



# REGIONAL REVIEW NOTIFICATION

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

**DATE:** February 18, 2019

**ARC REVIEW CODE:** R1902181

**TO:** Chairman Charlotte Nash, Gwinnett County Board of Commissioners  
**ATTN TO:** Josh Ferguson, Planner II, Planning and Development  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**RE:** Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Orchid Grove (DRI 2893)

**Review Type:** DRI

**Submitting Local Government:** Gwinnett County

**Date Opened:** 2/18/2019

**Deadline for Comments:** 3/5/2019 by 5:00 PM

**Date to Close:** 3/11/2019\*

*\*If no significant issues are identified during the 15-day comment period, the review will close on **March 5, 2019** per the **LCI Expedited Review process** outlined in ARC's DRI Rules.*

**Description:** This DRI is proposed as a mixed-use development on 32.4 acres in unincorporated Gwinnett County, bounded by Pleasant Hill Road, Old Norcross Road and Satellite Boulevard. The project proposes to redevelop portions of an existing shopping center. The development plan includes 141,750 SF of commercial space (retail, restaurant, food hall); 1,240 multifamily residential units; a 120-room hotel; and 37,000 SF of office space. 128,800 SF of existing commercial (retail and restaurant) space is proposed to remain on-site. Site access is proposed via five currently existing driveways: one on Pleasant Hill Rd., two on Old Norcross Rd. (one of which is planned to be moved to align with Davenport Rd.), and two on Satellite Blvd. The estimated buildout year is 2023. The local trigger for the DRI is a demolition permit filed with Gwinnett County.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in a Regional Center as well as a Regional Employment Corridor. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Regional Centers and Regional Employment Corridors are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of these comments. The development plan contemplates an infill, mixed-use redevelopment of most of an existing shopping center, reactivating an underutilized site with a mix of residential, retail, entertainment and office uses. The project also features pedestrian-focused uses and streetscaping at street level on internal roadways and paths as well as site frontages. The DRI can also support alternative transportation modes given its new pedestrian streetscaping; proximity to Gwinnett County Transit (GCT) bus routes 10A, 10B, 30 and 40 and an existing GCT bus transfer facility; and proximity to planned future high-capacity transit along Satellite Boulevard. Many of these characteristics will collectively offer the potential for site residents to work and shop on-site, and for non-resident workers and visitors to park once or arrive via alternative modes and circulate on foot – thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. This is particularly important in terms of creating a strong pedestrian connection between the town center area of the project, adjacent to Pleasant Hill Road, and the residential

area of the project, adjacent to Old Norcross Road. ARC also strongly recommends that the development team install sidewalks that extend from Satellite Blvd. at Driveways B and C, all the way into the core of the site – the intent being to create safe, comfortable walking connections for transit users from the GCT bus transfer facility, on the east side of Satellite Blvd., to the DRI. This recommendation is in view of the fact that the applicant utilized a 10% alternative mode trip reduction in the SRTA/GRTA-required DRI traffic study, based on access to GCT bus routes, all four of which run along Satellite Blvd. and stop at the above-mentioned transfer facility. While crosswalks exist at Driveways B and C, sidewalks do not extend from there into the DRI property, nor are they proposed as part of this DRI (no sidewalks are proposed to connect to Satellite Blvd. at Driveway B; a proposed sidewalk almost reaches Satellite Blvd. at Driveway C but stops short at the driveway to the existing car dealership). Given the applicant's use of a transit-based reduction in its traffic study, it should ensure that transit users have a direct way to access the development on foot. In terms of the feasibility of installing sidewalks, based on the submitted site plan, both sides of Driveways B and C appear to be part of the private property associated with this DRI.

The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site. The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended parameters regarding density and building height in Regional Centers and Regional Employment Corridors. The land use mix is also generally consistent with the RDG. County leadership and staff, along with Gwinnett Place CID and the development team, should collaborate to ensure maximum sensitivity to nearby local governments, neighborhoods, land uses, structures and natural resources. This includes areas and properties outside unincorporated Gwinnett County's jurisdiction, e.g., the City of Duluth approximately 0.6 miles to the north.

This DRI is located in the Gwinnett Place Activity Center Livable Centers Initiative (LCI) study area. ARC's assessment is that the DRI is generally consistent with the principles of the LCI program as well as many of the recommendations of this LCI plan. These include the plan's goals for the long-term redevelopment of this sub-area into denser, regional-scale mixed-use (commercial and residential); and through redevelopment, implementing streetscape improvements and creating new, complete streets to better interconnect the area. The DRI plan helps accomplish the latter by demolishing a portion of the existing retail to create a new internal street from Satellite Blvd. at Driveway C (Gwinnett Plantation Way) to Pleasant Hill Rd. at Driveway A; and by creating a new internal connection from Old Norcross Rd. at Driveway E – moved to align with Davenport Rd., which is also part of the LCI plan – through much of the site. It is expected that when the remaining existing retail on the site redevelops, this connection will extend and become a viable internal street from Old Norcross Rd. through the DRI site to Satellite Blvd. at Driveway B. The DRI also maintains interparcel connectivity with its neighbors – another component of the LCI plan. The development team should ensure that the DRI, as constructed, continues to reflect and support the LCI plan. Likewise, Gwinnett County, Gwinnett Place CID and other planning partners should ultimately incorporate the key attributes and impacts of this DRI into the LCI plan and any future updates thereto.

Additional preliminary ARC staff comments, related to transportation and water resources, are attached to this report.

Further to the above, Regional Centers are metro Atlanta's centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

Further to the above, Regional Employment Corridors, along with the Region Core (roughly Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of the region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
GWINNETT COUNTY  
CITY OF JOHNS CREEK  
CITY OF NORCROSS

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & INDEPENDENCE SERVICES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
GEORGIA SOIL & WATER CONSERVATION COMMISSION  
CITY OF BERKELEY LAKE  
CITY OF LAWRENCEVILLE  
CITY OF PEACHTREE CORNERS

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
GWINNETT PLACE CID  
CITY OF DULUTH  
CITY OF LILBURN  
CITY OF SUWANEE

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Orchid Grove *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (      )

Signature:

Date:

***Please return this form to:***

Andrew Smith  
Atlanta Regional Commission  
International Tower  
229 Peachtree Street NE, Suite 100  
Atlanta, Georgia 30303  
Ph. (470) 378-1645  
[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

**Return Date: *March 5, 2019, 5:00 PM***

## ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: February 18, 2019

ARC REVIEW CODE: R1902181

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

### Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Orchid Grove (DRI 2893)

Review Type: Development of Regional Impact

Description: This DRI is proposed as a mixed-use development on 32.4 acres in unincorporated Gwinnett County, bounded by Pleasant Hill Road, Old Norcross Road and Satellite Boulevard. The project proposes to redevelop portions of an existing shopping center. The development plan includes 141,750 SF of commercial space (retail, restaurant, food hall); 1,240 multifamily residential units; a 120-room hotel; and 37,000 SF of office space. 128,800 SF of existing commercial (retail and restaurant) space is proposed to remain on-site. Site access is proposed via five currently existing driveways: one on Pleasant Hill Rd., two on Old Norcross Rd. (one of which is planned to be moved to align with Davenport Rd.), and two on Satellite Blvd. The estimated buildout year is 2023. The local trigger for the DRI is a demolition permit filed with Gwinnett County.

Submitting Local Government: Gwinnett County

Date Opened: February 18, 2019

Deadline for Comments: March 5, 2019

Date to Close: March 11, 2019\*

*\*If no significant issues are identified during the 15-day comment period, the review will close on **March 5, 2019** per the LCI Expedited Review process outlined in ARC's DRI Rules.*

### Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

### COMMENTS:




## Developments of Regional Impact

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### DRI #2893

#### 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

Individual completing form: Josh Ferguson

Telephone: 678-518-6204

E-mail: [joshua.ferguson@gwinnettcountry.com](mailto:joshua.ferguson@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: Orchid Grove

Location (Street Address, GPS coordinates, or Legal Land Lot Description): located between Pleasant Hill Road, Satellite Boulevard, and Old Norcross Road

Brief Description of Project: Orchid Grove will be a mixed-use development (office, restaurant, retail, residential, hotel) located on 34 acres. Approximately 128,800 SF of existing commercial to remain in addition to the new development.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" type="radio"/> Mixed Use                  | <input type="radio"/> Petroleum Storage Facilities    |
| <input type="radio"/> Commercial                           | <input type="radio"/> Airports                              | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution             | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals            |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools                | <input type="radio"/> Truck Stops                     |
| <input type="radio"/> Housing                              | <input type="radio"/> Waste Handling Facilities             | <input type="radio"/> Any other development types     |
| <input type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): approximately 1,460,000 SF of total development (including existing commercial)

Developer: Orchid Grove, LLC

Mailing Address: 1235 Hightower Trail

Address 2: Suite 255

City: Atlanta State: GA Zip: 30350

Telephone: 678-619-3030

Email: [chaz@insigniacra.com](mailto:chaz@insigniacra.com)

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)Yes

No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

Rezoning

Variance

Sewer

Water

Permit

Other

Is this project a phase or part of a larger overall project?

(not selected)Yes

No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates:

This project/phase: 2023

Overall project: 2023

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## Developments of Regional Impact

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### DRI #2893

#### 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  
Individual completing form: Josh Ferguson  
Telephone: 678-518-6204  
Email: [joshua.ferguson@gwinnettcountry.com](mailto:joshua.ferguson@gwinnettcountry.com)

#### Project Information

Name of Proposed Project: Orchid Grove  
DRI ID Number: 2893  
Developer/Applicant: Orchid Grove, LLC  
Telephone: 678-619-3030  
Email(s): [chaz@insigniacra.com](mailto:chaz@insigniacra.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: \$300,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4,500,000

Is the regional work force sufficient to fill the demand created by the proposed project?  
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?  
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc): Vacant restaurant and vacant retail space (approximately 251,550 SF to be demolished)

#### Water Supply

Name of water supply: Gwinnett County Water Resources



provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.67 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 Water Resources

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.56 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.)

daily: 12,368 trips (6,184 in; 6,184 out) | AM: 1,303 | PM: 860

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please see the traffic study prepared by Kimley-Horn and Associates, Inc.

### Solid Waste Disposal

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

14,300 tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the

Existing impervious >80%, proposed impervious <80%

proposed development has  
been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will have infiltration and bio-wastes where feasible. The existing detention ponds will be utilized for water quality and a regional basin off-site will be used to mitigate any downstream channel projection and flood control. If we are unable to achieve water quality required within the exiting ponds, then a proprietary device will be employed.

### 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:

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[DRI Site Map](#) | [Contact](#)

**ORCHID GROVE DRI**  
**Gwinnett County**  
**Natural Resources Group Comments**  
**February 11, 2019**

**Watershed Protection and Stream Buffers**

The proposed project is located in the Yellow River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Neither the USGS coverage for the project area nor the submitted site plan shows any perennial streams on or near the project property. Any unmapped streams on the property may be subject to the requirements of the Gwinnett County Stream Buffer Ordinance. Any waters of the state on the property will be subject to the State 25-foot Erosion and Sediment Control Buffer.

**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, as with all development, water quality will be impacted due to polluted stormwater runoff. The proposed project is located on a property that is already developed, with existing stormwater management shown near the project on the submitted site plan, which may require modifications to meet current requirements. The amount of pollutants produced after completion of the proposed development will depend on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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](http://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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Use green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Use pervious concrete or other pervious materials in the parking/storage areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff and can help filter pollutants before reaching streams.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

## Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

### DRI INFORMATION

**DRI Number** #2893  
**DRI Title** Orchid Grove  
**County** Gwinnett County  
**City (if applicable)**  
**Address / Location** Northeast of Pleasant Hill Road, South of Old Norcross Road Northwest of Satellite Blvd.

**Proposed Development Type:**

Redevelopment of 32.4 acres mixed use development consisting of 1240 residential units, 120 room hotel, 37,000 sf of office, 133,250 of retail., 48000 sq foodhall/ theatre and 89,300 restaurant

**Review Process** ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice Mangham  
**Copied** [Click here to enter text.](#)  
**Date** February 8, 2019

### TRAFFIC STUDY

**Prepared by** Kimley Horn  
**Date** February 5, 2019

## **REGIONAL TRANSPORTATION PLAN PROJECTS**

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis includes a list of programmed projects in Table 13 on page 27.

☐ NO *(provide comments below)*

## **REGIONAL NETWORKS**

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

Site currently has six access points as developed. The project proposes to remove one drive and provide access using four existing full movement access point along Pleasant Hill Road, Satellite Boulevard and Old Norcross Road and an existing stop controlled access point along Old Norcross Road.

**03. Will the development site be directly served by any roadways identified as Regional Truck Routes?**

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The project proposes to provide access using existing access points along Pleasant Hill Road, Satellite Boulevard and Old Norcross Road.

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance\*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide sufficient connectivity

- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access\*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)



**06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) GRTA P & R Mall of GA

Bus Route(s) 411, 414

Distance\* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

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

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

☐ NO

☒ YES

**Gwinnett County Bus Transit, GRTA Express Bus Service**

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access\*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

### **09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☒ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER ( *Please explain*)

Local roads and internal driveways provide access to adjacent parcels and land uses.

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

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

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER ( *Please explain*)

The development proposes sidewalks and crosswalks internal to the site providing access to adjacent land uses.

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

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

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

The development proposes sidewalks internal to the site connecting pedestrians to existing sidewalk facilities along adjacent roadways.

**12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

*The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.*

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

## **RECOMMENDATIONS**

**13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

None



