.

- *Shackelford Road*
 - Signalize the Shackelford Road / Shared Site Access intersection
 - Install a westbound right-turn lane at the East Site Access intersection
 - Install a southbound right-turn only lane exiting the site at the East Site Access intersection.
- *Steve Reynolds Boulevard*
 - Install a southbound right-turn lane at the intersection with the RIRO Access Driveway.
 - Install an eastbound right-turn only lane exiting the site at the RIRO Access Driveway.

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

Gwinnett County Transit (GCT) provides bus transit service in the study location vicinity. There are currently two bus routes that stop within ¼ mile of the site. Gwinnett County Transit Local Route 30 (Norcross/Technology Park area) stops at the Shackelford road / Club Drive intersection, approximately 0.22 miles southwest of the Villa More site.

Gwinnett County Transit Express route 102A (Gwinnett Place Mall) stops at the Shackelford Road / Pineland Road intersection, approximately 0.23 miles northeast of the Villa More site.

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

None proposed.

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

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

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

Based on the traffic analysis completed by Gresham, Smith and Partners and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of

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accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

The ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

The site plans for proposed DRI show excellent planned pedestrian and bicycle facilities. These facilities will allow pedestrian circulation within the site and the safe movement along Shackelford Road and Steve Reynolds Boulevard.

The ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Provide sidewalks as shown on the submitted site plan.
 - The sidewalks along the public roads adjacent to the site should have a 5'-6' pedestrian right-of-way separated from the street by a 4' vegetative strip.
- Provide dedicated bicycle parking in the residential parking deck.
- Coordinate with Gwinnett County and adjacent land owners to extend sidewalks on Shackelford Road to the Club Drive intersection thereby enhancing pedestrian access to GCT Route 30.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated less than 0.18 MGD.

Which facility will treat wastewater from the project?

The Beaver Ruin facility will provide wastewater treatment for the proposed development.

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

The capacity of Beaver Ruin Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
4.5	4.5	4.46	4.5	0	None	

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

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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 0.18 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 700 tons of solid waste per year and the waste will be disposed of in Gwinnett 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?

Preliminary Report:	Sept 28, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Villa More #1510
Final Report Due:	October 28, 2007		Comments Due By:	October 12, 2007

- **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 324 housing units that will include condominiums.

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

No.

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

The site proposed for the development is located in Census Tract 505.17. This tract had a 17.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 23 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

Developments of Regional Impact

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DRI #1510

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Gwinnett County

Individual completing form: Jeff West, Planning Manager

Telephone: 678-518-6200

E-mail: 678-518-6275

*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: Villa More

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): Steve Reynolds Blvd @ I-85

Brief Description of Project: Mixed Use: 3 12-story condo/office towers; retail; 12-story hotel.

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.):	891,338 sq ft		
Developer:	Y Group Enterprises, Inc.		
Mailing Address:	c/o Anderson Tate & Carr PC		
Address 2:	1505 Lakes Parkway, Suite 100		
	City:Lawrenceville State: GA Zip:30043-5858		
Telephone:	770-822-0900		
Email:	msullivan@atclawfirm.com		
Is property owner different from developer/ applicant?	(not selected) Yes No		
If yes, property owner:	APEK Investments LLC; ORO Enterprises Inc.; Sang Pyun; Jae Pyun; AEHCC, LLC		
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 Special Use Permit		
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: not provided
Overall project: not provided

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DRI #1510

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Gwinnett County

Individual completing form: Jeff West, Planning Manager

Telephone: 678-518-6200

Email: 678-518-6275

Project Information

Name of Proposed Project: Villa More

DRI ID Number: 1510

Developer/Applicant: Y Group Enterprises, Inc.

Telephone: 770-822-0900

Email(s): msullivan@atclawfirm.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:

\$14,000,000.00

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

\$4,000,000.00 (per developer)

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

(not selected) Yes No

Will this development displace any existing uses?	(not selected)	Yes	No
If yes, please describe (including number of units, square feet, etc):			
Water Supply			
Name of water supply provider for this site:	Gwinnett County		
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.18 mgd		
Is sufficient water supply capacity available to serve the proposed project?	(not selected)	Yes	No
If no, describe any plans to expand the existing water supply capacity:			
Is a water line extension required to serve this project?	(not selected)	Yes	No
If yes, how much additional line (in miles) will be required?			
Wastewater Disposal			
Name of wastewater treatment provider for this site:	Gwinnett County		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	<0.18 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?			
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.)	508 a.m.; 824 p.m. (see TIS)		
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected)	Yes	No
Are transportation improvements needed to serve this project?	(not selected)	Yes	No
If yes, please describe below: Traffic signal; accel/decel lanes; auxillary/additional/modified travel lanes. (see TIS)			
Solid Waste Disposal			
How much solid waste is the project expected to generate annually (in tons)?	700 tons/annum		
Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to expand existing landfill capacity:			
Will any hazardous waste be generated by the development?	(not selected)	Yes	No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	80%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Detention pond and structural BMPs	

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:			
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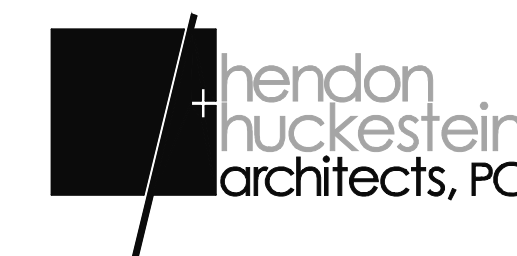


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FOR

Y•GROUP

2805 PEACHTREE INDUSTRIAL
BLVD. #212
DULUTH, GA 30096
(770) 814-7521

ANDERSON TATE
CARR, P.C.

1505 LAKES PARKWAY
SUITE 100
LAWRENCEVILLE, GA 30043
(770) 822-0900

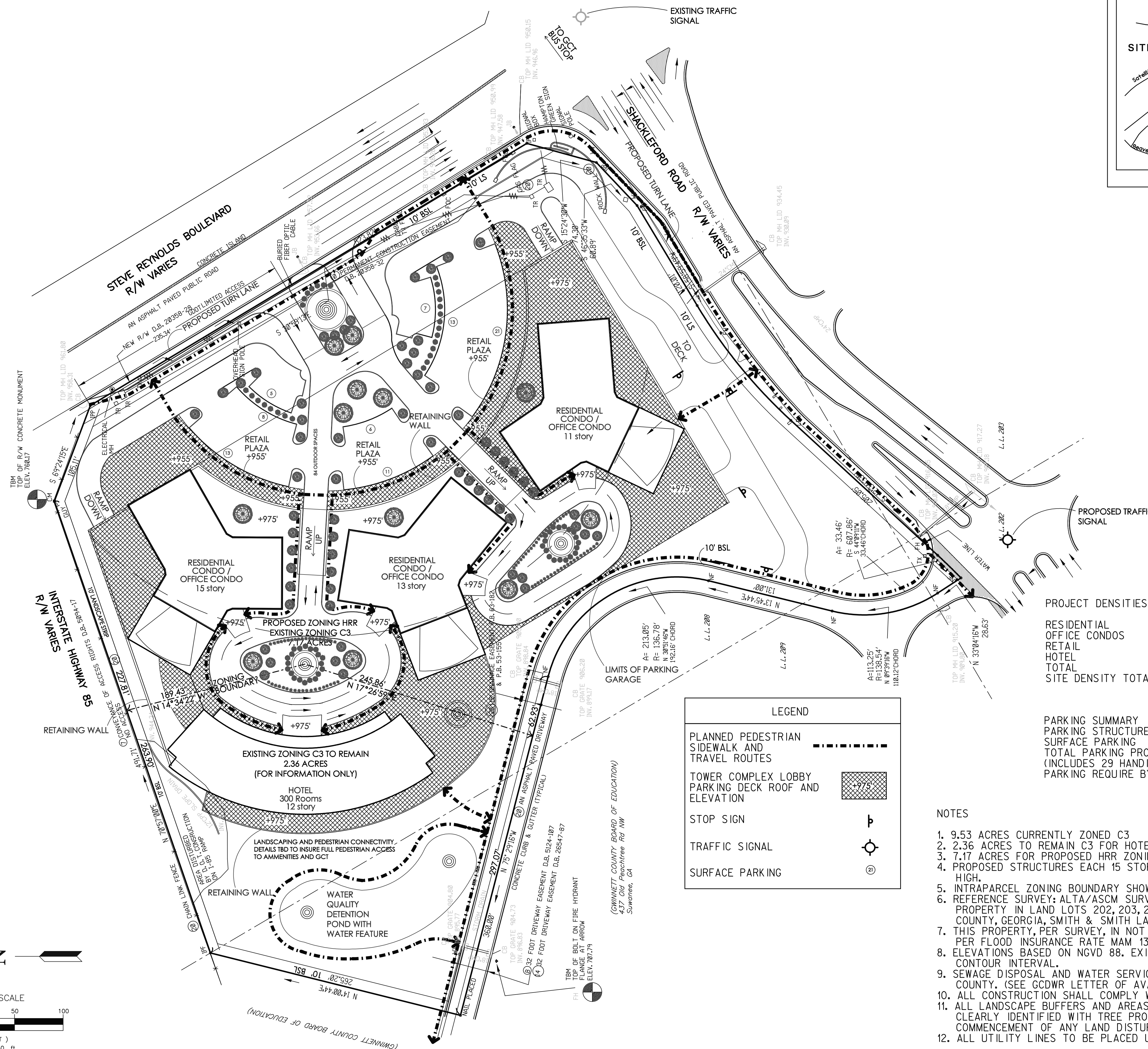
VILLA MORE
Gwinnett County, GA

REVISION

No. - Date - Revision		
1	9.16.07	DRI UPDATE
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	.	.

RZ-1

FILE: VMC101.dgn
PROJECT: 25923.00
DATE: 7/9/07



NOTES

1. 9.53 ACRES CURRENTLY ZONED C3
2. 2.36 ACRES TO REMAIN C3 FOR HOTEL
3. 7.17 ACRES FOR PROPOSED HRR ZONING
4. PROPOSED STRUCTURES EACH 15 STORY MAXIMUM, LESS THAN 300 FEET HIGH.
5. INTRAPARCEL ZONING BOUNDARY SHOWN FOR ZONING PURPOSES ONLY.
6. REFERENCE SURVEY: ALTA/ASCM SURVEY OF LOTS 3 & 4, BLOCK 'A', PROPERTY IN LAND LOTS 202, 203, 208 & 209, 6TH DISTRICT, GWINNETT COUNTY, GEORGIA, SMITH & SMITH LAND SURVEYORS, P.C.
7. THIS PROPERTY, PER SURVEY, IN NOT WITHIN THE 100-YEAR FLOOD ZONE PER FLOOD INSURANCE RATE MAP 1303220160E, DATED JULY 20, 1988.
8. ELEVATIONS BASED ON NGVD 88. EXISTING CONTOURS ARE AT ONE (1) CONTOUR INTERVAL.
9. SEWAGE DISPOSAL AND WATER SERVICE WILL BE PROVIDED BY GWINNETT COUNTY. (SEE GCDWR LETTER OF AVAILABILITY)
10. ALL CONSTRUCTION SHALL COMPLY WITH GWINNETT COUNTY STANDARDS.
11. ALL LANDSCAPE BUFFERS AND AREAS TO HAVE TREES SAVED SHALL BE CLEARLY IDENTIFIED WITH TREE PROTECTION FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
12. ALL UTILITY LINES TO BE PLACED UNDERGROUND.

PROJECT DENSITIES-AS A WHOLE (9.5 ACRES)

RESIDENTIAL	633,000	SF	60.5%
OFFICE CONDOS	57,000	SF	5.4%
RETAIL	105,000	SF	10.0%
HOTEL	252,000	SF	24.1%
TOTAL	1,047,000	SF	100.0%
SITE DENSITY TOTAL	109.864	SF/ACRE	

LEGEND

PLANNED PEDESTRIAN
SIDEWALK AND
TRAVEL ROUTES

TOWER COMPLEX LOBBY
PARKING DECK ROOF AND
ELEVATION

STOP SIGN

TRAFFIC SIGNAL

SURFACE PARKING

19-SEP-2007

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B.O.