



# REGIONAL REVIEW FINDING

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

DATE: Feb 21 2007

ARC REVIEW CODE: R701221

TO: Chairman Charles Bannister

ATTN TO: Jeff West, Planning Manager

FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

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

**Submitting Local Government:** Gwinnett County

**Name of Proposal:** Satellite Business Center

**Review Type:** Development of Regional Impact

**Date Opened:** Jan 22 2007

**Date Closed:** Feb 21 2007

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

**Additional Comments:** The proposed Satellite Business Center is a mixed use development that meets several of ARC's Regional Development Policies. The Satellite Business Center is an infill development on the NCR property. The addition of residential uses adjacent to existing office and retail services will allow for the opportunity for individuals to live and shop within close proximity to one another. The proposed development is consistent with the Unified Growth Policy Map. The proposed development is located within a mega corridor. Mega corridors are defined as the most intensely developed radian corridors in the region. The proposed development is also located in a regional center which are areas defined as having intense retail, office, and residential use.

The proposed development is located within the Gwinnett Livable Centers Initiative (LCI) Study area. The proposed development should meet or exceed the goals set forth in the study. The LCI Study's action plan calls for a better balance of land uses by encouraging development patterns that include a balance of jobs and appropriate housing with other uses that could provide complete daily needs within the study area and could be accessible by a variety of transportation modes. The proposed development seeks to address this by adding housing, retail, and recreational opportunities to the site and within the study area.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
GWINNETT COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF LAWRENCEVILLE

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

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

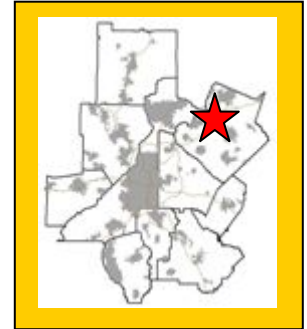
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	January 22, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Satellite Business Center #1276
Final Report Due:	February 21, 2007		Comments Due By:	February 5, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Satellite Business Center is a 85.31 acre mixed use development located in Gwinnett County. 38.49 acres are associated with the redevelopment of the existing NCR campus and 46.82 acres are associated with the proposed golf course. The proposed development will consist of 644 condominiums units, 27,252 square feet of office space, 106,758 square feet of retail space, and a 9 hole golf course. The existing NCR building is 212,000 square feet. The proposed development is located at the intersection of Satellite Boulevard and Boggs Road.



### **PROJECT PHASING:**

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

### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

**Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.**

The project site is currently zoned M-1 (light industrial) and RA-200 (agricultural residential district). The proposed zoning for the site is HRR (high rise residential). The developer is applying for MUR (mixed use residential) overlay district. Information submitted for the review states that the proposed zoning is consistent with Gwinnett County's Future Land Use Map which designates the area as light industrial.

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

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

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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

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

**What other major development projects are planned near the proposed project?**

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2000	Meadow Church Office Park
1998	Sugarloaf Mills
1997	New Point
1995	Satellite Mixed Use Development
1990	GA Hwy 120 Tract Redevelopment
1988	Pinebrook Center
1997	North Georgia Mail Facility
1986	Georgia Mills
1985	Sugarloaf Farms

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

Based on information submitted for the review, there is an existing NCR campus on the site consisting of 212,000 square feet.

**Will the development cause a loss in jobs? If yes, how many?**

No.

**Is the proposed development consistent with regional plans and policies?**

The proposed Satellite Business Center is a mixed use development that meets several of ARC's Regional Development Policies. The Satellite Business Center is an infill development on the NCR property. The addition of residential uses adjacent to existing office and retail services will allow for the opportunity for individuals to live and shop within close proximity to one another. The proposed development is consistent with the Unified Growth Policy Map. The proposed development is located within a mega corridor. Mega corridors are defined as the most intensely developed radian corridors in the region. The proposed development is also located in a regional center which are areas defined as having intense retail, office, and residential use.

The proposed development is located within the Gwinnett Livable Centers Initiative (LCI) Study area. The proposed development should meet or exceed the goals set forth in the study. The LCI Study's

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action plan calls for a better balance of land uses by encouraging development patterns that include a balance of jobs and appropriate housing with other uses that could provide complete daily needs within the study area and could be accessible by a variety of transportation modes. The proposed development seeks to address this by adding housing, retail, and recreational opportunities to the site and within the study area.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population and employment growth in central Gwinnett County over the next 25 years. ARC forecasts a population of over 233,000 residents in central Gwinnett County and an employment base of greater than 171,000 jobs. Overall, Gwinnett County's population is forecasted by the ARC to be just under one million and a total employment base for the County of over half a million jobs by 2030. The incorporation of higher density housing with convenient access to neighborhood services and the regional transportation network is essential to accommodating the expected growth efficiently.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy-efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers, and corridors.
12. Increase the amount, quality, connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth in undeveloped areas.
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies.
18. Encourage the development of state and regional growth management policy.

### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

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Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

## BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

## BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

## **BEST HOUSING PRACTICES**

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

## **LOCATION**

### **Where is the proposed project located within the host-local government's boundaries?**

The proposed project is located in the northwest quadrant of the intersection of Satellite Boulevard and Boggs Road

### **Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.**

It is entirely within the Gwinnett County boundaries.

### **Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.**

None were determined during the review.

## **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:

### **What new taxes will be generated by the proposed project?**

Estimated value of the development is \$216,183,900 with an expected \$49,551,292 in annual local tax revenues.

### **How many short-term jobs will the development generate in the Region?**

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Short-term jobs will depend upon construction schedule.

**Is the regional work force sufficient to fill the demand created by the proposed project?**

Yes.

**In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?**

The proposed development in infilling an existing office site and will provide more opportunities for individuals to live, work, and shop within close proximity to one another.

**NATURAL RESOURCES**

**Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.**

Stream Buffers and Watershed Protection

Singleton Creek forms the western boundary of the project property. The creek is a blue-line tributary of the Yellow River, as is shown on the USGS Regional topographic coverage of the project area. The Yellow River watershed is not a water supply watershed in the Atlanta Region, and no only Part 5 criteria apply. A tributary to Singleton Creek is also shown as a dashed blue line (intermittent stream) on the USGS coverage, but it appears to have been covered by the existing development on the site. The project plans show the 25-foot State Erosion and Sedimentation buffer along Singleton Creek, but nothing is shown indicating the buffers required under the Gwinnett County Stream Buffer Ordinance. The tributary shown on the USGS coverage is also not shown on the plans. Both Singleton Creek and any other streams on the property that meet the Gwinnett County Stream Buffer Ordinance criteria will be subject to the requirements of the ordinance. Any other waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual loadings will vary depending on the specific activity and the overall impervious surface in the development. The following table summarizes the results of the analysis:

**Pollutant loads (lb./yr.)**



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Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Agriculture/Pasture	46.82	20.60	102.07	608.66	15310.14	0.00	0.00
Office/Light Industrial	38.49	49.65	659.33	4387.86	27250.92	56.97	7.31
TOTAL	85.31	70.25	761.40	4996.52	42561.06	56.97	7.31

**Total Impervious: 32%**

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

**Will the proposed project be located near a national register site? If yes, identify site.**

None have been identified.

**In what ways could the proposed project create impacts that would damage the resource?**

Not applicable.

**In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?**

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

**How many site access points will be associated with the proposed development? What are their locations?**

There will be a total of four access points. Three will be located along Satellite Boulevard and one at Boggs Road.

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

Kimley-Horn and Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Condominiums <i>644 units</i>	39	190	229	186	91	277	3,126
Office <i>27,252 square feet</i>	58	8	66	19	90	109	490
Retail <i>106,758 square feet</i>	99	64	163	314	340	654	7,086
9-hole Golf Course	16	4	20	11	14	25	322
<i>Internal Capture Reductions</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-83</i>	<i>-83</i>	<i>-166</i>	<i>-1,610</i>
<i>Pass-By Reductions</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-124</i>	<i>-124</i>	<i>-248</i>	<i>-2,694</i>
<b>TOTAL NEW TRIPS</b>	<b>212</b>	<b>266</b>	<b>478</b>	<b>323</b>	<b>238</b>	<b>651</b>	<b>6,720</b>

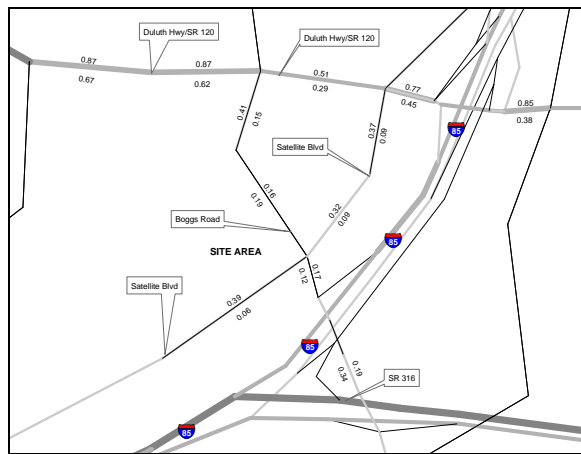
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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## V/C Ratios



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For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

**List the transportation improvements that would affect or be affected by the proposed project.**

#### **2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-303	Satellite Boulevard ATMS from SR 378 (Beaver Ruin Road) to SR 317 (Lawrenceville Suwanee Road)	ITS-Smart Corridor	2009
GW-322	Old Norcross Road ATMS from Breckinridge Boulevard to SR 120 (Pike Street in City of Lawrenceville)	ITS-Smart Corridor	2008

#### **2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-905A	I-85 North Bus Rapid Transit (BRT) from Doraville MARTA Station to Sugarloaf Parkway (Split Funded – See AR-905B)	Fixed Guideway Transit Capital	2025
AR-905B	I-85 North Bus Rapid Transit (BRT) from Doraville MARTA Station to Sugarloaf Parkway (Split Funded – See AR-905B)	Fixed Guideway Transit Capital	2025
AR-H-100	I-85 North HOV Lanes from SR 316 to Hamilton Mill Road in Gwinnett County	HOV Lanes	2012
AR-H-500	SR 316 HOV Lanes from I-85 North to SR 20 in Gwinnett County	HOV Lanes	2012

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30<sup>th</sup>, 2006.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Satellite Business Center.**

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

#### *Satellite Boulevard at Old Norcross Road (East)*

- Construct a third eastbound through lane along Satellite Boulevard.
- Construct a third northbound left-turn lane along Old Norcross Road (East).

#### *Satellite Boulevard at Boggs Road*

- Construct a southbound right-turn lane along Boggs Road.
- Construct a third eastbound through lane and a third westbound through lane along Satellite Boulevard.
- Extend northbound left-turn storage length back to I-85 South Ramp intersection.

#### *Satellite Boulevard at Duluth Highway*



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- Construct a third northbound through lane and a third southbound through lane along Satellite Boulevard.
- Construct an additional southbound left-turn lane, creating dual southbound left-turn lanes.
- Construct an additional eastbound left-turn lane, creating dual eastbound left-turn lanes.
- Install right-turn overlap phasing for the northbound right-turn movement along Satellite Boulevard.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

#### *Satellite Boulevard at Driveway 1*

- Construct a westbound right-turn lane along Satellite Boulevard.
- The proposed driveway southbound approach should have one ingress lane and two egress lanes (separate left-turn and right-turn lanes).

#### *Satellite Boulevard at Driveway 2*

- Install a traffic signal when warranted.
- The existing geometry at this intersection should remain.

#### *Satellite Boulevard at Driveway 3*

- Construct a westbound right-turn lane along Satellite Boulevard.
- The proposed driveway southbound approach should have one ingress lane and one egress lane (shared left-turn/right-turn lane).

#### *Satellite Boulevard at Driveway 4*

- Construct a southbound right-turn lane along Boggs Road.

**Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?**

The site is served by transit but local routes are not immediately within adequate walking distance of the proposed development. Gwinnett County Transit offers local bus service on routes 10, 20, 30 and 40 to nearby Gwinnett Place Mall from Monday through Saturday. Routes 30 and 40 operate along Brekinridge Boulevard and Boggs Road to the south of the development.

Gwinnett County Transit express route 102A operates from Gwinnett Place Mall to Downtown Atlanta with intermediate stops at the Arts Center, Midtown, North Avenue, Civic Center, Peachtree Center and Five Points MARTA stations. Route 102A operates from Monday through Friday during AM and PM peak hours only along Satellite Boulevard and a stop is located at Driveway 2 of the proposed development. From nearby Discover Mills Mall to the north of the proposed site, there are other regional transit options available. Gwinnett route 103 from Discover Mills to Downtown Atlanta operates with an intermediate stop at the MARTA Peachtree Center Station and Gwinnett route 103A operates from Discover Mills to Downtown Atlanta as well. GRTA Xpress bus route 410 offers service

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from Discover Mills to the Lindbergh MARTA Station while GRTA Xpress route 412 operates from Discover Mills to Midtown and Downtown making intermediate stops at the Arts Center MARTA Station and the Civic Center MARTA station.

By 2030, a bus rapid transit (BRT) is planned for the I-85 corridor operating from SR20/I-985 to a station at Pleasantdale Road. A station is planned for Old Norcross Road near Gwinnett Place Mall providing enhanced regional transit access for the proposed Satellite Business Center.

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

None proposed by the developer.

The development **PASSES** the ARC's Air Quality Benchmark test.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
<b>Total</b>		<b>18%</b>

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

Although the proposed Satellite Business Center development itself presents moderate impact to the adjacent roadway network, its surrounding area currently experiences high levels of demand. Despite the anticipated roadway improvements around the proposed development, the area will continue to experience congestion during peak hours.

The proposed development has immediate access to the I-85/SR 316 interchange which presents both positive and negative impacts on arterials such as Satellite Boulevard and Boggs Road. Southbound traffic on I-85 may use Satellite Boulevard as an access road to the Gwinnett Place Mall district or some will utilize Satellite Boulevard as a cut through from Gwinnett Place Mall to Discover Mills Mall which is located to the northeast of the proposed development. This will further elevate traffic volumes on this roadway.

The placement of a signal at Driveway 2 as proposed by the traffic consultant may assist with overall traffic flow along Satellite Boulevard. However, further improvements considered to prevent usage of Satellite Boulevard as an alternate access road for I-85 southbound traffic must be considered. As part of the construction currently taking place on the I-85/SR 316 interchange, the SR 316 and I-85 southbound merge is being moved from the left side of I-85 across to a collector-distributor system on the right side of I-85 southbound. This improvement will assist in alleviating congestion Pleasant Hill

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Road has been experiencing while at the same time the collector-distributor will carry cut-through traffic typically seen along Satellite Boulevard.

In addition to roadway improvements, further enhancements to transit access is encouraged. Although not currently in formation, the Gwinnett Place CID has considered a circulator system as stated in their transportation study. It is highly recommended that the Satellite Business Center work with the Gwinnett Place CID to tie into the circulator route. This is more important for future year transit accessibility when the I-85 BRT is in operation. Such enhancements will greatly improve accessibility to local and regional transit available at the Gwinnett Place Mall area.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.244 MGD.

#### **Which facility will treat wastewater from the project?**

The Beaver Ruin facility will provide wastewater treatment for the proposed development.

#### **What is the current permitted capacity and average annual flow to this facility?**

The capacity of Beaver Ruin Site is listed below:

<b>PERMITTED CAPACITY MMF, MGD<sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
4.5	4.5	4.46	4.5	0	None	

*MMF: Maximum Monthly Flow. Mgd: million of gallons per day.*

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

#### **What other major developments will be served by the plant serving this project?**

ARC has reviewed a number of major developments that will be served by this plant.

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand also is estimated at 0.293 MGD based on regional averages.

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**How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

**INFRASTRUCTURE**

**Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 1,179 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

**Will the project create any unusual waste handling or disposal problems?**

No.

**Are there any provisions for recycling this project's solid waste?**

None stated.

**INFRASTRUCTURE**

**Other facilities**

**According to information gained in the review process, will there be any unusual intergovernmental impacts on:**

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

None were determined during the review.

**HOUSING**





Preliminary Report:	January 22, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Satellite Business Center #1276
Final Report Due:	February 21, 2007		Comments Due By:	February 5, 2007

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 644 housing units that will include condominiums.

**Will the proposed project provide housing opportunities close to existing employment centers?**

No.

**Is there housing accessible to the project in all price ranges demanded?**

The site proposed for the development is located in Census Tract 502.07. This tract had a 15.9 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 40 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

**Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?**

Likely, assuming the development is approved with multiple price ranges of housing.

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

**DRI #1276 – Satellite Business Center**  
**ARC Review Code: R701221**

Name of Commenting Organization:

Georgia DOT Office of Transportation Planning  
#2 Capitol Square, SW  
Atlanta, GA 30334

Contact Person: Jason Crane (404) 463-0010

This notice is considered to be consistent with the criteria for developments of regional impact, federal executive orders, acts and/or rules and regulations administered by this agency. Please see the comments below and forward to the appropriate local, state and regional officials.

There are presently no GDOT projects programmed within close proximity to the proposed site.

Intersection Improvements, Turn Lanes & Rights of Way

The Developer(s) of the Project and property owners along Satellite Boulevard and Boggs Road should be encouraged to set aside rights of way for the future widening (or other improvements) of/along the length of the Project and to coordinate the location of the accesses with other land use plans in the area.

Pedestrian and Bicycle Improvements

Sidewalks and bicycle/multi-use trails should be encouraged and provided along all roads within the Project and along Satellite Boulevard and Boggs Road to limit auto trips. The Developer is encouraged to consult the Bicycle and Pedestrian Guide on the Georgia DOT web site at

[http://www.dot.state.ga.us/dot/plan-prog/planning/projects/bicycle/ped\\_streetscape\\_guide/index.shtml](http://www.dot.state.ga.us/dot/plan-prog/planning/projects/bicycle/ped_streetscape_guide/index.shtml).

Where possible, the Developer should adhere to the Guidelines when designing the Project. Where recreation sites are provided within or near the Project, sidewalk and multi-use trail access can be a contributor to reducing auto trips, while improving recreation options and overall mobility from one side of the Project to the other.

In conclusion, we ask that the Developer coordinate with Gwinnett County officials to see that the above coordination is addressed.

Signature:

  
State Transportation Planning Administrator

Date: February 2, 2007  
Phone: (404) 463-3311  
Fax: (404) 463-3254  
Mail to: Haley Fleming  
Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303

ATA:jfc

Your DRI ID NUMBER for this submission is: **1276**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 11/22/2006 11:54:25 AM

## DEVELOPMENT OF REGIONAL IMPACT

### Gwinnett County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

### Local Government Information

Submitting Local Government:	Gwinnett County
*Individual completing form and Mailing Address:	Jeff West, Manager; Dept. of Planning and Dev.; 446 w. Crogan St, Ste. 150, Lawrenceville, GA 30045
Telephone:	678-518-6200
Fax:	678-518-6275
E-mail ( <b>only one</b> ):	<a href="mailto:jeffrey.west@gwinnettcountry.com">jeffrey.west@gwinnettcountry.com</a>

\*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:		Satellite Business Center
Development Type	Description of Project	Thresholds
Mixed Use	1648199 sq ft total ( 232052 sq ft office; 97062 sq ft retail; 644 condominiums; 9 hole golf course & clubhouse)	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:		Satellite Realty Holdings LLC; c/o Anderson Tate Carr, 1505 Lakes Parkway, Ste 100, Lawrenceville, GA 30043
Telephone:		770-822-0900
Fax:		770-822-9680
Email:		<a href="mailto:msullivan@atclawfirm.com">msullivan@atclawfirm.com</a>
Name of property owner(s) if different from developer/applicant:		Satellite Realty Holdings LLC, and Singleton Creek, Inc.
Provide Land-Lot-District Number:		LL 78, 79, 117, 118; Dist 7
What are the principal streets or roads providing vehicular access to the site?		Satellite Blvd & Boggs Road
Provide name of nearest street(s) or intersection:		Satellite Blvd & Boggs Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	2.5 mi. to Duluth city limits
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Other Mixed-Use Redevelopment Overlay District
What is the name of the water supplier for this site?	Gwinnett County
What is the name of the wastewater treatment supplier for this site?	Gwinnett County
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2009

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): See TIS	Y

Submitted on: 1/17/2007 2:29:11 PM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	Gwinnett County
Individual completing form:	Jeff West
Telephone:	678.518.6200
Fax:	678.518.6275
Email ( <b>only one</b> ):	<a href="mailto:Jeffrey.West@gwinnettcountry.com">Jeffrey.West@gwinnettcountry.com</a>

### Proposed Project Information

Name of Proposed Project:	Satellite Business Center
DRI ID Number:	1276
Developer/Applicant:	Satellite Realty Holding, LLC and Singleton Creek, Inc
Telephone:	732.751.1005, 404.202.2029
Fax:	732.751.1003, 770.831.9243
Email(s):	joe@rivertreerealty.com, crandall@clarkpatterson.com, msullivan@atclawfirm.com

### DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	216,183,900.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	49,551,292.00
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Proposed development program displaces 103,400 square feet of vacant office warehouse space.	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	Gwinnett County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.293 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, 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)?	0.244 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	See TIS
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See TIS.	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,179 tons/year
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	36.5 %
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater BMP, golf course/greenspace proposed.	

### Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	Y
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Construction activity within wetland area (to be mitigated), per developer.	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Construction activity within floodplain (fill). Flood study completed, FEMA LOMR issued, per developer.	



PAWLINS ANNE CLOE  
ZONING: 9R-RA200  
AGRICULTURE/RESIDENCE  
USE: VACANT

MANULIFE FINANCIAL  
ZONING: M1 - LIGHT INDUSTRIAL  
DB 17359, PG 1  
USE: COMMERCIAL/STORAGE WAREHOUSE

**EXISTING NCR DEVELOPMENT**  
GROSS ACREAGE: 38.49 AC.  
NET ACREAGE: 36.51 AC.  
APPLICANT: SATELLITE REALTY HOLDING, L.L.C.  
149 YELLOWBROOK ROAD, SUITE 11  
FARMINGDALE, NEW JERSEY 07727  
CONTACT: JOSEPH TEICHMAN  
PHONE: 732-751-1005  
FAX: 732-751-1003  
ZONING: M-1 (UNCONDITIONAL)

**INDEX**  
EXISTING  
PROPOSED  
PHASE I  
PHASE II  
PROPOSED SIDEWALK

BOGGS REALTY, LLC  
ZONING: M1 - LIGHT INDUSTRIAL  
DB 46402, PG 838  
USE: COMMERCIAL/STORAGE WAREHOUSE

TRIFORN, LLC  
ZONING: C2 - GENERAL BUSINESS  
DB 17394, PG 137  
USE: COMMERCIAL/CONVENTIONAL WAREHOUSE

N/F  
SUDARTH PROPERTIES OF GEORGIA, LLC  
DB 47294, PGS 490  
BEING LOT 2 OF THE PINEBROOK  
COMMERCE CENTER UNIT 3  
ZONING: M2 - HEAVY INDUSTRIAL  
USE: COMMERCIAL/LIGHT  
MANUFACTURING

N/F  
DUGAN FINANCING, LLC  
DB 21470, PGS 159-163 PB 68, PG 113  
BEING LOT 3, BLOCK 1A OF THE  
PINEBROOK COMMERCE CENTER UNIT 3  
ZONING: M2 - HEAVY INDUSTRIAL  
USE: COMMERCIAL/STORAGE WAREHOUSE

N/F  
SATELLITE REALTY  
HOLDINGS, LLC  
AREA = 38.49 ACRES  
ZONE: M-1  
(UNCONDITIONAL)

TRE PROPERTIES, INC.  
ZONING: M1 - LIGHT INDUSTRY  
DB 41611, PG 54  
USE: COMMERCIAL STORAGE WAREHOUSE

NORTHMONT LTD PARTNERSHIP  
ZONING: M2 - HEAVY INDUSTRY  
USE: VACANT

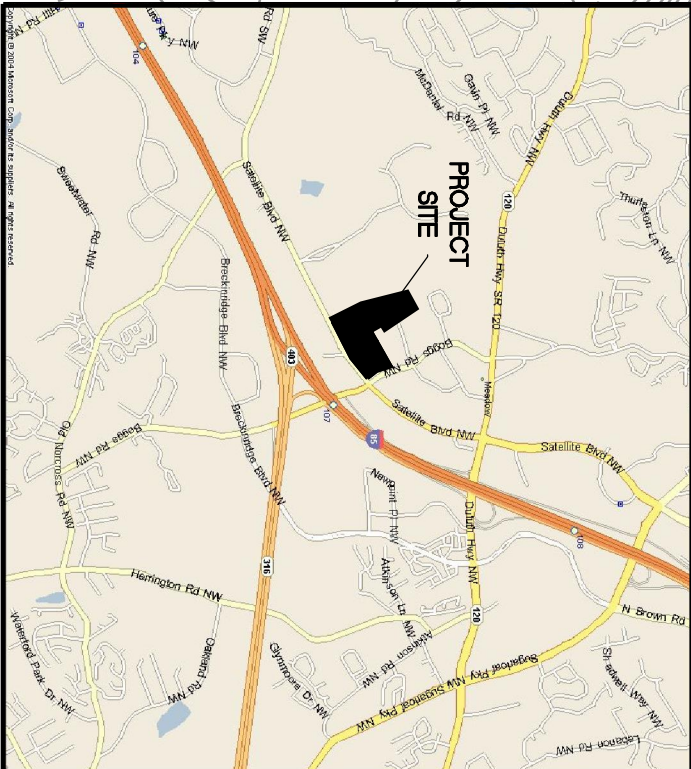
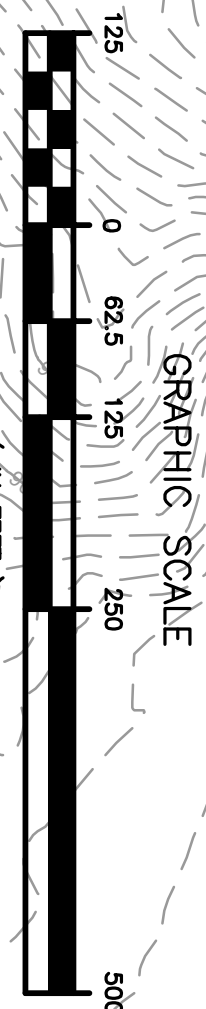
**EXISTING GOLF COURSE**  
GROSS ACREAGE: 46.82 AC.  
NET ACREAGE: 30.92 AC.  
APPLICANT: SINGLETON CREEK, INC.  
4000 SMITHTOWN ROAD  
SUWANEE, GEORGIA 30024  
CONTACT: CHIP RANDALL  
PHONE: 404-202-2029  
FAX: 770-831-9243  
ZONING: RA-200

DENSITY CALCULATIONS	
BUILDING TYPE	RATIO
OFFICE-NCR TENANT	4.56 SF/ACRE
RETAIL	1,257 SF/ACRE
RESTAURANT	408 SF/ACRE
CONDOMINIUM	5 UNITS/ACRE
OFFICE (NEW)	638 SF/ACRE
STRUCTURED PARKING	1,637 SF/ACRE

PARKING DATA	REQUIRED	PROVIDED
OFFICE-NCR TENANT (310,000)	636	133
RETAIL SITE 1 (51,000)	299	300
CONDOMINIUM-SITE 1 (2 SPACES/UNIT) (1,537,720 UNITS)	660	660
RETAIL SITE 2 (51,000)	136	200
OFFICE ABOVE RETAIL (310,000)	82	61
RESTAURANT (104,000)	104	10
CONDOMINIUM-SITE 2 (2 SPACES/UNIT) (1,537,720 UNITS)	660	660
RESTAURANT-SITE 2 (101,000)	10	51
TOTAL	1,641	1,751

BUILDING DATA				
KEY	BUILDING TYPE	SQUARE FOOT	STORIES	FOOTPRINT
1	OFFICE-NCR TENANT (EXISTING)	212,000 SF	1	212,000 SF
2	RETAIL	5,917 SF	1	5,917 SF
3	RESTAURANT	10,336 SF	1	10,336 SF
4	CONDOS FOR SALE 372 UNITS (18,118 SF / FLOOR)	390,016 SF	1	
5	PARKING DECK	26,930 SF	2	
6	CONDOS FOR SALE 372 UNITS (18,117 SF / FLOOR)	390,015 SF	1	
7	PARKING DECK	26,930 SF	2	26,930 SF
8	RETAIL (GROUND)	13,616 SF		
9	OFFICE (ABOVE)	13,616 SF	2	13,616 SF
10	RETAIL (GROUND)	4,483 SF	2	
11	OFFICE (ABOVE)	4,483 SF		4,483 SF
12	RETAIL (GROUND)	8,883 SF		
13	OFFICE (ABOVE)	8,883 SF	2	8,883 SF
14	RESTAURANT	10,000 SF	1	10,000 SF
15	GOLF CLUB HOUSE (ADJACENT PROPERTY)	2,398 SF	1	2,398 SF
TOTAL SQUARE FOOTAGE		1,669,095 SF		
TOTAL FOOTPRINT SQUARE FOOTAGE				580,718 SF

NOTE 1:  
FLOODPLAIN COMPENSATION WILL BE PROVIDED IN GOLF COURSE DEVELOPMENT  
NOTE 2:  
INTERNAL DRIVEWAYS AND PARKING ARE PRIVATE  
NOTE 3:  
EXISTING: 315,400 SQ. FT.  
DEMOLISHED: 103,400 SQ. FT.  
REMAINING: 212,000 SQ. FT.  
NOTE 4:  
OPEN SPACE ~44 AC. (GOLF COURSE)  
OPEN SPACE ~8.5 AC. (OTHER)



REVISION: RELOCATE DRIVEWAY 2 TO LINE UP WITH DRIVE ACROSS SATELLITE BLVD.	DATE: 1/10/07	DESIGN BY: CEF	CHECKED BY: LHF
REV. NO.: REVISION	DATE	DESIGN BY	CHECKED BY

PREPARED IN THE OFFICE OF:  
**Kimley-Horn and Associates, Inc.**  
3169 HOLCOMB BRIDGE ROAD SUITE 600 - NORCROSS, GEORGIA 30071-1867  
PHONE (770) 825-0744 FAX (770) 825-0074

**SATELLITE REALTY HOLDINGS, LLC**  
**MUR SITE PLAN**  
DATE: 11-8-06  
PROJECT: SATELLITE BUSINESS CENTER  
HORIZONTAL SCALE: 1"=100'  
VERTICAL SCALE: N/A  
DESIGN BY: LHF  
CHECKED BY: LHF  
ATTACHED REFERENCE FILES: JOB NUMBER: 018445000 SHEET NUMBER: 1 OF 1