

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: Sept. 28, 2021

ARC REVIEW CODE: R2109282

TO: Chairwoman Nicole Love Hendrickson, Gwinnett County
Board of Commissioners
ATTN TO: Matthew Dickison, Deputy Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



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The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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: Rowen DRI #3366

Review Type: DRI

Submitting Local Government: Gwinnett County

Date Opened: Sept. 28, 2021

Deadline for Comments: Oct. 13, 2021 **Date to Close:** Oct. 18, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use innovation district in unincorporated Gwinnett County on an approximately 2,000-acre site. The proposed project site is east of the City of Dacula and west of the Apalachee River, between University Parkway (US 29/SR 316) on the south and Winder Highway (US 29 BUS/SR 8) to the north. The development plan includes 3,370,000 sq. ft. of office, 300 residential units, 311 hotel rooms, 50,000 sq. ft. of retail, and 25,000 sq. ft. of civic (likely research) space. The proposed development includes multiple access points, including two connections to SR 316 to the south, one at Williams Farm Drive and one at Drowning Creek Road; a connection to downtown Dacula via Tanner Road to the west; a connection to SR 8 to the north; and a connection to Browns Bridge Road to the east. The local DRI trigger action is a rezoning to an Overlay District. This expected buildout year for the phase(s) covered by this review is 2035. Future phases beyond that could trigger additional reviews.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Rural area. The Plan details general information and policy recommendations for Developing Rural areas, which are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, particularly in the area of creating a competitive economy. The project proposes a mixed-use innovation district including offices, research facilities, public spaces, and residences, driven by programmatic focuses on medicine, agriculture, and the

environment. The mixed-use nature of the project will create the potential for residents to work or shop on-site, which can reduce vehicle trips. It is well served from an automobile transportation standpoint given its access to SR 316.

To capitalize on its 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. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. Given the project's vast size, special consideration should be given to developing state-of-the-art multi-use paths and trails connecting the different sections of the development to one another, as well as to their surroundings, including Dacula immediately to the west. Creating a strong internal network and external connections for alternative transportation modes up front is an opportunity to build in long-term value for this development and the broader area. In the long term, access to regional transit will be a critical consideration to enhance this project's viability and connectivity to the region. Additional transportation comments from ARC's Transportation Access and Mobility Group are included in this report.

The vast majority of the site currently has an extensive tree canopy, including several large natural/undisturbed areas. While parks, greenspace and open space have been discussed as amenities in the plan, it is unclear exactly how they will be prioritized and used, where they will be located, and if any of them will incorporate existing tree canopy or natural vegetation. The project would be substantially enhanced by the retention of as much of the extensive existing tree canopy and natural vegetation as is feasible. Open space areas with tree canopy can become a significant community amenity if connected by adjacent sidewalks and paths to the larger network. These areas can also retain a portion of the site's existing carbon storage/sequestration capacity and resulting positive effects on local air quality. Riparian buffers of the Apalachee River and its tributaries should also be protected and enhanced wherever possible. Similar to biking and walking infrastructure, protecting the tree canopy and the area's water resources represents an opportunity to build in long-term value for this development and the broader area. Retaining tree canopy will also help moderate the heat island effect and create a more pleasant environment for residents and visitors.

ARC Natural Resources staff comments on water resources are attached. Both the site plan and the USGS coverage for the project area show Drowning Creek, a tributary to the Apalachee River, crossing the southern portion of the property, south of SR 316. The site plan and USGS coverage also show four other tributaries of the Apalachee on or near the portion of the property north of SR 316. While the floodplains are shown for all the streams, neither the Gwinnett County Stream Buffer ordinance buffers, nor the State 25-foot Sediment and Erosion Control buffer, are shown. Further, the site plan shows only proposed uses and major streets. There is no detailed plan showing building, road, parking or other facility locations. While this can be expected given the conceptual nature and large scale of the DRI, it should be noted that any intrusions into the buffers may require variances from the County or the State.

Ideally the project can be designed to avoid any intrusions into sensitive stream buffer areas which would preclude the need for variances. The project can further support regional planning goals by incorporating

aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general – especially in parking areas, on site driveways, and as part of any improvements to site frontages.

As mentioned above, this project falls primarily in a designated Developing Rural area per ARC's UGPM. Developing Rural means areas in the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests. The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low-intensity development. Setting aside some of the extensive natural areas for nature reserves would help protect adjacent ecosystems like the Apalachee River area and also strengthen regional conservation measures. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas.

The immense scale of this proposed project goes beyond The Atlanta Region's Plan's vision for Developing Rural areas – and beyond alignment with the site's location in a mostly undeveloped area. It should be noted that this project is in close proximity to multiple existing residential neighborhoods, forested areas, Barrow County to the east, and the City of Dacula to the west. County leadership and staff, along with the applicant team, must therefore collaborate to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GWINNETT COUNTY
CITY OF AUBURN
NORTHEAST GEORGIA REGIONAL COMMISSION

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF DACULA
TOWN OF CARL

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GRTA
BARROW COUNTY
WALTON COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@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: **Rowen DRI #3366** *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:

Donald Shockey
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
dshockey@atlantaregional.org

Return Date: *Oct. 13, 2021*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Sept. 28, 2021

ARC REVIEW CODE: R2109282

TO: ARC Group Managers

FROM: Donald Shockey, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Natural Resources: Santo, Jim

Aging and Health Resources: Perumbeti, Katie

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Name of Proposal: Rowen DRI #3366

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use innovation district in unincorporated Gwinnett County on an approximately 2,000-acre site. The proposed project site is east of the City of Dacula and west of the Apalachee River, between University Parkway (US 29/SR 316) on the south and Winder Highway (US 29 BUS/SR 8) to the north. The development plan includes 3,370,000 sq. ft. of office, 300 residential units, 311 hotel rooms, 50,000 sq. ft. of retail, and 25,000 sq. ft. of civic (likely research) space. The proposed development includes multiple access points, including two connections to SR 316 to the south, one at Williams Farm Drive and one at Drowning Creek Road; a connection to downtown Dacula via Tanner Road to the west; a connection to SR 8 to the north; and a connection to Browns Bridge Road to the east. The local DRI trigger action is a rezoning to an Overlay District. This expected buildout year for the phase(s) covered by this review is 2035. Future phases beyond that could trigger additional reviews.

Submitting Local Government: Gwinnett County

Date Opened: Sep. 28, 2021

Deadline for Comments: Oct. 13, 2021

Date to Close: Oct. 18, 2021

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 #3366

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Gwinnett

Individual completing form: Matthew Dickison

Telephone: 678-518-6130

E-mail: matthew.dickison@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: Rowen

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): NE Gwinnett County along SR 316

Brief Description of Project: Rowen is a 2,000 acre knowledge community including a combination of offices, research facilities, public spaces, and residences. The project site is NE Gwinnett County, between Dacula and Auburn, coterminous with the Gwinnett/Barrow County boundary and approximately bounded by SR 316 and SR 8.

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.): 3,370 KSF Office, 167 RU, 311 Hotel Rooms, 50 KSF Retail, 25 KSF Civic

Developer: TBD

Mailing Address: Rowen Foundation, inc. 279 W Crogan Street

Address 2:

City: Lawrenceville State: GA Zip: 30046

Telephone: 404-827-0638

Email: mason@rowenfoundation.org

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

If yes, property owner:

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

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

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

If yes, provide the following Project Name:

information: Project ID:

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

- ☐ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☒ Other Overlay Zoning District

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

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

Estimated Project Completion Dates: This project/phase: 2035
Overall project: 2035

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[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

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



Developments of Regional Impact

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DRI #3366

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Gwinnett
Individual completing form: Matthew Dickison
Telephone: 678-518-6130
Email: matthew.dickison@gwinnettcountry.com

Project Information

Name of Proposed Project: Rowen
DRI ID Number: 3366
Developer/Applicant: TBD
Telephone: 404-827-0638
Email(s): mason@rowenfoundation.org

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: \$3,000,000,000 in 2035

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$23,824,467

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)?

Approximately 0.9 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:
Eastern Regional Infrastructure Project being conducted by Gwinnett to service the area

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?
Approximately 19 miles

Wastewater Disposal

Name of wastewater treatment provider for this site:

F. Wayne Hill Water Resource Center

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

Approximately 0.8 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: Eastern Regional Infrastructure Project being conducted by Gwinnett to service the area

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? Approximately 19 miles

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.)

4,447 AM Trips, 4,514 PM, 35,617 daily (adjusted)

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: Intersection improvements are required Beyond that which would be required in the No Build condition: Drowning Creek Road at Harbins Road - Signalize. Drowning Creek Road at Old Freeman Mill Road - Convert to roundabout. SR 8 and SR 324 - Modify left-turn phasing. SR 316 Connector/Williams Farm Road (future location) - Add turn lanes on all approaches. SR 316 EB Ramps at Drowning Creek Road (future location) - Add exclusive left-turn lane on ramp

Solid Waste Disposal

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

Approximately 35,000 tons per year

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? 65%-75%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Planned stormwater measures for the Rowen development will include a wide range of best management practices. Dedicated green spaces are planned in the road right of way and conservations areas are planned near the Apalachee river and throughout the development that will reduce runoff generation. Detention ponds or underground detention in combination with approved propriety devices or bioretention areas will be used by individual developers developing individual parcels. Vegetated filter strips, water quality swales, and other green practices will be used throughout the development. Depending on soil infiltration rates, infiltration practices will be used when feasible. Existing streams will be protected by means of state and local buffer requirements.

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:
The Rowen development is a large square footage development in a relatively greenfield area. The identified wetland, floodplain, river, and historic resources will be protected or mitigated during the design of infrastructure and building construction. The Rowen Foundation has a draft Development Code that will serve to protect these areas.

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ROWEN DRI
Gwinnett County
Natural Resources Group Comments
September 23, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the Apalachee River watershed which is not a water supply watershed within the Atlanta Region or the Metropolitan North Georgia Water Planning District and is not subject to the Part 5 Water Supply Watershed Criteria of the 1989 Georgia Planning Act.

Stream Buffers

Both the site plan and the USGS coverage for the project area show Drowning Creek, a tributary to the Apalachee, crossing the southern portion of the property, south of Georgia 316. The site plan and the USGS Coverage also show four other tributaries of the Apalachee on or near the portion of the property north of 316. While the floodplains are shown for all the streams, neither the Gwinnett County Stream Buffer ordinance buffers, nor the State 25-foot Sediment and Erosion Control buffer, are shown. Further, the site plan shows only proposed uses and major streets. There is no detailed plan showing building, road parking or other facility locations. Any intrusions into the buffers may require variances from the County or the State. Any unmapped streams on the property may also be subject to the City and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

DRI INFORMATION

DRI Number #3366
DRI Title Rowen
County Gwinnett County
City (if applicable)
Address / Location North of SR 316, South of SR 8, east of downtown Dacula and west of the Apalachee River

Proposed Development Type: The proposed development includes 3,370,000 SF office, 50,000 SF retail, 25,000 SF civic uses, 300 residential units and 311 hotel rooms.

Build Out: 2035

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date September 27, 2021

TRAFFIC STUDY

Prepared by Michael Baker International
Date September 14, 2021

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*)

There is a list of projects referenced in the traffic study. GW-415 construction phase was authorized in FY 2021.

☐ NO (*provide comments below*)

REGIONAL NETWORKS

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

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

☐ NO

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

The proposed development will be served by US29/SR 316. The traffic study did not identify proposed site driveways.

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

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

☐ NO

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

The proposed development will be served by US29/SR 316. The traffic study did not identify the proposed site driveways.

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

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

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

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

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

☒ NO

☐ YES

Gwinnett County Transit does not provide fixed route bus service within in the jurisdiction of the proposed development. However, the traffic study indicated discussion have been held with Gwinnett County Transit regarding the potential need- and/or desire for access to transit.

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

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

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

☐ YES (provide additional information below)

Name of facility

[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*)

Based on the traffic study, it was noted that the intra-site connectivity is still under design. The traffic study also indicates there will be improved connects to SR 316 such that commuters will have alternate connections to the eastern side of Gwinnett County.

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*)

Based on the traffic study, the intra-site connectivity is under design.

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*)

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.](#)

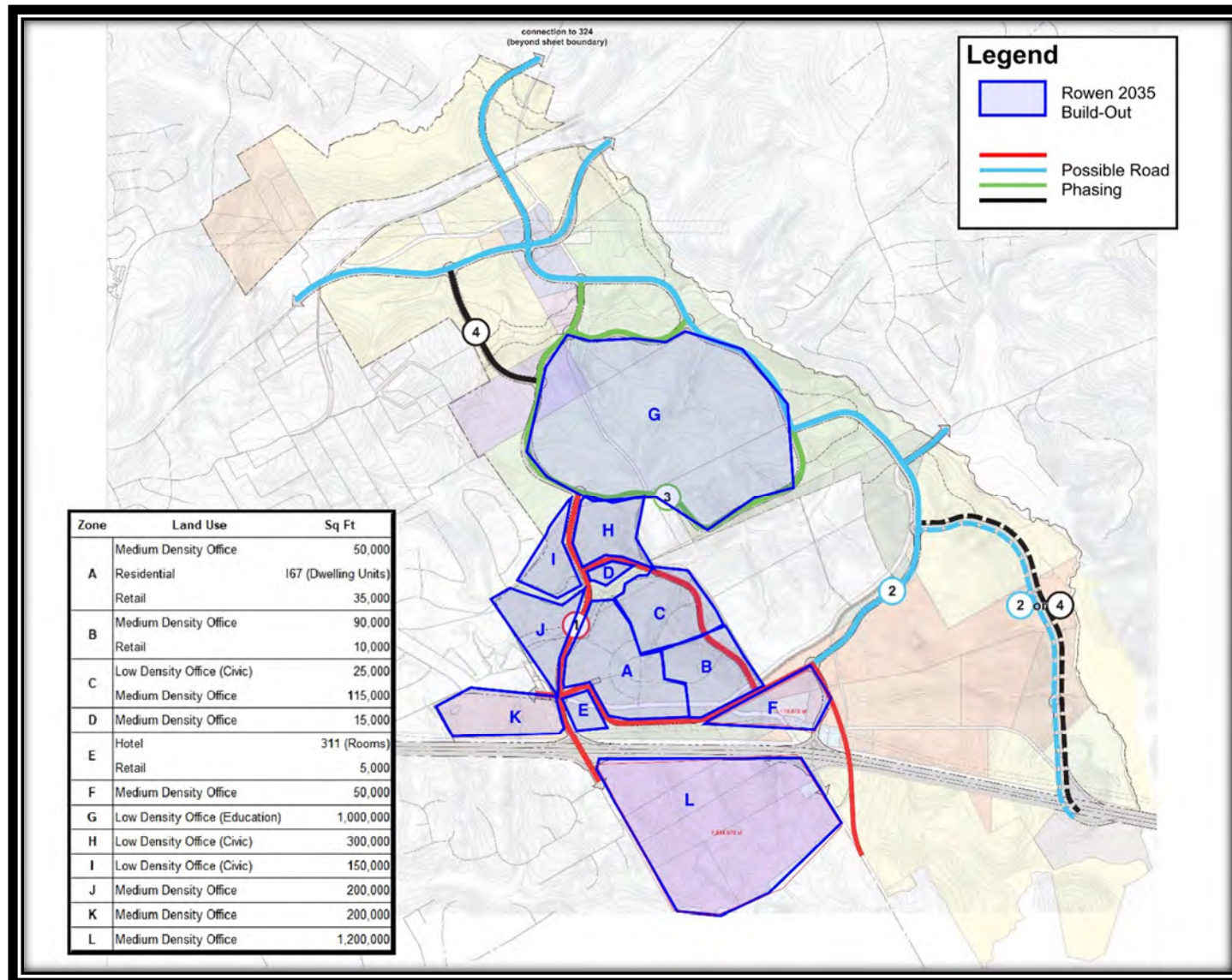
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ 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)*

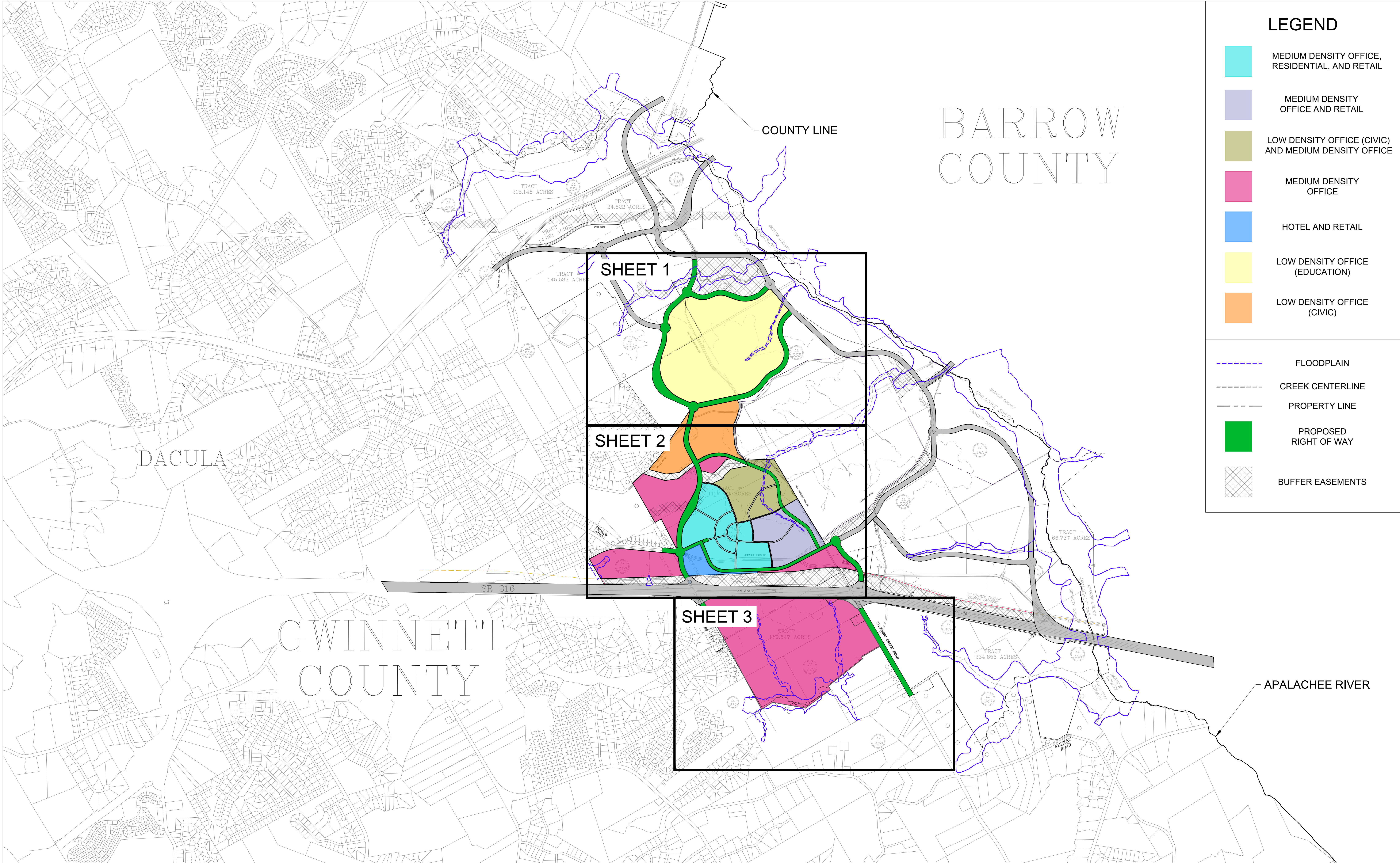
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15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

Figure 4: 2035 Rowen Build-Out



Source: Rowen Foundation Inc.

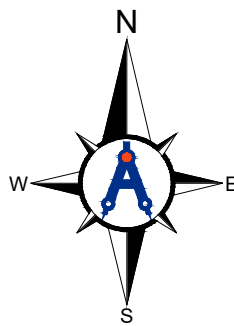
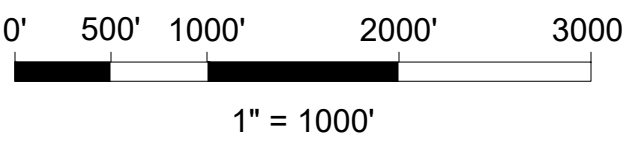


LEGEND

- MEDIUM DENSITY OFFICE, RESIDENTIAL, AND RETAIL
- MEDIUM DENSITY OFFICE AND RETAIL
- LOW DENSITY OFFICE (CIVIC) AND MEDIUM DENSITY OFFICE
- MEDIUM DENSITY OFFICE
- HOTEL AND RETAIL
- LOW DENSITY OFFICE (EDUCATION)
- LOW DENSITY OFFICE (CIVIC)

- FLOODPLAIN
- CREEK CENTERLINE
- PROPERTY LINE
- PROPOSED RIGHT OF WAY
- BUFFER EASEMENTS

SHEET 0



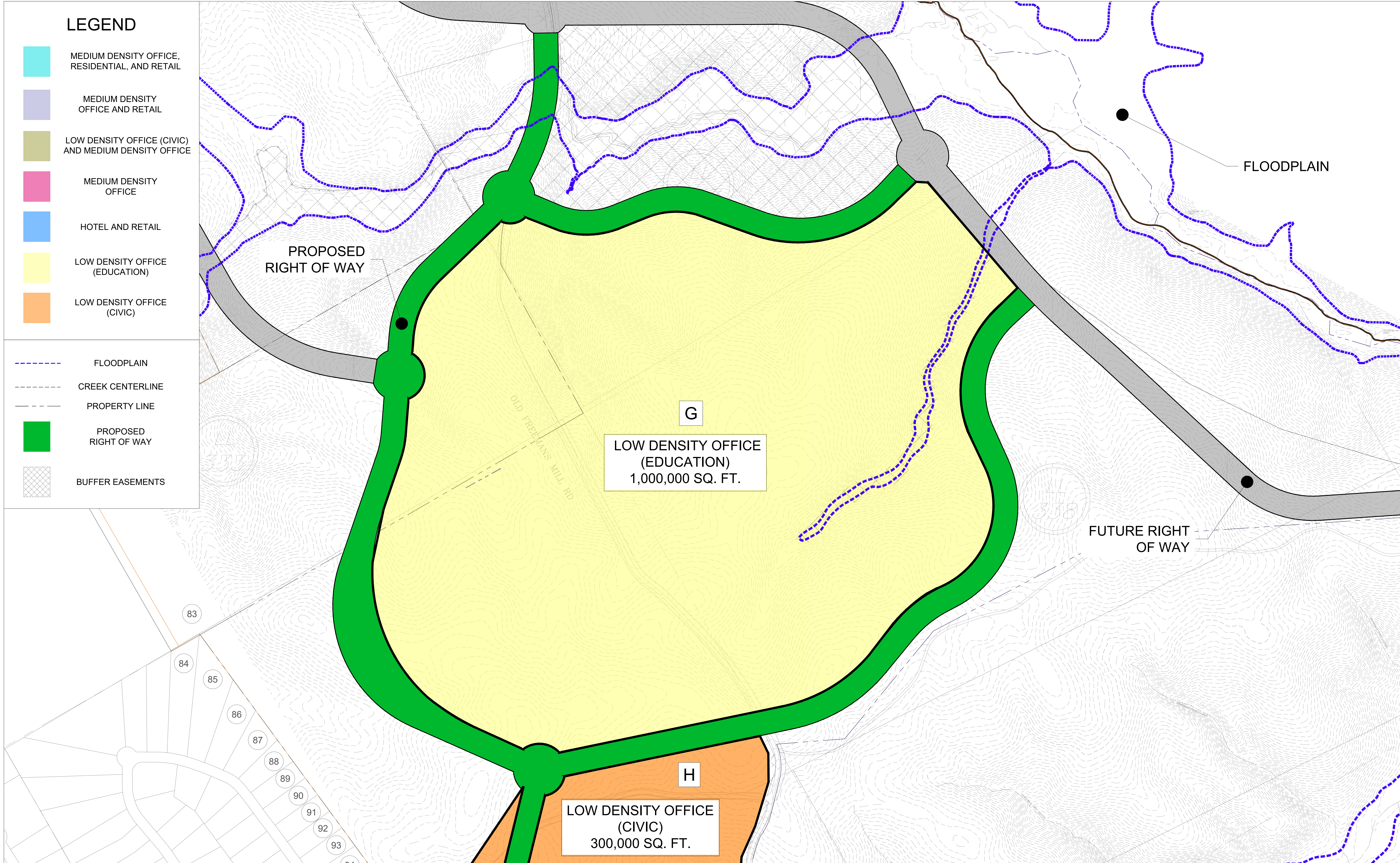
ROWEN DRI



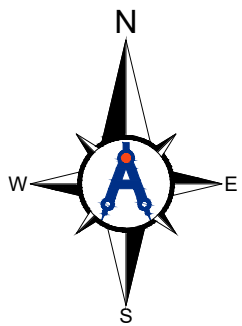
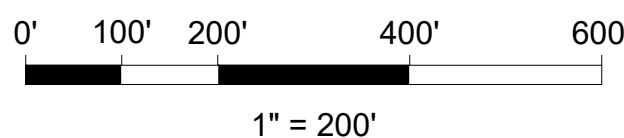
LEGEND

- MEDIUM DENSITY OFFICE, RESIDENTIAL, AND RETAIL
- MEDIUM DENSITY OFFICE AND RETAIL
- LOW DENSITY OFFICE (CIVIC) AND MEDIUM DENSITY OFFICE
- MEDIUM DENSITY OFFICE
- HOTEL AND RETAIL
- LOW DENSITY OFFICE (EDUCATION)
- LOW DENSITY OFFICE (CIVIC)

- FLOODPLAIN
- CREEK CENTERLINE
- PROPERTY LINE
- PROPOSED RIGHT OF WAY
- BUFFER EASEMENTS



SHEET 1



ROWEN DRI



