



REGIONAL REVIEW NOTICE

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

DATE: July 14, 2016

ARC REVIEW CODE: R1607141

TO: Chairman Charlotte Nash, Gwinnett County Board of Commissioners
ATTN TO: Jeff West, Planning Division Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Destinations at Mall of Georgia

Review Type: DRI

Submitting Local Government: Gwinnett County

Date Opened: July 14, 2016

Deadline for Comments: July 29, 2016

Date to Close: August 3, 2016

Description:

This DRI is located in Gwinnett County, east of the Mall of Georgia and Ivy Creek, northwest of Mall of Georgia Boulevard and southwest of Woodward Crossing Boulevard. The proposed project will consist of 131,820 sq. ft. of retail and restaurant space, a 35,000 sq. ft. grocery store, a 50,000 sq. ft. family entertainment center, 91,200 sq. ft. of office space, a 250-room hotel, 352 apartments, and 40 condominiums. Access to the site is proposed via two full-movement intersections and three right-in/right-out driveways. Also proposed is a pedestrian bridge connecting the DRI across Ivy Creek to the Mall of Georgia property. The DRI trigger for this development is a rezoning application filed with Gwinnett County. Projected build-out for this DRI is 2019. This site was previously reviewed as part of a larger DRI ("Mall of Georgia and Related Development") in 1997.

PRELIMINARY COMMENTS:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), related components of the Atlanta Region's Plan, the proposed development is located in the Developing Suburbs area of the region. Developing Suburbs are areas of development that occurred roughly from 1995 to today. These areas are projected to remain suburbs through 2040.

The RDG details recommended policies for areas and places on the UGPM. Recommended policies for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

-CONTINUED ON NEXT PAGE-

This DRI appears to manifest many of the above policies for this area of the region, including connecting in multiple places to the existing roadwork and an adjacent use, and creating an activity center that can foster a sense of community.

From the standpoint of best practices in planning, the DRI takes a positive step by converting an underutilized site to a comparatively dense, mixed-use node with significant housing and employment components in an area predominated by automobile-oriented, largely disconnected commercial uses. These characteristics, along with the proposed pedestrian bridge to the Mall of Georgia property (discussed in pre-review meetings and the GRTA-required traffic study but not shown on the site plan), offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative modes and conduct multiple trips on foot. This framework can eliminate dependency on cars for internal circulation and encourage workers and visitors to use alternative transportation modes to access the development.

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas, as well as all connections from the project to neighboring uses. This includes the DRI's perimeter along Woodward Crossing Boulevard and Mall of Georgia Boulevard. Placing buildings closer to the street and providing wide sidewalks on both frontages (not just Mall of Georgia Boulevard where the applicant is proposing a shallower setback than is required by code) would create a more comfortable pedestrian experience.

Also related to pedestrian experience and access, ARC encourages the development team to pursue construction of the proposed pedestrian bridge from the DRI's internal east-west road over Ivy Creek to the Mall of Georgia, within the framework of applicable environmental requirements. This bridge connection was discussed in pre-review meetings and shown in the GRTA-required traffic study and on previous iterations of the site plan, but it is absent from the final site plan provided for this review. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided at key locations throughout the site.

The intensity of this proposed project generally aligns with the RDG's recommendations for the Developing Suburbs area, including for seven of the eight proposed buildings on site. The proposed 24-story Building E is significantly higher than what is recommended in the RDG for this area. This level of intensity would be more suited to development in the Region Core and Regional Employment Corridor areas of the region.

Additional preliminary comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF BUFORD
CITY OF DACULA
CITY OF SUGAR HILL
FORSYTH COUNTY
NORTHEAST GEORGIA REGIONAL COMMISSION

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF BRASELTON
CITY OF FLOWERY BRANCH
CITY OF SUWANEE
HALL COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF CUMMING
CITY OF LAWRENCEVILLE
BARROW COUNTY
GEORGIA MOUNTAINS REGIONAL COMMISSION

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Destinations at Mall of Georgia *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *July 29, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: July 14, 2016

ARC REVIEW CODE: R1607141

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Hall, Patrick

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Destinations at Mall of Georgia

Review Type: Development of Regional Impact

Description: This DRI is located in Gwinnett County, east of the Mall of Georgia and Ivy Creek, northwest of Mall of Georgia Boulevard and southwest of Woodward Crossing Boulevard. The proposed project will consist of 131,820 sq. ft. of retail and restaurant space, a 35,000 sq. ft. grocery store, a 50,000 sq. ft. family entertainment center, 91,200 sq. ft. of office space, a 250-room hotel, 352 apartments, and 40 condominiums. Access to the site is proposed via two full-movement intersections and three right-in/right-out driveways. Also proposed is a pedestrian bridge connecting the DRI across Ivy Creek to the Mall of Georgia property. The DRI trigger for this development is a rezoning application filed with Gwinnett County. Projected build-out for this DRI is 2019. This site was previously reviewed as part of a larger DRI ("Mall of Georgia and Related Development") in 1997.

Submitting Local Government: Gwinnett County

Date Opened: July 14, 2016

Deadline for Comments: July 29, 2016

Date to Close: August 3, 2016

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

DESTINATIONS AT MALL OF GEORGIA DRI
Gwinnett County
Natural Resources Division Review Comments
July 12, 2016

Stream Buffers and Watershed Protection

The proposed project property is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. The Chattahoochee River watershed upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake.

Both the submitted site plan and the USGS coverage for the project area show Ivy Creek, a blue line stream, running along the western edge of the project area, between this property and the Mall of Georgia. No other streams are shown as on or near the property on the USGS coverage. Ivy Creek is a tributary of Suwanee Creek, which flows into the Chattahoochee River. Shaded areas shown on both sides of Ivy Creek for the length of the property are identified as buffers. However, based on the site plan scale, the buffers shown are not as deep as the County's required buffers, which include a 50-foot stream buffer and additional 25-foot impervious setback. Based on the site plan scale, portions of Buildings A, B, I and J appear to be within the County buffer and setback. The plans should accurately show the depth of the County buffer and setback, and should also show the 25-foot State Sediment and Erosion Control buffer, with all buffers and setbacks clearly identified. Any unmapped streams on the property may also be subject to the requirements of the County stream buffer ordinance. Any unmapped state waters on the property will be subject to the State 25-foot Erosion and Sedimentation buffer requirement. Intrusions into the County buffer or setback may require a variance from the County. Any intrusions into the State 25-foot Erosion and Sedimentation buffer may also require a variance.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number 2574
DRI Title Destinations at Mall of Georgia
County Gwinnett County
City (if applicable) None / Unincorporated
Address / Location Along the north side of Mall of Georgia Boulevard and the southwest side of Woodward Crossing Boulevard
Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead David Haynes
Copied N/A
Date July 13, 2016

TRAFFIC STUDY

Prepared by Marc Acampora
Date June 30, 2016

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

Project fact sheets are included in Appendix G. The version used is dated February 24, 2016. A more recent version from May 25, 2016 is now available, but that should not impact the projects scheduled in this area.

☐ NO (*provide comments below*)

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest station more than one mile away)

☐ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line [Click here to enter name of operator and rail line](#)

Nearest Station [Click here to enter name of station.](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route follows high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Transit Connectivity ☐ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☐ No services available to rail station
☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☐ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide sufficient connectivity
☐ Route uses high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

[Click here to provide comments.](#)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Gwinnett County Transit

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☒ YES (provide additional information below)

Name of facility **Ivy Creek Greenway**

Distance ☒ Within or adjacent to development site (0.10 mile or less)
☐ 0.15 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

The proposed pedestrian bridge across Ivy Creek linking the development site with the Mall of Georgia will intersect the greenway. It is currently unpaved in this section.

Bicycling Access* ☒ Dedicated lanes or cycle tracks provide connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route uses high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

The proposed pedestrian bridge should be built to also accommodate bicyclists. The path in the immediate area is unpaved, but it does connect with a paved trail to the southwest near the SR 20 / I-85 interchange.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☒ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The site is bounded on two sides by existing roadways. The third side of the triangular site is Ivy Creek. The parcel on the other side of the creek is not conducive to large scale development, so a roadway connection would not be practical.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

[Click here to provide comments.](#)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site is proposed to be connected to the Mall of Georgia via a pedestrian bridge over Ivy Creek. This bridge should also be constructed to accommodate bicyclists using the Ivy Creek Greenway, particularly in the event that the trail in this area is paved in the future.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

A small grocery store and some retail space is proposed, but the size is not likely to generate a significant amount of truck traffic. However, it is unclear from the site plan where trucks would service those businesses without blocking internal drives and/or sidewalks.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

No additional comments.



Developments of Regional Impact

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

DRI #2574

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

Individual completing form: Jerry T. Oberholtzer

Telephone: 6785186215

E-mail: gerald.oberholtzer@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: Destinations at Mall of Georgia

Location (Street Address, 3100 Block of Woodward Crossing Blvd, 2600 Block of Mall of Georgia Blvd. Parcel GPS Coordinates, or Legal #7177-047
Land Lot Description):

Brief Description of Project: Mixed use development to include retail, restaurant, family entertainment center, multi-family residential, condominiums, hotel, office, and grocery store.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor 898,163 gross sq. ft. which includes 308,370 sq. ft. of non-residential, 134,460 sq. ft area, etc.): (250-key) ho

Developer: Shane Lanham

Mailing Address: 1550 North Brown Road

Address 2:

City:Lawrenceville State: GA Zip:30043

Telephone: 770-232-0000

Email: slanham@mptlawfirm.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: J & J 360, LLC

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: Unknown
Overall project: Unknown

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Developments of Regional Impact

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DRI #2574

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
Individual completing form: Jerry T. Oberholtzer
Telephone: 6785186215
Email: gerald.oberholtzer@gwinnettcountry.com

Project Information

Name of Proposed Project: Destinations at Mall of Georgia
DRI ID Number: 2574
Developer/Applicant: Shane Lanham
Telephone: 770-232-0000
Email(s): slanham@mptlawfirm.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

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

Economic Development

Estimated Value at Build-Out: \$150,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$20,000,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Gwinnett Water Resources

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 1.91 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 Water Resources

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 1.47 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.) 14,726 trips per day

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:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,986.78 tons

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: Development includes buffers, building setbacks, and underground stormwater management facilities to mitigate impacts on stormwater management.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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SITE

GROSS AREA: 697,009 GSF (16.001 ACRES)

NET AREA: 552,000 NSF (50' BUILDING SETBACK)
583,690 NSF (35' BUILDING SETBACK)

DEVELOPMENT SUMMARY

PROGRAM

- A

RESIDENTIAL, RETAIL
348 UNITS RESIDENTIAL
25,992 GSF RETAIL
- B

FAMILY ENTERTAINMENT CENTER, RETAIL
50,000 GSF FEC
- C

GROCEER, PARKING DECK
35,000 GSF GROCEER
944 PARKING SPACES
- D

RETAIL
9,547 GSF
- E

HOTEL, CONDOMINIUM
250 KEYS HOTEL
134,460 GSF HOTEL
40 UNITS CONDOMINIUM
- F

RETAIL
4,800 GSF
- G

RETAIL
12,000 GSF
- H

OFFICE, RETAIL
91,200 GSF OFFICE
32,400 GSF RETAIL
- I

PARKING DECK
956 PARKING SPACES
- J

PARKING DECK
310 PARKING SPACES

TOTAL GROSS AREA: 893,883 GSF

PARKING (REQUIRED)	2,239 SPACES (162 SHARED)
PARKING (PROPOSED)	2,275 SPACES

**SHARED PARKING ONE-HALF OF THE OFF-STREET PARKING SPACES REQUIRED BY A USE WHOSE PEAK ATTENDANCE WILL BE AT NIGHT OR ON SUNDAYS MAY BE SHARED WITH A USE THAT WILL BE CLOSED AT NIGHT OR ON SATURDAYS (ARTICLE X, SECTION 1001.5)

**TRAVEL DISTANCE: SPACES MAY BE PROVIDED ON OTHER OFF-STREET PROPERTY LYING NOT MORE THAN 400 FEET FROM MAIN ENTRANCE TO THE PRINCIPAL USE (ARTICLE X, SECTION 1001.4)

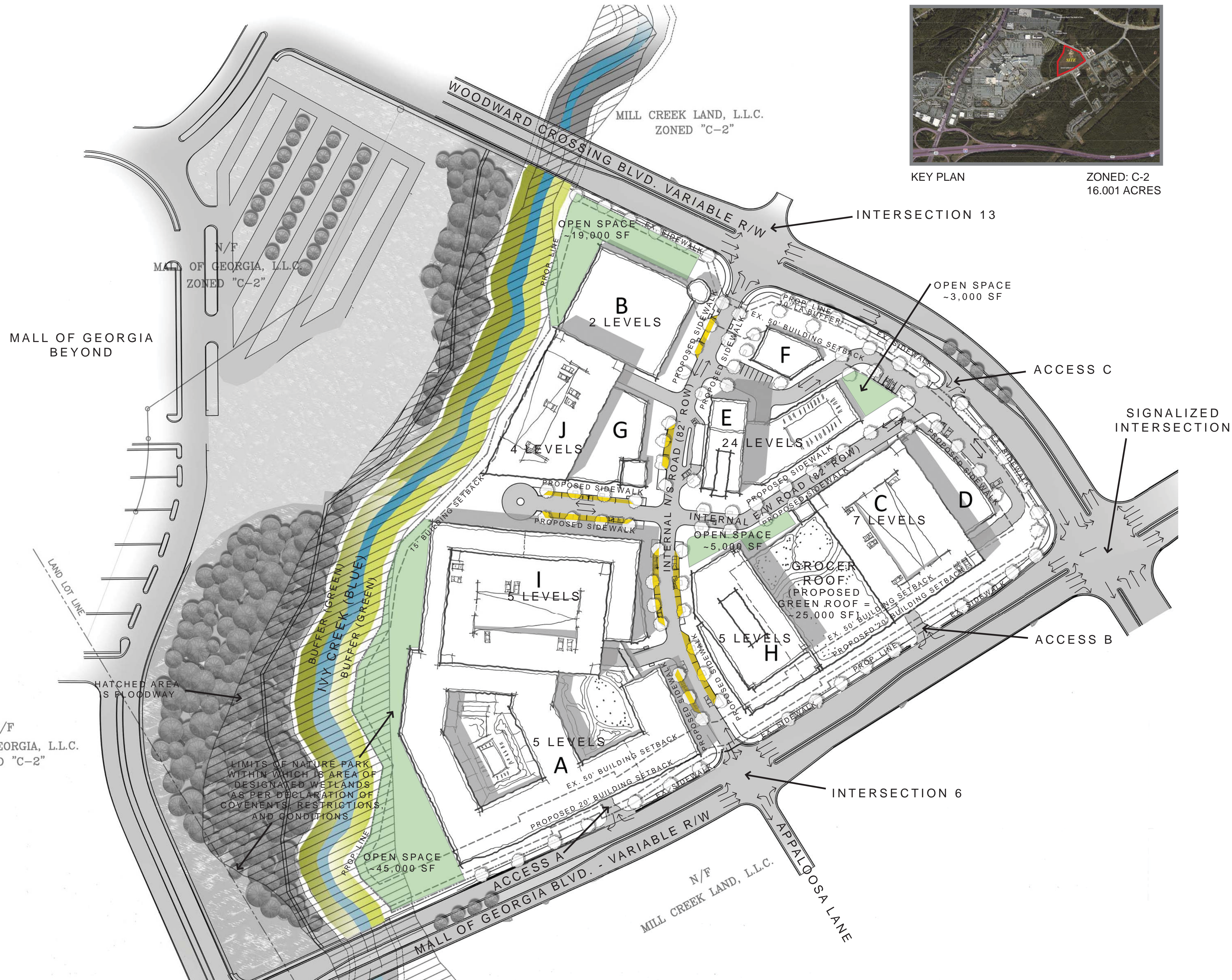
*129 ON-GRADE PARKING SPACES

*STORMWATER MANAGEMENT TO BE PROVIDED BELOW GRADE

DENSITY

TOTAL BUILDING AREA: 893,883 GSF
TOTAL SITE AREA: 697,009 GSF
TOTAL RESIDENTIAL UNITS: 388 UNITS
GROSS RESIDENTIAL UNITS/ACRE: 388 UNITS/16.001 ACRES = 24.25 UNITS PER ACRE
TOTAL AREA OF NON-RESIDENTIAL DEVELOPMENT: 395,399 GSF

OVERALL FAR = 1.28
NON-RESIDENTIAL FAR = 0.57



LAND USE	SPACES REQUIRED	SPACES PROVIDED
APARTMENTS	2 PER UNIT= 696	696
RETAIL/ RESTAURANT	5 PER 1000= 424	460 (65 ON-STREET)
OFFICE	3.3 PER 1000=301	301
HOTEL	1.25 PER KEY= 313	313
CONDOMINIUM	2 PER UNIT=80	80
GROCEER	5 PER 1000=175	175
FAMILY ENTERTAINMENT CENTER	5 PER 1000=250	250
TOTAL	2,239 SPACES	2,275
TOTAL OFF-STREET PARKING PROVIDED		2,210

NOTES:

TOPOGRAPHY WITHIN THE SITE BOUDARY IS LESS THAT 5 FEET OF FALL

DEVELOPMENT ANTICIPATED TO BE ONE PHASE

→ THROUGH LANE

↪ TURN LANE

ON STREET PARALLEL PARKING

