

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: December 19, 2016 ARC REVIEW CODE: R1611281

TO: Chairman Phillip Beard, City of Buford Board of Commissioners

ATTN TO: Kim Wolfe, City Clerk/Planning Director FROM: Douglas R. Hooker, Executive Director, ARC Development of Regional Impact Review

Digital signature Original on file

The Atlanta Regional Commission (ARC) has completed a regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its 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 report does not address whether the DRI is or is not in the best interest of the submitting/host local government.

Name of Proposal: Longacre Development (DRI #2636)

Submitting Local Government: City of Buford

Review Type: Development of Regional Impact Date Opened: Nov. 28, 2016 Date Closed: Dec. 19, 2016

<u>Description</u>: This DRI is located in the City of Buford, bounded roughly by SR 13/Buford Highway on the west, Bryant Road on the south, and Interstate 985 on the east. The site features existing direct access from Roy Carlson Boulevard. Additional site access for employees (passenger vehicles) only is proposed on Thompson Mill Road, just west of the Interstate 985 overpass. The project consists of 1,403,120 sq. ft. of warehouse and distribution space and 40,000 sq. ft. of commercial space on approximately 215 acres. The DRI trigger for this project is a land disturbance permit application filed with the City of Buford. The projected build-out for this DRI is 2026.

<u>Comments:</u> According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located in the Developing Suburbs Area of the region. Developing Suburbs are areas of development that occurred from roughly 1995 to today. These areas are projected to remain suburbs through 2040.

The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM. Recommended policies for Developing Suburbs include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as out-parceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

This DRI appears to manifest some aspects of regional policy noted above in that it connects to the existing road network in this area and includes potentially complementary commercial uses within the site, near the Buford Highway entrance to the development. This framework offers the potential for workers to conduct trips for shopping or meals on foot or by another alternative mode rather than strictly by car.

Along these lines, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas, especially those connecting light industrial uses to the commercial uses at the front of the project. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for workers and visitors at key locations throughout the site.

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs. In terms of use, the project appears similar to the complex of existing industrial properties already in operation along Roy Carlson Boulevard and Verona Avenue.

Additional comments are included in this report.

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

ARC COMMUNITY DEVELOPMENT ARC RESEARCH & ANALYTICS GEORGIA DEPARTMENT OF NATURAL RESOURCES GWINNETT COUNTY GEORGIA MOUNTAINS REGIONAL COMMISSION ARC TRANSPORTATION ACCESS & MOBILITY ARC AGING & HEALTH RESOURCES GEORGIA DEPARTMENT OF TRANSPORTATION HALL COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SUGAR HILL

If you have any questions regarding this review, please contact Andrew Smith at (404) 463–5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at http://www.atlantaregional.com/land-use/planreviews.

Andrew Smith

From: Weiss, Megan J < MWeiss@dot.ga.gov> **Sent:** Tuesday, November 29, 2016 9:23 AM

To: Andrew Smith

Cc: Fowler, Matthew; Mertz, Kaycee

Subject: RE: ARC DRI Review Notification: Longacre Development (DRI #2636)

Andrew.

GDOT Planning has reviewed the Longacre Development DRI Preliminary report and show no additional GDOT projects, other than those already mentioned in the report. For further information that may be needed concerning this review, please contact Megan Weiss at 404-631-1779 or mweiss@dot.ga.gov.

Thanks.

Megan Weiss, AICP Transportation Planner II Georgia Department of Transportation Office of Planning-5th Floor P:404-631-1779 E:mweiss@dot.ga.gov

From: Andrew Smith [mailto:ASmith@atlantaregional.com]

Sent: Monday, November 28, 2016 5:23 PM

To: 'jud.turner@gaepd.org'; VanDyke, Cindy; Fowler, Matthew; Comer, Carol; Hood, Alan C.; Zahul, Kathy; Weiss, Megan J; Giles, Shane; Crowe, Richard; Giles, Shane; 'lbeall@grta.org'; 'BDennard@grta.org'; Parker Martin; 'DRI@grta.org'; 'Jon West'; 'Jeffrey.West@gwinnettcounty.com'; 'Gerald.Oberholtzer@gwinnettcounty.com';

'Chuck.Bailey@gwinnettcounty.com'; 'Vince.Edwards@gwinnettcounty.com'; Michael.Johnson2@gwinnettcounty.com; kawana@cityofsugarhill.com; spuri@cityofsugarhill.com; syamala@hallcounty.org; ahazell@gmrc.ga.gov;

bkerlin@cityofbuford.com; Kim Wolfe; mdunagin@keckwood.com; Terrell, Adam; jbennett@prologis.com; Abdul Amer; Abby Rettig; Scott Gardner; Brian Brumfield

Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Daniel Studdard; Jim Santo; Jim Skinner

Subject: ARC DRI Review Notification: Longacre Development (DRI #2636)

<u>Development of Regional Impact (DRI) – Request for Comments</u>

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for <u>Longacre Development (DRI #2636)</u>.

This DRI is located in the City of Buford, bounded roughly by SR 13/Buford Highway on the west, Bryant Road on the south, and Interstate 985 on the east. The site features existing direct access from Roy Carlson Boulevard. Additional site access for employees (passenger vehicles) only is proposed on Thompson Mill Road, just west of the Interstate 985 overpass. The project consists of 1,403,120 sq. ft. of warehouse and distribution space and 40,000 sq. ft. of commercial space on approximately 215 acres. The DRI trigger for this project is a land disturbance permit application filed with the City of Buford. The projected build-out for this DRI is 2026.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments on or before **December 13, 2016**.

You may also view the preliminary report and other project information by visiting the <u>ARC Plan Reviews webpage</u> and searching for "Longacre Development" in the field at the bottom of the page. The report and other information will be permanently available online as of tomorrow, November 29.

Date opened: November 28, 2016

Deadline for comments: December 13, 2016

Close by: December 19, 2016

For more information regarding the DRI process or other DRIs reviewed by ARC, please visit the ARC DRI webpage.

Regards,

Andrew Smith
Senior Planner, Community Development Division

Atlanta Regional Commission regional impact + local relevance

40 Courtland Street, NE Atlanta, Georgia 30303-2538

P | 404.463.5581 F | 404.463.3254

asmith@atlantaregional.com

atlantaregional.com

Pedestrian deaths are surging in Georgia - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit www.dot.ga.gov/DS/SafetyOperation/SBS. #ArriveAliveGA

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Thursday, December 08, 2016 2:11 PM

To: Andrew Smith

Cc: Brian, Steve; Comer, Carol; Matthew.Smith@gwinnettcounty.com; Terry Palmer

Subject: RE: ARC DRI Review Notification: Longacre Development (DRI #2636)

Attachments: Preliminary Report - Longacre Development .pdf

Andrew,

The proposed development, of 1,403,120 sq. ft. of warehouse and distribution space and 40,000 sq. ft. of commercial space on approximately 215 acres, is located approximately 9.5 miles north of the Gwinnett County Airport – Briscoe Field (LZU) and 13 miles south west of the Lee Gilmer Memorial Airport (GVL), and is located outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airports.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notification, no later than 60 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Matt Smith with the Gwinnett County Airport and Mr. Terry Palmer with Lee Gilmer Memorial Airport on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
T: 404-631-1343 | F: 404-631-1935 | M: 404-660-3394 | E: achood@dot.ga.gov

View our website at http://www.dot.ga.gov/IS/AirportAid

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<u>bkerlin@cityofbuford.com</u>; Kim Wolfe; <u>mdunagin@keckwood.com</u>; Terrell, Adam; <u>jbennett@prologis.com</u>; Abdul Amer; Abby Rettig; Scott Gardner; Brian Brumfield

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Regards,

Andrew Smith
Senior Planner, Community Development Division

Atlanta Regional Commission regional impact + local relevance

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Pedestrian deaths are surging in Georgia - 206 people were killed while walking in 2015. With pedestrian deaths up 37% in two years, Georgia DOT's SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can **SEE & BE SEEN**. Drivers: Slow down (speed kills). Visit www.dot.ga.gov/DS/SafetyOperation/SBS. #ArriveAliveGA

LONGACRE DEVELOPMENT DRI City of Buford

Natural Resources Division Review Comments November 22, 2016

Stream Buffers and Watershed Protection

The proposed project property is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. The Chattahoochee River watershed upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For 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.

The USGS coverage for the project area shows Suwanee Creek, which is a direct tributary to the Chattahoochee River, crossing the project property. The USGS coverage also shows two blue-line tributaries to Suwanee Creek on the project site, one on the western side of the property and one in the southeastern corner, near Interstate 985 and Bryant Road. The proposed project plans show these streams, although they are not identified. The plans also show two additional tributaries to Suwanee Creek on the eastern side of the property near Interstate 985. Buffers are shown along all these streams but are not identified. In addition, the project plans show proposed buildings and parking directly over the northernmost and southernmost of the tributaries between Suwanee Creek and Interstate 985. The middle tributary has a proposed road crossing. The proposed parkway extension shown on the plans crosses Suwanee Creek. All proposed activity within the City's stream buffers is subject to the requirements of the Buford Stream Buffer Ordinance and may require variances. Activity within the 25-foot State Sediment and Erosion Control 25-foot buffer are subject to state requirements and will require a variance from Georgia EPD. Any unmapped streams on the property may also be subject to the requirements of the Buford stream buffer ordinance. In addition, all state waters on the property are subject to the State 25-foot Erosion and Sedimentation buffer requirement.

Stormwater/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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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) 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.



regional impact + local relevance

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number 2636

DRI Title Longacre Development

County Gwinnett County

City (if applicable) Buford

Address / Location Roy Carlson Boulevard between I 985 and Buford Highway

NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Marquitrice Mangham

Copied David Haynes

Date November 21, 2016

TRAFFIC STUDY

Prepared by A&R Engineering Inc.

Date November 18, 2016

REGIONAL TRANSPORTATION PLAN PROJECTS

constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?
YES (provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)
NO (provide comments below)
The project site is located on approximately 110 acres off Roy Carlson Highway between Buford Highway and I-985. The development proposes 947,520 square feet of warehousing, 455,600 square feet of Industrial Park and 40,000 square feet of shopping center. The Traffic Analysis identifies existing and programmed improvements taken from Plan 2040, GDOT and local comprehensive plans on page 21. It should be noted that the Atlanta Regions Plan is the current regional transportation plan which identifies the following improvements in proximity to the subject site.
GW 408 Last Mile Connectivity/Joint Bike Ped Facilities - Gwinnett County Programmed- Moreno Street Bicycle/Pedestrian Improvements from West Main Street to East Main Street- City of Buford
_GW 400- Roadway General Purpose Capacity- Gwinnett County- Programmed SR 20 Buford Highway Widening from South Lee Street to SR 13

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally

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.

\boxtimes	NO
	YES (identify the roadways and existing/proposed access points)
	The site plan and traffic analysis indicates two access points to the site. One full movement employee and truck access point on Roy Carlson Boulevard (local) and one right in/right out/lef out access on Thompson Mill Road. An existing access point on SR 13 which is a part of the regional thoroughfares network, will be eliminated. NO access is being provided from a regiona thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

level of capacity and safety for	ust be designed with the goal of present all users of the roadway.
☑ NO ☐ YES (identify the roadways a	and existing/proposed access points)

The site plan and traffic analysis indicates two access points to the site. One full movement employee and truck access point on Roy Carlson Boulevard and one right in/right out/left out access on Thompson Mill Road. An existing access point on SR 13 which is a part of the regional truck route will be eliminated. NO access is being provided from a regional truck route.

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 (neare	st station more than one mile away)	
RAIL SERVICE WITHIN ONE MILE (provide additional information below)		
Operator / Rail Line	Click here to enter name of operator and rail line	
Nearest Station	Click here to enter name of station.	
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)	
	Click here to provide comments.	
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.	
	RAIL SERVICE WITHIN OF Operator / Rail Line Nearest Station Distance* Walking Access* Bicycling Access*	

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

development site

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

NOT APPLICABLE (rail service already exists)
NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
NO (no plans exist to provide rail service in the general vicinity)
YES (provide additional information on the timeframe of the expansion project below)
CST planned within TIP period
CST planned within first portion of long range period
CST planned near end of plan horizon

Click here to provide comments.

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connnection a funding priority for future walking and bicycling infrastructure improvements.

\leq	NOT APPLICABLE (neare:	st bus, shuttle or circulator stop more than one mile away)
	SERVICE WITHIN ONE M	ILE (provide additional information below)
	Operator(s)	Click here to enter name of operator(s).
	Bus Route(s)	Click here to enter bus route number(s).
	Distance*	☐ Within or adjacent to the development site (0.10 mile or less)
		☐ 0.10 to 0.50 mile
		☐ 0.50 to 1.00 mile
	Walking Access*	☐ Sidewalks and crosswalks provide sufficient connectivity
		☐ Sidewalk and crosswalk network is incomplete
		Not applicable (accessing the site by walking is not consistent with the type of development proposed)
		Click here to provide comments.
	Bicycling Access*	☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
		☐ Low volume and/or low speed streets provide sufficient connectivity
		Route uses high volume and/or high speed streets
		Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

According to the transportation analysis and a verification through online search, there is currently no fixed route bus transit service available in close proximity to the site. Gwinnett County Transit provides service from a park and ride at 1985 and SR 20 to downtown Atlanta (Route 101). Transit services are also provided nearby in Hall County.

* 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 withi
	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
\boxtimes	YES
٥٩٩	# 6 Gwinnett County Transit operates hus transit service in the county

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.

\boxtimes	NOT APPLICABLE (neare	st 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)	
		Click here to provide comments.	
	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)	
		Click here to provide comments.	

^{*} 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 roadway connections with adjacent parcels?
	The ability for drivers and bus routes to move between developments without using the adjacent roadway network 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)
	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 roadway connections)
	The project site is adjacent to existing commercial uses on its west and south boundaries. The configuration of the site is highly irregular with parcels inside the proposed development area that are not a part of the proposed development. The project and surrounding parcels would benefit from shared access and connectivity. No stub outs or inter parcel connectivity is proposed via the site plan.
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)
	The site proposes commercial uses in addition to warehousing and industrial uses which may attract pedestrians and bicycles. The commercial/retail uses are proposed more along the front of the

The site proposes commercial uses in addition to warehousing and industrial uses which may attract pedestrians and bicycles. The commercial/retail uses are proposed more along the front of the development site adjacent to Buford Highway which is equipped with pedestrian facilities. Bike facilities are programmed for future development along Buford Highway. Bicycle and pedestrian traffic may be limited to employees throughout majority of the site due to its industrial nature. The

site plan and analysis does not indicate plans for future bicycle and pedestrian facilities internal to the site.

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	The site proposes commercial uses in addition to warehousing and industrial uses which may attract pedestrians and bicycles. The commercial/retail uses are proposed more along the front of the development site adjacent to Buford Highway which is equipped with pedestrian facilities. Bike facilities are programmed for future development along Buford Highway. Bicycle and pedestrian traffic may be limited to employees throughout majority of the site due to its industrial nature. The site plan and analysis does not indicate plans for future bicycle and pedestrian facilities internal to the site. 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)		

The development proposes two access points. Truck and employee traffic is anticipated at the Thompson Mill access however the Roy Carlson Road access point is limited to car/employee traffic due to the truck prohibition on this road. The site plan does not depict designated or separated facilities for the various modes internal to the site. No information on designated facilities interal to the site is provided.

RECOMMENDATIONS

13.	from a constructability standpoint?
	UNKNOWN (additional study is necessary)
	XES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
	☐ NO (see comments below)
	System recommendations and improvements found on the first three pages of the report, include constructing a dedicated channelized right turn land on the northbound, southbound and east bound approaches to the intersection of Thompson Mill and N Bogan Road. Also a second westbound left turn lane be constructed using the existing striping on SR 347 at Buford Highway.
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):

With the goal of safety and congestion reduction for all modes of travel in mind, it is the policy of the ARC to encourage sound transportation practices to be incorporated in each development. It is recommended that, where feasible, vehicular and pedestrian connectivity with adjacent parcels be considered and incorporated into the development. Also, consider provision for pedestrian and bicycle facilities internal to the site in the retail phase of the development at a minimum.



Developments of Regional Impact

DRI Home Tier Map View Submissions Login Apply

DRI #2636

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: City of Buford

Individual completing form: Kim Wolfe Telephone: 770-945-6761

E-mail: kwolfe@cityofbuford.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Longacre Development

Location (Street Address, Intersection of Verona Avenue and Roy Carlson Boulevard

GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project: 1,403,120 square feet of light industrial and 40,000 square feet of commercial/retail

on 214.5 acres

Development Type:

Industrial	Quarries, Asphalt & Cement Plants	- / ary outer development types
Housing	Waste Handling Facilities	Any other development types
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals
Commercial	Airports	Water Supply Intakes/Reservoirs
Office	Mixed Use	Petroleum Storage Facilities
(not selected)	Hotels	Wastewater Treatment Facilities

Project Size (# of units, floor area, etc.): 1,403,120 square feet

Developer: Prologis

Mailing Address: 3475 Piedmont Road, NE, Suite 650

Address 2:

City:Atlanta State: Ga Zip:30305

Telephone: 404-760-7200

Email: aterrell@prologis.com

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

If yes, property owner:

Is the proposed project

entirely located within your local government's (not selected) Yes No

jurisdiction?

If no, in what additional

jurisdictions is the project Rest Haven located?

Is the current proposal a

(not selected) Yes No continuation or expansion of

a previous DRI?

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If yes, provide the following information:

Project ID:

Rezoning Variance sewer government for this project:

Water Permit Other

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

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

Estimated Project This project: 9/2036

Completion Dates: Overall project: 9/2036
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Developments of Regional Impact

DRI Home

Tier Map

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DRI #2636

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

Local Government Information

Submitting Local Government: City of Buford

Individual completing form: Kim Wolfe

Telephone: 770-945-6761

Email: kwolfe@cityofbuford.com

Project Information

Name of Proposed Project: Longacre Development

DRI ID Number: 2636 Developer/Applicant: Prologis

Telephone: 404-760-7200

Email(s): aterrell@prologis.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional

(not selected) Yes No

review process? (If no, proceed to Economic

If ves, has that additional

information been provided to your RDC and, if applicable, (not selected) Yes No GRTA?

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at \$43,000,000 Build-Out:

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

Is the regional work force sufficient to fill the demand

created by the proposed

(not selected) Yes No

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

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site:

City of Buford

What is the estimated water supply demand to be

generated by the project, measured in Millions of 0.10 MGPD

Gallons Per Day (MGD)?

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Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No	
If no, describe any plans to e	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 0.32	line (in miles) will be required?	
	Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Buford	
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.05 MGPD	
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No	
If no, describe any plans to e	expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No	
If yes, how much additional I	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.)	AM: 686 / PM: 961 / ADT: 10,104	
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 submitted traffic impact study for all recommended transportation improvements.		
Solid Waste Disposal		
How much solid waste is the project expected to generate annually (in tons)?		
Is sufficient landfill capacity available to serve this proposed project?	(not selected) * Yes No	
If no, describe any plans to expand existing landfill capacity:		
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ® No	
If yes, please explain:		
Stormwater Management		
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	62%	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention and Water Quality Ponds, buffers		
Environmental Quality		

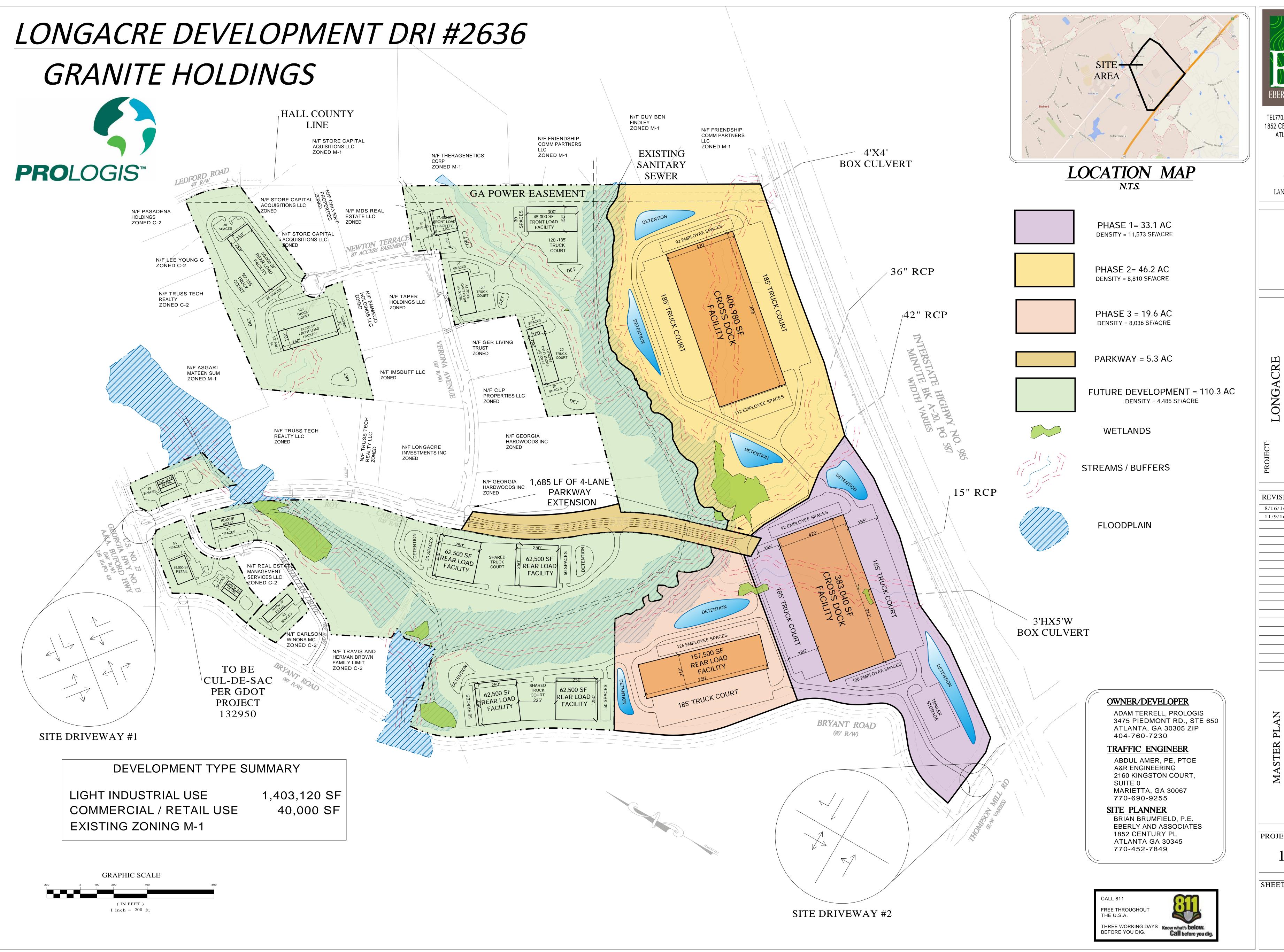
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Is the development located within, or likely to affect any of the following:		
Water supply watersheds?	(not selected) Yes No	
Significant groundwater recharge areas?	(not selected) Yes No	
3. Wetlands?	(not selected) Yes No	
4. Protected mountains?	(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: 1. Subject properties will require impact to wetlands and floodplain, which will be permitted with USACE		
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> LAND PLANNING CIVIL ENGINEERING

LANDSCAPE ARCHITECTURE

REVISIONS: 8/16/16 PROLOGIS COMMENTS 11/9/16 DRI COMMENTS

PROJECT NO.

16-018

SHEET NO.

C1.0