

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: January 28, 2022

TO: Mayor David Still, City of Lawrenceville
ATTN TO: Todd Hargrave, Planning & Development Director, City of Lawrenceville
FROM: Douglas R. Hooker, ARC Executive Director
RE: Lawrenceville Gateway DRI 3525 Review



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The Atlanta Regional Commission has completed a preliminary regional review of Lawrenceville Gateway DRI 35 as documented in this Preliminary DRI Report. 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. The Report does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Lawrenceville

Date Opened: January 28, 2022

Comments Due: February 12, 2022

Date to Close: February 18, 2022

Description: A DRI review of a proposal to construct a mixed-use development - 100,000 SF of storage space, 525 multi-family housing units, 48,620 SF of medical office space, and 26,775 SF of retail space - in the City of Lawrenceville on a 35-acre site located southwest of SR 316/US 29 (University Parkway), west of Collins Hill Road. The site is currently forested except for an easement running through it which will accommodate a 15-foot wide multi-use trail. Vehicular access is proposed via three driveways, two on Collins Hill Road and one on Hillcrest Green Drive. Transit access is available via Gwinnett County Transit Bus Route #45 with service along Collins Hill Road.

Key Comments

- The project is partially consistent with applicable Established Suburbs growth management policies and goals and could be made more so with additional retention of existing forested natural areas.
- The proposed multi-use trail can significantly increase pedestrian access to nearby locations and possibly be integrated into a future Gwinnett County trail system segment.
- Numerous adjacent retail stores are an easy walk from the project's 525 new households but a walking route would traverse a large, poorly marked existing surface lot; all parties would be served by a collaborative effort to provide safe and inviting pedestrian linkages to walkable destinations.
- The development properly buffers the stream that runs through the SW corner of the site.
- Retention of additional existing trees would provide stormwater, urban cooling, energy use reduction, and air quality benefits.
- Improvement of the closest bus stop with a shelter and other amenities would encourage use of transit by new residents.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site is designated as Established Suburbs. The Plan's Regional Development Guide (RDG) provides general information and policy recommendations for Established Suburbs which are discussed at the end of these comments.

The project proposes a mixed-use development with 100,000 SF of storage space, 325 multi-family housing units, 200 active adult housing units, 48,620 SF of medical office space, and 26,775 SF of retail space.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached. The project is expected to generate a significant amount of vehicular traffic that will be managed through road and signalization improvements in the project vicinity.

Gwinnett County Transit bus service is available on Collins Hill Road just south of the project. Ideally this stop could be upgraded with a shelter and the short pedestrian route from the stop to the project entrance enhanced to invite use.

Notably, the project includes an approximately 15 foot wide multi-use trail/greenway running east-west along the utility easement through the center of the project. The trail entrance at Collins Hill Road can significantly augment the other sidewalks providing comfortable pedestrian access into and through the site. This relatively short trail segment should be considered for future integration into Gwinnett County's overall planned trail system.

The project site is immediately adjacent to a large retail complex but a pedestrian route from the project entrance to the actual store entrances requires walking through a huge poorly marked parking lot. Ideally the city, developer, and owner of the existing retail development can collaborate to develop a safe, inviting pedestrian route from the project to the retail entrances.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, 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.

Natural Resources and Environment Comments

ARC's Natural Resources Group comments are attached.

An intermittent creek exists in the SW corner of the site which is subject to the city 50-foot stream buffer and 75-foot impervious setback, as well as the state 25-foot sediment and erosion control buffer. Care should be taken to avoid intrusion into these buffers and provide maximum protection of the creek area.

The current site is mostly wooded and development will require removal of most of the existing trees. A small number of trees will be retained in the stream buffer and open space areas. Additional retention of existing trees would be highly desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

The project will create approximately 640 surface parking spaces. Ideally these parking areas can utilize a combination of impervious paving and canopy tree plan to capture stormwater on site and reduce heat gain.

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, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Established Suburbs

Established Suburbs are areas where suburban development has occurred typically in the form of single-family subdivisions, townhomes, strip center retail, with scatterings of office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years. Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.

The intensity and land use of this proposed project somewhat aligns with The Atlanta Region's Plan's recommendations for Established Suburbs in that it provides substantial new residential development that can support existing commercial development without damaging any area single-family neighborhoods. The project could increase its alignment with Established Suburbs policies by preserving more of the site's natural forest area which is becoming ever scarcer in built-out areas. City of Lawrenceville leadership and staff, along with the applicant team, should collaborate closely 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:

ATLANTA REGIONAL COMMISSION

GEORGIA DEPARTMENT OF NATURAL RESOURCE

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

GEORGIA SOIL AND WATER CONSERVATION

COMMISSIONGEORGIA ENVIRONMENTAL FINANCE AUTHORITY

GEORGIA CONSERVANCY

CITY OF LAWRENCEVILLE

GWINNETT 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.

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) 378-1531
dshockey@atlantaregional.org

Return Date: *Feb 2 2022*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Jan 19 2022

ARC REVIEW CODE:

#

TO: ARC Group Managers

FROM: Donald Shockey, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Andrew Smith

Transportation Access and Mobility: Aries Little

Natural Resources: Jim Santo

Research and Analytics: Jim Skinner

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Lawrenceville Gateway DRI

Submitting Local Government: City of Lawrenceville

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

[DRI Home](#)
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DRI #3525

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Lawrenceville
 Individual completing form: Todd Hargrave
 Telephone: 678.407.6563
 E-mail: todd.hargrave@lawrencevillega.org

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

Proposed Project Information

Name of Proposed Project: Lawrenceville Gateway
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 742 Collins Hill Road, Lawrenceville, Ga 30046 PINs - R7010 007, R7010 087, R7010 088 AND TRACT 2 -
 Brief Description of Project: Mixed-Use Development consisting multifamily, office, commercial and retail. on approximately 34.92-acres

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.): Multifamily - 29.68-acres; 525 multifamily units (393,750 sq.ft.); 9 Buildings; Office, Commercial a

Developer: Charles Garfunkel; Applelands, LLC

Mailing Address: 400 Mall Boulevard, Suite M

Address 2:

City:Savannah State: Ga Zip:31406

Telephone: 912.355.1311 ext. 10

Email: charlie@ajcgarfunkel.com

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



Developments of Regional Impact

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DRI #3525

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Lawrenceville
 Individual completing form: Todd Hargrave
 Telephone: 678.407.6563
 Email: todd.hargrave@lawrencevillega.org

Project Information

Name of Proposed Project: Lawrenceville Gateway
 DRI ID Number: 3525
 Developer/Applicant: Charles Garfunkel; Applelands, LLC
 Telephone: 912.355.1311 ext. 10
 Email(s): charlie@ajcgarfunkel.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: +/- \$80,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: +/- \$568,000

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

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

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

Water Supply

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

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

0.41418 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 Department of Water Resources

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

0.41418 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: See study for details.

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.)

5,593 24-Hour 2-way Trips, 360 AM peak 2-way & 544 PM 2way

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: Please see traffic study for the improvements

Solid Waste Disposal

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

930 tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

40%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers, dedicated open space, rainfall runoff reduction, extended detention and overbank protection.

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:
#8-A state water has been identified in the southwest corner of the project. Other than a perpendicular aerial sanitary sewer crossing, undisturbed buffers are to be enforced and respected. +/- 1.5 acres of buffer area is to be preserved.

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

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)

Yes

No

If yes, provide the following information:

Project Name:

Project ID:

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

Rezoning

Variance

Sewer

Water

Permit

Other

Is this project a phase or part of a larger overall project?

(not selected)

Yes

No

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

Estimated Project Completion Dates:

This project/phase: December 2023

Overall project: December 2023

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

DRI INFORMATION

DRI Number #3523
DRI Title Douglas County Arena on Bill Arp Road
County Douglas County
City (if applicable) Douglasville
Address / Location Located to the northeast of the intersection intersection of SR 5 (Bill Arp Road) at Gurley Road and to the south of Hunter Memorial Park

Proposed Development Type: It is proposed to develop an arena consisting of 7,362 seats.

Build Out: 2023

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date January 26, 2022

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date January 20, 2022

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 were no projects found in the fiscally constrained RTP.

☐ 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)*

There are 3 proposed driveways to access the project site. Driveways 1 and 2 are located on SR 5/Bill Arp Road and Driveway 3 is located on Gurley Road. Bill Arp Road is bounded SR 8 and I-20 which are both identified as regional thoroughfares. Gurley Road is perpendicular to SR 8. Each thoroughfare is accessible within one mile or less from the proposed 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*)

Each proposed driveway is within one mile or less to SR 8 and I-20 which are identified and regional truck routes.

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) Connect Douglas

Bus Route(s) Routes 10 and 20

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)

There are no sidewalks on Gurley Rd and sidewalks are not available until south of the project area on Bill Arp Rd at Rocky Ridge Blvd/Arbor Vista Dr.

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

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

☒ Route uses high volume and/or high speed streets

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

[Click here to provide comments.](#)

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

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

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

- ☐ NO
☒ YES

Connect Douglas operates within the jurisdiction of the proposed development.

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

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

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)

This is not a mixed-use development, and it is only proposed to have an area with parking, which sidewalks will be provided throughout the development. It is also proposed to have a cart path connection to Memorial Park.

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)

It is also proposed to have a cart path connection to Memorial Park which will serve as additional parking.

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)*

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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):

LAWRENCEVILLE GATEWAY DRI
City of Lawrenceville
Natural Resources Group Comments
January 24, 2022

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 City 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 Yellow 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 an unnamed intermittent creek crossing the southwestern corner of the project property. The City's 50-foot stream buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion Control buffer, are shown on the plans. The plans show a proposed retaining wall in the 75-foot impervious setback. The wall, as well as any proposed mass grading, may require a variance from the City. Any other intrusions into the buffers may also require variances from the City 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 best 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.

