

DATE: MAY 27, 2022

TO: Chairwoman Nicole Love Hendrickson, Gwinnett County
ATTN TO: Catherine Long, Long Range Planning Manager, Gwinnett
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Mixed Use Development at Satellite Boulevard

Submitting Local Government: Gwinnett County

Date Opened: May 11, 2022

Date Closed: May 27, 2022

Description: A DRI review of a proposal to construct a mixed-use development with 648 units of multifamily housing, 64 units of multifamily rental cottages and 25,000 sf of commercial retail space at 2651 Satellite Boulevard in Gwinnett County. The 36 acre project site was previously developed with a one-story office building and extensive surface parking.

Comments:

Key Comments

The project is very strongly aligned with applicable Regional Center growth policies and recommendations which call for: "These centers should be connected...with existing or planned high-capacity transit service... housing options should be expanded ...especially around existing or planned transit...adaptive reuse of existing buildings... need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project's reuse of a previously developed site and inclusion of housing, multi-use trail, and bus rapid transit components are directly responsive to the applicable Regional Center growth policies and recommendation.

Additional EV charging stations and bike parking spaces would advance regional transportation and EV infrastructure priorities.

Some adjustments to the building, park, stormwater pond and multi-use trail layout could achieve better outcomes regarding placemaking and park access goals.

Adjustment of the route of the multi-use trail in the SE corner of the project to avoid safety conflicts with the active retail/restaurant area driveway and the busy intersection of Boggs Road and Satellite Boulevard could provide a safer and more enjoyable user experience while activating restaurant frontage along the trail.

General

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located within an area designated Regional Center. The Plan details general information and policy recommendations for Regional Centers which are discussed at the end of these comments.

The project includes approximately 712 multi-family residential units along with 25,000 SF of retail and commercial uses. Adjustment of the design of the southeastern section to achieve more building street frontage at the important corner of Boggs Road and Satellite Boulevard while maintain parking visible from the street would enhance regional placemaking goals. Some additional adjustment of the overall layout to provide more direct access from buildings to the two proposed pocket parks and central common area could help increase park usage by residents. The central stormwater pond offers the ability to serve as more of an community central focal point rather than simply a functional stormwater system element. Provision of some common courtyard or green space area adjacent to the anticipated restaurant and retail space would enhance those uses as well.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate a total of 4,767 new vehicular trips which is reduced to 4,193 given the viability of alternative modes. A number of improvements are identified to reduced the impact of these new trips on surrounding roadways.

The proposed 12-foot multi-use trail around the project is very supportive of regional policies promoting safe dedicated routes for both recreational and transportation related pedestrian and bicycle trips. Ideally the trail design will be aligned with any planned or future external trail connections. A potential alternate route of the segment of the trail at the southeast corner of the project that avoids the busy intersection corner and the very active retail/restaurant driveway would provder a safer and less congested trail experience for usersl it could also activate the retail and restaurant uses fronting the trail as has been accomplished with other regional trails. as activation of food and beverage spaces.

Approximately 1,200 surface parking spaces are proposed which appears to be close to the minimum allowed which is supportive of multimodal transportation goals, Fifty bike parking spaces are proposed; provision of additional bike parking would be supportive of regional transportation goals.

Fifty EV charging spaces are proposed; provision of additional charging spaces would be supportive of regional policies for expanding EV infrastructure.

The project includes the provision of space for a future BRT station along Satellite Boulevard. Adjusting the location of the stop towards the denser and more mixed-use southeast corner area may be a consideration. 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.

ARC Natural Resource Group Comments

ARC's Natural Resources Group full comments are attached.

One USGS coverage for the project area shows an unnamed intermittent stream running from northeast to southwest across the project property. A second USGS coverage shows no streams on the property. Based on aerial photos, it appears that most of the stream was put underground when the existing development on the property was built. Only the southwestern portion of the stream remains visible.

The site plan shows the County 50-foot stream buffer and 75-foot impervious setback along the visible portion of the stream, with a break where an existing detention pond dam crosses the stream. The State 25-foot Sediment and Erosion Control buffer is not shown on the plans. An access road crosses the stream at the edge of the property and a portion of a parking area is shown extending into a portion of the 75-foot County buffer. The parking area, as well as any other proposed intrusions into the buffers, may require a variance from the County. The State 25-foot Sediment and Erosion Control buffer needs to be shown. Any unmapped streams on the property may be subject to the County and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

The re-use of the existing large surface parking areas is highly supportive of regional stormwater and redevelopment goals. Ensuring maximum tree canopy in these parking areas would further advance regional goals regarding heat island effect mitigation.

There is a substantial wooded area at the southwest corner of the project in between Driveway 1 and 2 where a stormwater pond is proposed; adjusting this pond to maximize tree retention would be further supportive of tree canopy and heat island reduction goals.

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., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy Map Designation: Regional Center

According the Atlanta Region's Plan, Regional Centers reflect concentrated uses that have generally defined boundaries and typically included areas of concentrated employment. People travel from around the region to these 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.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing residential neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

The intensity and land use of this proposed project strongly aligns with The Atlanta Region's Plan's recommendations for Regional Centers. The project's creation of a mixed-use hub, reuse of an existing site, provision of housing, inclusion of a multiuse trail and bus rapid transit stop all directly respond to Regional Center policy recommendations. This alignment could be furthered through the allocation of additional greenspace and adjustment of some urban design aspects of the project related to placemaking, parks, and the multiuse trail. Gwinnett County staff and leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, neighborhoods, and stakeholders.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
FULTON COUNTY

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
CITY OF DULUTH

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GWINNETT COUNTY

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>.



Developments of Regional Impact

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DRI #3650

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@gwinnettcounty.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: Mixed Use Development at Satellite Boulevard

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33°58'11.39N 84°6'0.02"W

Brief Description of Project: The proposed mixed use development will include 648 units of multifamily housing units, 64 units of multifamily rental cottages and 25,000 sf of commercial retail space.

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.): 648 multifamily housing units, 6 units of multifamily rental cottages, 25,000 sf commercial retail s

Developer: Brand Properties

Mailing Address: 3328 Peachtree Road NE

Address 2:

City: Atlanta State: GA Zip: 30326

Telephone: 770.407.0579

Email: aforgey@brandproperties.com

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

If yes, property owner: BD 2651 Satellite Boulevard II, LLC, a Delaware limited liability company

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: 2025

Overall project: 2025

Back to Top



Developments of Regional Impact

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DRI #3650

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: Catherine Long
Telephone: 678.518.6106
Email: catherine.long@gwinnettcounty.com

Project Information

Name of Proposed Project: Mixed Use Development at Satellite Boulevard
DRI ID Number: 3650
Developer/Applicant: Brand Properties
Telephone: 770.407.0579
Email(s): aforgey@brandproperties.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: \$185,435,309

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2,403,185

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): existing office building to be demolished, estimated at 302,000 sf

Water Supply

Name of water supply: Gwinnett County

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)?

0.23 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Gwinnett County

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

0.23 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: Awaiting capacity verification form from the County at this time

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.)

24 hour daily trips (two way): 4,567 AM Peak Hour: 99 entering, 252 exiting, 353 total; PM Peak Hour: 233 entering, 174 exiting, 392 total

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 detailed DRI traffic study for summary of transportation improvements

Solid Waste Disposal

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

1395 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

30%

impervious surface once the 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: On-site RRV, water quality and detention ponds will be provided. There are existing ponds and wetland areas on site that will be preserved.

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:

[Back to Top](#)

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

DRI INFORMATION

DRI Number #3650
DRI Title Proposed Mixed Use Development on Satellite Boulevard
County Gwinnett County
City (if applicable)
Address / Location Northwest intersection of Satellite Boulevard and Boggs Road

Proposed Development Type: The proposed redevelopment will include 648 multi-family housing units, 64 multi-family rental cottages, and 25,000 sf of retail space.

Build Out: 2025

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date May 10, 2022

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date May 4, 2022

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)*

In addition to the project referenced on Table 5, the I-85 North Express Lanes (AR-ML-420) from I-285 to Old Peachtree Road is currently in long-range.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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)*

Driveways 1, 2, and 3 are served by Satellite Blvd which is identified as a regional thoroughfare.

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*)

I-85 and SR 316 are two regional truck routes east of the intersection of Satellite Blvd and Boggs Rd and are accessed via Boggs Rd.

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) Route 10 and Express Route 103

Express Route 103 traverses Satellite Blvd and the designated pick-up and drop-off point is at Sugarloaf Mills Park & Ride.

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 Transit does operate within the jurisdiction of the proposed development. Plus, there are opportunities to connect/transfer to MARTA at the 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)

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):

MIXED USE DEVELOPMENT AT SATELLITE BOULEVARD DRI
Gwinnett County
Natural Resources Group Comments
May 10, 2022

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

One USGS coverage for the project area shows an unnamed intermittent stream running from northeast to southwest across the project property. A second USGS coverage shows no streams on the property. Based on aerial photos, it appears that most of the stream was put underground when the existing development on the property was built. Only the southwestern portion of the stream remains visible. The site plan shows the County 50-foot stream buffer and 75-foot impervious setback along the visible portion of the stream, with a break where an existing detention pond dam crosses the stream. The State 25-foot Sediment and Erosion Control buffer is not shown on the plans. An access road crosses the stream at the edge of the property and a portion of a parking area is shown extending into a portion of the 75-foot County buffer. The parking area, as well as any other proposed intrusions into the buffers, may require a variance from the County. The State 25-foot Sediment and Erosion Control buffer needs to be shown. Any unmapped streams on the property may be subject to the County 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.



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2. ALL SIDEWALKS PROPOSED ON SITE TO BE CONCRETE AND FIVE IN WIDTH, UNLESS OTHERWISE NOTED ON PLAN.
3. ALL OFF-STREET SURFACE PARKING SHALL COMPLY WITH GWINNETT COUNTY UDO SECTION 620-30 OFF-STREET SURFACE PARKING LOT PLANTING REQUIREMENTS.
4. NO DAMN BREACH ZONE WAS LOCATED ON SITE.
5. SITE SHALL COMPLY WITH SECTION 210-225.10 OF THE GWINNETT UDO FOR STREETScape DESIGN.

TRAFFIC ENGINEER

CIVIL ENGINEER/ SITE PLANNER

OWNER/ DEVELOPER CONTACT
BRAND PROPERTIES
ANNA FORGEY
3328 PEACHTREE ROAD, NE, SUITE 100
ATLANTA, GEORGIA 30326
PHONE: (770) 407-0579

ACT

TOTAL FAR PROVIDED	.45 (712,123 SF/ 1,581,315 SF)
--------------------	--------------------------------

MU-R DISTRICT BONUSES PROVIDED:

AMENITIES PROVIDED FOR FAR BONUS FOR MU-R DISTRICT:

BASE FAR OF 0.4 + 1.8 FAR(BONUS)= 2.2 FAR

WWW.PEC.PLUS



LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES

350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

**DRI# 3650
MIXED USE
DEVELOPMENT**

**A MASTER PLANNED RESIDENTIAL
DEVELOPMENT**

AT

2651 SATELLITE BLVD.
DULUTH, GEORGIA 30096

CITY OF DULUTH/
GWINNETT COUNTY JURISDICTION

FOR

BRAND PROPERTIES

MUNICIPALITY PROJECT #

NO	DATE	BY	DESCRIPTION
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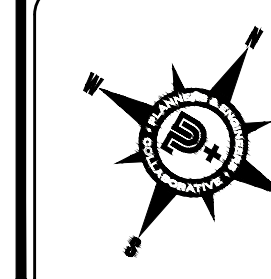
THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE



GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000066476 EXP. 06/27/2024

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SCALE: 1" = 100'
DATE: 03/02/2022
PROJECT: 22038.00



G1







24 HOUR CONTACT:
ANNA FORGEY



Know what's below.
Call before you dig.



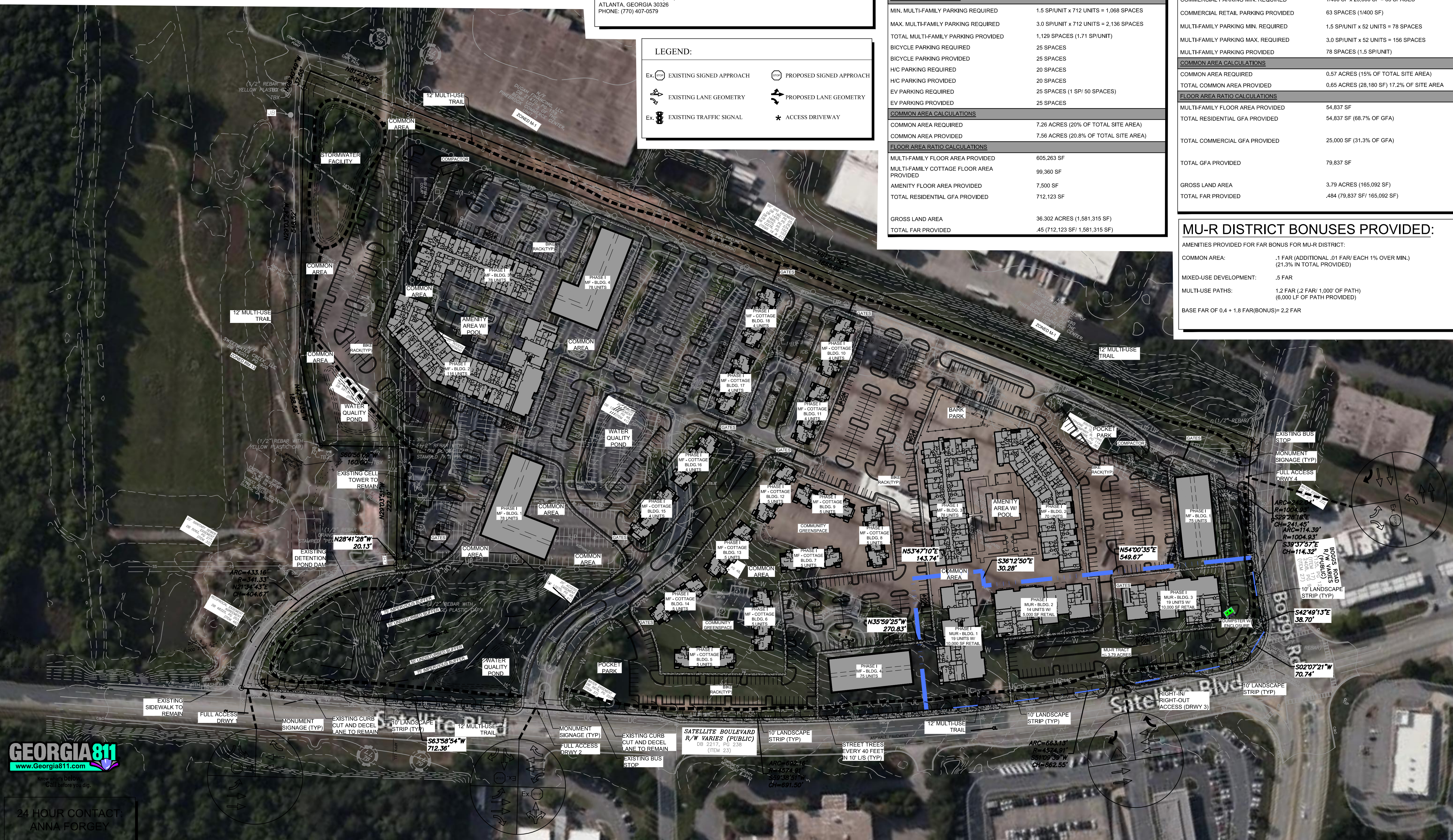
- BRAND PROPERTIES
ANNA FORGEY
3328 PEACHTREE ROAD, NE, SUITE 100
ATLANTA, GEORGIA 30326
PHONE: (770) 407-0579

- | | | | |
|---|--------------------------|---|--------------------------|
| Ex.  | EXISTING SIGNED APPROACH |  | PROPOSED SIGNED APPROACH |
|  | EXISTING LANE GEOMETRY |  | PROPOSED LANE GEOMETRY |
| Ex.  | EXISTING TRAFFIC SIGNAL |  | ACCESS DRIVEWAY |

<u>SITE DATA MU-R TRACT SITE</u>	
MU-R TRACT SITE AREA	3,788 ACRES
FLOODPLAIN & GAS EASEMENT	N/A
NET LOT AREA	3,788 ACRES
<u>ZONING</u>	
EXISTING ZONING	M-1
PROPOSED ZONING	MU-R
ZONING JURISDICTION	GWINNETT COUNTY
<u>SETBACK/BUFFER REQUIREMENTS</u>	
EXTERNAL FRONT YARD (BOGGS RD/SATELLITE BLVD.)	20 FEET
EXTERNAL SIDE YARD	20 FEET
EXTERNAL REAR YARD	20 FEET
FRONTAGE LANDSCAPE STRIP OFF R/W	10 FEET
<u>DEVELOPMENT STANDARDS</u>	
MAXIMUM HEIGHT OF BUILDINGS w/ BONUSES	15 STORIES (210 FEET)
TOTAL COMMERCIAL AREA PROVIDED	25,000 SF
TOTAL MULTI-FAMILY UNITS PROVIDED	52 UNITS
GROSS SITE DENSITY PROVIDED	13.72 UNITS PER ACRE
NET SITE DENSITY PROVIDED	13.72 UNITS
<u>PARKING REQUIREMENTS</u>	
COMMERCIAL PARKING MIN. REQUIRED	1/400 SF x 25,000 SF = 63 SPACES
COMMERCIAL RETAIL PARKING PROVIDED	63 SPACES (1/400 SF)
MULTI-FAMILY PARKING MIN. REQUIRED	1.5 SP/UNIT x 52 UNITS = 78 SPACES
MULTI-FAMILY PARKING MAX. REQUIRED	3.0 SP/UNIT x 52 UNITS = 156 SPACES
MULTI-FAMILY PARKING PROVIDED	78 SPACES (1.5 SP/UNIT)
<u>COMMON AREA CALCULATIONS</u>	
COMMON AREA REQUIRED	0.57 ACRES (15% OF TOTAL SITE AREA)
TOTAL COMMON AREA PROVIDED	0.65 ACRES (28,180 SF) 17.2% OF SITE AREA
<u>FLOOR AREA RATIO CALCULATIONS</u>	
MULTI-FAMILY FLOOR AREA PROVIDED	54,837 SF
TOTAL RESIDENTIAL GFA PROVIDED	54,837 SF (68.7% OF GFA)
TOTAL COMMERCIAL GFA PROVIDED	25,000 SF (31.3% OF GFA)
TOTAL GFA PROVIDED	79,837 SF
GROSS LAND AREA	3.79 ACRES (165,092 SF)
TOTAL FAR PROVIDED	.484 (79,837 SF/ 165,092 SF)

AMENITIES PROVIDED FOR FAR BONUS FOR MUR-DISTRICT:	
COMMON AREA:	.1 FAR (ADDITIONAL .01 FAR/ EACH 1% OVER MIN.) (21.3% IN TOTAL PROVIDED)
MIXED-USE DEVELOPMENT:	.5 FAR
MULTI-USE PATHS:	1.2 FAR (.2 FAR/ 1,000' OF PATH) (6,000 LF OF PATH PROVIDED)
BASE FAR OF 0.4 + 1.8 FAR(BONUS)= 2.2 FAR	

<p>GRID NORTH</p> 	<p style="font-size: 48pt; font-weight: bold;">G1</p> <p style="font-size: 24pt;">SHEET</p>
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4. NO DAMN BREACH ZONE WAS LOCATED ON SITE.
5. SITE SHALL COMPLY WITH SECTION 210-225.10 OF THE GWINNETT UDO FOR STREETScape DESIGN.

<u>TRAFFIC ENGINEER</u>	<u>CIVIL ENGINEER/ SITE PLANNER</u>
-------------------------	-------------------------------------

A & R ENGINEERING
ABDUL AMER
2160 KINGSTON COURT, SUITE O
MARIETTA, GEORGIA 30067
PHONE: (770) 690-9255

PLANNERS & ENGINEERS COLLABORATION
MATT KACZENSKI
350 RESEARCH COURT
PEACHTREE CORNERS, GEORGIA 30092
PHONE: (770) 451-2741

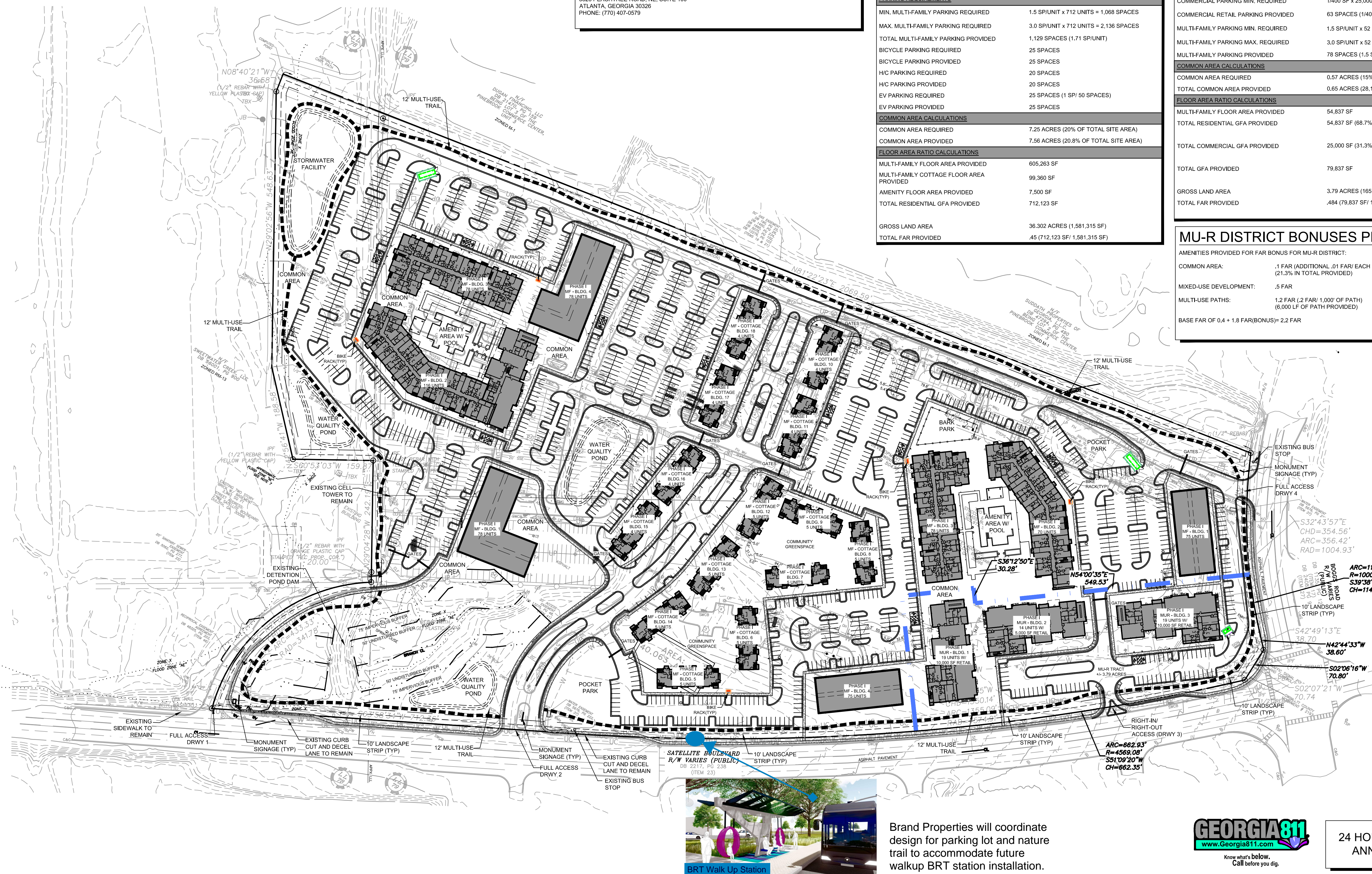
OWNER/ DEVELOPER CONTACT

BRAND PROPERTIES
ANNA FORGEY
3328 PEACHTREE ROAD, NE, SUITE 100
ATLANTA, GEORGIA 30326
PHONE: (770) 407-0579

<u>SITE DATA RM-24 TRACT:</u>	
RM-24 TRACT SITE AREA	36.273 ACRES
FLOODPLAIN & GAS EASEMENT	3.46 ACRES (50% = 1.73 ACRES)
NET LOT AREA	34.543 ACRES
<u>ZONING</u>	
EXISTING ZONING	M-1 & RA200
PROPOSED ZONING	RM-24
ZONING JURISDICTION	WINNETT COUNTY
<u>SETBACK/BUFFER REQUIREMENTS</u>	
EXTERNAL FRONT YARD (BOGGS RD/SATELLITE BLVD.)	15 FEET
EXTERNAL SIDE YARD	15 FEET
EXTERNAL REAR YARD	30 FEET
FRONTAGE LANDSCAPE STRIP OFF R/W	10 FEET
<u>DEVELOPMENT STANDARDS</u>	
MAXIMUM HEIGHT OF BUILDINGS	4-STORIES (85 FEET)
MULTI-FAMILY 4 STORY UNITS	648 UNITS
MULTI-FAMILY COTTAGE UNITS	64 UNITS
TOTAL NUMBER OF UNITS MF	712 UNITS
GROSS SITE DENSITY PROVIDED	19.39 UNITS PER ACRE
NET SITE DENSITY PROVIDED	20.61 UNITS PER ACRE
<u>PARKING REQUIREMENTS</u>	
MIN. MULTI-FAMILY PARKING REQUIRED	1.5 SP/UNIT x 712 UNITS = 1,068 SPACES
MAX. MULTI-FAMILY PARKING REQUIRED	3.0 SP/UNIT x 712 UNITS = 2,136 SPACES
TOTAL MULTI-FAMILY PARKING PROVIDED	1,129 SPACES (1.71 SP/UNIT)
BICYCLE PARKING REQUIRED	25 SPACES
BICYCLE PARKING PROVIDED	25 SPACES
H/C PARKING REQUIRED	20 SPACES
H/C PARKING PROVIDED	20 SPACES
EV PARKING REQUIRED	25 SPACES (1 SP/ 50 SPACES)
EV PARKING PROVIDED	25 SPACES
<u>COMMON AREA CALCULATIONS</u>	
COMMON AREA REQUIRED	7.25 ACRES (20% OF TOTAL SITE AREA)
COMMON AREA PROVIDED	7.56 ACRES (20.8% OF TOTAL SITE AREA)
<u>FLOOR AREA RATIO CALCULATIONS</u>	
MULTI-FAMILY FLOOR AREA PROVIDED	605,263 SF
MULTI-FAMILY COTTAGE FLOOR AREA PROVIDED	99,360 SF
AMENITY FLOOR AREA PROVIDED	7,500 SF
TOTAL RESIDENTIAL GFA PROVIDED	712,123 SF
<u>ADDITIONAL CALCULATIONS</u>	
GROSS LAND AREA	36.302 ACRES (1,581.315 SF)
TOTAL FAR PROVIDED	45 (712,123 SF/ 1,581,315 SF)

<u>SITE DATA MU-R TRACT:</u>	
MU-R TRACT SITE AREA	3.79 ACRES
FLOODPLAIN & GAS EASEMENT	N/A
NET LOT AREA	3.79 ACRES
<u>ZONING</u>	
EXISTING ZONING	M-1
PROPOSED ZONING	MU-R
ZONING JURISDICTION	GWINNETT COUNTY
<u>SETBACK/BUFFER REQUIREMENTS</u>	
EXTERNAL FRONT YARD (BOGGS RD/SATELLITE BLVD.)	20 FEET
EXTERNAL SIDE YARD	20 FEET
EXTERNAL REAR YARD	20 FEET
FRONTAGE LANDSCAPE STRIP OFF R/W	10 FEET
<u>DEVELOPMENT STANDARDS</u>	
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BASE FAR OF 0.4 + 1.8 FAR(BONUS)= 2.2 FAR	



Brand Properties will coordinate design for parking lot and nature trail to accommodate future walkup BRT station installation.



24 HOUR CONTACT:
ANNA FORGEY



Planners & Engineers Collaborative+

LAND PLANNING + LANDSCAPE ARCHITECTURE + CIVIL ENGINEERING
ARBORISTS + SURVEYING & CONSTRUCTION + WATER RESOURCES

350 RESEARCH COURT STE 200
PEACHTREE CORNERS, GA 30092

PROJECT

**DRI# 3650
MIXED USED
DEVELOPMENT**

**A MASTER PLANNED RESIDENTIAL
DEVELOPMENT**

AT

2651 SATELLITE BLVD.
DULUTH, GEORGIA 30096

CITY OF DULUTH/
GWINNETT COUNTY JURISDICTION

FOR

BRAND PROPERTIES

MUNICIPALITY PROJECT #

REVISIONS

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



GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000066476 EXP. 06/27/2024

GRTA SITE PLAN



SCALE: 1" = 100'
DATE: 03/02/2022
PROJECT: 22038.00



G1