



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: Sep 8 2008

ARC REVIEW CODE: R808081

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: Lakes Parkway Mixed Use

Review Type: Development of Regional Impact

Date Opened: Aug 8 2008

Date Closed: Sep 8 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 also located in a Regional Center and a Freight Area. Regional Centers are defined as areas of intense office, retail, and residential uses that are integrated or separate. Freight Areas are areas that serve freight or industrial uses. The proposed development is also located in the Gwinnett LCI study area.

The proposed development is located within the Gwinnett LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The proposed development is located in the Education Sector character area. The Gwinnett LCI study called for pedestrian friendly amenities and street design, and bicycle facilities along transportation facilities. Buildings should also be set close to the street and have ground floor retail. ARC recommends collaboration with Gwinnett County through the architectural design phase to address the architectural façade of the parking deck along Lakes Parkway with the goal of an end result that promotes aesthetically pleasing characteristics consistent with the Gwinnett LCI study.

The proposed development is located in a Freight Area. These are areas that contain major freight or industrial land uses. While proposed this development does not contain any freight or industrial uses, freight traffic from the surrounding uses needs to be taken in account in the design of the transportation recommendations.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

WINNETT COUNTY

CITY OF DULUTH

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

WINNETT COUNTY SCHOOLS

CITY OF LILBURN

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CITY OF LAWRENCEVILLE

WINNETT PLACE CID

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.

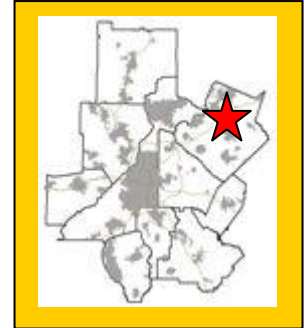
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

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|----------------------------|-------------------|---|-------------------------|---------------------------------|
| Preliminary Report: | August 8, 2008 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Lakes Parkway Mixed Use (#1849) |
| Final Report Due: | September 8, 2008 | | Comments Due By: | August 22, 2008 |

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Lakes Parkway Mixed Use is a mixed use development located on 11.6 acres in Gwinnett County. The proposed development will consist of 648,000 square feet of office, 59,685 square feet of retail, a 155 room hotel, 333 residential units. The proposed development is located along Lakes Parkway near Purcell Road just east of Sugarloaf Parkway.



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 M-1 (light industrial). The proposed zoning for the site is MOU (mixed use overlay) 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 Commercial-retail and Office/ Distribution/Technology.

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 identifying inconsistencies with any potentially affected 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.

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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 two mile radius of the proposed project.

| Year | Name |
|-------------|--------------------|
| 2000 | Scientific Atlanta |
| 1986 | Bentley Mixed Use |
| 1986 | Corporate Lakes |
| 1984 | Waterford Park |

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 is currently a 20,000 square foot office building 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 also located in a Regional Center and a Freight Area. Regional Centers are defined as areas of intense office, retail, and residential uses that are integrated or separate. Freight Areas are areas that serve freight or industrial uses. The proposed development is also located in the Gwinnett LCI study area.

The proposed development is located within the Gwinnett LCI Study area; therefore, it should meet or exceed the goals of the study as well as the Regional Development Plan Policies. The proposed development is located in the Education Sector character area. The Gwinnett LCI study called for pedestrian friendly amenities and street design, and bicycle facilities along transportation facilities. Buildings should also be set close to the street and have ground floor retail. ARC recommends collaboration with Gwinnett County through the architectural design phase to address the architectural façade of the parking deck along Lakes Parkway with the goal of an end result that promotes aesthetically pleasing characteristics consistent with the Gwinnett LCI study.

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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

| | | | | |
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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.

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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 along Lakes Parkway near Purcell Road just east of Sugarloaf Parkway, north of GA 316.

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 Gwinnett County; however it is located near the City of Lawrenceville and less than five miles from the City of Berkeley Lake and 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.

None were determined during the review.

ECONOMY OF THE REGION

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

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What new taxes will be generated by the proposed project?

Estimated value of the development is \$377,000,000 with an expected \$5,014,500 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?

The proposed development will add a mix of uses to the area, providing opportunities for individuals to live and work within close proximity.

NATURAL RESOURCES

Stream Buffers and Watershed Protection

The proposed project site is located in the Yellow River watershed, which is not a water supply watershed in the Atlanta Region or in the Metro Water District. The USGS coverage for the project area shows no streams on the property. Any streams that are on the property will be subject to the requirements of the Gwinnett County Stream Buffer Ordinance. 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. Because of the coverage of the proposed project, commercial was selected as the use on the property. The following table summarizes the results of the analysis

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Estimated Pounds of Pollutants Per Year:

| Land Use | Land Area (ac) | Total Phosphorus | Total Nitrogen | BOD | TSS | Zinc | Lead |
|------------|----------------|------------------|----------------|---------|----------|-------|------|
| Commercial | 11.58 | 19.80 | 201.49 | 1250.64 | 11383.14 | 14.24 | 2.55 |
| TOTAL | 11.58 | 19.80 | 201.49 | 1250.64 | 11383.14 | 14.24 | 2.55 |

Total percent impervious: 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

Access to the development is proposed at two locations along Lakes Parkway. The existing driveway that aligns with Purcell Road is proposed as the main full-movement driveway along lakes Parkway. A right-in/right-out driveway is proposed along Lakes Parkway approximately 600 feet to the west of Purcell Road.

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

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Kimley-Horn and Associates, Inc. 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 |
| High-Rise Residential 333 Units | 24 | 101 | 125 | 80 | 49 | 129 | 1,480 |
| Hotel 155 Rooms | 43 | 27 | 70 | 48 | 43 | 91 | 1,014 |
| General Office 648,408 SF | 737 | 100 | 837 | 137 | 668 | 805 | 5,626 |
| Retail Space 59,685 SF | 37 | 24 | 61 | 108 | 116 | 224 | 2,562 |
| <i>Mixed-Use Reductions</i> | - | - | 0 | -32 | -32 | -64 | -764 |
| <i>Alternative Mode Reductions</i> | - | - | 0 | - | - | 0 | 0 |
| <i>Pass-By Reductions</i> | - | - | 0 | -33 | -33 | -66 | -754 |
| Total New Trips | 841 | 252 | 1,093 | 308 | 811 | 1,119 | 9,164 |

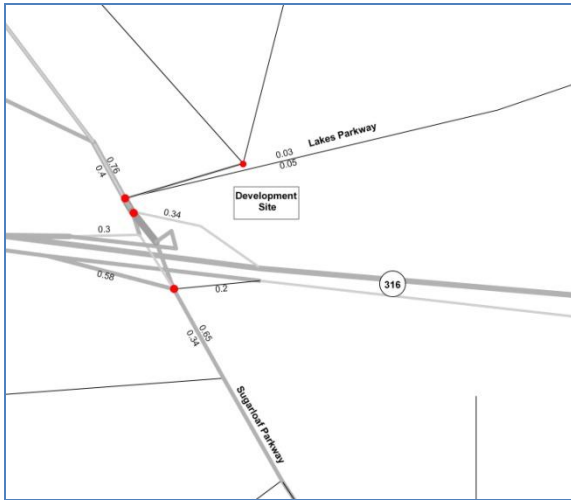
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

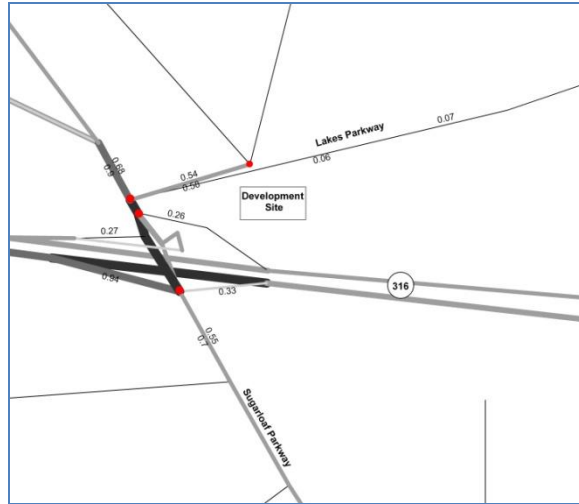
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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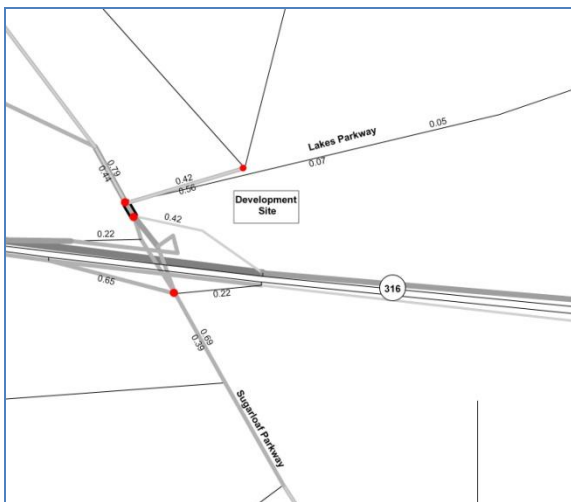
V/C Ratios



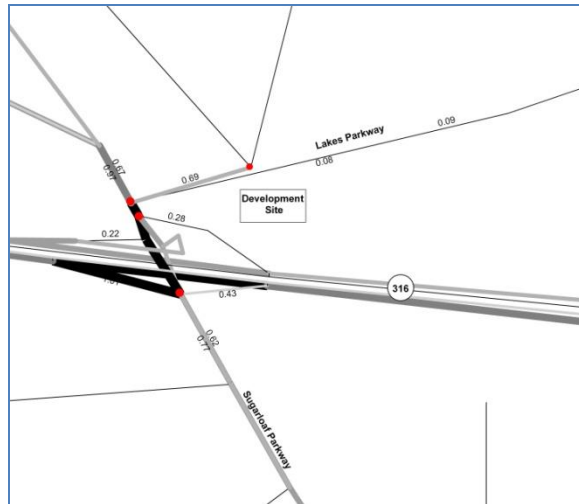
2010 AM Peak



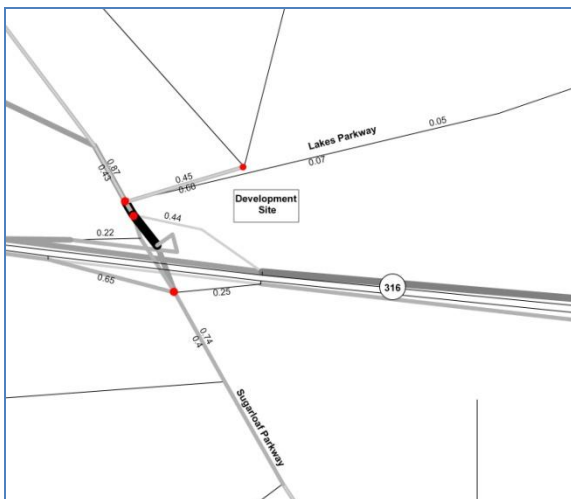
2010 PM Peak



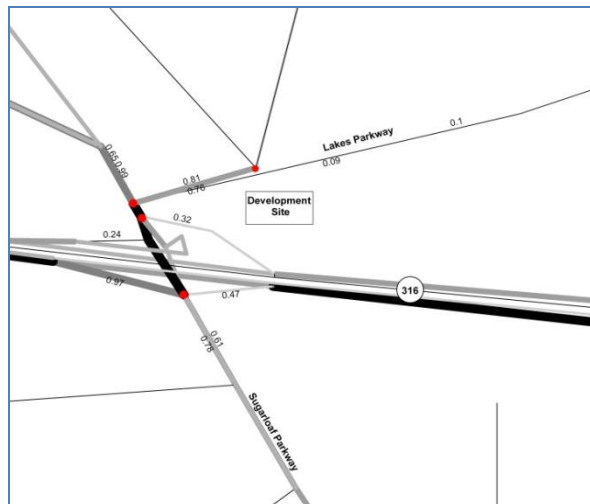
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

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| 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 |
|------------|--|----------------------|---------------------------|
| AR-H-500 | SR 316 from I-85 North to SR 20 in Gwinnett County | Managed Lanes | 2015 |
| GW-304 | Sugarloaf Parkway ATMS from SR 20 to Peachtree Industrial Boulevard | ITS – Smart Corridor | 2009 |
| GW-322 | Old Norcross Road from Breckinridge Boulevard to SR in City of Lawrenceville | ITS – Smart Corridor | 2008 |

Envision6 RTP (Long Range Projects)*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|------------|--|----------------------------------|---------------------------|
| GW-AR-249A | SR 316 from Riverside Parkway to east of Walther Boulevard | 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 Lakes Parkway.

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.

Lakes Parkway @ Sugarloaf Parkway

- Install an additional southbound thru lane along Sugarloaf Parkway creating 3 through lanes.
- Install an additional northbound thru lane along Sugarloaf Parkway creating 3 through lanes.

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.



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Lakes Parkway @ Sugarloaf Parkway

- Provide a westbound left-turn lane along Lakes Parkway creating dual left turns. Provide protected phasing for the dual left turn lanes.

Lakes Parkway @ Purcell Road / Driveway #1

- Provide a northbound left-turn lane creating three egress lanes for the development; a left-turn lane, and shared left/thru lane, and a right-turn lane.
- Provide a traffic signal at the intersection.

Lakes Parkway @ Proposed RIRO Driveway #2

- Provide a westbound right-turn lane along Lakes Parkway into the development.
- Provide one egress lane exiting the development (a right-turn lane).

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 Route 40 operates along Sugarloaf Parkway and provides access to local destinations such as Gwinnett Place Mall, Discover Mills Mall, and the City of Lawrenceville.

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 Retail/Office is dominant, FAR >.8 | 6% | 6% |
| Where Office is dominant, 10% Residential or 10% Retail | 4% | 4% |
| 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) | | 15% |

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 Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

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ARC concludes that the improvements recommended in the build scenario of 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 addition of a third through lane in each direction along Sugarloaf Parkway is beyond the scope of this development.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.16 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, MGD₁ | 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.

| | | | | |
|----------------------------|-------------------|--|-------------------------|---------------------------------|
| Preliminary Report: | August 8, 2008 | DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u> | Project: | Lakes Parkway Mixed Use (#1849) |
| Final Report Due: | September 8, 2008 | | Comments Due By: | August 22, 2008 |

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.18 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 1193 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?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**

| | | | | |
|----------------------------|-------------------|--|-------------------------|---------------------------------|
| Preliminary Report: | August 8, 2008 | DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u> | Project: | Lakes Parkway Mixed Use (#1849) |
| Final Report Due: | September 8, 2008 | | Comments Due By: | August 22, 2008 |

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

ARC has received comments from the Gwinnett County School System that the proposed development is within the Peachtree Ridge Cluster, and all of the schools within that cluster that would serve the development would be over capacity by 2011.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 333 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 505.11. This tract had an 46.46 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 65 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating there 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.

Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#)
[Tier Map](#)
[FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

DRI #1849

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: jeffrey.west@gwinnettcountry.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Lakes Parkway Mixed Use Development

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Lakes Parkway at the Highway 316/Sugarloaf Parkway Interchange

Brief Description of Project: Mixed Use Development (11.5-acres, 1.2 million square feet)

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.): | 59,685 sq ft retail, 648,408 sq ft office, 333 condominiums, 155-room hotel |
| Developer: | Vintage Communities, Inc. |
| Mailing Address: | 1720 Lakes Parkway |
| Address 2: | Suite 100 |
| | City:Lawrenceville State: GA Zip:30043 |
| Telephone: | 770-513-1857 |
| Email: | eric@vintagecommunities.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: 2012 Overall project: 2012 |
| | |
| Back to Top | |

Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#)
[Tier Map](#)
[FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

DRI #1849

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: | jeffrey.west@gwinnettcountry.com |

Project Information

| | |
|---------------------------|-------------------------------------|
| Name of Proposed Project: | Lakes Parkway Mixed Use Development |
| DRI ID Number: | 1849 |
| Developer/Applicant: | Vintage Communities, Inc. |
| Telephone: | 770-513-1857 |
| Email(s): | eric@vintagecommunities.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: | \$377,000,000 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | \$5,014,500 |
| 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): An existing 20,000 square foot office building, adjacent parking and detention pond would be redeveloped.

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)? 0.16 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.) 10,162 (1,216 peak PM)

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)? | 1,193 tons per 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? | 75% |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development will comply with all state and Gwinnett County requirements for stormwater control. A centrally located detention pond and a pond at the northeast corner are the primary means of control prior to discharge. | |
| | |
| 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 | |

Jared Lombard

Subject: DRI Review Notification Lakes Parkway #1849

-----Original Message-----

From: Greg_Stanford@Gwinnett.k12.ga.us [mailto:Greg_Stanford@Gwinnett.k12.ga.us]

Sent: Friday, September 05, 2008 8:54 AM

To: Haley Fleming

Subject: Fw: DRI Review Notification Lakes Parkway #1849

Ms. Fleming,

Good morning.

Our school system recently received another response letter on Lakes Parkway Development in Gwinnett County. We responded on 8/12/08 as the attached email below states. We also sent in the fax of the Comment sheet as well.

I have re-attached the response email below and will re faxed the response sheet prior to sending this email. Is anything else needed?

Thank you for the opportunity to comment.

Have a good day.

Greg Stanfield
Director Of Planning
Gwinnett County Public Schools
Instructional Support Center
437 Old Peachtree Road
Suwanee, GA 30024
678-301-7085

----- Forwarded by Greg Stanfield/Planning/GCPS on 09/05/2008 08:38 AM

Greg
Stanfield/Plannin
g/GCPS

08/12/2008 08:14
AM

hffleming@atlantaregional.com

To

cc

Subject

DRI Review Notification Lakes
Parkway #1849

Good morning.

I will fax the PDF comment sheet of the above referenced development as well.

This development is located in our Peachtree Ridge cluster and affects the following schools:

Jackson Elementary School
Hull Middle School
Peachtree Ridge High School

Each of these schools are forecast to be over capacity in the near future, below is the short term forecast for each school:

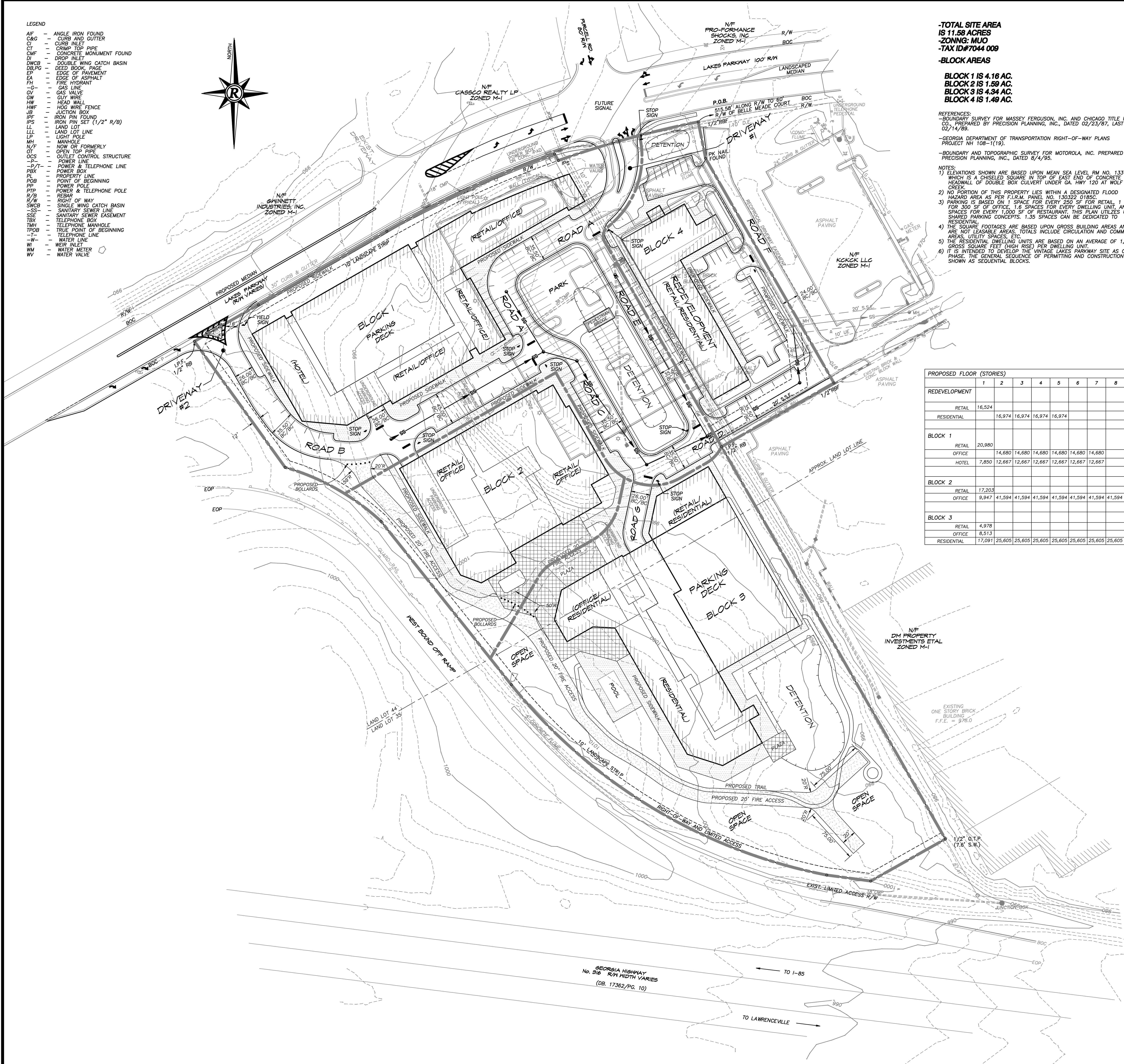
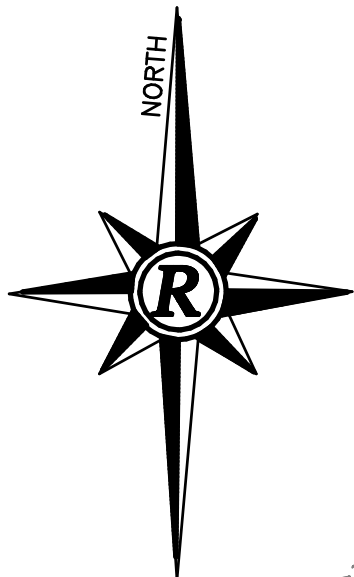
| | 2008-09 | | 2010-11 | | 2009-10 | |
|------------|----------|----------|----------|----------|----------|----------|
| | Capacity | Forecast | Capacity | Forecast | Capacity | Forecast |
| Jackson ES | 1643 | 1754 | 111 | 1643 | 1760 | |
| 117 | 1643 | 1765 | 122 | | | |
| Hull MS | 2050 | 2314 | 264 | 2050 | | |
| 2407 | 357 | 2050 | 2404 | 354 | | |
| Peachtree | 3000 | 3247 | 247 | 3000 | 3377 | |
| 377 | 3000 | 3392 | 392 | | | |
| Ridge HS | | | | | | |

Thank you for the opportunity to comment.

Greg Stanfield
Director Of Planning
Gwinnett County Public Schools
Instructional Support Center
437 Old Peachtree Road
Suwanee, GA 30024
678-301-7085

NOTE: Email is provided to employees for the instructional and administrative needs of the district. E-mail correspondence to/from a district e-mail account may be considered public information and subject to release under Georgia laws or pursuant to subpoena.

- LEGEND
- ANGLE IRON FOUND
 - C&G CURB AND GUTTER
 - CI CIRCUMFERENCE
 - CMF CONCRETE MONUMENT FOUND
 - DI DROP INLET
 - DWBC DOUBLE WING CATCH BASIN
 - DB,PG DEED BOOK, PAGE
 - EP EDGE OF PAVEMENT
 - EA EDGE OF ASPHALT
 - FI FIRE HYDRANT
 - GL GAS LINE
 - GW GUY WIRE
 - HW HEAD WALL
 - HWF HOOD WIRE FENCE
 - JB JUNCTION BOX
 - IPF IRON PIN FOUND
 - IPS IRON PIN SET (1/2" R/B)
 - LL LAND LOT
 - LLP LAND LOT LINE
 - LP LIGHT POLE
 - MH MANHOLE
 - N/O NOW OR FORMERLY
 - OT OPEN TOP PIPE
 - OCS OUTLET CONTROL STRUCTURE
 - P- POWER LINE
 - P-T- POWER & TELEPHONE LINE
 - PBX POWER BOX
 - PL PROPERTY LINE
 - PP POINT OF BEGINNING
 - PP POWER & TELEPHONE POLE
 - PTP REBAR
 - R/B RIGHT OF WAY
 - R/W SINGLE WING CATCH BASIN
 - SWCB SANITARY SEWER CASEMENT
 - SS SANITARY SEWER
 - TBX TELEPHONE BOX
 - TMH TELEPHONE MANHOLE
 - TPOB TRUE POINT OF BEGINNING
 - T- TELEPHONE LINE
 - WI WEIR INLET
 - WM WATER METER
 - WV WATER VALVE



-TOTAL SITE AREA
IS 11.58 ACRES
-ZONING: MUO
-TAX ID#7044 009
-BLOCK AREAS

BLOCK 1 IS 4.16 AC.
BLOCK 2 IS 1.59 AC.
BLOCK 3 IS 4.34 AC.
BLOCK 4 IS 1.49 AC.

REFERENCES:
-BOUNDARY SURVEY FOR MASSEY FERGUSON, INC. AND CHICAGO TITLE INSURANCE CO. PREPARED BY PRECISION PLANNING, INC., DATED 02/23/87, LAST REVISED 02/14/88.
-GEORGIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY PLANS PROJECT NH 108-1(19).
-BOUNDARY AND TOPOGRAPHIC SURVEY FOR MOTOROLA, INC. PREPARED BY PRECISION PLANNING, INC., DATED 8/4/95.

NOTES:
1) ELEVATIONS SHOWN ARE BASED UPON MEAN SEA LEVEL RM NO. 133 WHICH IS A CHISELED SQUARE IN TOP OF EAST END OF CONCRETE HEADWALL OF DOUBLE BOX CULVERT UNDER GA. HWY 120 AT WOLF CREEK.
2) NO PORTION OF THIS PROPERTY LIES WITHIN A DESIGNATED FLOOD HAZARD AREA AS PER F.U.R.M. PANEL NO. 130322 0185C.
3) PARKING IS BASED ON 1 SPACE FOR EVERY 250 SF FOR RETAIL, 1 SPACE FOR 300 SF OF OFFICE, 1.6 SPACES FOR EVERY DWELLING UNIT, AND 18 SPACES FOR EVERY 1,000 SF OF RESTAURANT. THIS PLAN UTILIZES ULI'S SHARED PARKING CONCEPTS. 1.35 SPACES CAN BE DEDICATED TO RESIDENTIAL.
4) THE SQUARE FOOTAGES ARE BASED UPON GROSS BUILDING AREAS AND ARE NOT LEASABLE AREAS. TOTALS INCLUDE CIRCULATION AND COMMON AREAS, UTILITY SPACES, ETC.
5) THE RESIDENTIAL DWELLING UNITS ARE BASED ON AN AVERAGE OF 1,500 GROSS SQUARE FEET (HIGH RISE) PER DWELLING UNIT.
6) IT IS INTENDED TO DEVELOP THE VINTAGE LAKES PARKWAY SITE AS ONE PHASE. THE GENERAL SEQUENCE OF PERMITTING AND CONSTRUCTION IS SHOWN AS SEQUENTIAL BLOCKS.

| PROPOSED FLOOR (STORIES) | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | TOTAL | Units | Req. Parking | Provided Parking |
|--------------------------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------|-------|--------------|---|
| REDEVELOPMENT | | | | | | | | | | | | | | | | | | | | |
| RETAIL | | 16,524 | | | | | | | | | | | | | | | 16,524 | 66 | 1/250SF | |
| RESIDENTIAL | | | 16,974 | 16,974 | 16,974 | 16,974 | | | | | | | | | | | 67,896 | 45 | 72 @ 1.6/DU | |
| | | | | | | | | | | | | | | | | | 84,420 | 139 | | 39 SURFACE |
| BLOCK 1 | | | | | | | | | | | | | | | | | | | | |
| RETAIL | | 20,980 | | | | | | | | | | | | | | | 20,980 | 84 | 1/250SF | |
| OFFICE | | | 14,680 | 14,680 | 14,680 | 14,680 | 14,680 | 14,680 | | | | | | | | | 86,080 | 294 | 1/300SF | |
| HOTEL | | 7,850 | 12,667 | 12,667 | 12,667 | 12,667 | 12,667 | 12,667 | | | | | | | | | 76,000 | 155 | 171 @ 1.1/DU | |
| | | | | | | | | | | | | | | | | | 185,060 | 548 | | 494 - 6 LEVELS + 1 UNDERGROUND |
| BLOCK 2 | | | | | | | | | | | | | | | | | | | | |
| RETAIL | | 17,203 | | | | | | | | | | | | | | | 17,203 | 69 | 1/250SF | |
| OFFICE | | 9,947 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 41,594 | 551,815 | 1,839 | 1/300SF | |
| | | | | | | | | | | | | | | | | | 569,018 | 1,908 | | 380 - 4 UNDERGROUND LEVELS |
| BLOCK 3 | | | | | | | | | | | | | | | | | | | | |
| RETAIL | | 4,978 | | | | | | | | | | | | | | | 4,978 | 20 | 1/250 SF | |
| OFFICE | | 8,513 | | | | | | | | | | | | | | | 8,513 | 28 | 1/300SF | |
| RESIDENTIAL | | 17,091 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 25,605 | 431,421 | 288 | 460 @ 1.6/DU | |
| | | | | | | | | | | | | | | | | | 444,912 | 508 | | 1,448 - 8 LEVELS + 4 UNDERGROUND 64 - ON STREET |
| TOTAL RETAIL (SF) | | | | | | | | | | | | | | | | | 59,685 | | | |
| TOTAL OFFICE (SF) | | | | | | | | | | | | | | | | | 648,408 | | | |
| TOTAL RESIDENTIAL (SF) | | | | | | | | | | | | | | | | | 499,317 | 333 | | |
| TOTAL HOTEL (SF) | | | | | | | | | | | | | | | | | 76,000 | 155 | | |
| TOTAL (SF) | | | | | | | | | | | | | | | | | 1,283,410 | 3,103 | 2,399 | |

SQUARE FOOTAGE TOTALS

| BUILDINGS | TOTALS | DU | PARKING | REDEVELOPMENT | SIZE |
|-------------|-----------|-----------|---------|----------------|------|
| RETAIL | 169,171 | | | 53,686 SF | |
| RESTAURANT | 108,300 | | | 8,000 SF | |
| OFFICE | 1,815,187 | | | 648,408 SF | |
| HEALTH CLUB | | | | 4,000 SF | |
| RESIDENTIAL | 333 | 461,408 | | 428,917 SF | |
| HOTEL | 165 | 167,148 | | 76,000 SF | |
| TOTAL | | 2,745,240 | | 1,283,410 SF | |
| OPEN SPACE | | | | 20 % (MINIMUM) | |

PARKING PROVIDED:
ON-STREET 64
SURFACE 39
STRUCTURED 2,296
TOTAL 2,399

GROSS RESIDENTIAL DENSITY
UNITS PER ACRE = 28.75

OTHER USES
F.A.R. = 1.85
(FLOOR TO AREA RATIO)

OWNER & DEVELOPER:

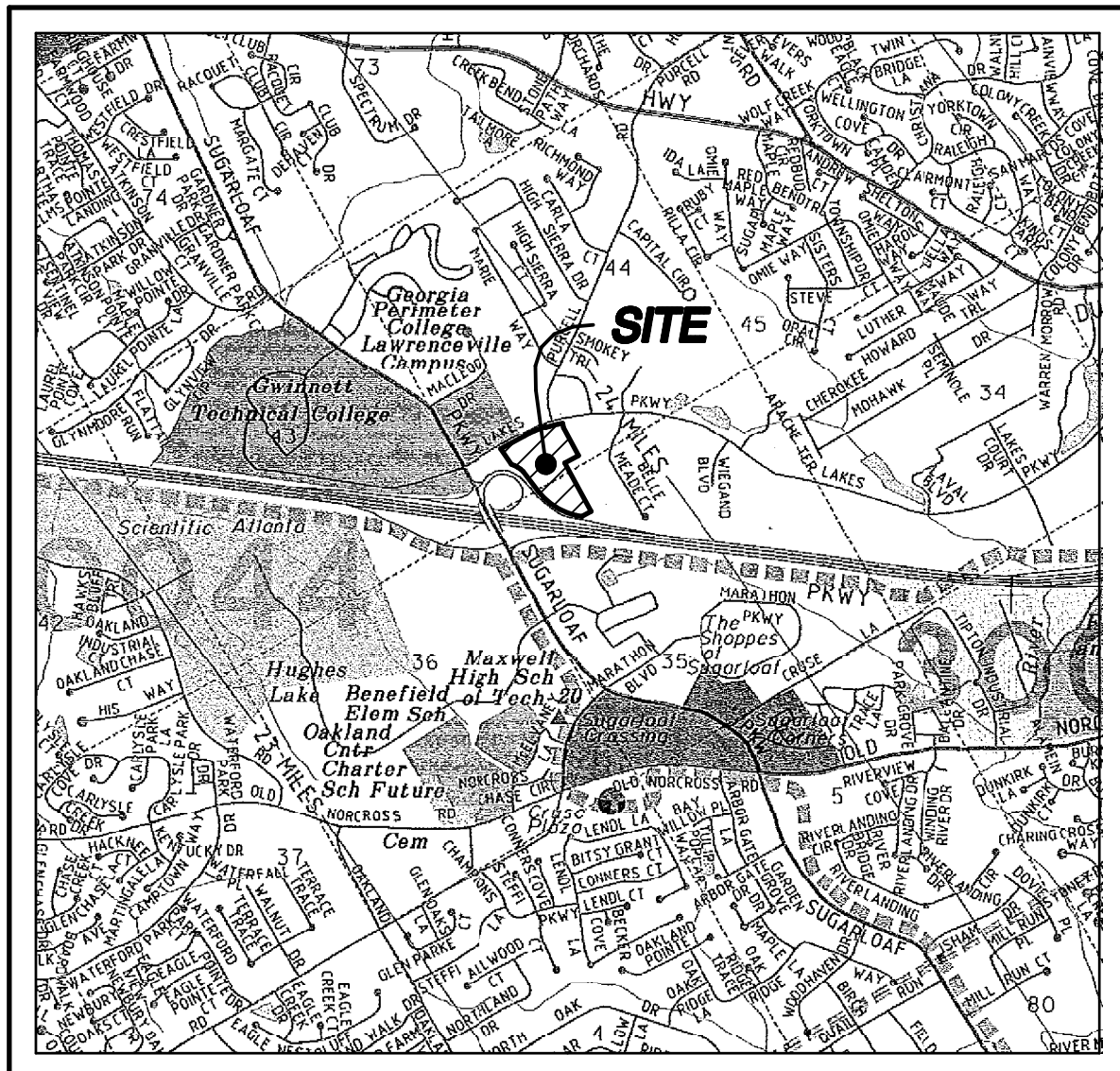
VINTAGE COMMUNITIES
1720 LAKES PARKWAY
SUITE 100
LAWRENCEVILLE, GA. 30043
(770) 513-1857

24 HOUR CONTACT:

MR. BARRY MOCK
(770) 513-1857

ENGINEERING CONTACT:

ROCHESTER & ASSOC., INC.
MR. BILL SCHMID
(770) 718-0600



VICINITY MAP
SCALE: NTS

GRTA SITE PLAN
FOR :
LAKES PARKWAY
VINTAGE TRACT
LOCATED IN
LAND LOTS 35 & 44
7th DISTRICT
GWINNETT COUNTY, GEORGIA

| REVISIONS | | NO. | DATE | DESCRIPTION |
|-----------|--|-----|------|-------------|
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CHANGES OR ALTERATIONS MADE TO THESE PLANS SHALL BE THE RESPONSIBILITY OF THE USER. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

SHEET
1
OF
1

DATE : 8/1/98
SCALE : 1" = 50'
JOB NO : 020805LPC00
FILE NO : **GRTA SITE PLAN
DRAWN BY: SWS

Rochester & Associates, Inc.
402 Oak Street N.W. • Gainesville, Georgia 30501
(770) 718-0600 (770) 718-9990 Fax • www.rochester-assoc.com