



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: Jun 28 2006

ARC REVIEW CODE: R606281

TO: Chairman Charles Bannister
ATTN TO: Jeff West, Manager
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: OFS Brightwave Site Redevelopment

Review Type: Development of Regional Impact

Description: The proposed OFS Brightwave Redevelopment is a proposed mixed use project located on 171.4 acres in Gwinnett County. The proposed development will consist of 1,705 loft and condominium residential units, 658,000 square feet of retail space, 150,000 square feet of office space, 72,000 square feet of restaurant space, and a 405 room hotel. A fiber-optics facility will remain on site and in operation in a 452,000 square foot building. The redeveloped area is 144.2 acres of the total acreage. The proposed development is located in the southwestern quadrant of Interstate 85 and State Route 140 (Jimmy Carter Boulevard). The site will have two access drives onto State Route 140, six access drives onto Crescent Drive, and one access drive onto Brook Hollow Parkway.

Submitting Local Government: Gwinnett County

Date Opened: Jun 28 2006

Deadline for Comments: Jul 12 2006

Earliest the Regional Review can be Completed: Jul 28 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
DeKALB COUNTY
CITY OF DORAVILLE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF NORCROSS
FULTON COUNTY
CITY OF CHAMBLEE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GWINNETT COUNTY SCHOOLS
CITY OF LILBURN
GWINNETT VILLAGE COMMUNITY IMPROVEMENT DISTRICT

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 2006-07-12 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.

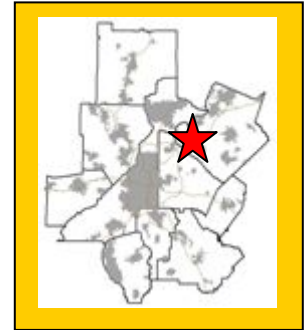
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	June 28, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	OFS Brightwave Redevelopment #1111
Final Report Due:	July 28, 2006		Comments Due By:	July 12, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed OFS Brightwave Redevelopment is a proposed mixed use project located on 171.4 acres in Gwinnett County. The proposed development will consist of 1,705 loft and condominium residential units, 658,000 square feet of retail space, 150,000 square feet of office space, 72,000 square feet of restaurant space, and a 405 room hotel. A fiber-optics facility will remain on site and in operation in a 452,000 square foot building. The redeveloped area is 144.2 acres of the total acreage. The proposed development is located in the southwestern quadrant of Interstate 85 and State Route 140 (Jimmy Carter Boulevard). The site will have two access drives onto State Route 140, six access drives onto Crescent Drive, and one access drive onto Brook Hollow Parkway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2016.

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 M2 (heavy industrial). The proposed zoning for the site is MUR (mixed-use redevelopment overlay district). Information submitted for the review states that the proposed zoning is consistent with Gwinnett County's Future Land Use Map which designates the area as heavy industrial. Information submitted for the review states that the County does intend to amend its map to account for this development upon overlay approval.

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?

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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 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2006	Jones Mill Solid Waste Transfer Station
2003	Global Forum
2003	Goshen Springs Rd Solid Waste Transfer Station
1990	Corners Office Park
1988	Indian Brook Park
1985	Amwest Northcrest Center

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 occupied by the OFS Brightwave Fiber-Optics Facility.

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 OFS Brightwave redevelopment is a mixed use development that meets several of ARC's Regional Development Policies (RDP). The development proposes to redevelopment an existing industrial site by incorporating residential, office, retail, and restaurant space into the development plan while maintaining many of the existing office and industrial uses currently on the site. The proposed development is located adjacent to the interstate system, allowing convenient access to the regional transportation network.

The proposed development meets Developed Area Policies of the RDP Policies. The proposed development is providing new homes and jobs within an existing developed area, increasing opportunities for mixed use development, infill, and redevelopment, and creating a sense of place within the community. The Housing and Neighborhood Policies of the RDP Policies by protecting existing neighborhoods while addressing the needs of the community to grow, encouraging various

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residential styles, densities, and price ranges that are accessible to jobs and services to ensure housing for all age groups and incomes, and featuring parks and greenspace.

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 the Norcross area over the next 25 years. ARC forecasts a population of over 147,000 residents in the Norcross area and an employment base of greater than 135,000 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 mix of housing, retail, and office convenient to the regional transportation system is essential to accommodating the expected growth efficiently.

The development proposes a grid street system for providing good internal street connectivity. Refinement of the site plan should include positioning the building to better frame the streets, creating a more continuous pedestrian friendly environment throughout the development. Good examples of where this is being shown on the site plan include Road 2 between Crescent Drive and Road E where the buildings frame the street block with ground floor retail. However, along Road A the parking lot frames the street and traffic circle on one side. Reorienting the building to provide a continuous street frontage along Road A would create an active, pedestrian friendly entrance into the development. On the western portion of the property, the proposed retail space should be oriented along Road E while the majority of the parking is placed behind the buildings. The development does propose two park areas centered on the residential units. It is important to have both active and passive recreational space within large scale developments.

Information submitted for the review states that the site is located in a newly established Community Improvement District (CID), which the developer/development will become part of. Therefore, it is likely that the development could be part of a designated TMA area in which shuttle service to and from the development to off-site destinations. It is strongly encouraged that the developer work with the CID to improve regional mobility in the area.

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PRELIMINARY REPORT

Regional Development Plan Policies

Developed Area Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed-use development, transit oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retain industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

Housing and Neighborhood Policies

6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy-efficient development.

Open Space and Preservation Policies

11. Protect environmentally-sensitive areas, including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, connectivity and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region.

Coordination Policies

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies.
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

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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.

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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 Gwinnett County in the southwestern quadrant of Interstate 85 and State Route 140 (Jimmy Carter 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 Gwinnett County boundaries; however, it is less than a mile to the City of Norcross, 2 miles from DeKalb County and the City of Doraville, and 3 miles from the City of Lilburn.

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:

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What new taxes will be generated by the proposed project?

Estimated value of the development is \$200,000,000 million with an expected \$2,581,600 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?

Due to the continued operation of the fiber-optics facility, 150 jobs will remain on site.

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.

Watershed Protection and Stream Buffers

The property is in the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the Gwinnett County stream buffer ordinance, which requires a 50-foot vegetative buffer and an additional 25-foot impervious surface setback along County streams. Any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

The project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These 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 regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The project is being built over existing impervious surfaces and, based on the submitted plans, some areas of existing development will remain. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. The right-of-way of Crescent Drive is not included in these calculations. The following table summarizes the results of the analysis:

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Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	169.3	289.50	2945.82	18284.40	166421.90	208.24	37.25
TOTAL	169.3	289.50	2945.82	18284.40	166421.90	208.24	37.25

Total Impervious = 85%

If on-site detention is used, 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?

The site will have two locations for access onto SR 140/Jimmy Carter Boulevard, one access driveway onto Brook Hollow Parkway, and approximately six access driveways onto Crescent Drive and Crescent Drive Extension.

Brook Hollow Parkway

- Driveway 1 (Crescent Drive Extension), which is an existing driveway, ties into Brook Hollow Parkway.

Crescent Drive Extension

- Road A located just south of Jimmy Carter Boulevard.



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- Road E will be located between Road A and Driveway 3.
- Driveway 3 just east of Road E.
- Parking Deck located southwest of Driveway 3.
- Road 2 located southwest of the Parking Deck.
- Road 4 located southwest of Road 2.
- Road 6 located southwest of Road 4.
- Road 9 located southwest of Road 6.
- Road 10 located southwest of Road 9.

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

Street Smarts 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			Saturday Peak Hour			24 Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
405 Room Hotel	142	90	232	127	112	239	159	125	284	3252
1,705 Condominiums	85	414	499	412	203	615	290	247	537	7152
150,000 sq ft Office Space	228	31	259	42	205	247	28	23	51	1832
730,000 sq ft Retail Space	315	201	516	1116	1209	2325	1639	1512	3151	24724
Reductions	-42	-42	-84	-503	-515	-1018	-628	-601	-1229	-10477
TOTAL NEW TRIPS	728	694	1422	1194	1214	2408	1488	1306	2794	26483

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.

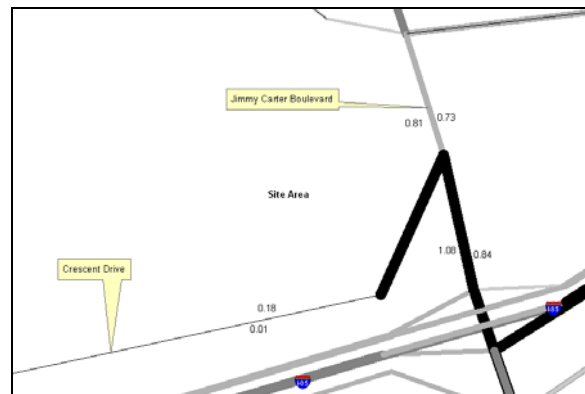
The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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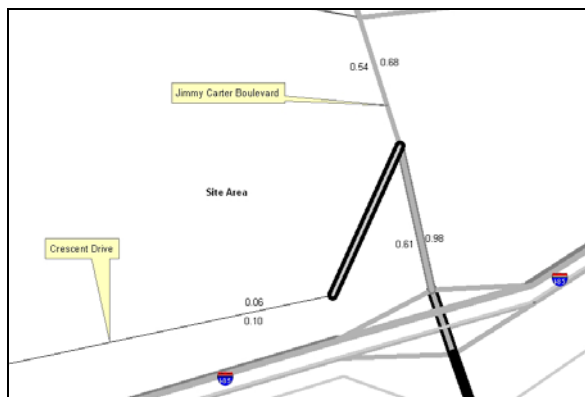
V/C Ratios



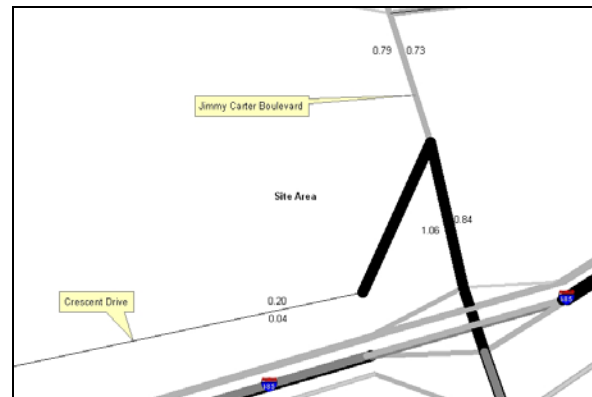
2005 AM Peak



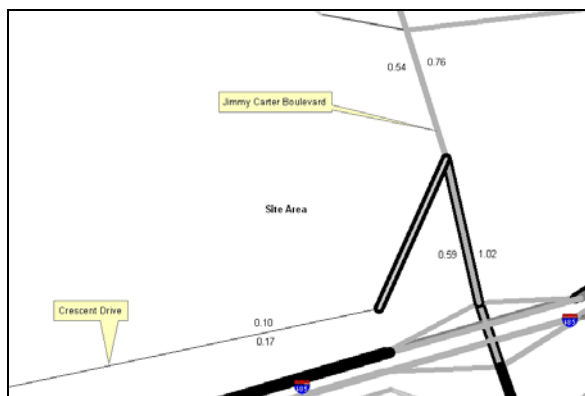
2005 PM Peak



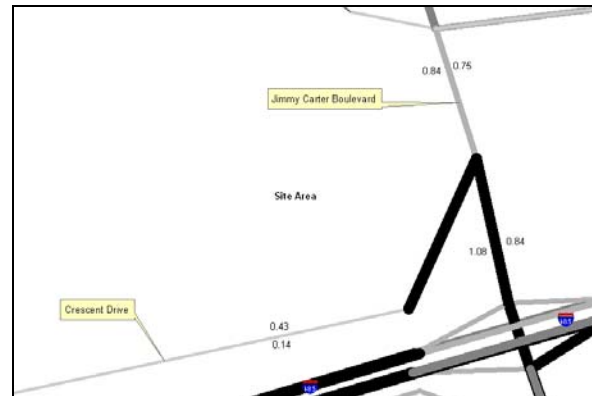
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

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-300	US 23 (BUFORD HIGHWAY) ATMS FROM DEKALB COUNTY LINE TO SUGARLOAF PARKWAY	Roadway Operations	2009
GW-327	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS AT SINGLETON ROAD	Pedestrian Facility	2007

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-905A, B	I-85 NORTH BUS RAPID TRANSIT (BRT) FROM DORAVILLE MARTA STATION TO SUGARLOAF PARKWAY	Transit Facility	2025
AR-910	SR 13 (BUFORD HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT) FROM PLEASANT HILL ROAD IN GWINNETT COUNTY TO MARTA LINDBERGH STATION IN CITY OF ATLANTA	Transit Facility	2026

**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 OFS Mixed-Use Re-Development Site.

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.

SR 140 at Live Oak Parkway

- Add a northbound left-turn lane.
- Optimize signal timing.

SR 140 at I-85 Northbound Ramps

- Make the northbound right turn operate as a free flow right.
- Optimize signal timing.

SR 140 at I-85 Southbound Ramps

- Make the eastbound right turn operate as a free flow right.
- Optimize timing.

SR 140 at Brook Hollow Parkway

- Optimize signal timing.

SR 140 at Best Friend Road

- Optimize signal timing.



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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.

SR 140 at I-85 Northbound Ramps

- Add an eastbound through lane and a receiving lane on the other side of the intersection.
- Add a westbound right-turn lane.

SR 140 at Crescent Drive

- Add an eastbound through lane.
- Add a westbound left-turn lane.
- Remove the north/south split phasing and modify the northbound left-turn and the southbound left-turn to operate as protective/permissive.
- Modify the northbound right-turn to operate as permitted/overlap.
- Optimize the signal.

Brook Hollow Parkway at Best Friend Road

- Add a traffic signal.

Brook Hollow Parkway at Crescent Drive Extension

- Add a northbound right-turn lane.
- Add a westbound right-turn lane.
- Add a traffic signal.

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?

Gwinnett County Transit bus route #20 provides service to the site Monday through Friday from 7:32 a.m. till 10:32 p.m. with headways between thirty minutes and one hour. Saturday service is provided from 7:32 a.m. till 8:32 p.m. with headways of one hour. This route provides service to the Gwinnett Place Transit center, offering connections to three additional Gwinnett County Transit bus routes.

The Indian Trail Park and Ride lot, serviced by GRTA Xpress bus route 412, is located approximately 3 miles from the proposed site.

- GRTA Xpress bus route 412 provides service to the Indian Trail park and ride lot Monday through Friday from 9:15 a.m. till 3:30 p.m. with headways between one hour and fifteen minutes and two hours.

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

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Final Report Due:	July 28, 2006		Comments Due By:	July 12, 2006

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac		4%
Where Residential is dominant, 10% Retail and 10% Office		9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		21%

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

The roadway network in this area suffers from high peak-hour congestions. As demonstrated in the impact section of the traffic study, the addition of the project's traffic onto the roadway network challenges existing capacity. Despite the presence of transit service to the site, the character of development surrounding the site does not promote the extensive use of transit to the site. It is suggested that all recommended improvements be implemented prior to completion of construction. Additionally, it is suggested the developer work GRTA and GCT to increase transit options available to this site as well as work establish vehicular and pedestrian connections directly into the site from all adjacent properties.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.71 MGD.

Which facility will treat wastewater from the project?

The Crooked Creek 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 Crooked Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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16	16	15	16	0	None.	Combined discharge to Chattahoochee River with F. Wayne Hill plant
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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 0.71 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 6,022.5 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

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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 1,705 housing units that will include lofts and 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 503.06. This tract had a 2.0 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 90 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: **1111**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 5/5/2006 10:48:19 AM

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:	Gwinnett County
*Individual completing form and Mailing Address:	Jeff West, Manager Gwinnett Dept. of Planning & Dev. 446 W. Crogan St, Ste. 150 Lawrenceville, GA 30045
Telephone:	678-518-6200
Fax:	678-518-6275
E-mail (only one):	jeffrey.west@gwinnettcountry.com

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

Proposed Project Information

Name of Proposed Project:	OFS Brightwave Site Redevelopment	
Development Type	Description of Project	Thresholds
Mixed Use	144.2 acres; 658000 sq ft retail; 72000 sq ft restaurant; 150000 sq ft office; 1705 lofts/condominiums; 405 room hotel	View Thresholds
Developer / Applicant and Mailing Address:	Preferred Real Estate Investments, Inc. 1001 E. Hector St., Ste. 100 Conshohocken, PA 19428	
Telephone:		
Fax:		
Email:	msullivan@atmlawfirm.com	
Name of property owner(s) if different from developer/applicant:	PREI Norcross Associates, LP	
Provide Land-Lot-District Number:	6th Dist; LL 216, 217 & 222	
What are the principal streets or roads providing vehicular access to the site?	Jimmy Carter Blvd, Crescent Drive, Brook Hollow Pkwy	
Provide name of nearest street(s) or intersection:	Jimmy Carter Blvd @ Interstate 85	
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?	1,000 feet to Norcross city limits
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: Gwinnett County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
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:	Other Overlay District
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: To be determined Overall project: To be determined

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?	Y
If amendments are needed, when will the plan/map be amended?	Upon Overlay approval

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?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y

Other (Please Describe):
See Traffic Impact Study.

Y

Submitted on: 6/23/2006 10:05:42 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	Gwinnett County
Individual completing form:	Jeff West
Telephone:	678-518-6200
Fax:	678-518-6275
Email (only one):	jeffrey.west@gwinnettcountry.com

Proposed Project Information

Name of Proposed Project:	OFS Brightwave Site Redevelopment
DRI ID Number:	1111
Developer/Applicant:	Preferred Real Estate Investments, Inc.
Telephone:	610-834-1969
Fax:	610-834-7593
Email(s):	lwygant@goprei.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$200,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	approx. \$2,581,600 prop. tax/annum.
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): Parking lot(s) and unutilized building space.	

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)?	0.71 mgd
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)?	0.71 mgd
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.)	See TIS
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: See TIS	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	6,022.5 tons/annum.
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?	82%
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: Stormwater BMP's	

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?	N
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:	
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?	N
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:

