REGIONAL REVIEW FINDING

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

DATE: September 2, 2022

TO: Chairwoman Nicole Love Hendrickson, Gwinnett County
ATTN TO: Catherine Long, Long Range Planning Manager, Gwinnett County
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: **5030 Sugarloaf DRI 3705**
Submitting Local Government: Gwinnett County
Date Opened: August 11, 2022 **Date Closed:** September 2, 2022

Description: A DRI review of a proposal to construct a mixed-used development with 2,283,200 SF of warehouse space, 766 multi-family units, 18 townhomes, and 18,000 SF of restaurant space at 5030 Sugarloaf Parkway in Gwinnett County. About one-third of the site is currently developed with warehouses and the remainder is wooded; two streams traverse the site.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Regional Center growth management designation to the project site. The project's 2.2 million plus square feet of industrial/warehouse use – which is not a contributing use for transit supportive housing/office/retail mixed-used development --is not aligned with the Plan's Regional Center recommendations that note: "Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs... these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries."

The project could be better aligned with Regional Center policies by adding additional housing.
The project provides no useable recreational or conservation greenspace and is not aligned with Regional Center recommendations which note "the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The site includes one of the largest remaining contiguous wooded natural areas in Gwinnett County, with several stream and wetlands, but no area is designated for conservation or greenspace use; designating some of this valuable natural area for habit preservation and greenspace access with a nature trail would be highly supportive of regional environmental and climate policies and in keeping with Gwinnett County's Green Communities Platinum rating.

The placement of 5 restaurant out-parcels with drive through lanes surrounded by surface parking with limited pedestrian access immediately adjacent to a Gwinnett County Transit stop – which only averaged 4 boardings/alightings a day in 2021 – is inconsistent with regional and County transit and multi-modal transportation policies.

The project is projected to generate 8,734 daily new vehicular trips; a number of roadway improvements to mitigate the traffic impact are proposed.

The project provides 784 multi-family housing units which is strongly supportive of regional housing policies; however, the pedestrian network serving the housing is not well developed and the location of the housing away from the Gwinnett County Transit stop does not encourage transit use. Ideally the housing could be shifted closer to, and the drive through restaurants shifted away from, the bus transit stop.

The main project entrance on Sugarloaf Parkway is an existing driveway designed to facilitate automobile through flow with separate right turn in and out lanes that require a yield to pedestrians rather than a stop; this driveway entrance should be revised to provide a safe pedestrian crossing to allow multi-family residents to easily access the Gwinnett County Transit stop just to the north.

Multiple intrusions by buildings, roadways, and parking areas into protected stream buffers are proposed and may require county or state variances.

No internal pedestrian/bicycle system is proposed which is not in keeping with minimal walkability and multi-modal transportation requirements and policies; basic bicycle and pedestrian systems are as integral a part of a project as roadway systems and should not be considered as optional.

A planned Lee Daniel Creek spur trail – part of the Gwinnett Countywide Trails Master Plan – ends on the south side of Oakland Road between Buildings 100 and 200 which offers a significant opportunity to advance multi-modal transportation policies by extending the trail through the site to connect to the project's substantial housing components.

A total of new 2,209 surface parking spaces – the minimum allowed – are proposed which is supportive of multi-modal transportation policies; provision of adequate tree canopy in these lots and the use of high albedo, pervious paving materials would be supportive of regional environmental and heat mitigation policies.

General

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to guide development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category to all areas – in this case Regional Center – and provides corresponding growth policy recommendations. The Plan's general information and policy recommendations for Regional Center locations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate a total of 8,734 new vehicular trips; a number of improvements are identified to reduce the impact of these new trips on surrounding roadways.

A total of new 2,209 surface parking spaces – the minimum allowed – are proposed which is supportive of multi-modal transportation policies; provision of adequate tree canopy in these lots and the use of high albedo, pervious paving materials would be supportive of regional environmental and heat mitigation policies.

The placement of 5 restaurant out-parcels with drive through lanes surrounded by surface parking with limited pedestrian access immediately adjacent to a Gwinnett County Transit stop is inconsistent with regional and County transit and multi-modal transportation policies. The TIS notes that the stop which only averaged 4 boardings/alightings a day in 2021. Effort should be made to create a more transit supportive mix of uses – office/housing/retail – immediately adjacent to the site transit stop.

The existing transit stop has no sidewalk access and does not meet any minimal disabled – or abled – access requirements.

Bicycle parking is mentioned but no number of spaces is provided. A planned Lee Daniel Creek spur trail – part of the Gwinnett Countywide Trails Master Plan – ends on the south side of Oakland Road between Buildings 100 and 200 which offers a significant opportunity to advance multi-modal transportation policies by extending the trail through the site to connect to the project's substantial housing components.

The main project entrance on Sugarloaf Parkway is an existing driveway designed to facilitate automobile through flow with separate right turn in and out lanes that require a yield to pedestrians rather than a stop; this driveway entrance should be revised to provide a safe pedestrian crossing to allow multi-family residents to easily access the Gwinnett County Transit stop just to the north.

No internal pedestrian/bicycle system is proposed which is not in keeping with minimal walkability and multi-modal transportation requirements and policies; basic bicycle and pedestrian systems are as integral a part of a project as roadway systems and should not be considered as optional.

The project provides 784 multi-family housing units which is strongly supportive of regional housing policies; however, the pedestrian network serving the housing is not well developed and the location of the housing away from the Gwinnett County Transit stop does not encourage transit use. Ideally the housing could be shifted closer to, and the drive through restaurants shifted away from, the bus transit stop.

Care should be taken to ensure that the development 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.

ARC Natural Resource Group Comments

ARC's Natural Resources Group full comments are attached.

Both the USGS coverage for the project area and the project site plan show an unnamed tributary to Lee Daniel Creek crossing the western portion of the property, along with a perennial stream and an intermittent stream running southeast to northwest across the property to the unnamed tributary. The site plan also shows two short branches off the intermittent stream. The site plan shows the County 50-foot stream buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion Control buffer on all streams. Intrusions into the buffer are shown on the plan – Building 600 and trailer storage for Building 700 over portions of two branches off the unnamed stream shown as intermittent on USGS coverage as well as several road crossings. Other proposed structures and parking areas are shown as approaching the edge of the buffers. Any proposed intrusions into the buffers not exempted under the County ordinance may require a variance from the County. Intrusions into the State 25-foot Sediment and Erosion Control buffer may also require variances. Any unmapped streams on the property may be subject to the County and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

The project is not aligned with Regional Center recommendations for greenspace which note "the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The site includes one of the largest remaining contiguous wooded natural areas in Gwinnett County, with several stream and wetlands, but no area is designated for conservation or greenspace use; designating some of this valuable natural area for habit preservation and greenspace access with a nature trail would be highly supportive of regional environmental and climate policies and in keeping with Gwinnett County's Green Communities Platinum rating.
The project can 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.

Atlanta Region's Plan Growth Policy Considerations: Regional Center

According the Atlanta Region's Plan, Regional Centers reflect concentrated uses that have generally defined boundaries and typically included areas of concentrated employment. People travel from around the region to these centers for employment, shopping, and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing residential neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

The intensity and land use of this proposed project are not aligned with The Atlanta Region's Plan's recommendations for Regional Centers. The project's primary proposed use of over 2.2 million square feet of industrial/warehouse space is inconsistent with the Regional Center goal of creating mixed-use, transit supportive hubs. Further, in the one location on the site with a transit stop, the project proposes 5 drive through entirely auto-centric restaurants. The site itself is one of the largest remaining wooded natural spaces in Gwinnett County yet no area is set aside for conservation or recreation.

The project's alignment with Regional Center growth policies could be substantially furthered through the dedication of some accessible conservation space; the replacement of the drive through restaurants adjacent to the transit stop with transit supportive uses; the provision of a robust internal sidewalk, bike, and trail system connecting to the planned external trail system; and the alteration of the balance of uses to reduce the non-compatible industrial/warehouse use and increase the amount of office, retail, and housing uses appropriate for Regional Centers. Gwinnett County leadership and staff, along with the applicant team, should collaborate closely to ensure optimal responsiveness to the needs of nearby local governments, neighborhoods, and natural systems.

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 COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	GWINNETT COUNTY
FULTON COUNTY	CITY OF DULUTH	CITY OF LAWRENCEVILLE
CITY OF SUWANEE	MARTA	

For questions, 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.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3705

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: Catherine Long

Telephone: 16785186106

E-mail: catherine.long@gwinnettcounty.com

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

Proposed Project Information

Name of Proposed Project: 5030 Sugarloaf

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5030 Sugarloaf Parkway Lawrenceville, GA 30044

Brief Description of Project: Proposed 2,283,200 SF of industrial warehouse space in eight (8) buildings, 18 townhomes, 766 multifamily units, and 17,905 SF of commercial space on an approximately 289.65-acre site.

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.): 2,283,200 SF of industrial warehouse space in eight (8) buildings, 18 townhomes, 766 multifamily res

Developer: Foxfield, LLC

Mailing Address: 265 Franklin Street, Suite 1001

Address 2:

City:Boston State: MA Zip:02110

Telephone: 617 942-1246

Email: ne@foxfieldrealestate.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

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: 2026 Overall project: 2026

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Developments of Regional Impact

DRI #3705

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:	Catherine Long
Telephone:	16785186106
Email:	catherine.long@gwinnettcounty.com

Project Information

Name of Proposed Project:	5030 Sugarloaf
DRI ID Number:	3705
Developer/Applicant:	Foxfield, LLC
Telephone:	617 942-1246
Email(s):	ne@foxfieldrealestate.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:	$670,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$78,000,000
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): Approximately 741,731 SF of office space in 6 buildings will be demolished. Only 72,920 SF of this office space is currently leased and occupied.

Water Supply

Name of water supply	Gwinnett County Department of Water Resources

provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.35 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)?	0.30 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?	(not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	approx. 8,734 n35 daily trips, 710 AM peak hour trips, 605 PM peak hour trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No

If yes, please describe below:Please refer to traffic study prepared by Kimley-Horn and Associates.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3340 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	52%

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:The site has been previously developed and existing stormwater management in place. A portion of this infrastructure will be repurposed. New streams will be installed which provide the large storm peak attenuation channel protection, water quality, and a portion of runoff reduction.

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:
All wetland impacts will be mitigated through permitting with the USACE. Stream buffers and impacts will adhere to all state and local buffer requirements. Floodplain impacts will be minimal. Volume encroachments will be mitigated with compensation to cut maintain flood storage volumes.

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

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

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3705

DRI Title

County Gwinnett County

City (if applicable) **N/A**

Address / Location **5030 Sugarloaf Parkway, Lawrenceville, GA**

Proposed Development Type:

Proposed mixed-use development consisting of 2,283,200 SF of warehouse space, 766 multi-family units, 18 townhomes, and 18,000 SF of restaurant space. About one-third of the site is currently developed with warehouses and the remainder is wooded, with two streams traversing the site.

Build Out: 2026

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Reginald James

Copied Marquitrice Mangham

Date August 17, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn

Date August 17, 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)*

Page 7, under the Planned Projects section. Only project that wasn't mentioned but is reflected in the Atlanta Region's Plan is GW-414D.

☐ NO *(provide comments below)*

Click here to provide comments.

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)*

Click here to provide comments.

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)*

Site Driveway A provides access along Sugarloaf Parkway, which is identified 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)	Gwinnett County Transit
Bus Route(s)	40
Distance*	☐ Within or adjacent to the development site (0.10 mile or less)
	☒ 0.10 to 0.50 mile
	☐ 0.50 to 1.00 mile
Walking Access*	☒ Sidewalks and crosswalks provide sufficient connectivity
	☐ Sidewalk and crosswalk network is incomplete
	☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*
	Click here to provide comments.
Bicycling Access*	☒ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	☐ Low volume and/or low speed streets provide sufficient connectivity
	☐ Route uses high volume and/or high speed streets
	☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

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

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

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

☐ NO

☒ YES

Gwinnett County Transit, GRTA Xpress

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	Planned Lee Daniel Creek Spur Trail
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)*

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

☒ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*

☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*

☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*

☐ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*

☐ OTHER *(Please explain)*

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*
- ☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*
- ☐ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

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)*

Site plan doesn't look to address how to manage pedestrian/residential/truck traffic adequately enough.

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 at this time.

5030 SUGARLOAF DRI
Gwinnett County
Natural Resources Group Comments
August 19, 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 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 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 USGS coverage for the project area and the project site plan show an unnamed tributary to Lee Daniel Creek crossing the western portion of the property, along with a perennial stream and an intermittent stream running southeast to northwest across the property to the unnamed tributary. The site plan also shows two short branches off the intermittent stream. The site plan shows the County 50-foot stream buffer and 75-foot impervious setback, as well as the State 25-foot Sediment and Erosion Control buffer on all streams. Intrusions into the buffer are shown on the plan – Building 600 and trailer storage for Building 700 over portions of two branches off the unnamed stream shown as intermittent on USGS coverage as well as several road crossings. Other proposed structures and parking areas are shown as approaching the edge of the buffers. Any proposed intrusions into the buffers not exempted under the County ordinance may require a variance from the County. Intrusions into the State 25-foot Sediment and Erosion Control buffer may also require variances. Any unmapped streams on the property may be subject to the County 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

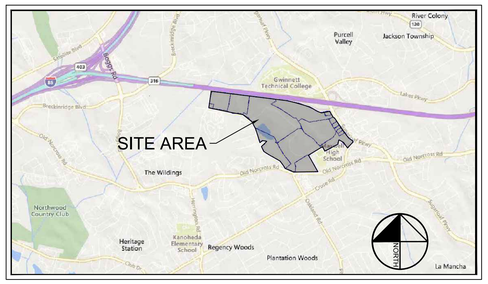
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

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.

SURVEY NOTES:

1. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY GEOSURVEY SURVEYING INC., DATED MARCH 4, 2022
2. EXISTING TOPO INFORMATION SHOWN HEREON IS COMPILED FROM A COMBINATION OF FIELD RUN AND LIDAR REMOTE SENSING COLLECTION METHODS.



LOCATION MAP

PROJECT CONTACTS

APPLICANT:	FOXFIELD, L.L.L.C 1389 PEATCHTREE STREET ATLANTA, GA 30339 PHONE: 617-942-1246 CONTACT: NICK EDDY
TRAFFIC ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 770-619-4280 CONTACT: HARRISON FORDER, P.E. AND JOHN WALKER. P.E., PTOE
CIVIL ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 470-299-7045 CONTACT: GREG MAXEY, P.E.
SITE PLANNER:	KIMLEY-HORN AND ASSOCIATES, INC. 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 PHONE: 470-299-7045 CONTACT: GREG MAXEY, P.E.

DEVELOPMENT SUMMARY:

SITE SUMMARY:

ZONING:
THE CURRENT PARCEL IS PRIMARILY ZONED FOR INDUSTRIAL DEVELOPMENT INCLUDING M-1 & M-2 WHICH SUPPORTS THE PROPOSED USE. SIMILARLY, A PORTION OF THE SUGARLOAF FRONTAGE IS CURRENTLY ZONED FOR THE INTENDED COMMERCIAL USE.

THERE ARE SOME ZONING PROPOSED WHICH WILL REMOVE THE CURRENT O & I ZONING FROM THE SITE, ADJUST SOME OF THE INDUSTRIAL ZONING LIMITS AND ADD TWO RM-24 MULTI-FAMILY PARCELS TO THE TRACT.

SITE AREA:	289.65 ACRES
IMPERVIOUS AREA:	147.72 ACRES (51 %)
PERVIOUS AREA:	141.92 ACRES (49 %)
BUILDING SETBACK:	
FRONT (INDUSTRIAL):	50 FT
SIDE (INDUSTRIAL):	25 FT
BACK (INDUSTRIAL):	50 FT
BUILDING SETBACK:	
FRONT (COMMERCIAL):	15 FT
SIDE (COMMERCIAL):	10 FT
BACK (COMMERCIAL):	30 FT
BUILDING SETBACK:	
FRONT (MULTI-FAMILY):	15 FT
SIDE (MULTI-FAMILY):	15 FT
BACK (MULTI-FAMILY):	30 FT

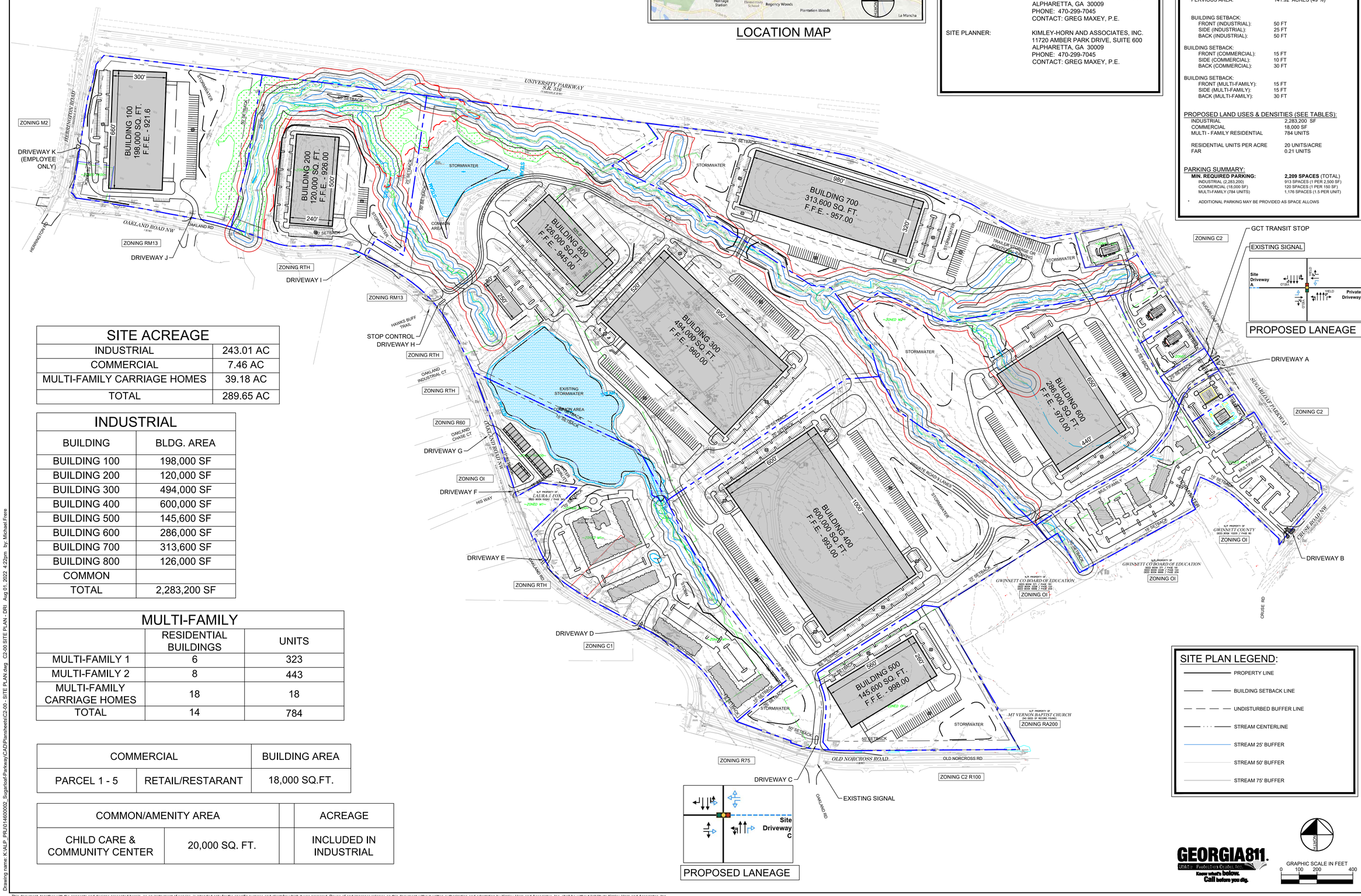
PROPOSED LAND USES & DENSITIES (SEE TABLES):

INDUSTRIAL	2,283,200 SF
COMMERCIAL	18,000 SF
MULTI - FAMILY RESIDENTIAL	784 UNITS
RESIDENTIAL UNITS PER ACRE	20 UNITS/ACRE
FAR	0.21 UNITS

PARKING SUMMARY:

MIN. REQUIRED PARKING:	**2,209 SPACES** (TOTAL)
INDUSTRIAL (2,283,200)	913 SPACES (1 PER 2,500 SF)
COMMERCIAL (18,000 SF)	120 SPACES (1 PER 150 SF)
MULTI-FAMILY (784 UNITS)	1,176 SPACES (1.5 PER UNIT)

- ADDITIONAL PARKING MAY BE PROVIDED AS SPACE ALLOWS



SITE ACREAGE	
INDUSTRIAL	243.01 AC
COMMERCIAL	7.46 AC
MULTI-FAMILY CARRIAGE HOMES	39.18 AC
TOTAL	289.65 AC

INDUSTRIAL	
BUILDING	BLDG. AREA
BUILDING 100	198,000 SF
BUILDING 200	120,000 SF
BUILDING 300	494,000 SF
BUILDING 400	600,000 SF
BUILDING 500	145,600 SF
BUILDING 600	286,000 SF
BUILDING 700	313,600 SF
BUILDING 800	126,000 SF
COMMON	
TOTAL	2,283,200 SF

MULTI-FAMILY		
	RESIDENTIAL BUILDINGS	UNITS
MULTI-FAMILY 1	6	323
MULTI-FAMILY 2	8	443
MULTI-FAMILY CARRIAGE HOMES	18	18
TOTAL	14	784

COMMERCIAL		BUILDING AREA
PARCEL 1 - 5	RETAIL/RESTARANT	18,000 SQ.FT.

COMMON/AMENITY AREA			ACREAGE
CHILD CARE & COMMUNITY CENTER	20,000 SQ. FT.		INCLUDED IN INDUSTRIAL

SITE PLAN LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- UNDISTURBED BUFFER LINE
- STREAM CENTERLINE
- STREAM 25' BUFFER
- STREAM 50' BUFFER
- STREAM 75' BUFFER

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GRAPHIC SCALE IN FEET 0 100 200 400

Kimley»Horn
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CLIENT
FOXFIELD LLC
265 Franklin St, Suite 1001
Boston, MA 02210
781.608.8850
FOXFIELD

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
5030 Sugerloaf DRI #3705
SUGARLOAF PARKWAY
INDUSTRIAL
5030 SUGARLOAF PKWY, LAWRENCEVILLE, GA

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 14895 GREGORY M. MAXEY 07/19/22

GSWCC CERT. (LEVEL II)	0000000130
DRAWN BY	JDT
DESIGNED BY	JDT
REVIEWED BY	GMM
DATE	07/19/2022
PROJECT NO.	014600002

TITLE
DRI SITE PLAN

SHEET NUMBER
DRI-01

Drawing name: K:\ALP_PRJ\014600002_Sugarloaf-Parkway\CAD\Plansheets\C2-00 - SITE PLAN.dwg C2-00 SITE PLAN - DRI Aug 01, 2022 4:22pm by: Michael Frere

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