REGIONAL REVIEW FINDING

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

DATE: July 22, 2019 **ARC REVIEW CODE**: R1907021

TO: Chairman Charlotte Nash, Gwinnett County Board of Commissioners
ATTN TO: Ashley Nichols, Planning Manager, Current Planning Section
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 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: The Exchange at Gwinnett (DRI 2945)
Submitting Local Government: Gwinnett County
Review Type: Development of Regional Impact **Date Opened**: July 2, 2019 **Date Closed:** July 22, 2019

Description: This DRI is on approximately 99 acres in unincorporated Gwinnett County, south of I-85, east of SR 20 (Buford Drive) and north of Laurel Crossing Parkway. The mixed-use project is proposed to total 1,426,632 SF, consisting of office, commercial (e.g., retail, restaurant), recreation/entertainment (e.g., golf driving range, movie theater), and multi-family residential (1,000 units) uses. Site access is proposed via four driveways on SR 20 (Buford Drive) and four driveways on Laurel Crossing Parkway. The estimated buildout year is 2021. The local trigger for this review is a rezoning application. This project is an expansion of DRI 2834 (also called The Exchange at Gwinnett), which was reviewed in 2018.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Suburbs areas are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The plan contemplates a mixed-use development featuring significant housing, commercial, office and recreation/entertainment uses, with pedestrian-oriented uses and streetscaping at street level in many areas of the site. The mix of uses offers the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot, thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. This is particularly important in terms of creating a strong bike/pedestrian connection between the central "Main Street" area (east-west spine accessed by Driveway 3, which intersects at traffic circle with north-south spine and multi-family units) and the larger-box retail and recreation/entertainment uses spread around the perimeter of the site. 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. These recommendations are made given that the applicant utilized a 2% alternative mode trip reduction in the SRTA/GRTA-required DRI traffic study.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages.

Additionally, the applicant team should ensure that project driveways and intersections and any associated improvements (e.g., new signals, relocation of existing signals, deceleration lanes, turn lanes, etc.), are designed and implemented in full coordination with GDOT (SR 20/Buford Drive fronting the site, and I-85 nearby, are on the state system) and Gwinnett County DOT to safely and efficiently accommodate the DRI's projected traffic.

The DRI's land use mix appears to be generally consistent with the RDG, specifically in terms of the project connecting to multiple adjacent roadways, and in fostering a sense of community by developing town centers, village centers or other places of centralized location. The intensity of this proposed project generally aligns with the RDG's recommended parameters regarding density and building height for Developing Suburbs. However, many areas near the site – particularly to the east and south – are unlike this DRI as they are predominated by residential uses. Therefore it will be critical for County leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses. This includes the multifamily residential complex to the east on Laurel Crossing Parkway, which is the DRI's closest neighboring land use.

Additional ARC staff comments focused on transportation and water resources planning, along with external comments received from contacted parties, are attached to this report. Of note are the following:

- GDOT Aviation staff comments indicate that, while the DRI does not appear to directly impact Gwinnett County Airport-Briscoe Field (LZU), it is in proximity to a navigation facility and may impact the assurance of navigation signal reception. Therefore the applicant will need to file an FAA Form 7460-1 at least 120 days before construction.
- Gwinnett County DOT comments document a range of items in response to their review of the GRTA-required DRI traffic study. Many of the comments document the County's suggested modifications to improvements listed (or not listed) in the traffic study. All relevant parties (e.g., the applicant team, Gwinnett County, GRTA and GDOT) will need to coordinate within the GRTA DRI process and beyond (e.g., in the County review/permitting process and the GDOT permitting process), in order to find satisfactory solutions to these issues. This echoes ARC's comment above regarding the need for all project driveways, intersections and associated improvements to be designed and implemented in coordination with GDOT and Gwinnett County DOT.
- The Gwinnett County Department of Watershed Management submitted preliminary comments during the pre-review period in April 2019. While this was prior to the official review period, these comments are important to document here, specifically the County's comments regarding the need to ensure adequate sewage capacity for this project.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. Regional policy recommendations 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

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF BUFORD
CITY OF SUGAR HILL
HALL COUNTY
TOWN OF BRASELTON
ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
CITY OF DACULA
CITY OF SUWANEE
NORTHEAST GEORGIA REGIONAL COMMISSION
ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GWINNETT COUNTY
CITY OF LAWRENCEVILLE
GEORGIA MOUNTAINS REGIONAL COMMISSION
BARROW COUNTY

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.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #2945

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: Ashley Nichols
Telephone: 678-518-6215
E-mail: ashley.nichols@gwinnettcounty.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: The Exchange @ Gwinnett
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Buford Drive (State Route 20) & Laurel Crossing Parkway
Brief Description of Project: Mixed-use development with office, residential, commercial, and entertainment uses.

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.): 776,500 square feet; 500 residential units
Developer: Fuqua Acquisitions II, LLC
Mailing Address: 1550 North Brown Road, Suite 125
Address 2:
City:Lawrenceville State: Ge 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: Mansour Properties, LLC & Lifestyle Family Group, 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: The Exchange @ Gwinnett Project ID: 2834
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?	+/- 35% of acreage; +/- 47% of building square feet
Estimated Project Completion Dates:	This project/phase: 2021 Overall project: 2021

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact

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Developments of Regional Impact

DRI #2945

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:	Ashley Nichols
Telephone:	678-518-6215
Email:	ashley.nichols@gwinnettcounty.com

Project Information

Name of Proposed Project:	The Exchange @ Gwinnett
DRI ID Number:	2945
Developer/Applicant:	Fuqua Acquisitions II, LLC
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:	$354,428,500
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$9,431,362
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 County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.36 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)?	0.36 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: May require greater line size and certain system upgrades to serve the development.

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.)	3,180 PHVTD
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:Signal modification, deceleration lanes, driveways, turn lanes. See TIS.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,500
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	85%

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:Pervious parking areas, underground detention systems, and off-site detention.

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:
Located at Chattahoochee watershed ridgeline, no significant effects anticipated.

Back to Top

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page DRI Site Map | Contact

Andrew Smith

From: Finch, Ashley M <AFinch@dot.ga.gov>
Sent: Monday, July 8, 2019 1:59 PM
To: Andrew Smith
Cc: Mertz, Kaycee
Subject: RE: ARC DRI Review Notification - The Exchange at Gwinnett (DRI 2945)

Andrew,

GDOT Office of Intermodal Rail Division DRI Review The Exchange at Gwinnett (DRI 2945)

GDOT Intermodal has reviewed this DRI with respect to freight railroads. There are no freight railroads directly adjacent to this proposed site. The project location is approximately four miles away from a Norfolk Southern rail line.

For more specifics about operations of the NS rail line, please contact NS at 800-635-5768.

More information about crossings and freight rail in this area can be found at https://fragis.fra.dot.gov/GISFRASafety/

Thanks,

Ashley

Ashley Finch
Rail Planner
GDOT Georgia Department of Transportation
GDOT Intermodal Division
600 West Peachtree Street
6th Floor
Atlanta, GA 30308
(404)631-1229

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Tuesday, July 02, 2019 4:42 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Giles, Shane <shgiles@dot.ga.gov>; Peevy, Jonathan <jpeevy@dot.ga.gov>; Dykes, Jason <jdykes@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Kathy.Holland@gwinnettcounty.com; Brian.Johnson@gwinnettcounty.com; 'nancy.lovingood@gwinnettcounty.com' <nancy.lovingood@gwinnettcounty.com>;

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Wednesday, July 10, 2019 11:00 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Robinson, Joseph; Matthew.Smith@gwinnettcounty.com
Subject: RE: ARC DRI Review Notification - The Exchange at Gwinnett (DRI 2945)
Attachments: ARC Preliminary Report - The Exchange at Gwinnett DRI 2945.pdf

Andrew,

The mixed-use project is proposed to total 1,426,632 SF, consisting of office, commercial (e.g., retail, restaurant), recreation/entertainment (e.g., golf driving range, movie theater), and multi-family residential (1,000 units) uses, is on approximately 99 acres in unincorporated Gwinnett County, south of I-85, east of SR 20 (Buford Drive) and north of Laurel Crossing Parkway. It is located approximately 5.3 miles north of the Gwinnett County Airport – Briscoe Field (LZU) and is located outside any FAA approach or departure surfaces, and is outside the RPZ for each runway, and does not appear to impact the airport.

However the proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm). That submission may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Matt Smith with Gwinnett County Airport-Briscoe Field (LZU) on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood
Airport Safety Data Program Manager

GDOT Georgia Department of Transportation

Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Tuesday, July 2, 2019 4:42 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green,

Andrew Smith

From: McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Sent: Thursday, July 11, 2019 12:53 PM
To: Andrew Smith
Cc: Robinson, Charles A.; Peevy, Phillip M.; DeNard, Paul
Subject: RE: ARC DRI Review Notification - The Exchange at Gwinnett (DRI 2945)

Good Afternoon Andrew,

GDOT Planning has reviewed The Exchange at Gwinnett (DRI 2945) Preliminary report and show no additional GDOT projects, other than those already mentioned in the report.

For further information that may be needed concerning this review, please contact Johnathan G. McLoyd at 404-631-1774 or jomcloyd@dot.ga.gov.

Johnathan G. McLoyd
Transportation Planner

Office of Planning
One Georgia Center
600 West Peachtree Street, 5th Floor
Atlanta, GA, 30308
404.631.1774 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Tuesday, July 2, 2019 4:42 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Giles, Shane <shgiles@dot.ga.gov>; Peevy, Jonathan <jpeevy@dot.ga.gov>; Dykes, Jason <jdykes@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Kathy.Holland@gwinnettcounty.com; Brian.Johnson@gwinnettcounty.com; 'nancy.lovingood@gwinnettcounty.com' <nancy.lovingood@gwinnettcounty.com>; 'ashley.nichols@gwinnettcounty.com' <ashley.nichols@gwinnettcounty.com>; alicia.mcelheney@gwinnettcounty.com; 'Geoffrey.Butler@gwinnettcounty.com' <Geoffrey.Butler@gwinnettcounty.com>; Joshua.Ferguson@gwinnettcounty.com; 'james.pugsley@gwinnettcounty.com' <james.pugsley@gwinnettcounty.com>;

Andrew Smith

From: Alex.Hofelich@gwinnettcounty.com
Sent: Wednesday, July 10, 2019 4:55 PM
To: aspiliotis@srta.ga.gov; PMartin@srta.ga.gov; Andrew Smith
Cc: shgiles@dot.ga.gov; jpeevy@dot.ga.gov; jdykes@dot.ga.gov; David.Schlifka@gwinnettcounty.com; Tom.Sever@gwinnettcounty.com; Michael.Johnson2@gwinnettcounty.com; Vince.Edwards@gwinnettcounty.com; sameer.patharkar@loweengineers.com; blake.bredbenner@loweengineers.com; Daniel.Piotrowski@gwinnettcounty.com
Subject: RE: ARC DRI Review Notification - The Exchange at Gwinnett (DRI 2945)
Attachments: RE: GRTA DRI 2834 - Gwinnett Exchange DRI 2834 - Addendum 1

Gwinnett County's comments are as follows:

1. As identified in our October comments for DRI 2834, We have a Tier 2 SPLOST project programmed to widen Old Peachtree Road, which is identified on Table 2. This does not necessarily include the specific options identified in the DRI study. However, this project would bring the intersection back into a satisfactory LOS. Please note that Tier 2 projects are dependent on SPLOST revenues exceeding projections, so there is no funding currently identified for this project. In the interim of this project being built, we would work with the RTOP corridor manager to develop signal timing that would bring the intersection back into a satisfactory LOS. It would be worth noting this project in the executive summary under the impacted intersections to soften the specific detailed recommendations.

2. As requested in our October comments for DRI 2834, on Table 2 the Gravel Springs interchange project should be identified as PI#0012698.

3. As requested in our October comments for DRI 2834, on Table 2 the I-85 SB Ramp signal is identified as a Gwinnett Project. This is actually going through the GDOT Quick Response program. Gwinnet may be partnering with GDOT, as needed.

4. In the prior study for DRI 2834 dated October 29, 2018 the intersection of SR 20 at Rock Springs was shown as operating at a LOS C or better for all analysis conditions. In the study for DRI 2945, the LOS drops to LOS E in the AM peak. Reconstructing/adjusting the intersection to provide additional side street lanes seems to clearly be a project improvement. This could possibly be accomplished with a minimum of additional pavement if the developer is able to work with GDOT to reallocate and realign lanes. We have suggested different options for consideration during prior rounds of comments. Modifications that include only timing adjustments are not an adequate solution for this intersection, as we currently have this intersection timed very carefully.

5. Rock Springs (W) at Old Peachtree Rd drops below an acceptable level of service under the build conditions. As a project improvement, it should be considered that the project modify the intersection to provide a right turn overlap to run with the main street left turn phase. Minor geometric modifications to facilitate the right turn movement should be considered, such as a wider radius with a right turn island. Further analysis is needed in relation to this operation plus the project identified under comment 1 above.

6. As discussed during prior rounds of comments on this site, the face of the right turn islands for the intersection at Brandsmart Way and the right-in, right-out driveways need to be pulled back approximately 16 feet from the closest SR 20 through lane.

7. Lane configuration at Laurel Crossing Parkway should be revised such that there is the ability to accommodate a westbound through movement for a future fourth leg to be accomplished through restriping. Considering the friction that will be caused by interaction between the new site traffic and the traffic at the existing median break on Laurel Crossing Parkway, it may be worth considering replacing the raised median with a flush median.

8. Pavement marking plans should consider defining the two westbound exiting and two eastbound receiving lanes on Laurel Crossing Parkway as separate lanes.

9. To facilitate movement out of the site to the proposed signal at SR 20 and Laurel Crossing Parkway, it should be considered to extend the second westbound / outbound lane present for Driveways 5 & 6 to also serve Driveways 7 and 8.

10. Since Driveway 6 is the only straight shot through the entire site to Laurel Crossing Parkway, accommodations should be made for a single left turning vehicle at the front of the queue holding up traffic that wants to make a right turn towards SR 20. Consider installing at least a right turn island.

Let us know if you have any questions.

Gwinnett vibrantly connected

Alex Hofelich, PE, PTOE | Division Director for Traffic Engineering | Transportation | Gwinnett County
678.639.8800 | 75 Langley Drive, Lawrenceville, GA 30046 | www.gwinnettcounty.com

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From: Lovingood, Nancy
Sent: Wednesday, July 03, 2019 8:50 AM
To: 'Andrew Smith'; 'cyvandyke@dot.ga.gov'; Fowler, Matthew; Matthews, Timothy W; Garth Lynch; Wayne Mote (wmote@HNTB.com); PPeevy@dot.ga.gov; Robinson, Charles A.; Delgadillo Canizares, Marlene V.; McLoyd, Johnathan G; Green, Henry; 'ccomer@dot.ga.gov'; Hood, Alan C. (achood@dot.ga.gov); Mertz, Kaycee; Finch, Ashley M; 'Giles, Shane'; 'Peevy, Jonathan'; Dykes, Jason; Annie Gillespie; Andrew Spiliotis; Parker Martin; Peter Emmanuel; Renaud Marshall; 'Jon West'; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com); Holland, Kathy; Johnson, Brian; Nichols, Ashley; McElheney, Alicia; Butler, Geoffrey; Ferguson, Joshua; Pugsley, James; Grennell, Zane; Schlifka, David; Chilton, Susan; Chapman, Alan; Cooksey, Lewis; Sever, Tom; Hofelich, Alex; Johnson, Michael D. (DOT); Edwards, Vince; Shelton, Rebecca; Willis, Lisa; Richards, Tyler; kwolfe@cityofbuford.com; daculacityhall@daculaga.gov; Joey Murphy; Todd Hargrave; Dennis.Billew@lawrencevillega.org; Troy Besseche; Kaipo Awana; tschick@cityofsugarhill.com; 'jcampbell@suwanee.com'; adurden@suwanee.com; 'ahazell@gmrc.ga.gov'; syamala@hallcounty.org; bwalker@negrc.org; Eva Kennedy; gherring@barrowga.org; rwhiddon@barrowga.org; kdkeller@braselton.net; 'Jeff Fuqua'; 'Heather Correa'; 'greer.scoggins@fuquadev.com'; randy.speck@fuquadev.com; Shane Lanham; 'sabercro@hainesgipson.com'; 'Sameer Patharkar'; 'Blake Bredbenner'
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Daniel Studdard; Jim Santo; Mike Carnathan; Jim Skinner; Wei Wang; Katie Perumbeti
Subject: RE: ARC DRI Review Notification - The Exchange at Gwinnett (DRI 2945)

The rezoning case for this development was tabled last night by the Gw county Planning Commission until August 8.
Nancy

Andrew Smith

From: Lisa.Willis@gwinnettcounty.com
Sent: Thursday, April 25, 2019 11:09 AM
To: Andrew Smith
Cc: Tyler.Richards@gwinnettcounty.com; Rebecca.Shelton@gwinnettcounty.com; JC.Lan@gwinnettcounty.com; Roxsann.Bowles@gwinnettcounty.com; Raghunatha.Vemuru@gwinnettcounty.com; Yige.Gao@gwinnettcounty.com; Nancy.Lovingood@gwinnettcounty.com
Subject: RE: DRI Pre-Review Meeting - The Exchange @ Gwinnett (DRI 2945) - Water and Sewer

Andrew,

Here are Gwinnett Dept. of Water Resources' (DWR) comments related to water and sewer on The Exchange at Gwinnett:

WATER

- There is Existing Water Capacity to serve the proposed development (12" DIP Water Service Line on Laurel Crossing Pkwy, and 20" DIP Water Service Line on SR 20).
- No water extension is required outside the footprint of the development.

SEWER

- On Sept-6-2018, Gwinnett DWR notified Fuqua Development that sewer capacity is not available to accommodate Fuqua's projected peak sewer flows of 0.527 MGD due to downstream capacity limitations of the 8-inch sanitary sewer. In order to accommodate these flows, approx. 2,500 linear feet of 8-inch gravity sewer need to be upsized. Alternately, a new sewer line can be installed from the northeast corner of the development across I-85 by jack-and-bore to tie into the existing 42-inch Ivy Creek Little Ivy Creek Interceptor.
- On Mar-20-2019, Gwinnett DWR approved 0.155 MGD to be discharged to the existing 8-inch sanitary sewer on SR 20. This is only a portion of the development. Additional sewer flows will require upsizing of the downstream gravity sewer or alternate routing of sewer.
- An updated sewer capacity certification with the full planned build-out of the entire Exchange development is requested to understand the maximum peak sewer flow. To date, sewer capacity has been requested for only a portion of the development.

Please let us know if you need any additional information.

Best Regards,
Lisa

Lisa M. Willis, PE | Division Director, Infrastructure Support
Department of Water Resources | Gwinnett County Government
678.376.4214 | 684 Winder Highway, Lawrenceville, GA 30045
www.gwinnettcounty.com | lisa.willis@gwinnettcounty.com
Learn more about Gwinnett County Water Resources at
www.gwinnettH2O.com

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, April 24, 2019 3:44 PM
To: 'cyvandyke@dot.ga.gov'; Fowler, Matthew; Matthews, Timothy W; Garth Lynch; Wayne Mote (wmote@HNTB.com); PPeevy@dot.ga.gov; Robinson, Charles A.; Delgadillo Canizares, Marlene V.; McLoyd, Johnathan G; Green, Henry; 'ccomer@dot.ga.gov'; Hood, Alan C. (achood@dot.ga.gov); Mertz, Kaycee; Finch, Ashley M; 'Giles, Shane'; 'Peevy, Jonathan'; 'Decker, Sue Anne'; Dykes, Jason; Annie Gillespie; Emily Estes; Parker Martin; 'DRI@grta.org'; Renaud Marshall; 'Jon West'; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com); Holland, Kathy; Johnson, Brian; Lovingood, Nancy; Nichols, Ashley; Ferguson, Joshua; Pugsley, James; Chapman, Alan; Cooksey, Lewis; Sever, Tom; Hofelich, Alex; Johnson, Michael D. (DOT); Edwards, Vince; Shelton, Rebecca; Willis, Lisa; Richards, Tyler; kwolfe@cityofbuford.com; daculacityhall@daculaga.gov; Joey Murphy; Todd Hargrave; Dennis.Billew@lawrencevillega.org; Troy Besseche; Kaipo Awana; tschick@cityofsugarhill.com; 'jcampbell@suwanee.com'; adurden@suwanee.com; 'ahazell@gmrc.ga.gov'; syamala@hallcounty.org; bwalker@negrc.org; Eva Kennedy; gherring@barrowga.org; rwhiddon@barrowga.org; kdkeller@braselton.net; 'Jeff Fuqua'; 'Heather Correa'; 'greer.scoggins@fuquadev.com'; Shane Lanham; 'sabercro@hainesgipson.com'; 'Sameer Patharkar'; 'Blake Bredbenner'
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Daniel Studdard; Jim Santo; Mike Carnathan; Jim Skinner; Wei Wang; Katie Perumbeti; Robert Herrig
Subject: DRI Pre-Review Meeting - The Exchange @ Gwinnett (DRI 2945)

Development of Regional Impact (DRI) Pre-Review/Methodology Meeting Notification

Atlanta Regional Commission (ARC) staff has reviewed information related to the **The Exchange @ Gwinnett (DRI 2945)** and finds that the proposed development project may qualify as a Development of Regional Impact (DRI) per Georgia Department of Community Affairs (DCA) rules.

An ARC pre-review/GRTA methodology meeting will be held this coming **Monday, April 29** at **11:00 AM** at **SRTA/GRTA's offices** (see directions below) to confirm that DRI review is warranted and to discuss the project, information needed to initiate the review, and the review timeline. Please consider attending the meeting to learn more about the initial proposal.

Representatives of the host local government and the applicant/developer team (including the traffic engineer) must attend this meeting. If these parties are unable to attend, please let ARC know as soon as possible so that we may find an alternate meeting date. Prior to the meeting, please send ARC relevant project information, including a **digital copy of the site/concept plan**, if you have not already done so. Bring hard copies of same to the meeting.

The Exchange @ Gwinnett (DRI 2945): This proposed mixed-use development is in unincorporated Gwinnett County, east of SR 20 (Buford Drive) and north of Laurel Crossing Parkway. The project is proposed to total approximately 776,500 sq. ft. and consist of a mix of office, commercial, entertainment, and residential (500 units) uses. The estimated buildout year is 2021. The local trigger for this review is a rezoning application. This project is an expansion of DRI 2834 (also called The Exchange @ Gwinnett), which is a mixed-use development reviewed in 2018 that is immediately adjacent to the north and will be connected to this project.

We are hopeful that any concerns your agency or organization may have about the project can be identified at this meeting. All interested parties are welcome to attend.

For directions to **SRTA/GRTA's offices**, visit http://www.srta.ga.gov/contact. SRTA/GRTA is in the Marquis One Tower at the NE corner of John Portman Blvd. NE and Peachtree Center Ave. NE. The address is 245 Peachtree Center Ave. NE, Suite 2200, Atlanta, GA 30303. If driving, there are several pay decks/lots nearby. If taking transit, the Peachtree Center MARTA station is nearby as well.

For information on the ARC DRI review process, visit http://atlantaregional.org/developments-of-regional-impact/.

THE EXCHANGE AT GWINNETT DRI
Gwinnett County
Natural Resources Group Comments
June 28, 2019

Stream Buffers and Watershed Protection

The proposed project 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. This property is more than seven miles upstream of any public water supply intake.

Both the submitted site plan and the USGS coverage for the project area show a tributary of Ivy Creek running north through the eastern portion of the project property. The submitted site plan also shows a branch of that tributary on the project property. The submitted site plan also shows two tributaries to Ivy Creek running through the central portion of the property. Ivy Creek is a tributary of Suwanee Creek, which flows to the Chattahoochee River. No buffers are shown along any of the streams. The site plan shows the proposed entertainment complex over a portion of the eastern tributary at the northeast corner of the site. Based on the submitted site plan, the majority of the central tributaries will be covered by buildings and roads. Identified wetlands associated with these streams are also affected. All streams on the property, including unmapped streams, are subject to the requirements of the Gwinnett County Stream Buffer, which include a 50-foot stream buffer and additional 25-foot impervious setback on most streams. All mapped or unmapped waters of the state on the property, including all streams, are also subject to the State 25-foot Sediment and Erosion Control buffer. All required buffers on the property should be shown on the site plan. Development activity within the County buffer or setback may require a variance from the County. Any activity in 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.

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#2945
DRI Title	The Exchange at Gwinnett
County	Gwinnett County
City (if applicable)	
Address / Location	**East of SR 20, Between I 85 and Laurel Crossing Parkway**

Proposed Development Type:

Redevelopment of 98.7 acres mixed use development consisting of 1000 Multifamily residential units, 123 room hotel, 60,000 sf of office, 265,000 of retail, 30,000 sq ft supermarket, 30,000 restaurant, 56,032 furniture store, 93,600 recreation facility, 594 seat theatre and 89,300 restaurant, miniature golf course
Build Out : 2021

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	July 1, 2019

TRAFFIC STUDY

Prepared by	Lowe Engineering
Date	June 26, 2019

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 a list of programmed projects in Table 2 on page 5.

☐ 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)*

Site currently has eight access points as developed. Four access points are proposed on Laurel Crossing and 4 on SR 20. SR 20 is identified as a Regional Thoroughfare.

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)*

SR 20 is designated as a Regional Truck Route.

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

Nearest Station — Click here to enter name of operator and rail line

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)	Gwinnet County Transit
Bus Route(s)	411, 413 and 414
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

Gwinnett County Bus Transit, GRTA Express Bus Service

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
- ☐ 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)*

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*

* *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 development site is bounded by roadways on three sides. Laurel Crossing Parkway, a local road, provides access to adjacent uses.

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)*

Pedestrian and bicycle facilities do not currently exist along the roadway adjacent to the site. The development proposes external and internal sidewalks for access between uses.

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 plan and analysis states that pedestrian facilities will be constructed along adjacent roadways to provide connectivity to adjacent sites.

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)*

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):

None

DRI # 2945

MU-R (Regional Mixed-Use District)

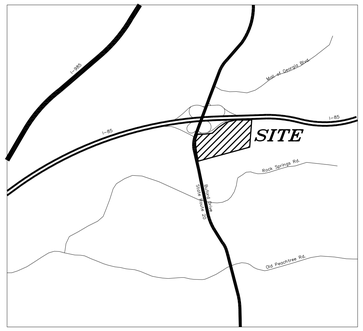
GROSS ACREAGE = 98.656 acres-4,297,472.55 s.f.

TOTAL BUILDING AREA = 1,426,632 s.f.

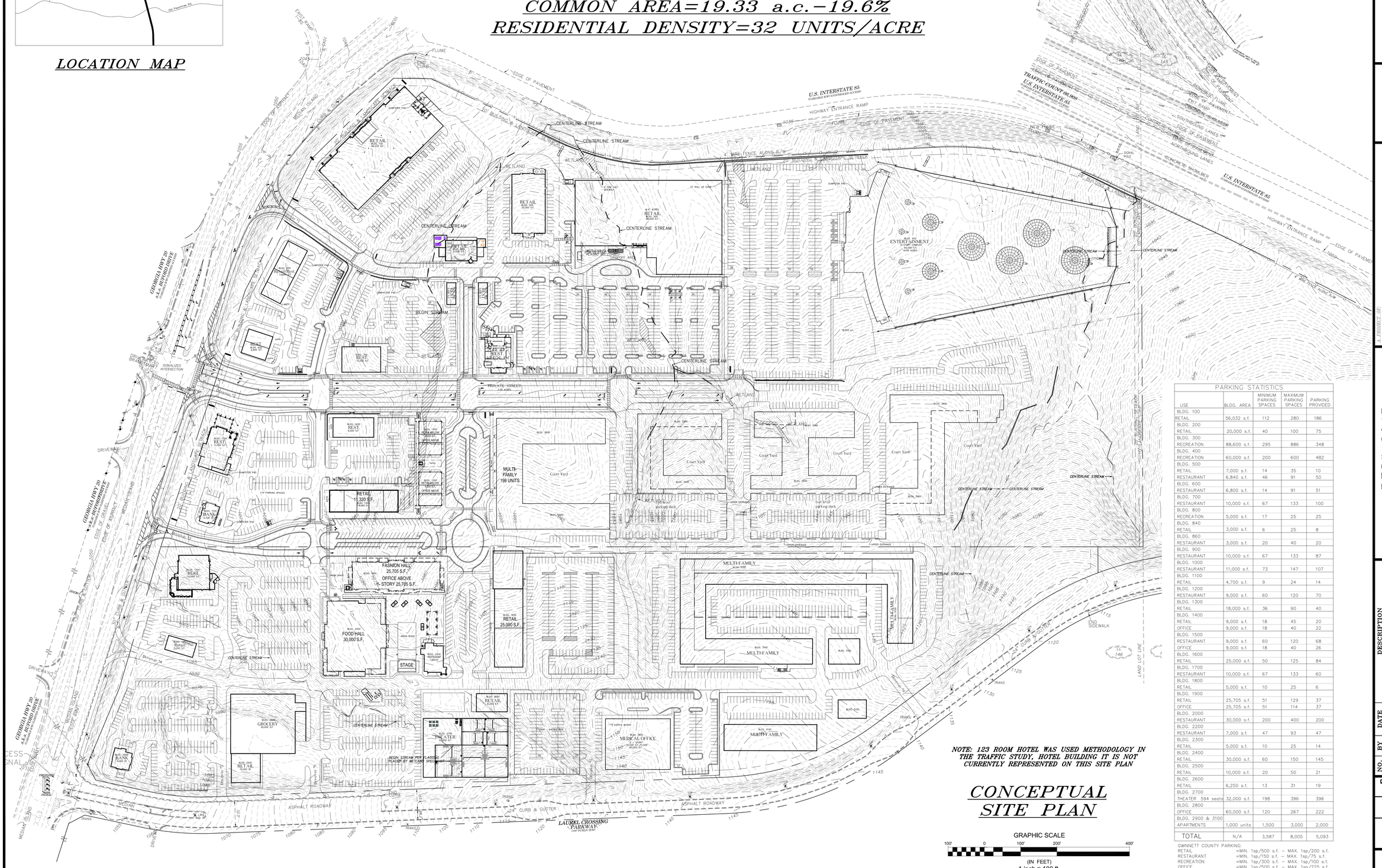
F.A.R.=0.331

COMMON AREA=19.33 a.c.-19.6%

RESIDENTIAL DENSITY=32 UNITS/ACRE



LOCATION MAP



PARKING STATISTICS				
USE	BLDG. AREA	MINIMUM PARKING SPACES	MAXIMUM PARKING SPACES	PARKING PROVIDED
BLDG. 100				
RETAIL	56,032 s.f.	112	280	186
BLDG. 200				
RETAIL	20,000 s.f.	40	100	75
BLDG. 300				
RECREATION	88,600 s.f.	295	886	348
BLDG. 400				
RECREATION	60,000 s.f.	200	600	482
BLDG. 500				
RETAIL	7,000 s.f.	14	35	10
RESTAURANT	6,840 s.f.	46	91	50
BLDG. 600				
RESTAURANT	6,800 s.f.	14	91	51
BLDG. 700				
RESTAURANT	10,000 s.f.	67	133	100
BLDG. 800				
RECREATION	5,000 s.f.	17	25	25
BLDG. 840				
RETAIL	3,000 s.f.	6	25	8
BLDG. 860				
RESTAURANT	3,000 s.f.	20	40	20
BLDG. 900				
RESTAURANT	10,000 s.f.	67	133	87
BLDG. 1000				
RESTAURANT	11,000 s.f.	73	147	107
BLDG. 1100				
RETAIL	4,700 s.f.	9	24	14
BLDG. 1200				
RESTAURANT	9,000 s.f.	60	120	70
BLDG. 1300				
RETAIL	18,000 s.f.	36	90	40
BLDG. 1400				
RETAIL	9,000 s.f.	18	45	20
OFFICE	9,000 s.f.	18	40	22
BLDG. 1500				
RESTAURANT	9,000 s.f.	60	120	68
OFFICE	9,000 s.f.	18	40	26
BLDG. 1600				
RETAIL	25,000 s.f.	50	125	84
BLDG. 1700				
RESTAURANT	10,000 s.f.	67	133	60
BLDG. 1800				
RETAIL	5,000 s.f.	10	25	6
BLDG. 1900				
RETAIL	25,705 s.f.	51	129	37
OFFICE	25,705 s.f.	51	114	37
BLDG. 2000				
RESTAURANT	30,000 s.f.	200	400	200
BLDG. 2200				
RESTAURANT	7,000 s.f.	47	93	47
BLDG. 2300				
RETAIL	5,000 s.f.	10	25	14
BLDG. 2400				
RETAIL	30,000 s.f.	60	150	145
BLDG. 2500				
RETAIL	10,000 s.f.	20	50	21
BLDG. 2600				
RETAIL	6,250 s.f.	13	31	19
BLDG. 2700				
THEATER 594 seats	32,000 s.f.	198	396	396
BLDG. 2800				
OFFICE	60,000 s.f.	120	267	222
BLDG. 2900 & 3100				
APARTMENTS	1,000 units	1,500	3,000	2,000
TOTAL	N/A	3,587	8,005	5,093

GWINNETT COUNTY PARKING:

RETAIL	=MIN. 1sp/500 s.f. – MAX. 1sp/200 s.f.
RESTAURANT	=MIN. 1sp/150 s.f. – MAX. 1sp/75 s.f.
RECREATION	=MIN. 1sp/300 s.f. – MAX. 1sp/100 s.f.
OFFICE	=MIN. 1sp/500 s.f. – MAX. 1sp/225 s.f.
HOTEL	=MIN. 1sp/unit – MAX. 2sp/unit
RESIDENTIAL	=MIN. 1.5sp/unit – MAX. 3sp/unit
THEATER	=MIN. 1sp/3 seats – MAX. 1sp/1.5 seats

NOTE: 123 ROOM HOTEL WAS USED METHODOLOGY IN THE TRAFFIC STUDY, HOTEL BUILDING IT IS NOT CURRENTLY REPRESENTED ON THIS SITE PLAN

CONCEPTUAL SITE PLAN

GRAPHIC SCALE

100' 0 100' 200' 400'

(IN FEET)

1 inch = 100 ft.

HAINES GIPSON & ASSOCIATES
CONSULTING ENGINEERS
CIVIL & STRUCTURAL SERVICES
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GEORGIA 30043
PHONE: (770) 491-7550
FAX: (770) 491-7760

SEAL

FUQUA DEVELOPMENT

DRI# 2945
THE EXCHANGE
@ Gwinnett
GWINNETT COUNTY, GEORGIA

NO.	BY	DATE	DESCRIPTION

DRAWN BY	CHECKED BY
SCA	RCL

DATE
06/25/19

SHEET TITLE
PLAN

SHEET NUMBER
SP-95

HGA JOB No. 2016-020