REGIONAL REVIEW NOTIFICATION

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

DATE: Apr 25 2006 **ARC REVIEW CODE**: R604251

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

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Opus Gateway
Review Type: Development of Regional Impact

Description: 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.

Submitting Local Government: City of Suwanee
Date Opened: Apr 25 2006
Deadline for Comments: *May 9 2006*
Earliest the Regional Review can be Completed: May 25 2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-05-09 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

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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):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

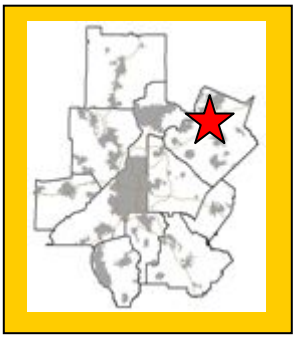
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *May 9 2006*

Preliminary Report:	April 25, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Opus Gateway #1062
Final Report Due:	May 25, 2006		Comments Due By:	May 9, 2006

PRELIMINARY 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.

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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?

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 mixed development meets several of ARC's Regional Development Policies; however, ARC staff has several concerns about the site plan. Although the development is described as mixed use; the various land uses are not integrated to promote community, walkability, and less land consumption. The intent of the proposed zoning district is to 'foster community, pedestrianism, and limit the expenditure of public funds.' The proposed development lacks good connectivity, vertical integration of uses, and active open space. ARC staff seeks explanation as to how the proposed development meets the intent of the zoning district and would like to discuss the site plan with the developer and the City of Suwanee.

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.

Information submitted for the review states the proposed development is including a minimum of 10% green parking, according to the City of Suwanee's zoning code. However, this is not indicated on the site plan. ARC staff would like a statement from the developer noting that green parking will be provided.

PRELIMINARY 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 Xeriscape™ landscaping. Xeriscaping™ 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.

To be 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 million 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?

To be determined during the review.

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:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
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 (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

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-Suwanne 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 in from McGinnis Ferry Road.

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:

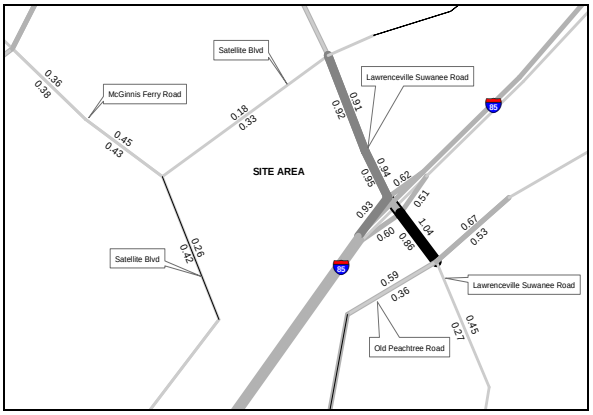
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments/Flats/Condos *465 units*	46	186	232	177	96	273	2,946
Townhouses *235 units*	17	85	102	81	40	121	1,328
Office *580,000 square feet*	673	92	765	124	604	728	5,164
Retail *520,000 square feet*	249	160	409	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?

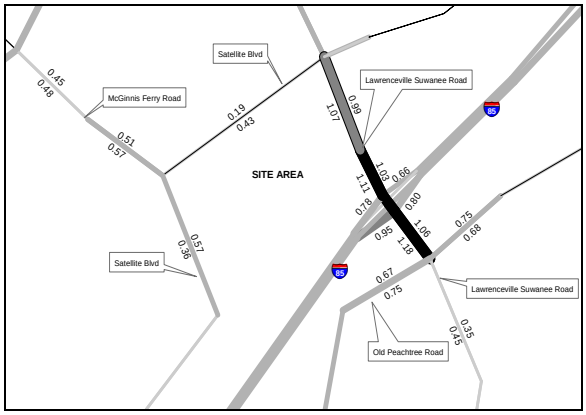
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

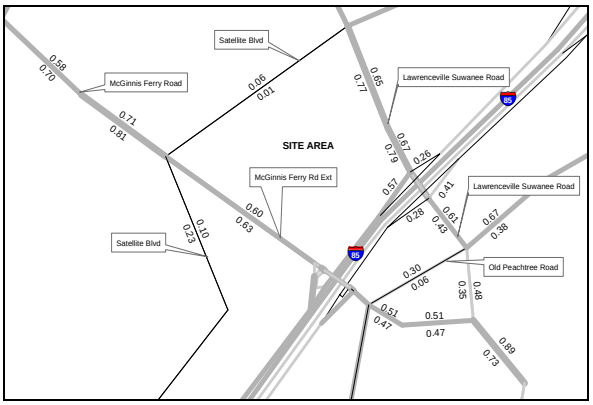
V/C Ratios



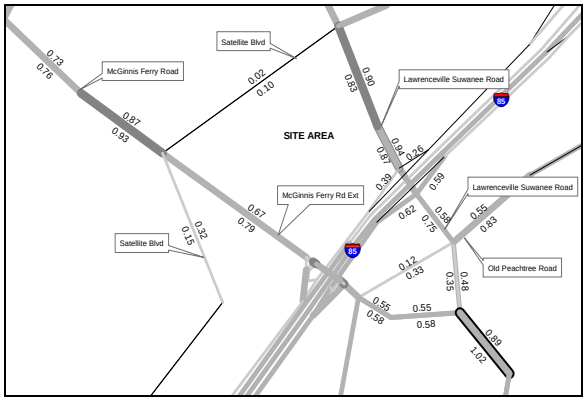
2005 AM Peak



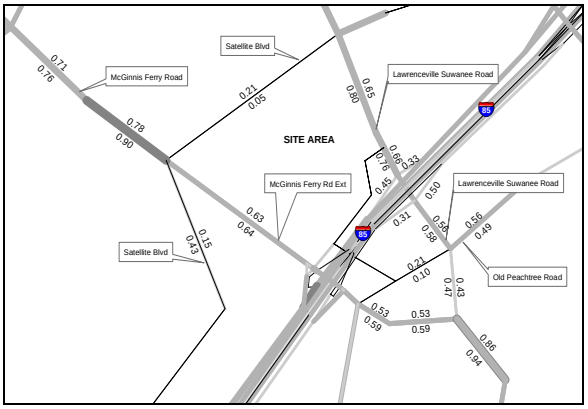
2005 PM Peak



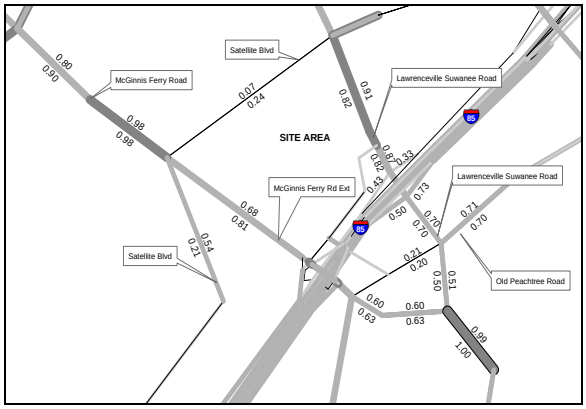
2010 AM Peak



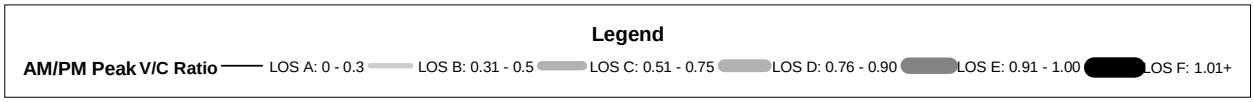
2010 PM Peak



2030 AM Peak



2030 PM Peak



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 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)

- 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 left-turn 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 left-turn 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 Parkway*

- 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).

*Lawrenceville-Suwanee Road @ Proposed Driveway #2**

- 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).

**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 reassigning to utilize Driveway #2.*

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?

To be determined upon completion of review.

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

None proposed.

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

To be determined upon completion of review.

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?

To be determined during the review.

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.

INFRASTRUCTURE
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.)?**

To be determined during the review.

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.

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.

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:	Opus Gateway

Development Type	Description of Project	Thresholds
Mixed Use	2320000	View Thresholds

Developer / Applicant and Mailing Address:	Opus South Corporation 925 North Point Pkwy, Suite 350 Alpharetta, GA 30005
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 providing vehicular access to the site?	Lawrenceville-Suwanee Road Burnette Road
Provide name of nearest street(s) or intersection:	Lawrenceville-Suwanee Road Burentte Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	Directly adjacent to unincorporated 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
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning, Other 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

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

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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	N
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:	Gwinnett County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.572
Is sufficient water supply capacity available to serve the proposed project?	Y
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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.55
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
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.)	Refer to Traffic Report
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
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:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	55%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention Ponds and preserved stream buffers will be used where possible.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: No Disturbance to wetlands areas.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

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.	

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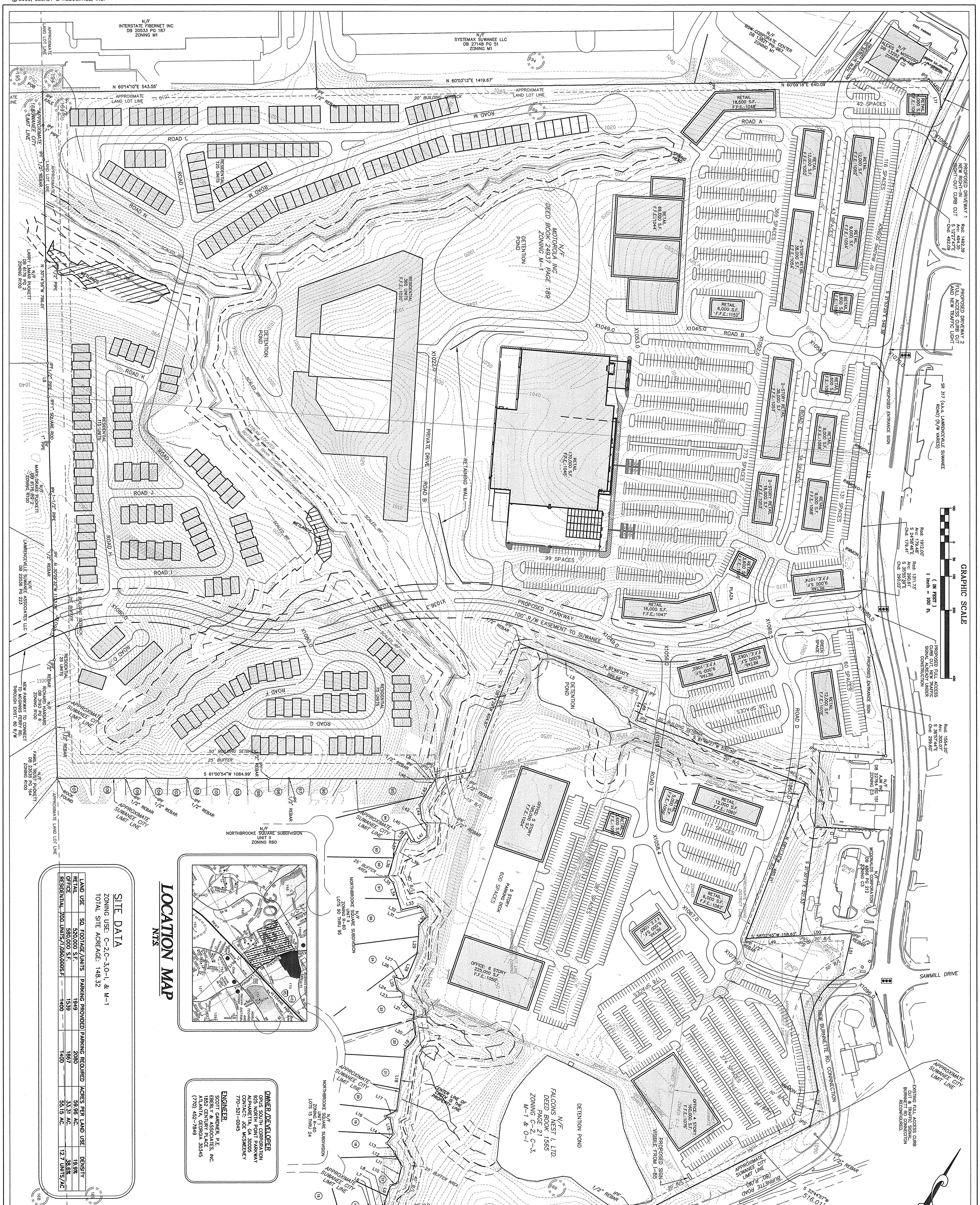

SITE DATA

ZONING USE: C-2,C-3,O-I, & M-1

TOTAL SITE ACREAGE: 148.32

LAND USE	SQ. FOOTAGE/UNITS	PARKING PROVIDED	PARKING REQUIRED	ACRES PER LAND USE	DENSITY
RETAIL	520,000 S.F.	1949	2080	59.96 AC.	19.9%
OFFICE	580,000 S.F.	1539	1867	33.31 AC.	38.6%
RESIDENTIAL	700 UNITS/1,050,000S.F.	1400	1400	55.15 AC.	12.7 UNITS/AC

OWNER/DEVELOPER
OPUS SOUTH CORPORATION
925 NORTH POINT PARKWAY
ALPHARETTA, GA 30005
CONTACT: JOE MCSWEENEY
770-521-0045

ENGINEER
SCOTT GARDNER, P.E.
EBERLY & ASSOCIATES, INC.
1852 CENTURY PLACE
ATLANTA, GEORGIA 30345
(770) 452-7849

S1.0

PROJECT NO. 05-126

GRTA DRI
SITE PLAN

SCALE: 1"=100'
DATE: 4/17/06
DRAWN BY: MATT BRUNE
PROJECT MANAGER: SCOTT GARDNER
QA/QC CHECK:

REVISIONS:

PROJECT:
OPUS-SUWANEE GATEWAY
MASTER PLAN

LAND LOT 169
7TH DISTRICT
SUWANEE, GEORGIA

EBERLY & ASSOCIATES
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1852 CENTURY PLACE, SUITE 202
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WWW.EBERLY.NET
LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

OPUS South Corporation

G:\PROJECTS\2005\05-126 Opus Lawrenceville Suwanee\Drawing\05-126 Base.dwg April 19, 2006