

**DATE:** September 22, 2022

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**TO:** Mayor Mike Mason, City of Peachtree Corners  
**ATTN TO:** Diana Wheeler, Community Development Director, City of Peachtree Corners  
**FROM:** Mike Alexander, Director, ARC Center for Livable Communities  
**RE:** Development of Regional Impact (DRI) Review

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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:** Intuitive Surgical DRI 3720

**Submitting Local Government:** City of Peachtree Corners

**Date Opened:** August 30, 2022

**Date Closed:** September 22, 2022

**Description:** A DRI review of a proposal to construct 387,000 SF of new office with an integrated parking deck and 599,105 SF of new light-assembly space along with two free-standing parking structures on a 32 acre site off of Spalding Drive in the City of Peachtree Corners. Three existing office buildings totaling 288,000 SF will remain. The site is currently developed as a campus office park with seven buildings and surface parking.

**Comments:**

**Key Comments**

*The Atlanta Region's Plan assigns the Regional Center growth management designation to the project site. The project is partially aligned with Regional Center growth policies and recommendations which call for: "These centers should be connected with existing or planned high-capacity transit service... ..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, inclusion of a recreational trail, and addition of a large amount of employment space directly adjacent to two Gwinnett County Transit stops are directly responsive to Regional Center growth policies.*

*Inclusion of a significant housing component – which would allow for potential on-site housing for the large number of anticipated light assembly and office employees – as well as small amount of on-site food and beverage space would make the project substantially more responsive to Regional Center mixed-use policies.*

*The robust internal pedestrian network ;inked to the external sidewalk system is strongly supportive of regional multi-modal transportation and walkability policies.*

*The project is expected to generate a total of 5,302 daily new vehicular trips; a number of roadway improvements are proposed to mitigate the impact of these trips.*

*A total of 2,425 parking spaces in structured decks are proposed which is marginally less than the maximum limit of 2,724 spaces; alternative parking strategies that could limit the parking to closer to the 1,906 minimum allowed would be supportive of regional transportation policies.*

*No bicycle parking spaces or EV charging spaces appear to be proposed; inclusion of a generous amount of both would be strongly supportive of regional EV infrastrucute and multi-modal transportation policies.*

### **General**

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Region Center; correponding policy recommendations are provided at the end of these comments.

### **Transportation and Mobility Comments**

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

The project is expected to generate a total of 5,302 new vehicular trips. A number of improvements are identified to reduced the impact of these new trips on surrounding roadways.

The robust internal pedestrian network ;inked to the external sidewalk system is strongly supportive of regional multi-modal transportation and walkability policies. The exception appears to be building K which seems to lack a direct sidewalk connection to building frontage.

The Gwinnett County Transportation department submitted comments which are attached. The comments address concerns about trip generation, alternate mode transportation provisions, and transit. More specifically, the comments asked the following questions: (1) "Will the sidewalks accommodate bicyclists?"; (2) "Will the sidewalks connect to Gwinnett County Trails network?"; and (3). "Will these bus stops be improved to support transit users?"

Care should be taken to ensure that the system offers inviting and efficient access to the two Gwinnett County transit stops on the site. The project should coordinate with GWT to provide appropriate bus waiting areas and or shelters at the two stops.

A total of 2,425 parking spaces in structured decks are proposed which is marginally less than the maximum limit of 2,724 spaces; alternative parking strategies that could limit the parking to closer to the 1,906 minimum allowed would be supportive of regional transportation policies.

No bicycle parking spaces or EV charging spaces appear to be proposed; inclusion of a generous amount of both would be strongly supportive of regional EV infrastructure and multi-modal transportation policies.

Care should be taken to ensure that the constructed development 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.

No blue line streams are shown on either the site plan or the USGS coverage for the project area. However, a portion of an existing lake is on the property with no buffers are shown along the lake on the project property. The City of Peachtree Corners Stream Buffer Ordinance requires its 50-foot undisturbed buffer and additional 25-foot impervious surface setback along lakes and ponds as well as streams and should be shown on the project plans. The State 25-foot Erosion and Sedimentation Act also applies and should be shown on the plans. Any new intrusions into the buffers and setback along the lake may require variances.

#### **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 the remaining surface parking areas and throughout the site would further advance regional goals regarding heat island effect mitigation.

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.

#### **City of Doraville Comments**

The City of Doraville submitted comments which are attached. The comments include:

- Provide amenities to promote transit ridership, potentially reduced rates for riders, shelters, etc.
- Consider making this development more mixed use with residential development.
- Is there any discussion on expanding transit facilities with GCT?

- Provide more detail on how the trail is part of a larger network (show on the maps). Are the trails on the site plan existing or proposed?
- Is this remaining a medical facility/medical manufacturing or turning into something else?
- Agree with ARC's comments to add bicycle parking and EV charging.
- Agree with ARC's comment to reduce parking spaces to 1,906.
- Intuitive Surgical mentions their desire to be sustainable on their website. Is there any way to redirect some of the 1,726 tons of waste to recycling, composting, etc.?
- Use the buildings to screen the parking and have the buildings front the main roads.

### **Unified Growth Policy Considerations: Regional Center**

According to 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 generally aligns with The Atlanta Region's Plan's recommendations for Regional Centers. The project's reuse of an existing site, provision of substantial new employment space adjacent to two transit stops, and inclusion of a robust pedestrian system all directly respond to Regional Center policy recommendations. This alignment could be substantially furthered through the addition of a housing component to provide on-site living options for employees. City of Peachtree Corners staff and leadership, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, stakeholders, and natural systems.

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

ATLANTA REGIONAL COMMISSION  
 GEORGIA DEPARTMENT OF TRANSPORTATION  
 GEORGIA ENVIRONMENTAL FINANCE AUTHORITY  
 FULTON COUNTY  
 CITY OF SANDY SPRINGS  
 MARTA

GEORGIA DEPARTMENT OF NATURAL RESOURCES  
 GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
 GEORGIA CONSERVANCY  
 CITY OF ROSWELL  
 CITY OF JOHNS CREEK  
 CITY OF DUNWOODY

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



If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto: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 #3720

#### 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: Peachtree Corners

Individual completing form: Diana Wheeler

Telephone: 6782911200

E-mail: [dwheeler@peachtreecornersga.gov](mailto:dwheeler@peachtreecornersga.gov)

\*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: Intuitive Surgical

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5655 Spalding Drive Peachtree Corners, GA 30092

Brief Description of Project: Proposed 1,639,105 sq.ft. of office and light assembly space in seven (7) proposed buildings on a 39.97 acre site.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input checked="" type="radio"/> Office                    | <input 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.): 599,105 sq. ft. of assembly space and 1,040,000 sq. ft. of office space

Developer: Intuitive Surgical

Mailing Address: 1020 Kifer Rd.

Address 2:

City: Sunnyvale State: CA Zip: 94086

Telephone: 678-614-6539

Email: [gary.chichester@intusurg.com](mailto:gary.chichester@intusurg.com)

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

If yes, property owner:

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

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

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

(not selected)Yes

No

If yes, provide the following information:

Project Name:

Project ID:

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

Rezoning

Variance

Sewer

Water

Permit

Other

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

(not selected)Yes

No

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

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

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## Developments of Regional Impact

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### DRI #3720

#### 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: Peachtree Corners  
Individual completing form: Diana Wheeler  
Telephone: 6782911200  
Email: [dwheeler@peachtreecornersga.gov](mailto:dwheeler@peachtreecornersga.gov)

#### Project Information

Name of Proposed Project: Intuitive Surgical  
DRI ID Number: 3720  
Developer/Applicant: Intuitive Surgical  
Telephone: 678-614-6539  
Email(s): [gary.chichester@intusurg.com](mailto:gary.chichester@intusurg.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: Approx. \$579,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approx. \$8,600,000

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

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

If yes, please describe (including number of units, square feet, etc): 52,202 sq. ft. of existing office space will be demolished.

#### Water Supply

Name of water supply: Gwinnett County Department of Water Resources

provider for this site:

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

0.14MGD

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 Department of Water Resources

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

0.11MGD

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.)

5,302 net daily trips, 775 net AM peak trips, 873 net 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: Please refer to the traffic study prepared by Kimley-Horn and Associates.

### Solid Waste Disposal

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

1726 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

48%

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:Stormwater will be managed by an existing stormwater pond designed to serve the site. Additionally, the project is providing several green infrastructure measures to improve water quality, such as pervious pavers, irrigation and building stormwater refuse, and infiltration.

Environmental Quality

Is the development located within, or likely to affect any of the following:

- 1. Water supply watersheds? (not selected) Yes No
- 2. Significant groundwater recharge areas? (not selected) Yes No
- 3. Wetlands? (not selected) Yes No
- 4. Protected mountains? (not selected) Yes No
- 5. Protected river corridors? (not selected) Yes No
- 6. Floodplains? (not selected) Yes No
- 7. Historic resources? (not selected) Yes No
- 8. Other environmentally sensitive resources? (not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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**INTUITIVE SURGICAL DRI**  
**City of Peachtree Corners**  
**Natural Resources Group Review Comments**

**August 30, 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 City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The project site is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The Chattahoochee River watershed upstream of Peachtree Creek is a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria. In large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of any Chattahoochee River public water supply intake.

**Stream Buffers**

No blue line streams are shown on either the site plan or the USGS coverage for the project area. However, a portion of an existing lake is on the property with no buffers are shown along the lake on the project property. The City of Peachtree Corners Stream Buffer Ordinance requires its 50-foot undisturbed buffer and additional 25-foot impervious surface setback along lakes and ponds as well as streams and should be shown on the project plans. The State 25-foot Erosion and Sedimentation Act also applies and should be shown on the plans. Any new intrusions into the buffers and setback along the lake may require variances. Any unmapped streams on the property may be also subject to City of Peachtree Corners stream buffer requirements. All state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

**Storm Water/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](http://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.

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

### DRI INFORMATION

**DRI Number** #3720  
**DRI Title** Intuitive Surgical  
**County** Gwinnett County  
**City (if applicable)** Peachtree Corners  
**Address / Location** 5655 Spalding Drive

**Proposed Development Type:**

Proposal to construct 387,000 SF of new office with an integrated parking deck and 599,105 SF of new light-assembly space along with two free-standing parking structures on a 32 acre site off of Spalding Drive in the City of Peachtree Corners. Three existing office buildings totaling 288,000 SF will remain. The site is currently developed as a campus office park with seven buildings and surface parking.

**Build Out: 2027**

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

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Reginald James  
**Copied** Marquitrice Mangham  
**Date** September 8, 2022

### TRAFFIC STUDY

**Prepared by** Kimley-Horn  
**Date** August 1, 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)*

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☐ 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)*

[Click here to provide comments.](#)

**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*)

[Click here to provide comments.](#)

**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

No rail transit service exists in Gwinnett County

**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 Transit

Bus Route(s) 35

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)

Sidewalk provides Gwinnett Transit Bus Route 35

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; Bus Route 35

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

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

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

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access\*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

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

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

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

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

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

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

### **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):**

None at this time.

## Donald Shockey

---

**From:** Naomi Siodmok <Naomi.Siodmok@Doravillega.us>  
**Sent:** Tuesday, September 13, 2022 3:38 PM  
**To:** Donald Shockey  
**Cc:** Austin Shelton  
**Subject:** RE: [External Sender] 2022 Intuitive Surgical DRI 3720

Hi Donald,

Thanks for the opportunity for Doraville to comment on the DRI. Below are our comments. In some cases, we just believe we need some additional information. Looking forward to this project becoming more sustainable and accessible.

- Highlight the transit facilities, label the route number, and show where the routes go.
- Provide amenities to promote transit ridership, potentially reduced rates for riders, shelters, etc.
- Consider making this development more mixed use with residential development.
- Is there any discussion on expanding transit facilities with GCT?
- Provide more detail on how the trail is part of a larger network (show on the maps). Are the trails on the site plan existing or proposed?
- Is this remaining a medical facility/medical manufacturing or turning into something else?
- Agree with ARC's comments to add bicycle parking and EV charging.
- Agree with ARC's comment to reduce parking spaces to 1,906.
- Intuitive Surgical mentions their desire to be sustainable on their website. Is there any way to redirect some of the 1,726 tons of waste to recycling, composting, etc.?
- Use the buildings to screen the parking and have the buildings front the main roads.

Naomi



**Naomi Siodmok**  
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**From:** Donald Shockey <DShockey@atlantaregional.org>  
**Sent:** Tuesday, August 30, 2022 9:56 PM  
**To:** chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA (zane.grennell@dca.ga.gov) <zane.grennell@dca.ga.gov>; Andrew Smith <ASmith@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Donald Shockey <DShockey@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Patrick Bradshaw <PBradshaw@atlantaregional.org>; Reginald James <RJames@atlantaregional.org>; Samyukth Shenbaga <SShenbaga@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>; December Weir <dweir@atltransit.ga.gov>; Elizabeth Davis <edavis1@atltransit.ga.gov>; Abigail Bruning@kimley-horn.com; Gary.Chichester@intusurg.com; Harrison.Forder@kimley-horn.com; John.Walker@kimley-horn.com; kate.triplett@kimley-horn.com; Ben Song <ben.song@johnscreekga.gov>; gilbert.quinones@johnscreekga.gov; Ruchi

## Intuitive Surgical DRI #3720 Comments

### Background

Intuitive Surgical is a development of regional impact located in the City of Peachtree Corners. Figure 1 shows the site plan. The buildout year is 2027.

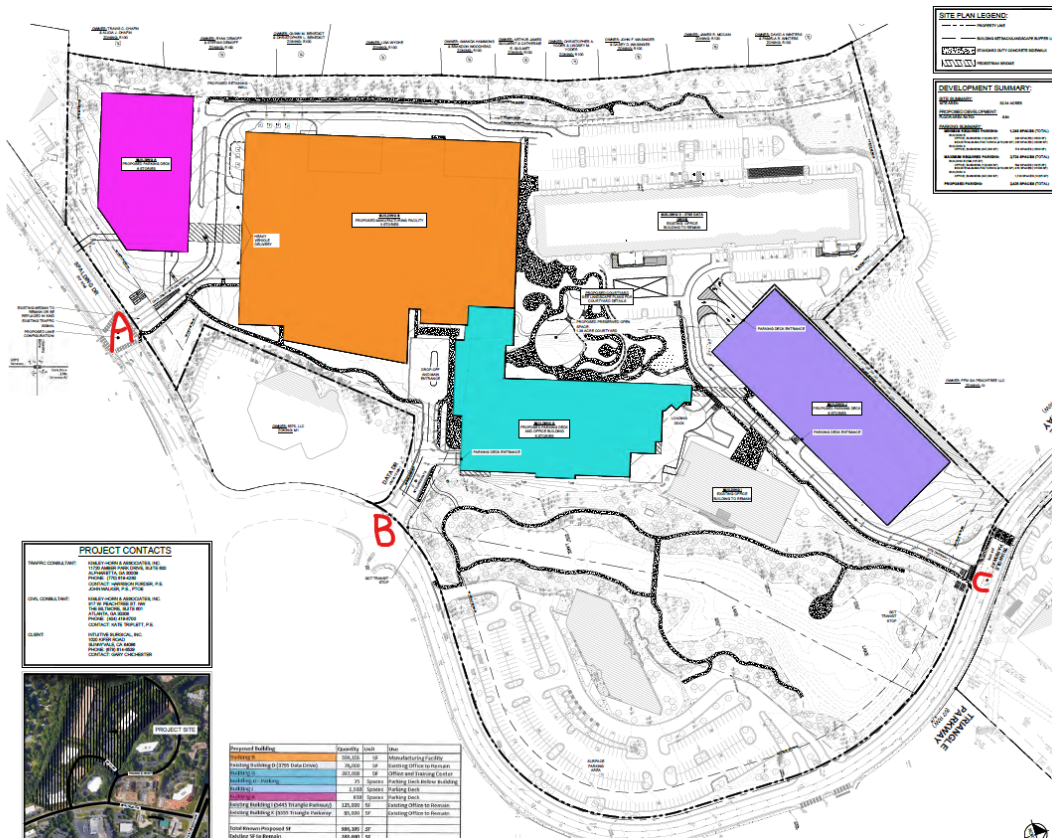


Table 1 shows the applicant's proposed land use and quantity. According to the transportation analysis study (TA), the site consists of 339,942 square feet of existing office space in four buildings and associated surface parking. Three buildings will remain, but one building (52,202 square feet) will be demolished.

Land Use	Quantity
Office	387,000 square feet
Manufacturing/Assembly	599,105 square feet

### Site Access

The proposed development will have 3 access points:

1. Site Driveway A/Data Drive – an existing full-access signalized intersection on Spalding Drive approximately 1,500 feet west of Peachtree Parkway (SR 141).
2. Site Driveway B/Data Drive – an existing, full-access driveway located along Triangle Parkway approximately 350 feet north of Spalding Drive and operating under stop control.
3. Site Driveway C – an existing, unsignalized, full-access driveway located along Triangle Parkway approximately 2,100 feet north of Spalding Drive and operating under side street stop control.

## Intuitive Surgical DRI #3720 Comments

### *Roadway Facilities*

Table 2 shows GCDOT long-range functional classification and AADT for the affected roads.

Roadway	Agency	Posted Speed Limit	Segment	Func. Class	AADT	Year	Count Source	Truck Route?
Spalding Drive	GCDOT	40	Holcomb Bridge Road to Peachtree Corners Circle	Minor Arterial	16,488	2022	TIS	No
Spalding Drive	GCDOT	40	Peachtree Corners Circle to Peachtree Parkway (SR 141)	Minor Arterial	14,640	2021	GCDOT	No
Spalding Drive	GCDOT	40	Peachtree Parkway (SR 141) to Medlock Bridge Road	Minor Arterial	15,804	2020	GCDOT	No
Triangle Parkway	GCDOT	25	Spalding Drive to Triangle Drive	Local Road	2,541	2020	GCDOT	No
Triangle Parkway	GCDOT	25	Triangle Drive to Peachtree Corners Circle	Local Road	3,550	2021	GCDOT	No
Peachtree Corners Circle	GCDOT	40	Peachtree Parkway to Medlock Bridge Road	Minor Arterial	7,134	2021	GCDOT	No
Peachtree Corners Circle	GCDOT	40	Peachtree Parkway to West Jones Bridge Road	Minor Arterial	17,161	2021	GCDOT	No
Peachtree Corners Circle	GCDOT	40	Spalding Drive to West Jones Bridge Road	Minor Arterial	16,547	2019	GCDOT	No
Peachtree Corners Circle	GCDOT	40	Spalding Drive to Holcomb Bridge Road	Minor Arterial	10,516	2020	GCDOT	No
Peachtree Parkway (SR 141)	GDOT		Spalding Drive to Holcomb Bridge Road	Principal Arterial	48,472	2022	TIS	Yes

**Comment: Peachtree Corners Circle is a GCDOT road. In the TA, it is classified as Major Collector; however, per the GCDOT's long-range functional classification, it is a Major Arterial.**

### *Trip Generation*

The trip generation uses the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition. The development will generate 5,302 total net new daily trips, 775 total net new AM peak hour trips, and 874 total net new PM peak hour trips.

The applicant is claiming a 5% alternative mode reduction for the trip generation. The TA states, "Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). Alternative mode reductions were taken at 5% per the LOU. Pedestrian sidewalk and trail facilities are proposed to be provided through the development to connect the various land uses. Pedestrian bridges will also connect the proposed parking decks to the new land uses."

## Intuitive Surgical DRI #3720 Comments

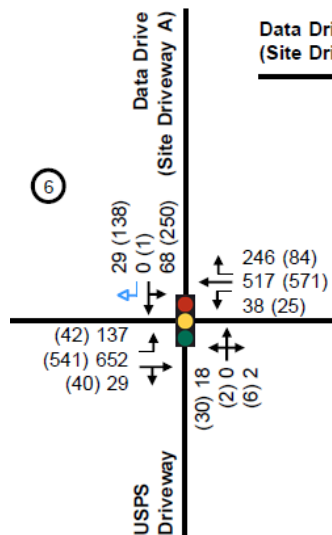
Table 9: Trip Generation								
Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
140 – Manufacturing	599,105 SF	2,460	1,230	1,230	285	90	156	348
710 – General Office Building	387,000 SF	3,766	1,883	1,883	472	64	82	429
<b>Gross Project Trips</b>		<b>6,226</b>	<b>3,113</b>	<b>3,113</b>	<b>757</b>	<b>154</b>	<b>238</b>	<b>777</b>
<i>Demolition of 52,202 SF of occupied Office</i>		-660	-330	-330	-84	-12	-16	-81
<i>Mixed-Use Reductions</i>		0	0	0	0	0	0	0
<i>Alternative Mode Reductions</i>		-264	-132	-132	-33	-7	-10	-34
<i>Pass-By Reductions</i>		0	0	0	0	0	0	0
<b>Net New Trips</b>		<b>5,302</b>	<b>2,651</b>	<b>2,651</b>	<b>640</b>	<b>135</b>	<b>212</b>	<b>662</b>

### Comments:

- The trip generation shows a reduction of 264 daily trips, 40 AM peak, and 44 PM peak trips. We are concerned that the reduction is not supported by adequate multimodal facilities.
  - Will the sidewalks accommodate bicyclists?
  - Will the sidewalks connect to Gwinnett County Trails network?
- There are a couple of transit stops in the study area (2382785-3795 Data Drive and 2394821 – Triangle Parkway & Triangle Drive OB). Will these bus stops be improved to support transit users? According to the alternative mode reduction, there could be at least 40 people standing at a bus stop.
- Coordinate with GCDOT Transit Office on the location of bus stop 2382785-3795 Data Drive because it appears to be moved for construction.

### Spalding Drive at Data Drive (Driveway A) (Intersection 6)

The applicant proposes to construct an exclusive southbound right-turn lane along Data Drive (Site Driveway A) (Figure 9 shown below).

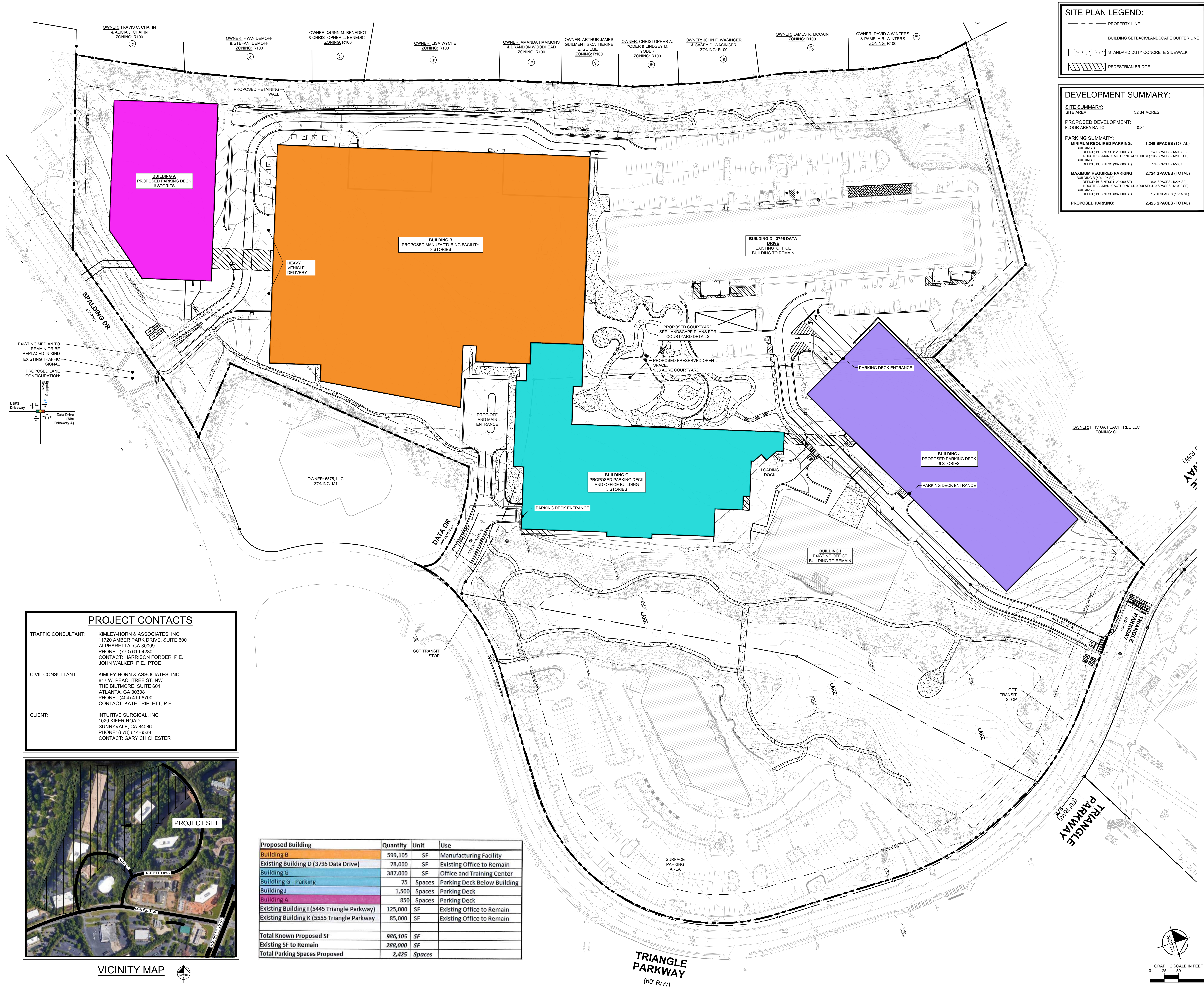


## Intuitive Surgical DRI #3720 Comments

### Comments:

- Show that the southbound and eastbound left-turn phases meet [GDOT's Policy 6785-2](#) Left-Turn Phasing requirements.
- Provide capacity analysis of the intersection with the following scenarios:
  - Southbound Left-turn phase – would require a left only/shared thru right lane.
  - Split phase for driveway/post office driveway – allows for shared left/thru lane shown above.
  - Remove median for left-turn only, shared left/thru, right turn only on site driveway. Split phase would be required.
  - Adding just a right-turn lane.









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David Sank



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RI SITE PLAN - AERIAL

45 x 36. Do not scale contents of this drawing.

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