



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: October 21, 2021

ARC REVIEW CODE: R2110211

TO: Chairwoman Nicole Hendrickson
ATTN TO: Catherine Long, Long Range Planning Manager
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review

Digital signature
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's 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: 6405 Sugarloaf Parkway DRI 3468

Review Type: DRI

Submitting Local Government: Gwinnett County

Date Opened: October 21, 2021 **Deadline for Comments:** November 5, 2021 **Date to Close:** November 10, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on a 40.45-acre site at 6405 Sugarloaf Parkway in unincorporated Gwinnett County. The site is bounded by Sugarloaf Pkwy. on the west and Satellite Boulevard on the east. The proposed development plan includes 585 multifamily units, 122 townhomes, and 4,000 SF of retail space. Site access is proposed via an existing full movement driveway at the signalized intersection of Sugarloaf Pkwy and the Gas South District driveway, as well as a new right-in/right-out only driveway on Sugarloaf Pkwy. A potential third driveway is being contemplated on Satellite Blvd. at the existing signalized intersection with the Residence Inn/Courtyard by Marriott driveway. The nearest transit access is Gwinnett County Transit route #10B, with a stop on Satellite Blvd., just south of Sugarloaf Pkwy. The nearest state routes are I-85, approximately 0.5 miles east of the main DRI driveway via Sugarloaf Pkwy., and SR 120, approximately 1 mile south of the main DRI driveway via Satellite Blvd. The local trigger action is a rezoning application. Expected buildout is in 2024.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located within an area designated Established Suburbs. In addition, the site falls within a designated Regional Center. The Plan details general information and policy recommendations for Established Suburbs and Regional Centers which are covered at the end of these comments.

This DRI appears to advance some general aspects of regional policy including promoting economic development, mixed-use development, and multi-modal transportation. The project proposes to replace approximately 160,000 s.f. of existing office space on a 40.5-acre site with a residential development of 585

multifamily units and 122 townhomes along with 4,000 s.f. of retail space. While this use is overwhelmingly residential, the project advances mixed-use goals and benefits by adding 707 households in the center of an area consisting primarily of existing and planned commercial, office, and entertainment uses. These residential units will have direct pedestrian access across Sugarloaf Parkway to the Gas South District and its extensive restaurant, entertainment, special event, and cultural activity venues. While a proposed mixed-use development within the Gas South District with 900 apartments, 300,000 s.f. of retail space, and 865,000 s.f. of office space does not appear to be moving forward, some form of major mixed-use development is likely to eventually take place there, making it an even more important walkable destination for future residents of the proposed project. Pedestrian linkages between the two locations should therefore be strongly emphasized.

The project is located in the heart of the Sugarloaf Community Improvement District (CID), which is a key regional employment and business center that markets itself as “Gwinnett’s Downtown.” The Sugarloaf CID utilizes assessments to fund a wide range of projects intended to help make the District safe, attractive, and connected. The significant number of residential households created by the project will add to the District’s connectivity and synergy of uses. The final development of the project plan should be coordinated with the Sugarloaf CID to ensure that it supports their efforts to create a more coherent and walkable District.

The project proposes a combination of twenty townhome buildings and six four-to five story multi-family buildings. Nine of the townhome buildings are sited along Sugarloaf Parkway which will help create more of a sense of place and appealing frontage along the street and can also help slow traffic and encourage pedestrian activity. These positive urban form effects could be significantly furthered by shifting one or more of the larger multi-family buildings from the center of the site to the Sugarloaf Parkway frontage. The larger buildings would have a major placemaking effect if they directly fronted the roadway. This would also provide additional walkability. The parallel shifting some of the townhomes from the proposed frontage location into the more central portion of the site could allow for the retention of additional tree canopy, which could enhance the overall value of the development and provide other benefits.

ARC’s Transportation Access and Mobility Group comments are attached. In general, the project is expected to generate a modest amount of new vehicular traffic that can be mitigated through minor lane and intersection improvements as well as ensuring robust pedestrian connectivity within the site and to likely destinations outside of it. Pedestrian sidewalk facilities are currently provided along the entire site frontage adjacent to both Sugarloaf Parkway and Satellite Boulevard. Designated bicycle lanes are also currently provided along Sugarloaf Parkway. Pedestrian and bicycle routes within the project should connect seamlessly to these external networks.

The proposed Gwinnett Loop Trail is a multipurpose trail linking greenspace and various types of development along 17 miles in western Gwinnett County. The most recent location of the Trail is shown in the attached figure. It runs along the Satellite Boulevard edge of the DRI site and into the northeastern section of the site. Care should be taken to integrate the planned route of the Trail with the proposed site development and to add pedestrian circulation features within the site that directly connect to the Trail. In this regard, the potential additional driveway along Satellite Boulevard would provide an even more direct connection to the Trail. This entrance would also facilitate pedestrian connectivity from the site along Satellite

Boulevard to the retail and commercial locations to the north at Sugarloaf Parkway and Meadow Church Road and to the south at Sugarloaf Parkway and Satellite Boulevard. This driveway would also link site residents with retail on the east side of Satellite Boulevard directly opposite the driveway, adjacent to the Residence Inn and Courtyard by Marriott; this intersection is already signalized with a crosswalk.

The project proposes close to the minimum number of parking spaces required. This is consistent with the provision of measures that would allow adjacent destinations to be reached on foot or by bike and with regional and local policies promoting walkable development. To these ends, some further reduction in required parking is worth considering.

Gwinnett County is continuing to work with the Sugarloaf CID and other entities to study the feasibility of establishing a Bus Rapid Transit (BRT) route through the "Satellite Boulevard to Jimmy Carter Boulevard BRT Study." This project would establish BRT service from an eastern terminus adjacent to the DRI site at Sugarloaf Parkway to a multi-modal hub at Gwinnett Village to the west. This BRT line along Satellite Boulevard to Jimmy Carter Boulevard would serve as a spine of major high-capacity transit services in the County, providing much-needed transportation alternatives to the I-85 corridor. The plan would include a key stop at a Transit Center to be developed within the Gas South District next to this DRI site under review. The significant residential uses proposed on the site would be directly supportive of TOD around an adjacent BRT transit center. Plans for the site should be coordinated with County, CID and other officials to ensure compatibility with the latest BRT plans.

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, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

Comments from ARC's Natural Resources Group are attached. Both the site plan and the USGS coverage for the project area show a perennial blue-line stream and an intermittent tributary on the property. The perennial stream runs along the eastern and southeastern portions of the property, roughly paralleling Satellite Boulevard. The intermittent stream runs north-south just west of the center of the property, joining the perennial stream near the southern end of the parcel. Buffers that appear to be the Gwinnett County Stream Buffer Ordinance 50-foot undisturbed buffer and 75-foot impervious surface setback, as well as the State 25-foot Sediment and Erosion Control buffer are shown on the submitted site plan but are not identified. No intrusions into the buffers along the perennial stream are shown, except for a proposed driveway connection, which, as a transportation crossing, is allowed under the Gwinnett buffer ordinance. Proposed grading shown along the intermittent stream extends into the 75-foot setback and may require a variance under the Gwinnett ordinance.

Any other intrusions into the buffers may require variances from the County or the State. Any unmapped streams on the property may also be subject to the City and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

The site currently retains a substantial amount of tree canopy, which is fairly limited in the general surrounding area and therefore of high value. A significant portion of this tree canopy borders the streams on the site and will therefore be preserved in the stream buffers. The project is commendably preserving almost 15 acres of environmentally sensitive area and earning an FAR bonus in return. The project would be substantially enhanced by the retention of some additional tree canopy and natural vegetation where possible. Open space and natural areas with tree canopy can become a significant community amenity if connected by adjacent sidewalks to the larger sidewalk network. These areas can also retain some of the site's existing carbon storage/sequestration capacity and resulting positive effects on local air quality.

Although the number of parking spaces is being limited to close to the minimum required which is also to be commended, there is still a very large area of surface parking proposed. As mentioned earlier, the possibility of further reduction of parking spaces is worth considering as there are or will be substantial alternative transportation options available. This would reduce the large amount of impervious area proposed. The project can further support regional planning goals in this area by incorporating aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general – especially in parking areas, on site driveways, and as part of any improvements to site frontages.

As mentioned above, this project falls within a designated Established Suburbs area. These areas are characterized by single-family subdivisions, commercial development, and office, industrial and multifamily development in limited locations. These areas represent the part of the region that has recently reached “build-out.” With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land use change outside of retail and commercial areas.

While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years. Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up the majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.

The project site also falls within a designated Regional Center per ARC's UGPM. Regional Centers reflect concentrated uses that have generally defined boundaries. People travel from around the region to these Centers for employment, shopping, and entertainment purposes. 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. Thus the project, with its proposed addition of 707 housing units, is a desirable addition to the noted Regional Center.

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. Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of

these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

The intensity and land use of this proposed project generally aligns with The Atlanta Region's Plan's recommendations for Established Suburbs as well as those for a Regional Center location. It should be noted that this project is relatively close to multiple existing residential neighborhoods as well as to the City of Duluth to the northwest. County leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources. To fully capitalize on the DRI's potential, Gwinnett County staff should also ensure that the project supports its most current vision for the area.

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
SUGARLOAF COMMUNITY IMPROVEMENT DISTRICT	MARTA	GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
GEORGIA SOIL AND WATER CONSERVATION COMMISSION	CITY OF DULUTH	GWINNETT COUNTY
GEORGIA ENVIRONMENTAL PROTECTION DIVISION		

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@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: **6405 Sugarloaf Parkway DRI 3468** *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:

Donald Shockey
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1531
dshockey@atlantaregional.org

Return Date: *Nov 5 2021*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Oct 21 2021

ARC REVIEW CODE: R2110211

TO: ARC Group Managers

FROM: Donald Shockey, 470-378-1531

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: 6405 Sugarloaf Parkway DRI 3468

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on a 40.45-acre site at 6405 Sugarloaf Parkway in unincorporated Gwinnett County. The site is bounded by Sugarloaf Pkwy. on the west and Satellite Boulevard on the east. The proposed development plan includes 585 multifamily units, 122 townhomes, and 4,000 SF of retail space. Site access is proposed via an existing full movement driveway at the signalized intersection of Sugarloaf Pkwy and the Gas South District driveway, as well as a new right-in/right-out only driveway on Sugarloaf Pkwy. A potential third driveway is being contemplated on Satellite Blvd. at the existing signalized intersection with the Residence Inn/Courtyard by Marriott driveway. The nearest transit access is Gwinnett County Transit route #10B, with a stop on Satellite Blvd., just south of Sugarloaf Pkwy. The nearest state routes are I-85, approximately 0.5 miles east of the main DRI driveway via Sugarloaf Pkwy., and SR 120, approximately 1 mile south of the main DRI driveway via Satellite Blvd. The local trigger action is a rezoning application. Expected buildout is in 2024.

Submitting Local Government: Gwinnett County

Date Opened: Oct 21 2021

Deadline for Comments: Nov 5 2021

Date to Close: Nov 10 2021

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

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Login](#)

DRI #3468

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: Catherine Long

Telephone: 678.518.6106

E-mail: catherine.long@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: 6405 Sugarloaf Parkway

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 6405 Sugarloaf Parkway

Brief Description of Project: rezoning from R-100, O-I and C-2 to MU-R

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.): 707 dwelling units

Developer: JLB Partners LLC

Mailing Address: 3715 Northside Parkway NW

Address 2: Suite 2-400

City: Atlanta State: GA Zip: 30327

Telephone: 678.855.7904

Email: mhallman@jlbpartners.com

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

If yes, property owner: Georgia Baptist Mission Board

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)YesNo

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)YesNo

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

Estimated Project Completion Dates:

This project/phase: 2024

Overall project: 2024

Back to Top



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Login](#)

DRI #3468

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: Gabrielle Cazeau
Telephone: 678.518.6207
Email: gabrielle.cazeau@gwinnettcounty.com

Project Information

Name of Proposed Project: 6405 Sugarloaf Parkway
DRI ID Number: 3468
Developer/Applicant: JLB Partners LLC
Telephone: 678.855.7904
Email(s): mhallman@jlbpartners.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: ~ \$180M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: ~ \$2.4M

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): ~160,000 SF office

Water Supply

Name of water supply provider for this site: Gwinnett County Department of Water Resources

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

~0.2MGD

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 Wastewater

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

~0.17MGD

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.)

4,188 daily trips, 255 AM peak trips, 320 PM peak trips

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 traffic study

Solid Waste Disposal

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

~1200 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 proposed development has been constructed?

~48%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:underground stormwater detention systems

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:
Creeks, wetlands, and floodplains are located throughout the site. Although buffers are shown on the site plan, a stream buffer variance may be required.

[Back to Top](#)

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

DRI INFORMATION

DRI Number #3468

DRI Title 6505 Sugarloaf

County Gwinnett County

City (if applicable)

Address / Location Northwest quadrant of the Sugarloaf Parkway at Satellite Boulevard intersection

Proposed Development Type: It is proposed to develop 122 townhome units, 585 multi-family apartment units, and 4,000 SF of retail space.

Build Out: 2024

Review Process ☒ EXPEDITED

☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Aries Little

Copied Marquitrice Mangham

Date October 20, 2021

TRAFFIC STUDY

Prepared by Kimley-Horn

Date October 14, 2021

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)*

There is a list of projects found on page 12. The segmented widenings on Sugarloaf Parkway, near the project area, construction is anticipated after the project's buildout year 2024.

☐ 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)*

Driveway C is located on Satellite Boulevard which is identified as a regional thoroughfare. I-85 is a regional thoroughfare located approximately 0.25 miles from the intersection of Sugarloaf Parkway and Satellite Boulevard.

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*)

There are three access points leading to the proposed site and none are directly served by a regional truck route. However, I-85 is a regional truck route located approximately 0.25 miles from the project site.

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) Gwinnett County Transit

Bus Route(s) 10A/10B

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)

Bike lanes are provided on Sugarloaf Parkway but not on Satellite Boulevard.

* 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 Transit provide fixed route services in the jurisdiction of the development. Route 10A and 10B, which provide service less than 0.5 miles away from the project area, also provide connection to MARTA's Doraville Station.

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

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

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)

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)

Sidewalks are currently existing on the frontage of the proposed site. Gwinnett County's Loop Trail study highlights a proposed trail on Satellite Boulevard.

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):

6405 SUGARLOAF DRI
Gwinnett County
Natural Resources Group Comments
October 19, 2021

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the Yellow River watershed which is not a water supply watershed within the Atlanta Region or the Metropolitan North Georgia Water Planning District and is not subject to the Part 5 Water Supply Watershed Criteria of the 1989 Georgia Planning Act.

Stream Buffers

Both the site plan and the USGS coverage for the project area show a perennial blue-line stream and an intermittent tributary on the property. The perennial stream runs along the eastern and southeastern portions of the property, roughly paralleling Satellite Boulevard. The intermittent stream runs north-south just west of the center of the property, joining the perennial stream near the southern end of the parcel. Buffers that appear to be the Gwinnett County Stream Buffer Ordinance 50-foot undisturbed buffer and 75-foot impervious surface setback, as well as the State 25-foot Sediment and Erosion Control buffer are shown on the submitted site plan but are not identified. No intrusions into the buffers along the perennial stream are shown, except for a proposed driveway connection, which, as a transportation crossing, is allowed under the Gwinnett buffer ordinance. Proposed grading shown along the intermittent stream extends into the 75-foot setback and may require a variance under the Gwinnett ordinance. The road access (shown as Driveway B on the plans) is existing. Work around the lake is affected by the Gwinnett ordinance, as it does not include ponds or lakes. Any other intrusions into the buffers may require variances from the County or the State. Any unmapped streams on the property may also be subject to the City and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

