



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: July 2, 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 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: The Exchange at Gwinnett (DRI 2945)

Review Type: DRI

Submitting Local Government: Gwinnett County

Date Opened: July 2, 2019

Deadline for Comments: July 17, 2019

Date to Close: 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.

PRELIMINARY 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 preliminary ARC staff comments, related to transportation and water resources, are attached to this report.

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 SUWANE
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>.



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: **The Exchange at Gwinnett** *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: *July 17, 2019*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1907021

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: The Exchange at Gwinnett (DRI 2945)

Review Type: Development of Regional Impact

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.

Submitting Local Government: Gwinnett County

Date Opened: July 2, 2019

Deadline for Comments: July 17, 2019

Date to Close: July 22, 2019

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:

[illegible]



Developments of Regional Impact

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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@gwinnettcountry.com

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

Proposed Project Information

Name of Proposed Project: 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:

- | | | |
|--|---|---|
| <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.): 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

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Developments of Regional Impact

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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@gwinnettcountry.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

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.

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[DRI Site Map](#) | [Contact](#)

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.

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)*

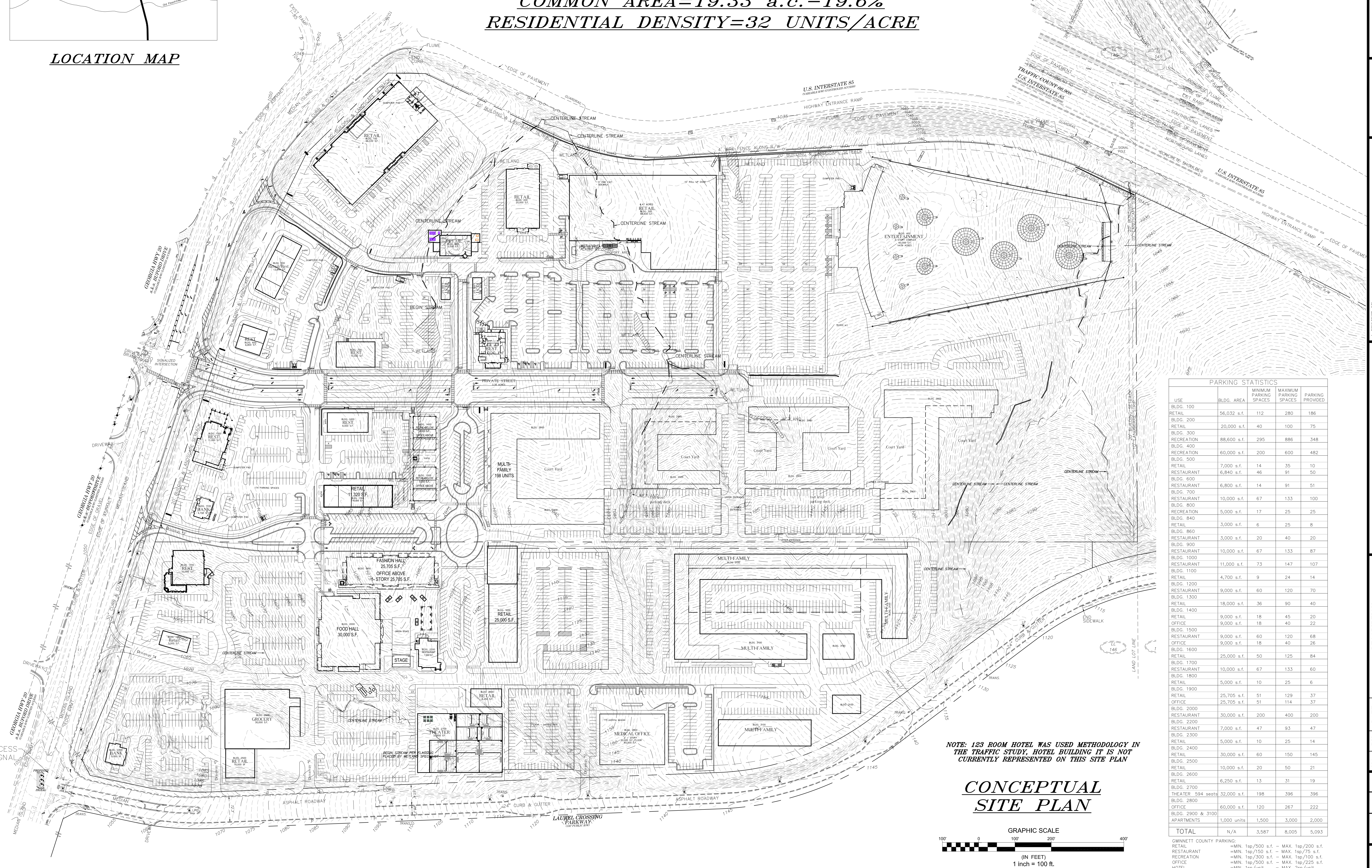
[Click here to enter text.](#)

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

None



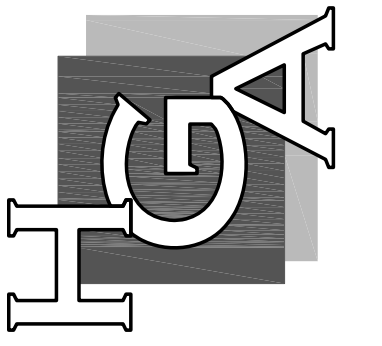
MU-R (Regional Mixed-Use District)
GROSS ACREAGE = 98.656 acres-4,297,472.55 s.f.
TOTAL BUILDING AREA = 1,426,632 s.f.
F.A.R.=0.331
COMMON AREA=19.33 a.c.-19.6%
RESIDENTIAL DENSITY=32 UNITS/ACRE



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				
RETAIL	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 504 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	5,095

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

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FLUQUADROEVELOPMENT

DRI# 2945
THE EXCHANGE
@ Gwinnett
GWINNETT COUNTY, GEORGIA

[illegible]

<u>DRAWN BY</u>	<u>CHECKED BY</u>
SCA	RCL

DATE
06/25/19

SHEET TITLE

PLAN

SHEET NUMBER

SP-95

HGA JOB No. 2016-020