



REGIONAL REVIEW FINDING

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

DATE: Mar 27 2008

ARC REVIEW CODE: R802261

TO: Chairman Charles Bannister
ATTN TO: Jeff West, Planning Manager
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: Gwinnett County
Name of Proposal: Gwinnett Minor League Baseball Stadium

Review Type: Development of Regional Impact

Date Opened: Feb 26 2008

Date Closed: Mar 27 2008

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

Additional Comments: According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor and a suburban neighborhood. Mega Corridors are defined as the most intensely developed radial corridors in the region. Suburban neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The Regional Development Policies encourage sustainable growth in all areas of the region, within principal transportation corridors, and encourage opportunities for mixed use development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF BUFORD

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SUGAR HILL

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SUWANEE

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

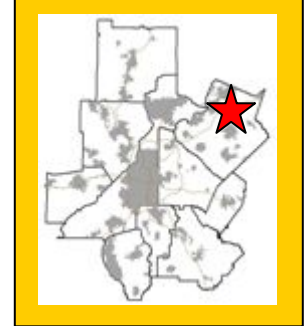
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	February 26, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Gwinnett Minor League Baseball Stadium #1725
Final Report Due:	March 27, 2008		Comments Due By:	March 11, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Gwinnett County Minor League Baseball Stadium is a mixed use development located on 44 acres in Gwinnett County. The proposed development will consist of a 10,000 seat stadium and 73,000 square feet of retail space. The proposed development includes 3,000 parking spaces. The proposed development is located along State Route 20, south of Interstate 85.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

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 C-2 (commercial). The site does not need to be rezoned. The DRI trigger for the site is a permit. Information submitted for the review states that the proposed development is consistent with Gwinnett County's Future Land Use Map, which designates the site as commercial retail.

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

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

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

No comments were received concerning impacting of any local government's short term work program.

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

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

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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 mile radius of the proposed project.

YEAR	NAME
2006	New Trend Development
2000	Peachtree Technology Center
2000	Georgia Technology Center
1997	Sentinel Apartments
1996	Venture 85/20 Office/Retail

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

Information submitted for the review states that 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?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor and a suburban neighborhood. Mega Corridors are defined as the most intensely developed radial corridors in the region. Suburban neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The Regional Development Policies encourage sustainable growth in all areas of the region, within principal transportation corridors, and encourage opportunities for mixed use development.

The site was originally reviewed in 2000 as the Georgia Technology Center. The DRI at the time included 1,344,000 square feet of office and industrial space, 423,900 square feet of commercial retail space, and 714 multifamily units. Based on information submitted for the review, at least a portion of the office and industrial space and the multifamily units are built. The proposed development will further contribute to a balance of uses within the area, providing opportunities for shopping and recreational activities within the immediate area.

The proposed development is providing a mix of uses 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 100,000 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.

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A preliminary site plan review shows four access points along State Route 20. Three of those access points will be right in/right out. One access point will be full movement and directly align with an existing median break along SR 20. Additional access will be provided along Tech Center Parkway. The development also proposes access to adjacent property, Pleasant Hill Baptist Church of Duluth. ARC encourages access to adjacent property where possible. Additional future access should be considered to parcels to the west and southeast of the site.

The recommendation to add one general purpose lane in each direction on SR 20 does not seem a practical solution to long queues and wait times at driveways C and D. ARC does not recommend the widening of SR 20 at this time. It is important to consider that the traffic associated with the proposed development is not typical daily traffic. Other measures to control event traffic are considered to be more feasible than widening SR 20 from four to six lanes. These measures could include, but are not limited to, temporary signage, law enforcement, and temporary signal timing.

The functional capability of arterial roadways degrades as the amount of commercial driveways increase. As such, there may too many access points proposed onto SR 20 which provides north/south regional mobility and has been designated as part of ARC Metro Arterial Connector network. ARC recommends that access to SR 20 be limited to a full movement driveway at the planned median break and no more than right-in/right-out driveway. Driveways should provide easy and convenient access to the entire development.

Given the amount of surface parking that is being provided at this time, it is recommended that consideration be given to the type of materials used for construction of the parking lots to help reduce the urban heat island effect and stormwater management. Mitigation strategies could include, but not exclusive, replanting of shade trees and vegetation where possible, use of pervious materials and pavements. It is recommended that resources and information from the U.S Green Building Council, COOL Communities, American Planning Association, and U.S. EPA study be reviewed. The current and future drainage patterns on the site and within the area should be thoroughly examined as filling in the site could potentially have adverse stormwater drainage issues for the neighboring properties. Mass grading and extensive removal of vegetation on the site should be avoided where possible.

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FINAL REPORT

Regional Development Plan Policies

1. Provide 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 retail 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.
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 homes 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.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and 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
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

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.

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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.

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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 development is located in Gwinnett County, west of State Route 20, between Rock Springs Road to the north and Old Peachtree Road to the south.

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.

The proposed development is entirely within Gwinnett County however the project is less than three miles from the City of Suwanee 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.

No comments were received identifying impacts to land uses in other jurisdictions. Land uses surrounding the site include a church, office/warehouse uses, and residential uses. The adjacent properties around the site are zoned C-2, M-1, R-140, R-100 and OI.

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?

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Estimated value of the development is \$59,600,000 with an expected \$2,300,000 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?

Based on information submitted for the review, the proposed development will employ approximately 249 workers and over 25% of the employees of the proposed development have an opportunity to reside within a 6 mile radius of the proposed development.

NATURAL RESOURCES

Stream Buffers and Watershed Protection

The property site plan and the USGS coverage for the project area show an unnamed tributary of Little Suwanee Creek crossing the northern end of the property. The site plan and the USGS coverage also show two ponds on the property, but no other stream. The unnamed stream on the property is subject to the requirements of the Gwinnett County stream buffer ordinance, which requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams. The Gwinnett requirements will also apply to any unmapped stream on the property that meets the County's definition of a "stream". Any intrusion into the buffers may require a variance from the County. Any piping of a stream will require approval from the US Army Corps of Engineers and from Georgia EPD.

All state waters that may be on the property are also subject to the State 25-foot Erosion and Sedimentation Act buffer requirements.

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

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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	44.01	75.26	765.77	4753.08	43261.83	54.13	9.68
TOTAL	44.01	75.26	765.77	4753.08	43261.83	54.13	9.68

Total % impervious 85%

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 and as required by Cobb County. 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?

Vehicular access for the proposed development has been proposed at five locations. Four access points are proposed on SR 20 (Buford Dr): Driveway D, located approximately 400' south of Tech Center Pkwy; Driveway C, located approximately 700' south of Tech Center Pkwy; Driveway B, proposed at the existing median break on SR 20; and Driveway A, located approximately 325' south of Driveway B. Driveway E is proposed on Tech Center Parkway directly aligned with Tech Center Dr. Driveways B and E will be constructed as full-movement while all others are proposed to be right-in/right-out only.

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

PBS&J 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
Shopping Center 73,000 SF	79	51	130	244	265	509	5,535
Stadium 10,000 Seats	-	-	-	1,106	123	1,229	8,000
<i>Mixed-Use Reductions</i>	NA	NA	NA	-	-	-	-
<i>Alternative Mode Reductions</i>	NA	NA	NA	-14	-4	-18	-135
<i>Pass-By Reductions</i>	NA	NA	NA	-135	-135	-270	3,069
TOTAL NEW TRIPS	NA	NA	NA	1,201	249	1,450	10,331

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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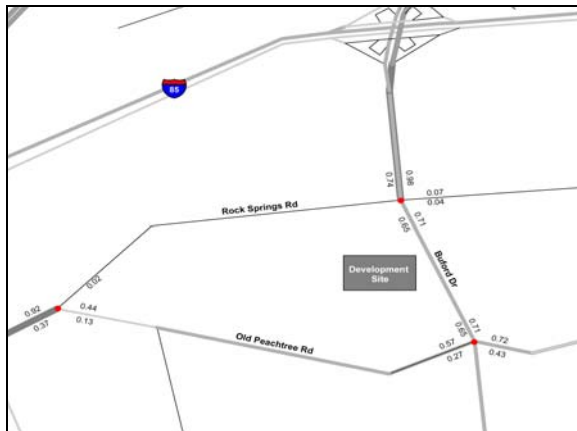
V/C Ratios



2010 AM Peak



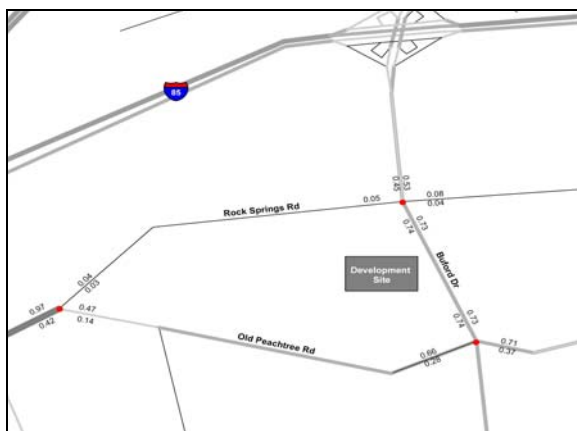
2010 PM Peak



2020 AM Peak



2020 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 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are

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being used since they consist of the most up to date transportation networks and data. 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.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-308B	Sugarloaf Pkwy Extension from SR 316 east of Lawrenceville to SR 20 near the intersection with SR 324	General Purpose Roadway Capacity	2030

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-020B	SR 20 (Buford Dr / Mall of Georgia Pkwy) from I-985 to SR 324	General Purpose Roadway Capacity	2020
GW-020C	SR 20 (Buford Dr/Mall of Georgia Pkwy) from SR 324 to I-85 North	General Purpose Roadway Capacity	2030
GW-020D	SR 20 from I-85 North to Rock Springs Road	General Purpose Roadway Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Gwinnet Minor League Stadium.

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.

- The results from the No-Build analysis have revealed that all of the intersections within the study area continue to operate at an acceptable LOS for the year 2009. There are no roadway improvements require in order to serve the 2009 traffic volumes.

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.

Tech Center Pkwy @ SR 20 (Buford Dr)

- Lengthen eastbound dual left-turn bays along Tech Center Pkwy

SR 20 (Buford Dr) @ Driveway B

- Signalize intersection



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- Provide for a northbound dual left-turn movement along SR 20 (Buford Dr)

SR 20 from Old Peachtree Rd to I-85

- Add one general purpose lane in each direction

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?

The proposed site is not served by any type of transit at this time. The nearest local bus service is route 50 operated by Gwinnett County Transit which provides service at the Mall of Georgia approximately 1.5 miles north of the proposed development. In addition, Gwinnett County Transit operates express bus service (Route 101A) to downtown Atlanta from the Mall of Georgia.

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

The proposed development will be providing amenities to encourage ridership, such as a bus shelter and a potential shuttle service.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Shuttle service to employment ctr/transit facility	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		10%

The proposed development will further contribute to a balance of uses within the area, providing opportunities for shopping and recreational activities within the immediate area. The proposed development may also lead to additional development in the area that further contributes to a better balance of uses that shorten automobile trip lengths and promote alternative modes.

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

Based on the traffic analysis completed by PBS&J and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. ARC concludes that the improvements to the site driveways recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards.

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ARC makes the following comments/recommendations for the proposed development consistent with adopted local and regional plans:

- The recommendation to add one general purpose lane in each direction on SR 20 does not seem a practical solution to long queues and wait times at driveways C and D. ARC concludes that this recommendation not be a condition of approval the DRI.
- This functional capability of arterial roadways degrades as the amount of commercial driveways increase. As such, there may too many access points proposed onto SR 20 which provides north/south regional mobility and has been designated as part of ARC Metro Arterial Connector network. ARC recommends that access to SR 20 be limited to a full movement driveway at the planned median break and no more than right-in/right-out driveway.
- The site plan does not show adequate intersection spacing between the entrance to the parking strip parallel to SR 20 and driveways D and C.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.0573 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

F.Wayne Hill WTP 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, MGD¹	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?



Preliminary Report:	February 26, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Gwinnett Minor League Baseball Stadium #1725
Final Report Due:	March 27, 2008		Comments Due By:	March 11, 2008

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 0.0573 MGD based on information submitted for the review.

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 925 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

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?

Preliminary Report:	February 26, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Gwinnett Minor League Baseball Stadium #1725
Final Report Due:	March 27, 2008		Comments Due By:	March 11, 2008

- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

No comments were received during the review concerning intergovernmental impacts.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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 53 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 83 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a lack of multi-family 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.

Developments of Regional Impact

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DRI #1725

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Gwinnett County

Individual completing form: Jeff West, Manager, Current Planning

Telephone: 678-518-6200

E-mail: 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: Gwinnett Minor League Stadium (Georgia Technology Center)

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Georgia Highway 20 (between Rock Springs Road and Old Peachtree Road)

Brief Description of Project: A mixed use development that will include a 10,000 seat baseball stadium, 73,000 square feet of retail.

Development Type:

(not selected)

Hotels

Wastewater Treatment
Facilities

Office

Mixed Use

Petroleum Storage Facilities

Commercial

Airports

Water Supply Intakes/
Reservoirs

Wholesale & Distribution

Attractions & Recreational
Facilities

Intermodal Terminals

Hospitals and Health Care
Facilities

Post-Secondary Schools

Truck Stops

Housing

Waste Handling Facilities

Any other development types

Industrial	Quarries, Asphalt & Cement Plants
If other development type, describe:	
Project Size (# of units, floor area, etc.):	10,000 seat stadium, 73,000 square feet of retail, 3,000 parking spaces
Developer:	Brand Properties; Gwinnett Convention and Visitors Bureau
Mailing Address:	c/o Mahaffey Pickens Tucker, LLP
Address 2:	1550 North Brown Road, Suite 125
	City:Lawrenceville State: GA Zip:30043
Telephone:	770-232-0000
Email:	ltucker@mptlawfirm.com
Is property owner different from developer/ applicant?	(not selected) Yes No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	approx. 30-35% of Georgia Technology Center
Estimated Project Completion Dates:	This project/phase: 2009 Overall project: 2009
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Developments of Regional Impact

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DRI #1725

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Gwinnett County
 Individual completing form: Jeff West, Manager, Current Planning
 Telephone: 678-518-6200
 Email: jeffrey.west@gwinnettcountry.com

Project Information

Name of Proposed Project: Gwinnett Minor League Stadium (Georgia Technology Center)
 DRI ID Number: 1725
 Developer/Applicant: Brand Properties; Gwinnett Convention and Visitors Bureau
 Telephone: 770-232-0000
 Email(s): ltucker@mptlawfirm.com

Additional Information Requested

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

(not selected) Yes No

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

(not selected) Yes No

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

Economic Development

Estimated Value at Build-Out: \$59,600,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,300,000.00 est. sales/proprty taxes
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	Gwinnett County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.0573 mgd
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Gwinnett County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.0573 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Land Transportation	

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	See TIS		
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected)	Yes	No
Are transportation improvements needed to serve this project?	(not selected)	Yes	No
If yes, please describe below: See TIS			
Solid Waste Disposal			
How much solid waste is the project expected to generate annually (in tons)?	925 tons/annually		
Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to expand existing landfill capacity:			
Will any hazardous waste be generated by the development?	(not selected)	Yes	No
If yes, please explain:			
Stormwater Management			
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	85%		
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers; stormwater detention/water quality pond(s) and channel protection.			
Environmental Quality			
Is the development located within, or likely to affect any of the following:			
1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No

3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No
If you answered yes to any question above, describe how the identified resource(s) may be affected: Wetlands mitigation; floodplain protection w/ arch-span culverts and minimal floodplain disturbance.			
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Minimum Parking Allowed: 1 space / 500 SF
Maximum Parking Allowed: 1 space / 200 SF
PUBLIC ASSEMBLY (with Fixed Seating)
Minimum Parking Allowed: 1 space / 4 Seats
Maximum Parking Allowed: 1 space / 2 Seats

RETAIL SPACE PROVIDED: 73,000 SF
 $73,000 / 500 = 146$ Spaces Required (Minimum)
 PUBLIC ASSEMBLY SEATS PROVIDED: 10,000
 $10,000 / 4 = 2,500$ Spaces Required (Minimum)
 TOTAL SPACES REQUIRED: $146 + 2,500 = 2,646$ (Minimum)

RETAIL SPACE PROVIDED: 73,000 SF
 $73,000 / 200 = 364$ Spaces Allowed (Maximum)
 PUBLIC ASSEMBLY SEATS PROVIDED: 10,000
 $10,000 / 2 = 5,000$ Spaces Allowed (Maximum)
 TOTAL SPACES ALLOWED: $365 + 5,000 = 5,365$ (Maximum)

ON SITE PARKING:

1,943 - STANDARD SPACES (9'x18')	
136 - 45° SPACES (12'x20')	
375 - COMPACT SPACES (8'x16')	
8 - VAN ACCESSIBLE SPACES	
<u>38</u> - STANDARD ACCESSIBLE SPACES	
2,500 - TOTAL SPACES ON SITE	

500 PARKING SPACES SHALL BE PROVIDED OFF-SITE FOR ACCESS TO SITE VIA BUS SERVICE, SHUTTLE SERVICE, AND PEDESTRIAN WALKWAYS.

TOTAL PARKING PROVIDED: $2,500 + 500 = 3,000$ SPACES

TOTAL SITE AREA: 44.0107 ACRES
TRACT ONE AREA: 12.30 ACRES
TRACT TWO AREA: 31.7107 ACRES

SITE ADDRESS:
2500 BUFORD DRIVE
LAWRENCEVILLE, GA 30043

EXISTING ZONING: C-2
PROPOSED ZONING: C-2

BASEBALL STADIUM (10,000 SEATS)
WITH RETAIL DEVELOPMENT
CONSISTING OF 73,000 SF.

MINIMUM YARD REQUIREMENTS:
FRONT YARD = 50' SETBACK
SIDE YARD = 37.5' REPLANTED BUFFER
REAR YARD = 37.5' REPLANTED BUFFER
STREAM = 25' BUFFER

OPEN SPACE PROVIDED = 5.9 ACRES

1. SITE IS PRESENTLY A VACANT WOODED LOT.

2. BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM SURVEY BY BROCK DESIGN GROUP, INC. DATED JANUARY 23, 2008.

3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR GWINNETT COUNTY, GEORGIA, COMMUNITY PANEL NUMBERS 13135C0034F AND 13135C0045F, MAP EFFECTIVE DATE 09-29-05, A PORTION OF THIS PROPERTY FALLS WITHIN A DESIGNATED SPECIAL FLOOD HAZARD AREA INUNDATED BY 100-YR FLOOD WITH NO BASE ELEVATIONS DETERMINED.

4. A PORTION OF THE PROJECT SITE CONTAINS WETLANDS ACCORDING TO A REVIEW OF THE NATIONAL WETLANDS INVENTORY MAP AND AN INSPECTION OF THE SITE. LIMITS OF JURISDICTIONAL WETLANDS AND LIMITS OF WRESTED VEGETATION WERE FLAGGED IN THE FIELD BY RED OAK ECOLOGICAL IN DECEMBER 2007.

1. PRESENT PHASE PROPOSES SEVEN ONE-STORY BUILDINGS TOTALING 73,000 SQUARE FEET OF RETAIL SPACE, ONE 10,000 SEAT MINOR LEAGUE BASEBALL STADIUM, AND A 2,700 SF MAINTENANCE BUILDING.

2. TOTAL COMMERCIAL FLOOR AREA RATIO:
TRACT ONE = 73,000 SF / 12.3 ACRES = 5,935 SF / ACRE
OVERALL SITE = 73,000 SF / 44.0107 = 1,660 SF / ACRE

3. NO RESIDENTIAL BUILDINGS ARE PROPOSED ON SITE.

4. BUILDINGS LABELED "FUTURE RETAIL ARE NOT INCLUDED IN THE FLOOR AREA RATIO CALCULATIONS ON THIS PLAN.

1. THE PORTIONS OF THIS SITE LOCATED IN THE PROTECTED STREAM BUFFERS AND REPLANTED BUFFERS SHALL BE DEDICATED AS PRESERVED OPEN SPACE.

1. OWNER SHALL APPLY FOR INDIVIDUAL PERMIT FROM ARMY CORPS OF ENGINEERS TO DISTURB JURISDICTIONAL WATERS.

2. OWNER SHALL APPLY TO GEORGIA DEPARTMENT OF NATURAL RESOURCES ENVIRONMENTAL PROTECTION DIVISION WATERSHED PROTECTION BRANCH FOR STREAM BUFFER VARIANCE.

[illegible]

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DRI SITE PLAN



SCALE: 1" = 100'
DATE: FEB. 20, 2008
PROJECT: 07135.00A

THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE.



S8

SHEET

LAND LOT # 132
7th DISTRICT

GWINNETT BRAVES STADIUM


FOR
HKS INC.

THE INC.
SPORTS & ENTERTAINMENT GROUP
3445 PEACHTREE ROAD, NE, SUITE 675
ATLANTA, GA 30326
E: (404) 404-442-7878 FAX: (404) 404-442-

ATLANTA, GA 30320
PHONE: (404) 404-442-7878 FAX: (404) 404-442-7868

SWINNETT COUNTY
GEORGIA

"WE PROVIDE SOLUTIONS"



"WE PROVIDE SOLUTIONS"
PLANNERS AND ENGINEERS COLLABORATIVE

SITE PLANNING **LANDSCAPE ARCHITECTURE** **CIVIL ENGINEERING** **LAND SURVEYING**
3350 RESEARCH COURT NORCROSS, GEORGIA 30092 (770)451-2741 FAX (770)451-3915 WWW.PEACATL.COM