



**NOTICE OF DECISION**

---

**To:** Doug Hooker, ARC  
**(via electronic mail)** Bob Voyles, GRTA  
Dick Anderson, GRTA  
Kathryn Zickert, GRTA  
Sharon Mason, GRTA  
Sonny Deriso, GRTA

**To:** City of Snellville  
**(via electronic mail and certified mail)** Roger White, MidCity Real Estate Partners

**From:** Christopher Tomlinson, GRTA Executive Director

**Copy:** Jon West, DCA  
**(via electronic mail)** Annie Gillespie, SRTA/GRTA  
Parker Martin, SRTA/GRTA  
Andrew Smith, ARC  
Greg Giuffrida, ARC  
Eric Van Otteren, City of Snellville  
Jason Thompson, City of Snellville  
John Dennis, City of Snellville  
Jason Dykes, GDOT District 1  
Shane Giles, GDOT District 1

Jonathan Peevy, GDOT District 1  
Daniel Piotrowski, Gwinnett County  
Michael Johnson, Gwinnett County  
James Pugsley, Gwinnett County  
Alex Hofelich, Gwinnett County  
Tom Sever, Gwinnett County  
David Brunner, Casto  
Kirk Demetrops, MidCity  
Rob Jacquette, Wolverton  
Jim Brooks, Evermore CID

**Date:** January 6, 2020

**Re: DRI 3933 The Grove at Towne Center**

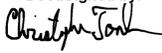
## Notice of Decision for Request for Expedited Review of DRI 3033 The Grove at Towne Center

The purpose of this notice is to inform MidCity Real Estate Partners (the Applicant), City of Snellville (the local government), the GRTA Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding DRI 3033 The Grove at Towne Center (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to sections 3-101 and 3-103.A of the *Procedures and Principles for GRTA Development of Regional Impact Review* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Sections 3-101 and 3-103 A. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless the local government has issued a permit for the construction of any part of the proposed DRI Plan of Development prior to the end of the ten-year period.

The notice of decision is based on a review of the applicant's DRI review package received by GRTA on December 17, 2019. The review package includes: (1) the site development plan (Site Plan) with a date of December 10, 2019 titled "The Grove @ Snellville" prepared by Wolverton, the transportation analysis dated December 2019 prepared by Wolverton received by GRTA on December 17, 2019.

Pursuant to Section 2-501 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) working days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Part 5 of the *Procedures and Principles for GRTA Development of Regional Impact Review*, available from GRTA. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will hear the appeal at its March 2020 meeting.

DocuSigned by:  
  
5409E9A65D48478...

Christopher Tomlinson  
Executive Director  
Georgia Regional Transportation Authority

## **Attachment A – General Conditions**

### **General Conditions of Approval to GRTA Notice of Decision:**

#### Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

### **Roadway Improvement Conditions to GRTA Notice of Decision:**

#### SR 124 at Wisteria Drive

- Install a traffic signal, if and when warranted, and per GDOT approval.

#### Wisteria Drive at North Road

- Maintain or construct a westbound left turn lane with adequate vehicle storage.

#### Wisteria Drive at Clower Street

- Replace the existing stop control with a mini round-a-bout.

#### Oak Road at Clower Street

- Convert the intersection to an All-Way Stop Control intersection or install a mini round-a-bout.

#### Oak Road at North Road

- Convert North Road to two-way traffic. The North Road southbound approach shall have one left turn lane and one right turn lane. The North Road northbound approach shall have one through lane.

#### Oak Road at proposed Street A

- Convert the intersection to an All-Way Stop Control intersection. Provide crosswalks at the intersection or in a more appropriate mid-block location, if needed, given adjacent driveway locations.

## **Attachment B – Required Elements of the DRI Plan of Development**

### **Conditions Related to Altering Site Plan after GRTA Notice of Decision:**

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.
- All of the “Site Access Improvements as Conditions to GRTA Notice of Decision” set forth in Attachment A are satisfied.

## **Attachment C – Required Improvements to Serve the DRI**

Pursuant to Section 1-201.R. of the *Procedures and Principles for GRTA Development of Regional Impact Review*, a “Required Improvement means a land transportation service [def. in Section 1-201.N] or access [def. in Section 1-201.A.] improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

### **Section 1:**

#### **General Conditions of Approval to GRTA Notice of Decision:**

##### Pedestrian, Bicycle and Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.

#### **Roadway Improvement Conditions to GRTA Notice of Decision:**

##### SR 124 at Wisteria Drive

- Install a traffic signal, if and when warranted, and per GDOT approval.

##### Wisteria Drive at North Road

- Maintain or construct a westbound left turn lane with adequate vehicle storage.

##### Wisteria Drive at Clower Street

- Replace the existing stop control with a mini round-a-bout.

##### Oak Road at Clower Street

- Convert the intersection to an All-Way Stop Control intersection or install a mini round-a-bout.

##### Oak Road at North Road

- Convert North Road to two-way traffic. The North Road southbound approach shall have one left turn lane and one right turn lane. The North Road northbound approach shall have one through lane.

##### Oak Road at proposed Street A

- Convert the intersection to an All-Way Stop Control intersection. Provide crosswalks at the intersection or in a more appropriate mid-block location, if needed, given adjacent driveway locations.

### **Section 2: N/A**