

REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: October 23, 2017

ARC REVIEW CODE: R1710231

TO: Mayor Judy Jordan Johnson, City of Lawrenceville
ATTN TO: Jeff West, Director of Planning and Development
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) 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: South Lawn Mixed Use Development (DRI 2727)

Review Type: DRI

Submitting Local Government: City of Lawrenceville

Date Opened: Oct. 23, 2017

Deadline for Comments: Nov. 7, 2017

Date to Close: Nov. 13, 2017**

**If no significant issues are identified during the comment period, the review will close on November 7, 2017 per the LCI Expedited Review process outlined in ARC's DRI Rules.

Description: This DRI is located on a 32-acre site in the City of Lawrenceville, east of South Clayton Street (SR 20), north of Scenic Highway (SR 124) and west of Jackson Street. The proposed development will consist of approximately 15,000 SF of retail space, 430 multi-family residential units and 170 single-family residential units. Site access is proposed via three driveways along South Clayton Street, two driveways along Scenic Highway, and two driveways along Jackson Street. The DRI review trigger for this development is an overlay modification and special use permit application. The projected build-out year is 2023.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developed/Established Suburbs Area of the region as well as a Regional Town Center. ARC's Regional Development Guide or RDG details recommended policies for areas and places on the UGPM. RDG information and recommendations for Developed/Established Suburbs and Regional Town Centers are listed at the bottom of these comments.

This DRI appears to manifest many aspects of regional policy in that it generally supports the existing Lawrenceville Livable Centers Initiative (LCI) plan; converts a relatively underutilized area to an infill, mixed-use development with a significant housing component; enhances the street grid by better connecting S. Clayton St. and Jackson St.; and supports alternative transportation modes such as biking and walking given its proximity to off-site retail, entertainment, event and employment locations in downtown Lawrenceville. Many of these characteristics collectively offer the potential for site residents to work and shop on site or nearby, and for workers and visitors to park once or arrive via alternative modes and conduct multiple trips on foot.

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. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site, particularly around retail and restaurant uses.

–CONTINUED ON NEXT PAGE–

The project could further support The Atlanta Region's Plan if it incorporated other aspects of regional policy detailed at the bottom of this report, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Developed/Established Suburbs Area of the region.

The proposed development is in the Lawrenceville LCI study area and is generally consistent with the study's goals. The development team should continue to work closely with City staff and leadership to ensure that the project, as constructed, is consistent with the goals and recommendations of the LCI plan and any updates.

Additional preliminary ARC staff comments, related to natural resources and transportation, are attached.

Developed/Established Suburbs are areas of development that occurred from roughly 1970 to 1995 and are projected to remain suburbs through 2040. Regional policy recommendations for Developed/Established 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

Regional Town Centers are larger traditional town centers with policies and programs in place to encourage additional density and/or infill, mixed-use development. Regional policy recommendations for Regional Town Centers include:

- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation
- Utilize wayfinding signage to improve direction and location
- Undertake parking studies to determine accurate parking needs
- Locate education facilities, including technical schools, satellite campuses, and continuing education opportunities in Regional Town Centers
- Develop opportunities for heritage-based tourism
- Promote developments that build on and/or enhance the existing developed core of Regional Town Centers
- Promote vertically or horizontally integrated mixed-use developments in Regional Town Centers

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DACULA

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF GRAYSON

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GWINNETT COUNTY
CITY OF SNELLVILLE

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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: **South Lawn Mixed Use Development** *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
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: ***November 7, 2017***

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: October 23, 2017

ARC REVIEW CODE: R1710231

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Name of Proposal: South Lawn Mixed Use Development (DRI 2727)

Review Type: Development of Regional Impact (DRI)

Description: This DRI is located on a 32-acre site in the City of Lawrenceville, east of South Clayton Street (SR 20), north of Scenic Highway (SR 124) and west of Jackson Street. The proposed development will consist of approximately 15,000 SF of retail space, 430 multi-family residential units and 170 single-family residential units. Site access is proposed via three driveways along South Clayton Street, two driveways along Scenic Highway, and two driveways along Jackson Street. The DRI review trigger for this development is an overlay modification and special use permit application. The projected build-out year is 2023.

Submitting Local Government: City of Lawrenceville

Date Opened: October 23, 2017

Deadline for Comments: November 7, 2017

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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:

SOUTH LAWN MIXED USE DRI
City of Lawrenceville
Natural Resources Review Comments
October 19, 2017

Stream Buffers and Watershed Protection

The proposed project property is located within the Alcovy River Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Monroe in Walton County. Although outside the Atlanta Region and the Metropolitan North Georgia Water Planning District, the Monroe intake is only a few miles from the Gwinnett County line, making development in the Gwinnett portion of the watershed subject to the requirements of the DNR Part 5 Water Supply Watershed Minimum Criteria or of any alternate criteria adopted by the City and approved by Georgia EPD.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. It is our understanding that Gwinnett County has developed alternate criteria for water supply watershed protection. It appears that the project property is more than seven miles upstream of the Monroe intake. The Part 5 criteria define a “perennial stream” as “a stream that has normal stream flow consisting of base flow (discharge that enters the stream channel mainly from groundwater) or both base flow and direct runoff during any period of the year”

The USGS coverage for the shows an intermittent (dashed blue line) stream that is a tributary to Shoal Creek, which in turn is a tributary to the Alcovy River, running southward from the property. The site plan does not identify a stream, but it does show what appears to be stream channel in the eastern portion of the site, with proposed construction over the channel and a proposed stormwater management facility along the property’s frontage on Scenic Highway/SR 124. The City will need to determine if the proposed project is subject to the Part 5 water supply watershed buffers, as well as the City’s stream buffer ordinance, which requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback. In addition, all waters of the State on this property are subject to the State 25-foot Sediment and Erosion Control Buffer. No buffers are shown on the site plan. Any intrusions into the applicable water supply watershed and City stream buffers may require a variance, as will intrusions into the state 25-foot Erosion and Sedimentation buffer. 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 also be subject to the State 25-foot Erosion and Sedimentation buffer requirement.

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, 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 #2727
DRI Title South Lawn Mixed Use
County Gwinnett County
City (if applicable) Lawrenceville
Address / Location North of Scenic Highway SR 124, South of Luckie Street, East of S Clayton Street and West of Jackson Street

Proposed Development Type:

New Development of a 31 acre site for mixed youth that includes 430 units of Multifamily, 170 Units of Single family and 15,000 square feet of retail.

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date October 19, 2017

TRAFFIC STUDY

Prepared by Kimley Horn
Date October 11, 2017

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

The traffic analysis includes an appendix of projects in the network area and a chart of programmed projects identified in the Atlanta Region's Plan on Page 25 of the traffic analysis.

☐ NO (*provide comments below*)

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*)

The development proposes access by two access points on Scenic Highway South (SR 124) and one access point on South Clayton Street (SR 20); both are Regional Thoroughfares.

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*)

The development proposes access by two access points on Scenic Highway South (SR 124) and one access point on South Clayton Street (SR 20); both are Regional Freight Thoroughfares.

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

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*)

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) Gwinnett Community Transit

Bus Route(s) Route 40

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)

* 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

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 | Click here to provide name of facility. |
| Distance | <input type="checkbox"/> Within or adjacent to development site (0.10 mile or less) |
| | <input type="checkbox"/> 0.15 to 0.50 mile |
| | <input type="checkbox"/> 0.50 to 1.00 mile |
| Walking Access* | <input type="checkbox"/> Sidewalks and crosswalks provide connectivity |
| | <input type="checkbox"/> Sidewalk and crosswalk network is incomplete |
| | <input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed) |
| Bicycling Access* | <input type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity |
| | <input type="checkbox"/> 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*)

* *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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☒ OTHER (*Please explain*)

The proposed development includes local road connectivity between parcels internal to the site, however proposed access points do not align with existing access points for adjacent development causing conflict points. Examples include, Drive access #4 on Church Street and Access point 5 on Branson Street. Driveway access points along major thoroughfares for existing development opposite the site were not provided.

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)
- ☐ OTHER (Please explain)

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)

Sidewalks are currently available along major roadways adjacent to the development and some interior local roadways. Sidewalks are proposed internal to the site. No bicycle facilities currently exist or are being proposed.

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)

The site is bounded by and proposes access points on two regional truck thoroughfares. The use of the site is expected to generate little to no truck traffic internal to the site.

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):

In the interest of safety, the location of access points proposed should be aligned with existing site access points of adjacent developments. This will decrease the number of potential conflict points as identified in item #9.



Developments of Regional Impact

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DRI #2727

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: Lawrenceville

Individual completing form: Jeff West

Telephone: 6784076563

E-mail: jeffrey.west@lawrencevillega.org

*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: South Lawn Mixed Use Development

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): LL 5-147 Bounded by Clayton Street, Jackson Street and Scenic Highway

Brief Description of Project: Mixed use development consisting of 425 multi-family units, 159 single family/townhouse units, 15,000 square feet retail over approximately 32 acres +/-

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 area, etc.): See above brief description

Developer: George Berkow, INC

Mailing Address: 4720 Chamblee Dunwoody Road

Address 2: STE 200

City: Dunwoody State: GA Zip: 30338

Telephone: 4045745880

Email: nberkow@cowartberkow.com

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

If yes, property owner: Lawrenceville Downtown Development Authority

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

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

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

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

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

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

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

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

Estimated Project Completion Dates: This project/phase: 2018-2020
Overall project: 2018-2020

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Developments of Regional Impact

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DRI #2727

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: Lawrenceville
Individual completing form: Jeff West
Telephone: 678.407.6563
Email: jeffrey.west@lawrencevillega.org

Project Information

Name of Proposed Project: South Lawn Mixed Use Development
DRI ID Number: 2727
Developer/Applicant: George Berkow, Inc.
Telephone: 404.574.5880
Email(s): nberkow@cowartberkow.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: \$85,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,350,000

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): 25+/- buildings to be removed, including: municipal buildings, shops, storage sheds (and outdoor storage areas); one-two family residences; public housing apartments; school board buildings; commercial/retail buildings; church facilities.

Water Supply

Name of water supply provider for this site: City of Lawrenceville

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.17 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)? 0.15 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.) 295 AM Peak Hour Gross Trips; 391 PM Peak Hour Gross Trips; 278 AM Peak Hour Net Trips; 345 PM Peak Hour Net Trips

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 Traffic Impact Study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,508 tons/annum

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be 85%

impervious surface once the proposed development has been constructed?

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

Environmental Quality

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

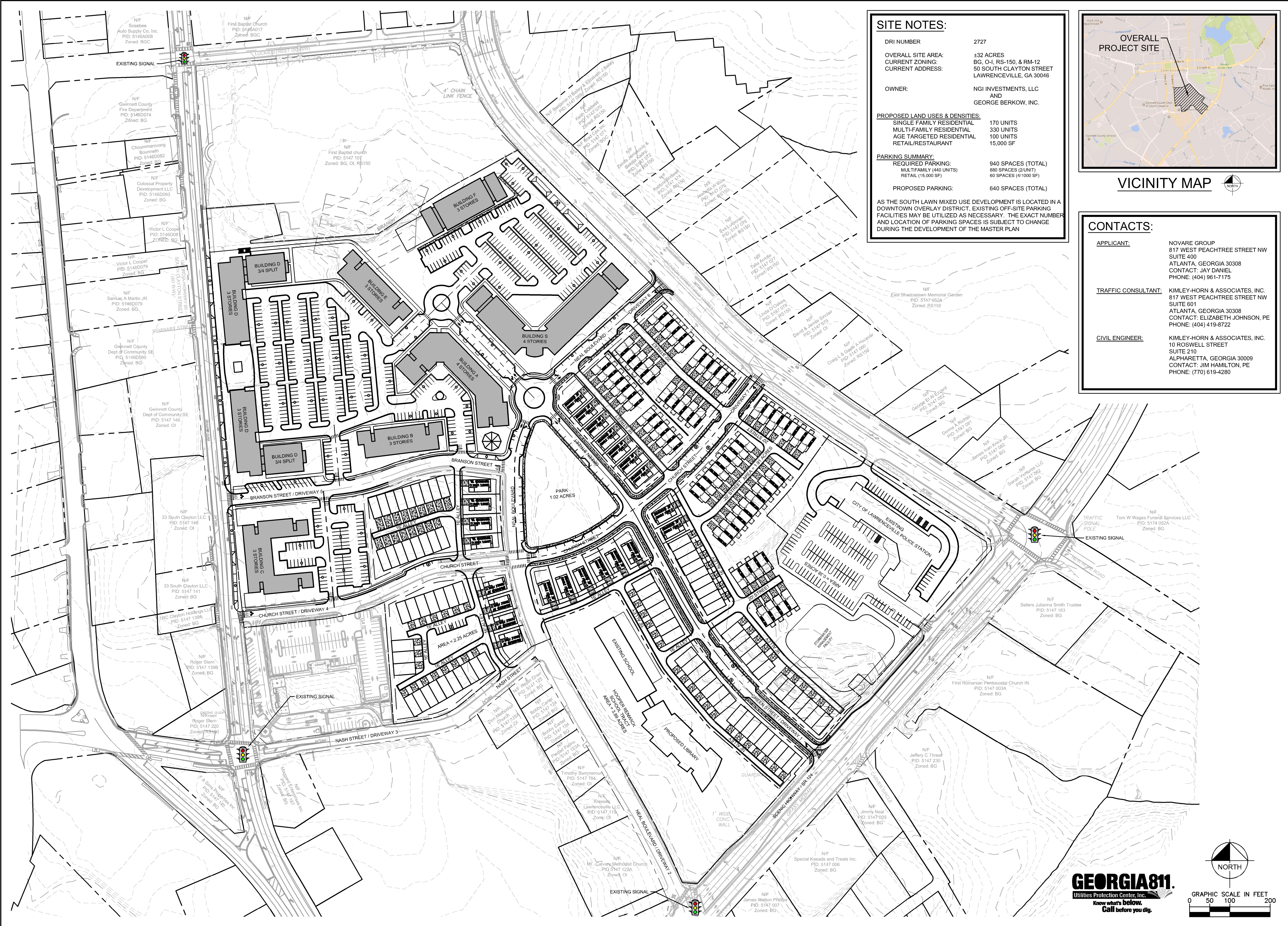
1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not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

If you answered yes to any question above, describe how the identified resource(s) may be affected:
Recharge areas protected by storm water BMPs and sanitary sewer service.

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Drawing name: K:\VLP_P\019308024_Lawrenceville South Lawn\LSL_DRI-Site-Plan_2017-10-10.dwg DRI Site Plan Oct 10, 2017 10:55am by: Tyler Rosser



SITE NOTES:

DRI NUMBER

2727

OVERALL SITE AREA:

±32 ACRES

CURRENT ZONING:

BG, O-I, RS-150, & RM-12

CURRENT ADDRESS:

50 SOUTH CLAYTON STREET
LAWRENCEVILLE, GA 30046

OWNER:

NGI INVESTMENTS, LLC
AND
GEORGE BERKOW, INC.

PROPOSED LAND USES & DENSITIES:

SINGLE FAMILY RESIDENTIAL

170 UNITS

MULTI-FAMILY RESIDENTIAL

330 UNITS

AGE TARGETED RESIDENTIAL

100 UNITS

RETAIL/RESTAURANT

15,000 SF

PARKING SUMMARY:

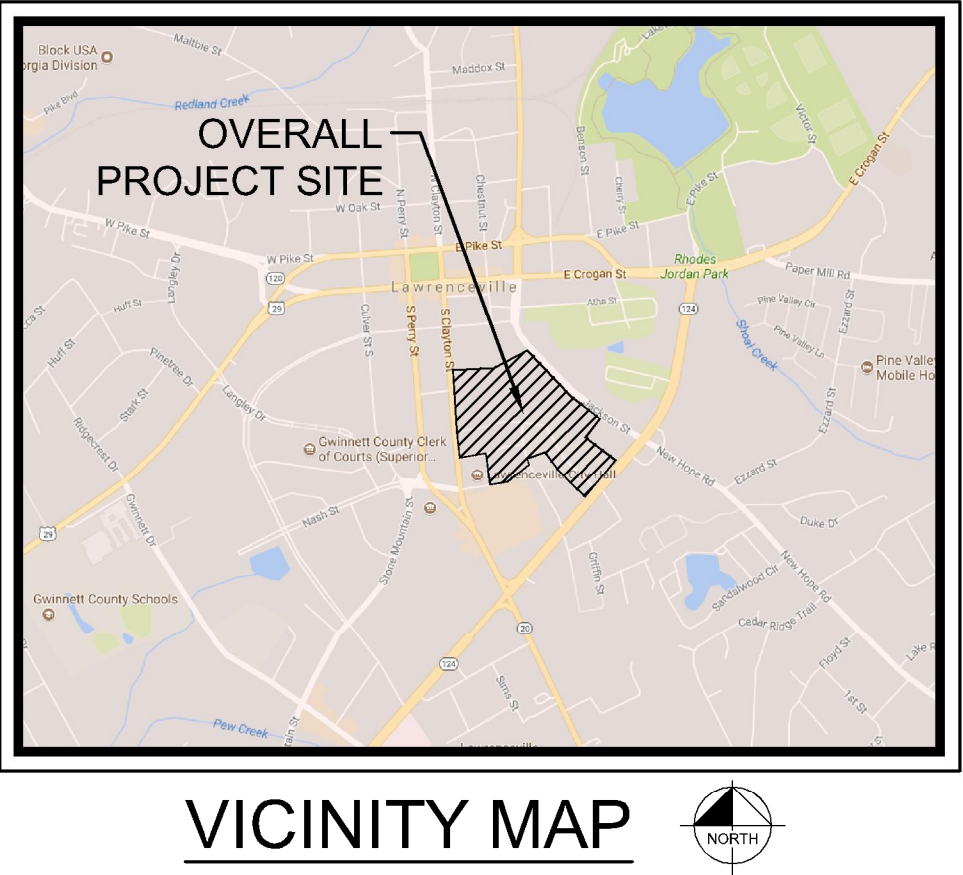
REQUIRED PARKING:

940 SPACES (TOTAL)
880 SPACES (2 UNIT)
60 SPACES (4/1000 SF)

PROPOSED PARKING:

640 SPACES (TOTAL)

AS THE SOUTH LAWN MIXED USE DEVELOPMENT IS LOCATED IN A DOWNTOWN OVERLAY DISTRICT, EXISTING OFF-SITE PARKING FACILITIES MAY BE UTILIZED AS NECESSARY. THE EXACT NUMBER AND LOCATION OF PARKING SPACES IS SUBJECT TO CHANGE DURING THE DEVELOPMENT OF THE MASTER PLAN



CONTACTS:

APPLICANT:

NOVARE GROUP
817 WEST PEACHTREE STREET NW
SUITE 400
ATLANTA, GEORGIA 30308
CONTACT: JAY DANIEL
PHONE: (404) 961-7175

TRAFFIC CONSULTANT:

KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW
SUITE 601
ATLANTA, GEORGIA 30308
CONTACT: ELIZABETH JOHNSON, PE
PHONE: (404) 419-8722

CIVIL ENGINEER:

KIMLEY-HORN & ASSOCIATES, INC.
10 ROSWELL STREET
SUITE 210
ALPHARETTA, GEORGIA 30009
CONTACT: JIM HAMILTON, PE
PHONE: (770) 619-4280

PREPARED BY

Kimley»Horn

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10 ROSWELL STREET, SUITE 210
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

NOVARE GROUP

817 PEACHTREE STREET, SUITE 400
ALPHARETTA, GEORGIA 30308
PHONE: 000.000.0000

PROJECT

SOUTH LAWN MIXED USE
50 S CLAYTON ST. LAWRENCEVILLE, GEORGIA 30046
LAND LOT 146 & 147, 5TH DISTRICT

GSWCC CERT. (LEVEL II)

0000021723

DRAWN BY

JTR

DESIGNED BY

BRM

REVIEWED BY

JRH

DATE

10/10/2017

PROJECT NO.

019308024

TITLE

DRI SITE PLAN

SHEET NUMBER

DRI #2727

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