REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: Jun 27 2006

ARC REVIEW CODE: R604251

TO: Mayor Nick Masino ATTN TO: Josh Campbell, City Planner Charles Krautler, Director FROM:



The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Suwanee Name of Proposal: Opus Gateway

Review Type: Development of Regional Impact

Date Opened: Apr 25 2006 Date Closed: Jun 27 2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed Opus Gateway development is a mixed use development that could serve as a gateway entrance into the City of Suwanee. ARC staff met with the developer and the City of Suwanee to discuss specific concerns regarding the proposed site plan. ARC staff questioned whether the proposed development met the intent of the proposed zoning district, which is to 'foster community, pedestrianism, and limit expenditure of public funds.' The City of Suwanee should carefully consider whether the proposed development is in the best interest of the City.

The following were noted as ongoing issues with this development and should be resolved with the City of Suwanee prior to an official decision is rendered by the City:

- Mix of residential units should include some single family homes. Significant consideration should be given to the proposal of apartments within the development.
- The location of the apartments and townhomes does not lend itself to a pedestrian friendly environment within the development.
- Internal street connectivity is essential to not only local mobility, but also regional mobility. Cul-de-sacs should be eliminated from the development plan. The original submitted site plan did show one cul-de-sac where the townhomes are proposed; however, revisions to the site plan now show that the road is connected to the retail component with direct connection to Lawrenceville-Suwanee Road.
- Assurances should be made to develop the office component.
- Parking lots should be placed behind or to the side of buildings. Buildings should be oriented along the street and create a pedestrian environment.
- Additional plaza elements determined by the City should be incorporated into the plan.
- Additional pedestrian systems should be incorporated into the development besides sidewalks.
- Open space should be maximized and provide active and passive recreational opportunities for the residents of the development. •

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY	GWINNETT COUNTY	GWINNETT COUNTY SCHOOLS
FULTON COUNTY	CITY OF BUFORD	CITY OF SUGAR HILL

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463–3302. This finding will be published to the ARC website. The ARC review website is located at: http://www.atlantaregional.com/landuse/.

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Opus Gateway Development is a 148.32 acre mixed use development in the City of Suwanee. The proposed development will consist of 235 residential townhomes, 465 high rise condominiums, 580,000 square feet of office space, and 520,000 square feet of retail space. The proposed development is located along Lawrenceville-Suwanee Road just south of Satellite Boulevard. Access to the development is proposed at four site driveways along Lawrecenceville-Suwanee Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned a combination of M-1 (light manufacturing district) and C-2 (general commercial district). The proposed zoning for the site is PMUD (planned mixed use development district). Information submitted for the review states that the proposed zoning is consistent with the City of Suwanee's Future Land Use Map which designates the area as a mixed use center and conservation.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?



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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2006	New Trend Development
2000	Trammell Crow Industrial Development
2000	McGinnis Station
2000	Peachtree Technology Center
2000	Falcon's Nest II
1989	Horizon Industrial Park
1988	Pulte Suwanee Development
1986	Shawnee Ridge
1985	Northbrook

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed Opus Gateway development is a mixed use development that could serve as a gateway entrance into the City of Suwanee. ARC staff met with the developer and the City of Suwanee to discuss specific concerns regarding the proposed site plan. ARC staff questioned whether the proposed development met the intent of the proposed zoning district, which is to 'foster community, pedestrianism, and limit expenditure of public funds.' The City of Suwanee should carefully consider whether the proposed development is in the best interest of the City.

The following were noted as ongoing issues with this development and should be resolved with the City of Suwanee prior to an official decision is rendered by the City:

- Mix of residential units should include some single family homes. Significant consideration should be given to the proposal of apartments within the development.
- The location of the apartments and townhomes does not lend itself to a pedestrian friendly environment within the development.



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- Internal street connectivity is essential to not only local mobility, but also regional mobility. Cul-de-sacs should be eliminated from the development plan. The original submitted site plan did show one cul-de-sac where the townhomes are proposed; however, revisions to the site plan now show that the road is connected to the retail component with direct connection to Lawrenceville-Suwanee Road.
- Assurances should be made to develop the office component.
- Parking lots should be placed behind or to the side of buildings. Buildings should be oriented along the street and create a pedestrian environment.
- Additional plaza elements determined by the City should be incorporated into the plan.
- Additional pedestrian systems should be incorporated into the development besides sidewalks.
- Open space should be maximized and provide active and passive recreational opportunities for the residents of the development.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population and employment growth in northern Gwinnett County over the next 25 years. ARC forecasts a population of over 270,000 residents in northern Gwinnett County and an employment base of greater than 109,000 jobs. Overall, Gwinnett County's population is forecasted by the ARC to be just under one million and a total employment base for the County of over half a million jobs by 2030. The incorporation of higher density housing with convenient access to neighborhood services is essential to accommodating the expected growth efficiently.

FINAL REPORT

Regional Development Plan Policies

- 1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
- 2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
- 3. Increase opportunities for mixed-use development, infill and redevelopment.
- 4. Increase transportation choices and transit-oriented development (TOD).
- 5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
- 6. Preserve and enhance existing residential neighborhoods.
- 7. Advance sustainable greenfield development.
- 8. Protect environmentally sensitive areas.
- 9. Create a regional network of greenspace that connects across jurisdictional boundaries.
- 10. Preserve existing rural character.
- 11. Preserve historic resources.
- 12. Inform and involve the public in planning at regional, local and neighborhood levels.
- 13. Coordinate local policies and regulations to support the RDP.
- 14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation. Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing. Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones. Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.



Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking. Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression. Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets. Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of XeriscapeTM landscaping. XeriscapingTM is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle." Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.



Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in the City of Suwanee along the west side of Lawrenceville-Suwanee Road just south of Satellite Boulevard.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the City of Suwanee's boundaries; however, it is adjacent to Gwinnett County and approximately 3 miles from Fulton County, City of Sugar Hill, and the City of Buford.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

None were determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$300,000,000 with an expected \$6,000,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?



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The proposed development will provide a mix of uses that will allow for opportunities for individuals to live and work within close proximity to one another and provide convenient access to the regional transportation system with the project's proximity to Interstate 85. The proposed development could also serve as gateway entrance into the City of Suwanee.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

The property is not located within the 2000-foot Chattahoochee River Corridor but it is located within the Corridor watershed and is subject to the requirements of the Metropolitan River Protection Act (MRPA) for lands in the watershed draining into the Corridor portion of the River. In this area, these requirements include the adoption by the City of a tributary buffer ordinance for streams flowing into the Chattahoochee. The City has adopted a stream buffer ordinance that also serves as the buffer ordinance required under the Metropolitan North Georgia Water Planning District. The USGS regional coverage shows that the property is crossed by a perennial (solid blue-line) tributary to Suwanee Creek, which is a tributary to the Chattahoochee River. The submitted site plan also shows three tributaries to that stream. A buffer is shown on all these streams and is identified as a 25-foot buffer measured from the top of streambank, which is shown as being between 25 and 30 feet wide. The Suwanee Stream Buffer Ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams. The proposed project needs to meet City stream buffer requirements and the plans need show the required City buffers and setbacks on all applicable streams on the property. Any other waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 minimum criteria, the only requirements in a large water supply watershed without a water supply reservoir are restrictions on the handling of certain hazardous materials (specified by DNR) within seven miles upstream of an intake.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis:



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Estimated Pounds of Pollutants per Year

Land Use	Land Area	Total	Total	BOD	TSS	Zinc	Lead
	(ac)	Phosphorus	Nitrogen				
Commercial	59.96	102.53	1043.30	6475.68	58940.68	73.75	13.19
Office/Light Industrial	33.31	42.97	570.60	3797.34	23583.48	49.30	6.33
Townhouse/Apartment	55.15	57.91	590.66	3695.05	33365.75	41.91	7.72
TOTAL	148.42	203.41	2204.56	13968.07	115889.91	164.96	27.24

Total impervious: 68%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (<u>www.georgiastormwater.com</u>) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE Transportation

How many site access points will be associated with the proposed development? What are their locations?

Site access will be provided via five access points. Along Lawrenceville-Suwanee Road, there will be two right-in/right-out driveways, a full movement driveway, and an existing intersection at Lawrenceville-Suwanee Road and Burnette Road. The fifth access point is provided via the proposed parkway which will divide the development. This will allow access into the development from McGinnis Ferry Road.



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How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn and Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Lico	A.N	A. Peak He	our	P.N	A. Peak H	lour	24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments/Flats/Condos							
465 units	46	186	232	177	96	273	2,946
Townhouses							
235 units	17	85	102	81	40	121	1,328
Office							
580,000 square feet	673	92	765	124	604	728	5,164
Retail							
495,000 square feet	249	160	409	864	935	1,779	19,206
Restaurant							
25,000 square feet	150	138	288	167	106	273	3,180
Internal Capture Reductions	-	-	-	-291	-291	-582	-7,186
Pass-by Reductions	-	-	-	-175	-175	-350	-2,950
TOTAL NEW TRIPS	1,135	661	1,796	947	1,315	2,242	21,688

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.



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V/C Ratios



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio



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data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-119	McGinnis Ferry Road Extension from Satellite Boulevard to SR 317 (Lawrenceville Suwanee Road) [See also GW-AR-250]	Roadway Capacity	2007
GW-303	Satellite Boulevard ATMS from SR 378 (Beaver Ruin Road) to SR 317 (Lawrenceville Suwanee Road)	ITS-Smart Corridor	2009
GW-AR-191A	I-985 at I-85 North Interchange Improvements Including Collector-Distributor Lanes and New Interchange at McGinnis Ferry Road from I-985 to South of Old Peachtree Road	Interchange Capacity	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-099B	US 23 (Buford Highway): Segment 2 From Sugarloaf Parkway to SR 20 (Nelson Brogdon Boulevard/Buford Drive) [See also other GW-099 series line items]	Roadway Capacity	2025
GW-AR-250	I-85 North at McGinnis Ferry Road Extension [See also GW- 119]	Interchange Capacity	2030
AR-H-100	I-85 North HOV Lanes From SR 316 to Hamilton Mill Road in Gwinnett County	HOV Lanes	2012
AR-70	I-85 North ATMS Communications/Surveillance From SR 316 to SR 20	ITS-Smart Corridor	2007

*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.

Summarize the transportation improvements as recommended by consultant in the traffic study for Opus Gateway.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

McGinnis Ferry Road Extension Project (GDOT #0004456; see also GW-119)

• Construct as a four-lane divided roadway from Satellite Boulevard to Lawrenceville-Suwanee Road.

Lawrenceville-Suwanee Road @ Old Peachtree Road

- Construct an additional southbound through lane along Old Peachtree Road.
- Construct an additional eastbound left-turn lane along Lawrenceville-Suwanee Road to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.



Lawrenceville-Suwanee Road @ Satellite Boulevard

• Construct a second southbound left-turn lane along Satellite Boulevard to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.

Lawrenceville-Suwanee Road @ Buford Highway

• Construct an exclusive northbound right-turn lane along Buford Highway.

McGinnis Ferry Road @ Buford Highway

- Construct an exclusive northbound right-turn lane along Buford Highway.
- Construct an exclusive southbound right-turn lane along Buford Highway.

McGinnis Ferry Road @ Satellite Boulevard

- Construct an additional eastbound left-turn lane along McGinnis Ferry Road to form dual leftturn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.
- Convert the existing eastbound right-turn lane along McGinnis Ferry Road to operate under free-flow control.
- Construct an additional northbound left-turn lane along Satellite Boulevard to form dual leftturn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.
- Add protected-permissive left-turn phasing for the westbound left-turn movement from Burnette Road.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Lawrenceville-Suwanee Road @ I-85 Northbound Ramps

• Construct an additional eastbound left-turn lane along Lawrenceville-Suwanee Road to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.

Lawrenceville-Suwanee Road @ Burnette Road

- Construct an exclusive northbound right-turn lane along Burnette Road.
- Construct an exclusive westbound right-turn lane along Lawrenceville-Suwanee Road.

Lawrenceville-Suwanee Road @ Satellite Boulevard

- Construct an additional eastbound left-turn lane along Lawrenceville-Suwanee Road to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.
- Construct an additional westbound left-turn lane along Lawrenceville-Suwanee Road to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.



Lawrenceville-Suwanee Road @ Buford Highway

- Construct an additional southbound left-turn lane along Buford Highway to form dual left-turn lanes. Protected-only left-turn phasing will be necessary in conjunction with this improvement.
- Convert the existing westbound right-turn lane along Lawrenceville-Suwanee Road to operate under free-flow control.

McGinnis Ferry Road @ Buford Highway

• Construct an additional southbound through lane and an additional northbound through lane along Buford Highway.

McGinnis Ferry Road @ Proposed Parkway

- Construct an eastbound left-turn lane along the McGinnis Ferry Road extension to serve vehicles turning onto the proposed parkway.
- Construct a westbound right-turn lane along the McGinnis Ferry Road extension to serve vehicles turning onto the proposed parkway.
- The southbound Proposed Parkway approach should have two ingress lanes and two egress lanes (one exclusive left-turn lane and one exclusive right-turn lane).
- A traffic signal should be installed if warranted.

Lawrenceville-Suwanee Road @ Proposed Parkway¹

- Construct an eastbound right-turn lane along Lawrenceville-Suwanee Road.
- Construct dual (2) westbound left-turn lanes along Lawrenceville-Suwanee Road.
- The northbound Proposed Parkway approach should have two ingress lanes and three egress lanes (one exclusive left-turn lane, one through lane, and one exclusive right-turn lane).
- The southbound approach from the retail development should consist of three egress lanes (one exclusive left-turn lane, one through lane, and one exclusive right-turn lane).

NOTE: The traffic signal at this location is currently under construction to serve a development to the north.

Lawrenceville-Suwanee Road @ Proposed Driveway #1

- Construct an eastbound right-turn lane along Lawrenceville-Suwanee Road.
- The northbound Proposed Driveway 1 approach should have one ingress lane and one egress lane (one right-turn only lane).

¹ The Lawrenceville-Suwanee Road/Proposed Parkway intersection is proposed to operate at LOS F during the PM peak hour even with the improvements noted here (assumes Driveway 2 as a right-in/right-out). However, if Driveway 2 is constructed as a full-movement signalized intersection, then the Lawrenceville-Suwanee Road/Proposed Parkway intersection is projected to operate at an improved LOS due to traffic reassignment to utilize Driveway #2.



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Final Report Due:	May 25, 2006	<u>Review Report</u>	Comments Due By:	May 9, 2006

Lawrenceville-Suwanee Road @ Proposed Driveway $#2^1$

- Construct an eastbound right-turn lane along Lawrenceville-Suwanee Road.
- The northbound Proposed Driveway #2 approach should have one ingress lane and one egress lane (one right-turn only lane).

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Transit service is not accessible immediately within the vicinity of the site. However, there are several routes that operate at nearby Discover Mills Mall and the Mall of Georgia. Gwinnett County Transit (GCT) local route 40 operates from Gwinnett Place Mall to Lawrenceville with a stop at the Discover Mills Park and Ride lot. GCT local route 50 operates from the Discover Mills Park and Ride lot to the Buford Service Center with an intermediate stop at the Mall of Georgia. With respect to express bus service, GCT express routes 103 and 103A operate from the Discover Mills Park and Ride lot to Downtown Atlanta. In addition to Gwinnett County Transit service, GRTA Xpress service is also offered. Xpress route 410 offers express bus service from Discover Mills to the Lindbergh MARTA station. Xpress route 412 originates at Discover Mills and operates to Midtown and Downtown Atlanta with an intermediate stop at Indian Trail. Route 412 also offers connections to the Arts Center, Civic Center and Five Points MARTA rail stations. In future years, more express bus service to other areas of the metropolitan Atlanta region may be offered from Discover Mills and other nearby Park and Ride lot locations.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Total		

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the presentation of the V/C ratios in this review, the existing roadway network faces major congestion levels, particularly with the northwest-southeast direction along Lawrenceville Suwanee Road due to access to the I-85 ramps. The proposed extension at McGinnis Ferry Road appears to initially alleviate congestion along Lawrenceville Suwanee Road. However, in future years, Lawrenceville Suwanee Road and McGinnis Ferry Road both will experience higher levels of congestion. With a large scale development such as Opus Gateway, providing adequate access points and efficient traffic flow will be essential in ensuring that congestion levels are kept at a minimum.



INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.55 MGD.

Which facility will treat wastewater from the project?

The F. Wayne Hill facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of F. Wayne Hill Site is listed below:

PERMITTED CAPACITY MMF, MGD 1	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	Remarks
20	20	9	20	0	Expansion to 60 mgd by 2005.	Combined discharge to Chattahoochee River with Crooked Creek plant. 40 mgd expansion to discharge to Lake Lanier.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District SHORT-TERM WASTEWATER CAPACITY PLAN, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

<u>INFRASTRUCTURE</u> Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.572 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE Solid Waste



How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 4600 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- · Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

Potential schools that will be affected by the Opus Gateway development include North Gwinnett High School, Lanier Middle School, and Suwanee Elementary School.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 700 housing units that will include townhomes and high rise condominiums.



Preliminary Report:	April 25, 2006	DEVELOPMENT OF REGIONAL IMPACT	Project:	Opus Gateway #1062
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Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 502.02. This tract had a 39.8 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 87 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

May. 10. 2006 2:17PM

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REGIONAL REVIEW NOTIFICATION

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Connect in the

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as 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 on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Opus Gateway See the Preliminary Report .

Comments from affected party (attach additional sheets as needed):

The Opus Development is located in our North Guinnett cluster. The schools that will be affected include; North Guinnet High School Lanier Middle School Sumance Elementary School. we are empiling you a detailed statement. regarding the ? im part on Guinnett Schools and this information should be referred too for a more dotailed analysis. Thanks. Individual Completing form: Greg Stanfield Local Government: Please Return this form to: Guinnett Schools Mike Alexander, Atlanta Regional Commission Department: 40 Courtland Street NE Planning (678) 701-2025 Atlanta, GA 30303 Ph. (404) 463-3302 Fax (404) 463-3254 Telephone: malexander@atlantaregional.com 519100 Start Signature: Return Date: May 9 2006 Date:

			-		Pre	pared for AR	C, May 2006										
Schools																Proposed Zoning	
		2006-7			2007-8			2008-9			2009-10			2010-11			
	Capacity	Enrollment	Over/Under	Capacity	Enrollment	Over/Under	Capacity	Enrollment	Over/Under	Capacity	Enrollment	Over/Under	Capacity	Enroliment	Over/Under		
North Gwinnett HS	2,500	2,742	242	2,500	2,912	412	2,500	3,090	590	2,500	3,246	746	2,500	3,410	. 910	78	
Lanier MS	2,000	2,553	553	2,000	2,711	711	2,000	2,878	878	2,000	3,052	1,052	2,000	3,206	1,206	67	
Suwanee ES	894	979	85	894	1,043	149	894	1,109	215	894	1,166	272	894	1,226	332	134	
Berkmar HS	3,000	3,058	58	3,000	3,156	156	3,000	3,254	254	3,000	3,354	354	3,000	3,455	455	33	
Berkmar MS	1,125	1,100	-25	1,125	1,149	24	1,125	1,199	74	1,125	1,236	111	1,125	1,275	150	28	
Minor ES	1,164	1,132	-32	1,164	1,170	9	1,164	1,210	46	1,164	1,248	84	1,164	1,275	Ħ	56	
irojections do not include (new develop	oments															
	Schools North Gwinnett HS Lanier MS Suwanee ES Berkmar HS Berkmar MS Minor ES rojections do not include	Schools Capacity North Gwinnett HS 2,500 Lanier MS 2,000 Suwanee ES 894 Berkmar HS 3,000 Berkmar HS 1,125 Minor ES 1,164 rojections do not include new develop	Schools 2006-7 Capacity Enrollmont North Gwinnett HS 2,500 2,742 Lanier MS 2,000 2,553 Suwanee ES 894 979 Berkmar HS 3,000 3,058 Berkmar HS 1,125 1,100 Minor ES 1,164 1,132	2006-7 Capacity Emrollmont Over/Under North Gwinnett HS 2,500 2,742 242 Lamler MS 2,000 2,553 553 Suwanee ES 894 979 85 Berkmar HS 3,000 3,058 58 Minor ES 1,125 1,100 -25 Minor ES 1,164 1,132 -32	2006-7 Schools 2006-7 Capacity Emoliment North Gwinnett HS 2,500 2,742 2,500 Lanier MS 2,000 2,553 553 2,500 Suwanee ES 894 979 85 894 Berkmar HS 3,000 3,058 58 3,000 Berkmar HS 1,125 1,100 -25 1,125 Minor ES 1,164 1,132 -32 1,164	Prescription Schools 2006-7 2007-8 Capacity Enrollmont Over/Under 2,907-8 North Gwinnett HS 2,500 2,742 2,500 2,912 Lanier MS 2,000 2,553 553 2,912 Suwanee ES 894 1,043 85 894 1,043 Berkmar HS 3,000 3,058 58 3,156 1,149 Minor ES 1,164 1,132 -32 1,164 1,170	Propared for Attributed Schools 2006.7 2007.8 Propared for Attributed Capacity Emrolimont Over/Under 2007.8 Attributed North Gwinnett HS 2,500 2,742 2,42 2,511 Attributed Lamler MS 2,000 2,553 553 2,000 2,711 711 Suwanee ES 894 1,043 149 Berkmar HS 1,125 1,194 24 Berkmar HS 3,000 3,058 58 3,000 3,156 156 Minor ES 1,164 1,132 -32 1,164 1,170 6	Fropared for AHC, May 2005 Schools 2006.7 2007.8 And 2005 Capacity Emollmont Over/Under 2007.8 And 2005 North Gwinnett HS 2,500 2,742 2,500 2,912 412 2,500 Lanier MS 2,000 2,553 553 2,000 2,711 711 2,000 Barkmar HS 2,000 2,553 553 2,000 2,711 711 2,000 Barkmar HS 3,000 3,058 58 894 1,043 149 894 Berkmar HS 3,000 3,058 58 3,000 3,156 156 3,000 Berkmar MS 1,164 1,132 -3,165 1,164 1,155 1,164 1,155 Minor ES 1,164 1,164 1,170 6 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164 1,164	Integrated for AHC, May 2006 Schools 2006.7 2007.8 2007.8 2008.9 Capacity Emollmont Over/Under 2001.8 2008.9 North Gwinnett HS 2,500 2,742 242 2,912 412 2,500 3,090 Lamier MS 2,000 2,553 553 2,000 2,711 711 2,000 2,878 Suwanee ES 894 1,043 149 894 1,109 Berkmar HS 3,000 3,058 58 3,000 3,254 1,199 Minor ES 1,164 1,170 6 1,164 1,170 5 1,199	Propared for ALC, May 2005 Schools 2006.7 2007.8 2008.9 2009.9 2009.9 2009.9 2009.9 2009.9 2009.9 2009.9 2009.9 2009.9 2009.9 2009.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 2018.9 201	Trepared for AHC, May 2006 Schools 2006.7 2007.8 2008.9 Capacity 2006.9 Capacity 2008.9 Capacity 2008.9 Capacity 2008.9 Capacity Capacity Emollment Over/Under Capacity Capacity<	Frequend for AHC, May 2005 Schools 2006/7 2007/8 2009/10 2000/10 2000/10	Frepared for Arte, may zous Schools 2006.7 2007.8 2009.9 2009.10 Capacity Emollmont Over/Under Capacity Emollmont Copacity Emollmont Cop	Prepared for Auc, May 2005 Schools 2006-7 2007-8 2009-10 2000-10 2009-10 2000-10 2000-10 2000-10 2000 2260 2260 </td <td>Frepared for Arte, may 2006 Schools 2006-7 2009-10 2010-10 2010-10</td> <td>Schools Schools Schools 2006-7 2006-7 2008-9 2009-10 2010-11 Capacity EmolIment Over/Under Capacity EmolIment Over/Under Capacity EmolIment Over/Under Vorth Gwinnett HS 2,500 2,912 412 2,600 3,090 590 3,010 Lamier MS 2,500 2,912 412 2,000 2,910 3,010 2,910 3,010 2,910 3,010 2,910 3,010 2,910 3,010 Lamier MS 2,110 2,110 2,900 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 <th colspa<="" td=""></th></td>	Frepared for Arte, may 2006 Schools 2006-7 2009-10 2010-10 2010-10	Schools Schools Schools 2006-7 2006-7 2008-9 2009-10 2010-11 Capacity EmolIment Over/Under Capacity EmolIment Over/Under Capacity EmolIment Over/Under Vorth Gwinnett HS 2,500 2,912 412 2,600 3,090 590 3,010 Lamier MS 2,500 2,912 412 2,000 2,910 3,010 2,910 3,010 2,910 3,010 2,910 3,010 2,910 3,010 Lamier MS 2,110 2,110 2,900 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 3,910 <th colspa<="" td=""></th>	

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Your DRI ID NUMBER for this submission is: 1062 Use this number when filling out a DRI REVIEW REQUEST. Submitted on: 2/28/2006 1:58:12 PM

DEVELOPMENT OF REGIONAL IMPACT Gwinnett County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Suwanee
*Individual completing form and Mailing Address:	Josh Campbell City of Suwanee 373 Highway 23 Suwanee, GA 30024
Telephone:	770-945-8996
Fax:	770-945-2792
E-mail (only one) :	campbell@suwanee.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:		C	Opus Gatew	ay
Development Type	Desc	ription of Project		Thresholds
Mixed Use	2320000			View Thresholds
Developer / Applicant and Mailing Address:		Opus South Corporat Alpharetta, GA 30005	tion 925 Nor 5	th Point Pkwy, Suite 350
Telephone:		770-521-0045		
Fax:		770-521-0046		
Email:				
Name of property owner(s) if different from developer/applicant:				
Provide Land-Lot-District Number:		7-169-002, 010, 018,	167 & 168	
What are the principal streets or roads prov access to the site?	iding vehicular	Lawrenceville-Suwan	iee Road Bu	Irnette Road
Provide name of nearest street(s) or interse	ection:	Lawrenceville-Suwan	iee Road Bu	irentte Road
Provide geographic coordinates (latitude/lon center of the proposed project (optional):	ngitude) of the	/		
If available, provide a link to a website prov location map of the proposed project (option (http://www.mapquest.com or http://www.map helpful sites to use.):	iding a general nal). apblast.com are			
Is the proposed project entirely located within your local government's jurisdiction?		Y		
If yes, how close is the boundary of the near government?	rest other local	Directly adjacent to u	nincorporate	ed Gwinnett County
If no, provide the following information:				

In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
	Name:
If yes, provide the following information (where applicable):	Project ID:
	App #:
The initial action being requested of the local government by	Rezoning, Other
the applicant is:	Rezoning anticipated
What is the name of the water supplier for this site?	Gwinnett County
What is the name of the wastewater treatment supplier for this site?	Gwinnett County
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/ phase represent?	
Estimated Completion Dates:	This project/phase: September 2009 Overall project: September 2009

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Y

Υ

Are land transportation or access improvements planned or needed to support the proposed project?

If yes, how have these improvements been identified:

Included in local government Comprehensive Plan or Short Term Work Program?

Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?

Included in an official Transportation Improvement Plan (TIP)?

Developer/Applicant has identified needed improvements?

Other (Please Describe):

When the subject parcel was originally zoned in 2000 construction of a road connecting Lawrenceville-Suwanee Road to Burnette Road was required. Project was originally reviewed as a DRI - Corporate Campus for a Fortune 500 Company.

Submitted on: 4/19/2006 12:27:29 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government	Information
Submitting Local Government:	City of Suwanee
Individual completing form:	Josh Campbell
Telephone:	770-945-8996
Fax:	770-945-2792
Email (only one):	campbell@suwanee.com

Proposed Project Information

Name of Proposed Project:	Opus Gateway
DRI ID Number:	1062
Developer/Applicant:	Opus South Corporation, 925 North Point Pkwy, Suite 350, Alpharetta, GA 30005
Telephone:	770-521-0045
Fax:	770-521-0046
Email(s):	carl.baker@opussouth.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

If no, the official review process can not start until this additional information is provided.

Economic Impacts

Estimated Value at Build-Out:	300,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	6,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y

If the development will displace any existing uses, please describe (using number of units, square feet., etc):

Community Facilities Impacts

Water Supply

Name of water supply 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)?			
Is sufficient water supply capacity available to serve the proposed project?			
If no, are there any current plans to expand existing water supply capacity?			
If there are plans to expand the existing water supply capacity, briefly describe below:			
If water line extension is required to serve this project, how much additional line (in miles) will be required?			
Wastewater Disposal			

Name of wastewater treatment provider for this site:

Gwinnett County

N

http://www.georgiaplanning.com/planners/dri/view_form2.asp?id=1062 (1 of 3)4/25/2006 10:05:14 AM

DRI Record

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?						
Is sufficient wastewater treatment capacity available to serve this proposed project?						
If no, are there any current plans to expand existing wastewater treatment capacity?						
If there are plans to expand existing wastewater treatment capacity, briefly describe below:						
If sewer line extension is required to serve this project, 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.)						
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?						
If yes, has a copy of the study been provided to the local government?	Y					
If transportation improvements are needed to serve this project, please describe below: Refer to traffic report						
Solid Waste Disposal						
How much solid waste is the project expected to generate annually (in tons)?			4600			
Is sufficient landfill capacity available to serve this proposed project?			Y			
If no, are there any current plans to expand existing landfill capacity?						
If there are plans to expand existing landfill capacity, briefly describe below:						
Will any hazardous waste be generated by the development? If yes, please explain below:			NI			
will any nazaroous waste be generated by the developments in yes, please explain below.			IN			
Stormwater Management						
Stormwater Management What percentage of the site is projected to be impervious surface once the proposed development has been	constr	ructed?	55%			
Stormwater Management What percentage of the site is projected to be impervious surface once the proposed development has been is the site located in a water supply watershed?	constr	ucted?	55%			
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Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: No disturbance within the 100 year floodplain except one stream crossing for proposed parkway.	



C) 2005, EBERLY & ASSC

PROJECTS\2005\05-126 Opus Lawrenceville Suwanee\Drawing\05-126 Base.dwg June 19, 20