

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809



Harry West
Director

September 29, 1995

Honorable Wayne Hill, Chairman
Gwinnett County Commission
75 Langley Drive
Lawrenceville, GA 30245

RE: Development of Regional Impact Review
Satellite Mixed Use Development

Dear Wayne:

I am writing just to transmit officially the Commission's finding and resolution on the proposed Satellite Mixed Use Development of Regional Impact. As you are aware, the Commission found the proposed development is not in the best interest of the State at this time. The resolution, however, recognizes that the County is working with the developer and supports those discussions which could result in revisions which would lessen the impact of the development on the area and make it more compatible with the County's Comprehensive Plan.

I am enclosing a copy of the Commission's resolution and a copy of our report on the proposed development.

Please feel free to call us if you have any questions at all about this review.

Sincerely,


Harry West
Director

Enclosures

c Mr. Michael Williams, Gwinnett County
Mr. David Gill, Gwinnett County
Mr. John Stabler, Jr., Satellite Partners
Mr. Wayne Shackelford, GDOT
Mr. Paul Radford, GDCA

file copy

Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809



Harry West
Director

October 23, 1995

Hon. Wayne Hill, Chairman
Gwinnett County Commission
75 Langley Drive
Lawrenceville, GA 30245

RE: Development of Regional Impact Review
Satellite Mixed Use Development

Dear Wayne:

We appreciate your staff's submittal of the proposed changes to the Satellite Mixed Use Development, which we recently reviewed as a Development of Regional Impact (DRI). As you are aware, the Commission found the development as originally proposed was not in the best interest of the State. The resolution which the Commission adopted recognized that the County was working with the developer and supported those discussions which could result in revisions which would lessen the impact of the development on the area and make it more compatible with the County's Comprehensive Plan.

As the resolution stated, the concerns were that the development as originally proposed (1) was not consistent with the County's Comprehensive Plan; (2) would have a significant adverse impact on the existing and planned transportation facilities; and (3) would require increased local public safety facilities and services.

As a result of discussions between the developer and the County, we understand there are at least three changes from the original DRI application. These are:

(1) the County has determined that while all portions of the proposed development are not in strict compliance with the Gwinnett 2002 Land Use Plan Map, the proposed mixed use development is considered consistent with the Gwinnett 2000 Land Use Plan text, which encourages the creation of new zoning districts to allow logical mixes of land uses, and encourages large, well-planned, mixed use developments. In addition, the County Area Plan Policy Map indicates this area to be part of a large employment center extending along I-85, lending additional support for approval of the proposed development.



(2) the developer will donate \$1.5 million, significant right-of-way, and some design and construction so that the following transportation improvements can be made: widening of Satellite Boulevard to six lanes with median, completion of the Commerce Drive Extension from Satellite Boulevard to Northmont Parkway, construction of Old Norcross Road extension from Satellite Boulevard to the Commerce Drive Extension, improvement of McDaniel Road from Old Norcross Road to the McDaniel property, provision of interparcel access for the commercial areas of the development site, and provision of pedestrian access among the various uses. Also, the developer will reduce the number of apartments from 1359 to approximately 1156 units. These road improvements along with reduction in the number of multi-family units will help traffic circulation and relieve some of the traffic which would otherwise access the site via Pleasant Hill Road and Satellite Boulevard.

(3) the developer will donate five to seven acres of land on which the County can locate police, fire, and library facilities.

Given the time constraints of the upcoming Gwinnett County Commission meeting, we cannot process a new DRI review and bring the proposed changes to Satellite Mixed Use Development before a meeting of the Atlanta Regional Commission. Therefore, you understand that the ARC staff cannot change the Commission's finding.

I can say that we, as staff, appreciate the responsiveness of both the County and the developer(s) to ARC's concerns and feel that progress has been made in addressing these concerns. I would be remiss, however, if I did not point out the magnitude of the traffic problem that we foresee in the area if all of the projects that we have reviewed are developed as reviewed. Along with the improvements outlined as conditions to the proposed Satellite development and the projects included in ARC's Regional Transportation Plan and Transportation Improvements Program, still more measures to handle traffic may be required if all these proposed major developments occur. As always, the ARC staff is willing to work with the County in studying future transportation needs and options.

Please call me if you have any questions about these comments.

Sincerely,

Harry West
Director

**RESOLUTION BY THE ATLANTA REGIONAL COMMISSION
CONCERNING THE SATELLITE MIXED USE
DEVELOPMENT OF REGIONAL IMPACT**

WHEREAS, on August 30, 1995, the Atlanta Regional Commission received from Gwinnett County for review as a Development of Regional Impact (DRI) a proposed mixed use development on 375 acres on Satellite Boulevard;

WHEREAS, the submitted development proposes retail (1,143,555 square feet), industrial (510,450 square feet) and residential (1,359 apartment units) development; and

WHEREAS, the Commission initiated DRI review as required by the Georgia Planning Act of 1989; and

WHEREAS, the proposed development

- is not consistent with the Gwinnett County Comprehensive Development Plan;
- would have a significant adverse impact on the existing and planned transportation facilities; and
- would require increased local public safety facilities and services;

NOW, THEREFORE, BE IT RESOLVED that the Commission finds that the proposed Satellite Mixed Use Development is not in the best interest of the State at this time.

BE IT ALSO FURTHER RESOLVED that the Commission recognizes that the County is working with the developer on mutually agreeable changes to the development plan and ways to provide required services. The Commission supports these discussions which could result in revisions which would lessen the impact of the development on the area and make it more compatible with the Comprehensive Plan.

Facility: Satellite Mixed Use Development
Preliminary Report: September 5, 1995
Final Report: September 29, 1995

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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.

No. According to information received with the review, the Gwinnett County Comprehensive Plan indicates the proposed development area is suitable for office/professional and office/distribution/technology uses.

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

No inconsistencies were identified.

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

The proposed development would require revision of the Gwinnett 2002 Land Use Plan at a minimum.

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?

According to regional averages, the proposed Satellite project could accommodate a population of 2,039 including 390 students and generate 2,925 jobs.

What other major development projects are planned in the vicinity of the proposed project?

The area proposed for development is a major activity center of the Atlanta Region.
ARC has reviewed many large scale developments in the immediate vicinity of the site:

<u>Development</u>	Office	Retail (in Sq. Ft. or Units)	Industrial	Residential	Hotel
Georgia Highway 120 Tract	124,000	86,800	360,750	298	-
Post Gwinnett (Old Norcross & Davenport Rds.)	-	-	-	644	-
Sweetwater Oaks (Old Norcross nr. Boggs Rd.)	50,000	-	-	1,335 (converted to S.F.)	-
Waterford Park (Old Norcross & Oakland Rds.)	-	-	-	1,802	-
Sugarloaf Farms (Hwy. 120 & I-85)	11,000,000	800,000	-	3,655	-
Bentley MUD (Old Norcross & Herrington Rds.)	-	90,000 (denied)	-	1,044 (818 approved)	-
Hampton Green (I-85/Shackleford Rd./ Steve Reynolds)	2,000,000 (1,820,000 approved)	-	-	-	-
Koger Center (Pleasant Hill & Breckenridge Blvd.)	547,600 (760,000 approved)	-	-	-	-
Pinebrook Center (Satellite Blvd. & I-85)	1,013,000	300,000	-	-	390 rooms
North Georgia Mail Facility (Ga.316 & Boggs Rd.)	-	-	664,587	-	-
Venture Point (Steve Reynolds W of I-85)	266,000 (305,500 approved)	230,279 (274,000 approved)	-	-	250 rooms (included in comm)
Breckenridge (Old Norcross & B'ridge)	753,900	-	-	-	-
Gwinnett Commerce Center (SW I-85 & Pleasant Hill)	1,198,000	-	-	-	-
Breckenridge Place (SW I-85 & Old Norcross)	3,271,400	10,000	-	-	250 rooms
	20,223,900	1,517,079	1,025,337	8,778	890

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

No.

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

No.

LOCATION

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

The site is northwest of Gwinnett Place Mall.

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.

The site is near, but not contiguous to, both Berkeley Lake and Duluth.

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.

No inconsistencies were identified.

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?

Based on a built-out value of \$275 million, the proposed Satellite MUD would generate \$4,075,500 annual property tax revenue plus substantial sales tax revenue.

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

The developer estimates 600-700 short-term jobs and 3,600 long-term jobs would be generated.

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?

This development would compete with other commercial, apartment, and industrial developments in the vicinity.

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.

No.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

N/A

HISTORIC RESOURCES

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

No.

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

N/A

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

N/A

INFRASTRUCTURE

Transportation

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

Land Use	Sq.Ft. or # of Units	Weekday	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Retail	1,143,555	35,500	430	250	1,635	1,635
Industrial	510,450	3,710	430	90	70	440
Multi-family	1,359 (units)	5,700	100	470	490	230
TOTAL		44,910	960	810	2,195	2,305

The above trip generation figures were calculated using the Institute of Traffic Engineers Trip Generation (5th Edition) manual.

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

The following volumes are based on 1994 GDOT coverage counts from area facilities that will likely provide the primary route for traveling to the proposed Satellite MUD. 2010 volumes for these facilities were obtained from the ARC Regional Transportation Model.

Facility	1994		1994 V/C Ratio	2010		2010 V/C Ratio
	Number of Lanes	1994 Volume		Number of Lanes	Forecast 2010 Volume	
Pleasant Hill Rd. fr. Buford Hwy. to I-85	4	54,650	1.30	4/6	61,800	1.15
Old Norcross Rd. fr. Pleasant Hill Rd. to Satellite Blvd.	4	17,300	0.73	4	36,300	1.08
Satellite Blvd. fr. Old Norcross Rd. to Boggs Rd.	4	34,400	1.02	4	42,000	1.25
I-85 fr. Steve Reynolds Blvd. to Pleasant Hill Rd.	8	179,700	1.16	10	202,400	1.06
I-85 fr. Pleasant Hill Rd. to SR316	8	170,200	1.10	10	186,190	0.99
Sugarloaf Pkwy. fr. N. of Satellite Blvd. to I-85	NA	NA	NA	4	30,300	0.90
I-85 C-D Facilities--north of Sugarloaf Pkwy.	NA	NA	NA	6	14,700	0.60
I-85 C-D Facilities--south of Sugarloaf Pkwy.	NA	NA	NA	6	9,500	0.39

The table above shows that all facilities in the project vicinity operate above their respective carrying capacities with the exception of Old Norcross Road. Future volume forecasts show that all facilities in the project vicinity will be congested in 2010 with the exception of the I-85 Collector-Distributor facilities north of the project site. This congestion will exist despite the addition of capacity that is currently planned for roads in the project area.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

The ARC's adopted Atlanta Regional Transportation Improvement Program FY1996-FY2001 (TIP) includes seven proposed transportation projects in the vicinity of this development:

GW-R 072--This project has two main components:

- Construct Sugarloaf Parkway, a new four-lane facility, from SR120 to Satellite Boulevard including an interchange with I-85. Preliminary engineering and right-of-way acquisition have begun and construction is scheduled to begin in 1996. This component of the project is funded by National Highway System and Interstate Maintenance funds.
- Construct a collector-distributor system consisting of three northbound and three soundbound lanes adjacent to I-85 from Boggs Road to Old Peachtree Road including the reconfiguration of the I-85/Boggs Road interchange, addition of auxiliary lanes on I-85, and improvement of I-85 mainline to provide full standard shoulder widths. Preliminary engineering has begun, right-of-way acquisition is scheduled to begin in 1997/1998, and construction is scheduled to begin in 1999. This component of the project is funded by National Highway System and Interstate Maintenance funds.

GW 088--Widen SR120 from two to four lanes from I-85 to McKendree Church Road. Preliminary engineering and right-of-way acquisition have begun and construction is scheduled to occur after 2001. This project is funded by Surface Transportation Program 33C funds.

GW-R 053--Reconstruct the I-85/SR400 interchange. Preliminary engineering is scheduled to begin in 1998 and right-of-way acquisition is scheduled to begin in 2001. Construction will not begin until after 2001. This project is funded by Interstate Maintenance funds.

R 177--Construct bicycle/pedestrian facilities at various locations throughout the Region including along Satellite Boulevard. Construction on this project is scheduled to begin in 1996. This project is funded by Congestion Mitigation and Air Quality Improvement funds.

R 177--Construct bicycle/pedestrian facilities at various locations throughout the Region including sidewalks along Pleasant Hill Road. Construction on this project is scheduled to begin in 1998. This project is funded by Congestion Mitigation and Air Quality Improvement funds.

GW 059--Extend Satellite Boulevard, a four-lane facility, from Sugarloaf Parkway to Wildwood Road. Preliminary engineering has begun and right-of-way acquisition and construction are scheduled to begin in 1996. This is a locally funded project.

GW 118--Widen Pleasant Hill Road from four to six lanes from Club Drive to I-85. Construction has been initiated. This project is locally funded.

GW 120--Widen Pleasant Hill Road from four to six lanes from Satellite Boulevard to Old Norcross Road. Construction has been initiated. This project is locally funded.

In addition, the Long Range Element of ARC's Regional Transportation Plan 2010 includes one proposed project in the vicinity of the proposed development.

GW 068--Improve the intersection of Satellite Boulevard and Eldridge/Old Norcross Roads. No work on this project is scheduled to begin until FY2001 or after.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

Is the site served by transit? If so, describe type and level of service.

No.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

Gwinnett County is currently in the process of establishing demand responsive and fixed-route transit service. Once service is implemented, the project site could be served.

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

None.

What is cumulative trip generation of this and other DRI's or major developments? Is the transportation system (existing and planned) capable of accommodating these trips?

Fourteen Major Development Area Plans have been reviewed in the project area. The trip generation for these developments and the Satellite MUD appears below.

Name	Weekday	AM Peak Hour	PM Peak Hour
SR 120 Tract	13,950	965	1,365
Post Gwinnett	4,250	320	390
Sweetwater Oaks	11,490	1,310	1,280
Waterford Park	9,835	865	995
Sugarloaf Farms	160,000	14,400	16,000
Bentley MUD	14,500	1,070	1,345
Hampton Green	18,345	2,790	1,755
Koger Center	7,285	1,080	1,055
Pinebrook Center	17,245	2,450	2,250
N Ga. Mail Facility	5,185	475	430
Breckinridge	7,900	1,260	835
Gwinnett Commerce Center	12,000	1,980	1,880
Breckinridge Place	33,350	4,520	2,560
SUBTOTAL	315,335	33,485	32,140
Satellite MUD	44,910	1,770	4,500
TOTALS	360,245	35,255	36,640

The table above shows that the above developments are buildout will add approximately **360,245** additional daily trips to the local road network. Even with the transportation improvements currently proposed and under construction in the project area it appears that the area transportation system will be unable to accommodate these trips. It is unlikely that the area transportation system could even accommodate the 44,910 additional trips that would be generated by the Satellite MUD if built as proposed.

As shown earlier, most roadways in the project vicinity currently experience congestion and congestion will worsen in the future despite roadway widenings and construction. Increased congestion on these and other facilities as a result of major developments will result in a degradation in the areawide transportation system. County officials should work with the developer, ARC, and the Georgia Department of Transportation to ensure the integrity and efficient interaction of the Atlanta Region's transportation facilities.

Growth in this section of Gwinnett County, as exemplified by the Satellite MUD and other major developments, has resulted and will continue to result in substantial and ever-increasing levels of traffic on the surrounding road system. In view of the situation, efforts should be made to expedite those RTP/TIP projects previously mentioned. In addition, additional highway and transit projects should be identified and implemented for congested facilities in this area. The degree of the severity of congestion in this area necessitates the pursuit of strategies other than highway and transit projects for congestion relief. Strategies such as carpool and vanpool programs should be identified and implemented in order to help alleviate the serious traffic congestion in this area.

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

According to information provided, the development could generate 0.49 MGD wastewater.

Which facility will treat wastewater from the project?

Crooked Creek.

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

Capacity = 16 MGD

1993 Average Flow = 6.04 MGD

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

ARC has reviewed the following:

	<u>MDG</u>
Interlochen	.17
Stonebrook	.16
Stein - Suwanee	.88
Spalding Triangle	.20
Corners Office Park	.17
Old Peachtree Road	.11
Cowart Peachtree Corner	.69
Medlock Summit	.18
Hamilton Mill Townhomes	1.09
Hurricane Shoals	.85
Stonebrook Apartments	.137
Tree Summit Apartments	.135
Bridgegate	.29
Settle's Bridge	.263
	<u>5.325</u>

Water Supply and Treatment

How much water will the proposed project demand?

Again according to information submitted, the proposed development could have a demand for 0.56 MGD water.

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

The water demand could be handled by Gwinnett County's Lake Lanier Filtration Plant but it will be important for all new development approved in the Region to use water saving measures, including xeriscaping.

Solid Waste

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

7,388 tons per year - Gwinnett County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

These developments would select from Gwinnett County's list of authorized private waste collection companies for the area. It is likely that waste would be disposed in one of three private landfills in the County.

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

None stated.

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.)?

It is likely that the proposed development would increase the need for public safety staff and facilities.

HOUSING

Will the proposed project create a demand for additional housing?

Yes, but the proposed development also includes housing.

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

Yes.

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

Yes.

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

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region - 1990 median family income of \$41,500 for Atlanta MSA.