REGIONAL REVIEW FINDING

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

DATE: May 3 2008 **ARC REVIEW CODE**: R804031

TO: Chairman Charles Bannister
ATTN TO: Jeff West, Planning Manager
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

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

Submitting Local Government: Gwinnett County
Name of Proposal: **Pleasant Hill Village**

Review Type: Development of Regional Impact	**Date Opened:** Apr 3 2008	**Date Closed:** May 3 2008

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 ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located in the mega corridor which is the most intensely developed radial corridors in the region.
The proposed development is adjacent to single family residential homes. The RDP Policies seek to promote new communities that provide an appropriate mix of uses and housing options while protecting the character and integrity of existing neighborhoods. It is recommended that the developer work with the neighborhood to mitigate potential adverse impacts of the development onto the neighborhood.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF DULUTH
FULTON COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF BERKELEY LAKE
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SUWANEE

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.

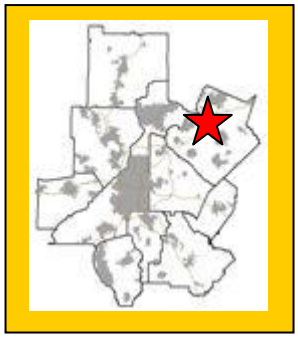
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	April 3, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Pleasant Hill Villlage #1682
Final Report Due:	May 3, 2008		Comments Due By:	April 17, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Pleasant Hill Village is a mixed use development located on 25.75 acres in Gwinnett County. The proposed development will consist of 458,000 square feet of retail, 240,000 square feet of office, 8,300 square feet of restaurant space, a 150 room hotel, 790 residential units, and 32 townhomes. The proposed development is located along Pleasant Hill Road between Sunset Street and Woodberry Drive.



PROJECT PHASING:

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

GENERAL

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

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned R-75 (single family residential). The proposed zoning for the site is MUR (mixed use redevelopment) Information submitted for the review states that the proposed development is not consistent with the Gwinnett County's Future Land Use Plan, which designates the area as Low Density Residential.

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

No comments were received identifying inconsistencies with any 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?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

Year	Name
2007	Atlanta Global Station
2000	Crossroads at Gwinnett Place
1998	Opus South
1995	Satellite Mixed Use Development
1993	Tree Summit Apartments
1986	Post Gwinnett

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, there are currently single family residences on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located in the mega corridor which is the most intensely developed radial corridors in the region.

The proposed development is adjacent to single family residential homes. The RDP Policies seek to promote new communities that provide an appropriate mix of uses and housing options while protecting the character and integrity of existing neighborhoods. It is recommended that the developer work with the neighborhood to mitigate potential adverse impacts of the development onto the neighborhood.

For better connectivity and access management, ARC staff recommends the elimination Driveway #1 and provide alternate access via Sunset Street or Woodberry Drive. Driveway #1 only provides access to one parking deck which does not warrant a curb cut onto an Urban Principle Arterial. In addition, it is located less than 200 ft. away from Woodberry Drive which poses access management spacing and stopping site distance issues. At a minimum, provide a pedestrian connection via Woodruff Drive

The developer should coordinate with Gwinnett County Transit to assess whether or not local fixed route bus service could be altered to serve the site. If such route alteration is necessitated the development should provide appropriate accommodations such as, but not limited to, covered bus shelters, trash receptacles, and lighting. If such route alteration is not warranted, a shuttle service connecting to the Gwinnett Place Transit Center might make a good alternative.

FINAL REPORT

Regional Development Plan Policies

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

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

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

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

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

6. Promote the reclamation of Brownfield development sites.

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

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

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

10. Promote sustainable and energy efficient development.

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

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

13. Provide strategies to preserve and enhance historic resources

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

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

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

17. Coordinate local policies and regulations to support Regional Policies

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

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located in Gwinnett County bounded by Pleasant Hill Road to the south, Sunset Street on the west, Woodberry Drive on the east, and on the north by Pineview street and Woodruff Drive.

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.

The proposed development is entirely within the Gwinnett County; however it is adjacent to the City of Duluth and less than two miles from the City of Berkeley Lake.

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.

None were determined during the review. The proposed development is adjacent to single family residential homes. It is recommended that the developer work with the neighborhood to mitigate potential adverse impacts of the development onto the neighborhood.

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 $450,000,000 with an expected $5,600,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

Stream Buffers and Watershed Protection

The proposed project is in the Yellow River watershed, which is not a water supply watershed in the Atlanta Region. No Part 5 Water Supply Watershed Criteria apply. No streams are on or near the project property are shown on either the site plan or the regional coverage for the project area. Any unmapped streams on the property may subject to the Gwinnett County stream buffer ordinance, which requires a 50-foot buffer and an additional 25-foot impervious surface setback on both banks of all streams under the ordinance's jurisdiction. Any state waters on the property will be subject to the State Erosion and Sedimentation Act 25-foot stream buffer.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Commercial use was chosen because of the overall impervious coverage on the property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	25.75	44.03	448.05	2781.00	25312.25	31.67	5.67
TOTAL	25.75	44.03	448.05	2781.00	25312.25	31.67	5.67

Total % impervious 85%

Water quality ponds are identified on the project plans. In the design of these ponds and other stormwater runoff quality measures, the project should include the stormwater management controls (structural and/or nonstructural) found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual in order to fully address post-construction stormwater runoff quality. Where possible, the project also should use 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?

The proposed development will be accessible by six driveways. Three of the driveways will be along Pleasant Hill Road, one along Sunset Street and two along Pineview Street.

- **Driveway 1** is proposed as a right-in/right-out commercial driveway on Pleasant Hill Road approximately 195 ft. northwest of Woodberry Drive.
- **Driveway 2** is proposed as a full movement commercial driveway on Pleasant Hill Road approximately 647 ft. northwest of Woodberry Drive.
- **Driveway 3** is proposed as a right-in/right-out commercial driveway on Pleasant Hill Road approximately 380 ft. southeast of Sunset St.
- **Driveway 4** is proposed as a full movement residential driveway on Sunset Street approximately 600 ft. northeast of Pleasant Hill Road.
- **Driveway 5** is proposed as a full movement residential driveway on Pineview Street approximately 530 ft. southeast of Sunset Street.

- **Driveway 6** is proposed as a full movement residential driveway on Pineview Street approximately 700 ft. southeast of Sunset Street.

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

LAI Engineering 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
Shopping Center 20,062 SF	294	187	481	841	911	1,752	20,062
Residential Townhouse 32 Units	2	12	14	11	5	16	188
Mid-Rise Residential Condominium/Townhouse 355 Units	21	99	120	85	50	135	1,484
High-Rise Residential Condominium/Townhouse 435 Units	26	122	148	104	61	165	1,818
Hotel 150 Rooms	51	33	84	47	42	89	1,226
General Office 240,900 SF	122	17	139	22	111	133	989
Mixed-Use Reductions	-	-	-	*-74*	*-80*	*-154*	-
Alternative Mode Reductions	-	-	-	-	-	-	-
Pass-By Reductions	-	-	-	*-209*	*-226*	*-435*	-
TOTAL NEW TRIPS	516	470	986	827	874	1,701	25,767

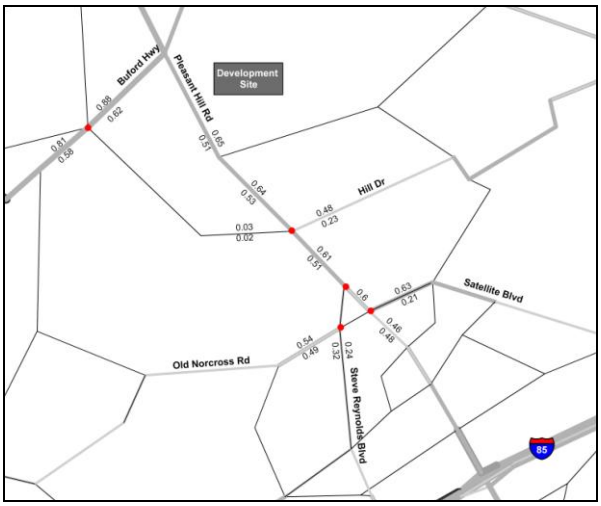
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

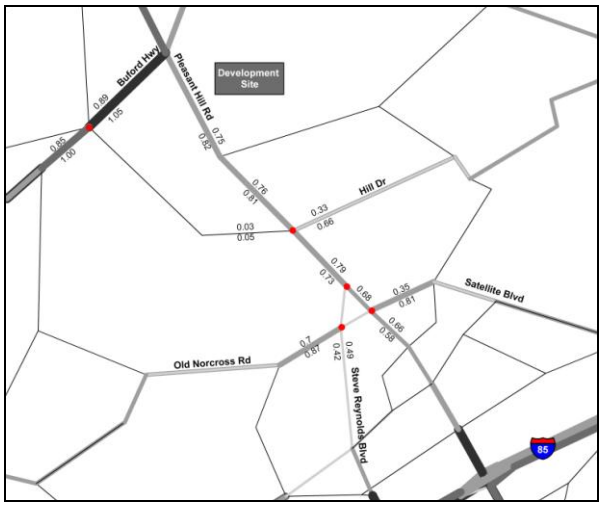
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to

1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

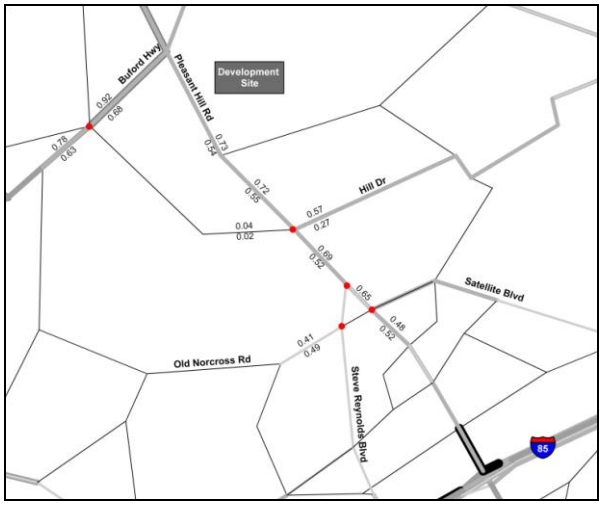
V/C Ratios



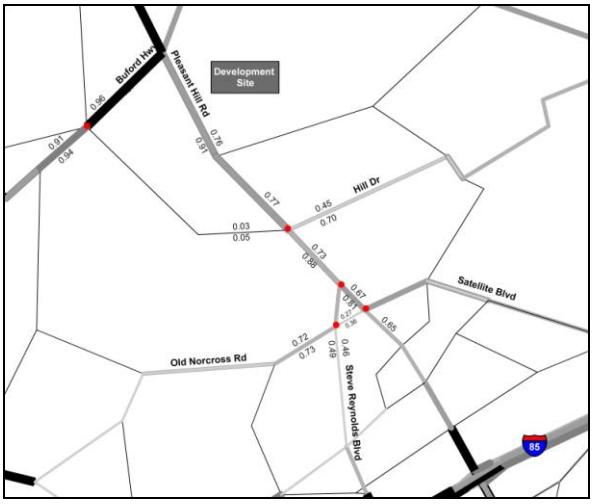
2010 AM Peak



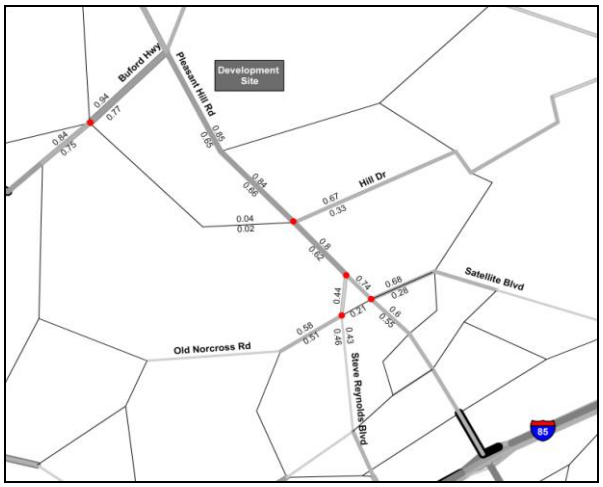
2010 PM Peak



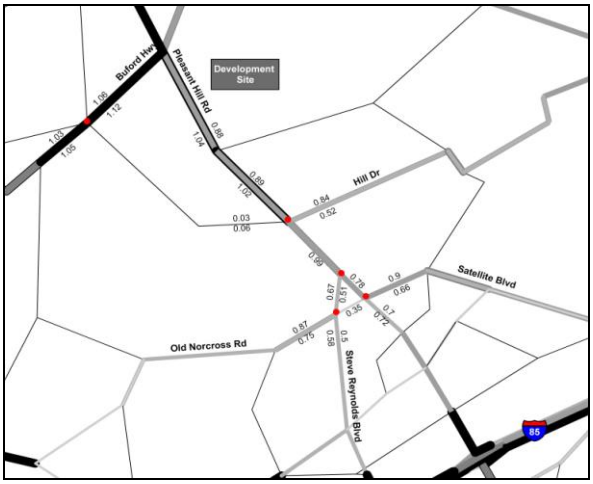
2020 AM Peak



2020 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 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 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 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.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
GW-271A	Pleasant Hill Road from US 23 (Buford Highway) to Old Norcross Road	General Purpose Roadway Capacity	2010
GW-300	Buford Highway ATMS from DeKalb County Line to Sugarloaf Parkway	ITS-Smart Corridor	2009
GW-302	Pleasant Hill Road from Lawrenceville Highway to Steve Reynolds Boulevard	ITS-Smart Corridor	2012
GW-326	Pleasant Hill Road ATMS from Steve Reynolds Boulevard to Fulton County Line	ITS-Smart Corridor	2010
GW-336	I-85 at Pleasant Hill Road (Interchange Modification Report Development Study)	Studies	2009

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-910	Buford Highway from Pleasant Hill Road in Gwinnett County to MARTA Lindbergh Station in City of Atlanta	Arterial BRT	2030
GW-271B	Pleasant Hill Road from Buford Highway to Chattahoochee River	General Purpose Roadway Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Pleasant Hill Village.

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

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.

Pleasant Hill Road @ Steve Reynolds Boulevard

- Add additional northbound left-turn storage (approximately 210 ft) creating dual northbound left turns onto Pleasant Hill Road

Pleasant Hill Road @ North Berkeley Road / Hill Drive

- Add additional westbound left turn storage (approximately 235 ft) on Pleasant Hill Road creating dual westbound left turns onto North Berkeley Road

Pleasant Hill Road @ Driveway 2

- It is recommended that the main entrance (Driveway 2) to the site be redesigned to accommodate southbound dual left-turns out of the site driveway onto Pleasant Hill Road.
- Add channelized westbound right-turn storage (approximately 50 ft) to the Driveway 2 exit.

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

The immediate vicinity of the proposed development is not currently served by public transit. The nearest Gwinnett County Transit service is bus Route 10, which operates on Pleasant Hill Road south of the proposed site before turning onto North Berkeley Lake Road approximately. Gwinnett County Transit operates its Transit Center at Gwinnett Place Mall approximately 1.6 miles from the proposed development. Four local and one express bus route operate in or near the Transit Center.

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

No transportation demand management strategies are proposed by the developer.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Located within a Transportation Management Association	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**22%**

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

ARC makes the following comments/recommendations for the proposed development:

- GDOT Regulations for Driveway and Encroachment Control state that desired signal spacing on the state highway system in urban areas is 1,320 ft. National best practices on access management state that full median openings on principle arterials in suburban areas should be separated by 2,640 ft. The development under review violates these signal and median opening standards by proposing a full-access signalized median break on Pleasant Hill Road (classified as an urban principle arterial) only 647 ft north of Woodberry Drive and approximately 870 ft south of Sunset Street.

- Despite two public roadways adjacent to the site with access to Pleasant Hill Road, there is no vehicular access to the commercial portion of the site. For better connectivity and access management, ARC staff recommends:
    - Eliminate Driveway #1 and provide alternate access via Sunset Street or Woodberry Drive.
        - Driveway #1 only provides access to one parking deck which does not warrant a curb cut onto an Urban Principle Arterial.
        - In addition, it is located less than 200 ft. away from Woodberry Drive which poses access management spacing and stopping site distance issues.
    - At a minimum, provide a pedestrian connection via Woodberry Drive

- The developer should coordinate with Gwinnett County Transit to assess whether or not local fixed route bus service could be altered to serve the site. If such route alteration is necessitated the development should provide appropriate accommodations such as, but not limited to, covered bus shelters, trash receptacles, and lighting. If such route alteration is not warranted, a shuttle service connecting to the Gwinnett Place Transit Center might make a good alternative.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.407 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

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

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

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

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

20	20	9	20	0	Expansion to 60 mgd by 2005.	Combined discharge to Chattahoochee River with Crooked Creek plant. 40 mgd expansion to discharge to Lake Lanier.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.407 MGD based on information submitted for the review.

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 1358 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 822 new residential units.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 502.07. This tract had an 18.2 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 40 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

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

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

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

Haley Fleming

From: Cook, Brent [bcook@dot.ga.gov]
Sent: Tuesday, April 15, 2008 2:30 PM
To: Haley Fleming
Subject: FW: DRI Review Notification- Pleasant Hill Village #1682
Attachments: Preliminary Report.pdf

Hi Haley,

As no access is being request from a State Route, no GDOT access permit is required.

Thanks,

Brent E. Cook, P.E.
District Traffic Engineer
770-532-5563
770-532-5581 (fax)

We'll get you there.
www.511ga.org
511 GA Travel Info

From: Lobdell, Mike
Sent: Monday, April 07, 2008 11:44 AM
To: Cook, Brent
Subject: FW: DRI Review Notification- Pleasant Hill Village #1682

Mike Lobdell, P.E.
(770) 986-1257
mlobdell@dot.ga.gov
Please note my email has changed.

From: Haley Fleming [mailto:HFleming@atlantaregional.com]
Sent: Thursday, April 03, 2008 4:39 PM
To: carol_couch@mail.dnr.state.ga.us; VanDyke, Cindy; Alexander, Angela; Wilson, Hal; Yost, Steve; lbeall@grta.org; Lobdell, Mike; Joe & Rhonda Palladi; Julie McQueen; HIkwut@itsmarta.com; morgan.ellington@co.fulton.ga.us; wilford.white@co.fulton.ga.us; Zhuan Loo; mallen@suwanee.com; awilbanks@gwinnett.k12.ga.us; ccross@duluth-ga.com; tlynn@duluth-ga.com; tom.rozier@berkeley-lake.com
Cc: Landuse; Michael Kray; Jim Skinner; Jim Santo; Sammie Carson; Jeffrey.West@gwinnettcounty.com; Harry Graham; millcreek@bellsouth.net; tgreene@greeneinvestments.com; boliver@greeneinvestments.com
Subject: DRI Review Notification- Pleasant Hill Village #1682

Development of Regional Impact Request for Comments

This E-Mail serves as notice that the ARC staff has begun the review for DRI #1682, Pleasant Hill Village.

We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by Thursday, April 17, 2008.

Pleasant Hill Village, Gwinnett County: The proposed Pleasant Hill Village is a mixed use development located on 25.75 acres in Gwinnett County. The proposed development will consist of 458,000 square feet of retail, 240,000 square feet of office, 8,300 square feet of restaurant space, a 150 room hotel, 790 residential units, and 32 townhomes. The proposed development is located along Pleasant Hill Road between Sunset Street and Woodberry Drive.

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Preliminary Report: April 3, 2008

Comments Due: April 17, 2008

Final Report: May 3, 2008

<<Preliminary Report.pdf>>

For more information regarding other DRI's reviewed by ARC, please see our website at

http://www.atlantaregional.com/landuse

For more information regarding the DRI processes, and the information needed for the review, please see our Website a**t**

<http://www.atlantaregional.com/landuse

Please call Haley Fleming at (404-463-3311) if you have any questions about the review.

M. Haley Fleming, AICP
Principal Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303
Phone: 404.463.3311 | Fax: 404.463.3254
E-mail: hfleming@atlantaregional.com
www.atlantaregional.com

Help GDOT serve you better. Visit http://www.howsmyservice.dot.ga.gov and rate the service you received from Team GDOT.

Developments of Regional Impact

DRI #1682

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:	Pleasant Hill Village
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Pleasant Hill Road; District 6, LL 261
Brief Description of Project:	Mixed Use Development of 1.98 million sq. ft; including high-rise condominiums, townhomes, hotel/conference center, offices, retail.

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.):	745 residences; 472,200 sq ft retail; 174,300 sq ft hotel; 184,200 sq ft office
Developer:	Greene Investments, Inc.
Mailing Address:	5450 McGinnis Village Place
Address 2:	Suite 102
	City:Alpharetta State: GA Zip:30005
Telephone:	770-614-6511
Email:	millcreek@bellsouth.net
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	
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: 3 phases Overall project: 2014-2017

Back to Top

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Developments of Regional Impact

DRI #1682

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:	Pleasant Hill Village
DRI ID Number:	1682
Developer/Applicant:	Greene Investments, Inc.
Telephone:	770-614-6511
Email(s):	millcreek@bellsouth.net

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:	$450,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5,600,000 (est. 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): Approx. 16-17 single-family homes.	

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)?	0.407 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)?	0.407 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.)	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:See TIS

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1359 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?	89%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Detention, sotrmwater 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:	

Back to Top

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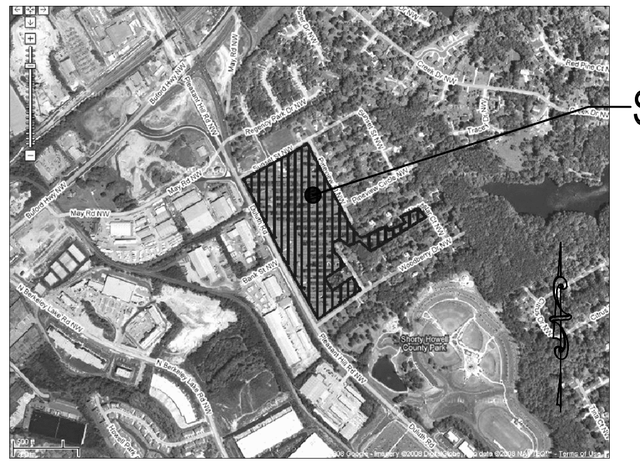
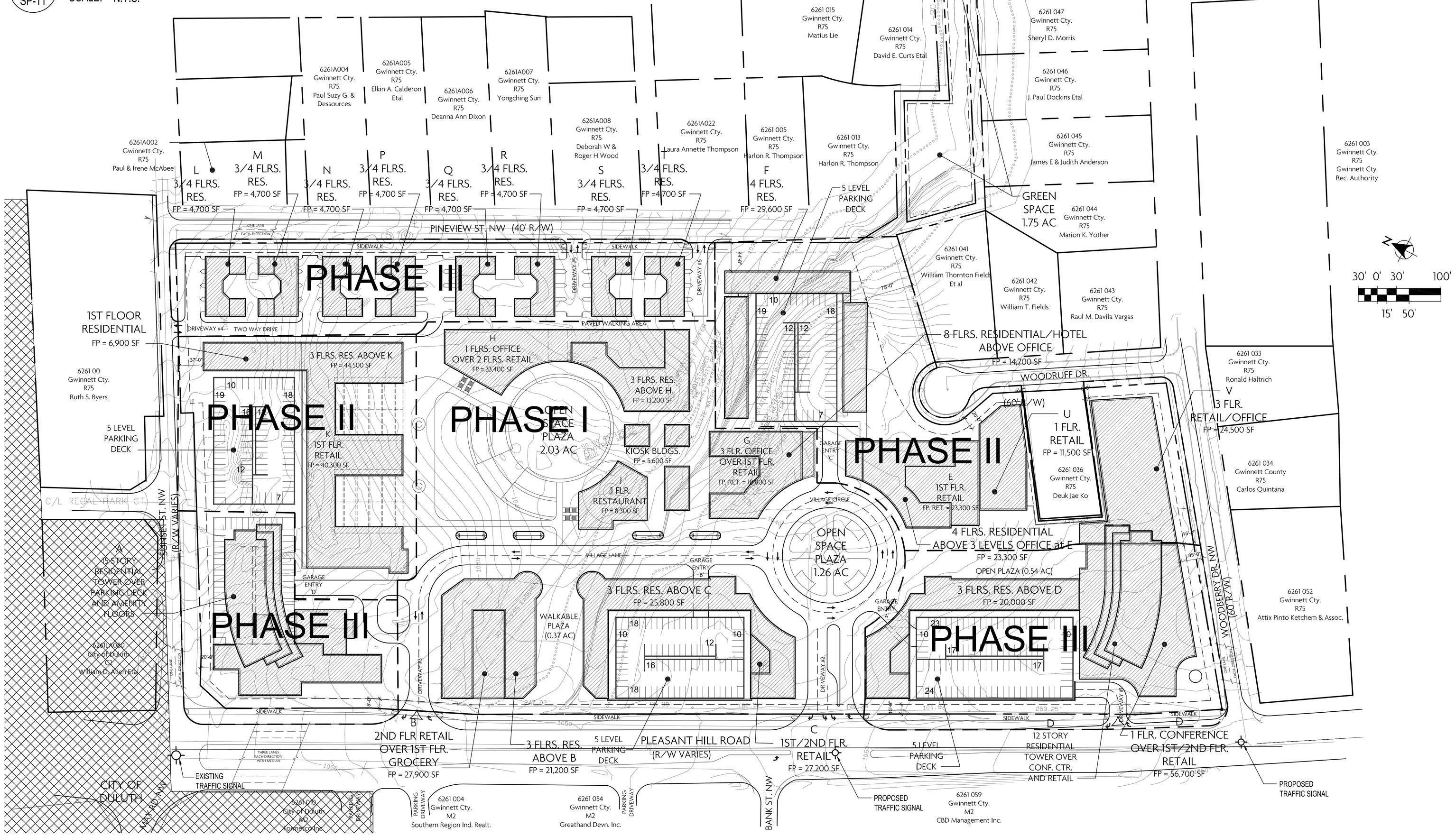


2 SP-11 VICINITY MAP
SCALE: N.T.S.

SITE DATA:	
SITE AREA:	25.75 AC
LOT COVERAGE:	42.5%
F.A.R. - OFFICE: F.A.R. - RETAIL:	0.21 0.42
DENSITY - RESIDENTIAL PROVIDED: ALLOWED BY ZONING:	 31.9 UNITS/ACRE 32 UNITS/ACRE
*ALL OPEN SPACE AROUND BUILDINGS IS WALKABLE SURFACE.	

PARKING		Minimum Parking Sp.
RETAIL	458,900 SF	917 SP. (2/1000)
RESTAURANT (Free Standing)	8,300 SF	56 SP. (6.7/1000)
OFFICE	240,900 SF	482 SP. (2/1000)
HOTEL	150 Rooms (105,600 SF)	150 SP. (1/Unit)
RESIDENTIAL	790 Units (1,014,000 SF)	1,185 SP. (1.5/Unit)
TOWNHOUSE	32 TH. Units (124,800 SF)	96 SP. (3/Unit)
	TOTAL:	2,886 SP.
Parking Spaces Provided:		3,647 SP.



1 SP-11 CONCEPTUAL SITE PLAN
SCALE: 1" = 80'-0"

PHILLIPS PARTNERSHIP
Architects • Engineers

Phone 770.394.1616 Fax 770.394.1314

CONSULTANT

SEAL

ISSUE & REVISION RECORD

#	DATE	DESCRIPTION
1	3/14/08	DRI SUBMISSION

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PROJECT

PLEASANT HILL VILLAGE

MIXED USE PROJECT
UNINCORPORATED GWINNETT COUNTY, GEORGIA

DRI #1682

CLIENT

Greene Investments, Inc.
5450 McGinnis Village Place, Suite 102
Alpharetta, GA 30005
Office: 770-663-6512

PHILLIPS JOB NUMBER 0623101
ISSUE DATE Jan. 2007
DRAWN BY/CHECKED BY
DRAWING TITLE CONCEPTUAL SITE PLAN
SHEET NUMBER **SP-11.1**

9000 CENTRAL PARK WEST
SUITE 400
ATLANTA, GEORGIA 30328