



REGIONAL REVIEW NOTICE

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

DATE: February 27, 2017

ARC REVIEW CODE: R1702271

TO: Commission Chairman Phillip Beard, City of Buford
ATTN TO: Kim Wolfe, City Clerk/Planning Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Liberty Industrial Park of Buford (DRI #2651)

Review Type: DRI

Submitting Local Government: City of Buford

Date Opened: February 27, 2017

Deadline for Comments: March 14, 2017

Date to Close: March 20, 2017

Description: This DRI is located in the City of Buford on the west side of Peachtree Industrial Boulevard, north of SR 20/Nelson Brogdon Boulevard and south of Little Mill Road. The project consists of 929,000 square feet of high-cube warehouse/distribution space in four buildings. Site access is proposed via three full-movement driveways onto Peachtree Industrial Boulevard at existing median breaks. The DRI review trigger for this project is a rezoning application filed with the City of Buford. The projected build-out for the development is 2019.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Developing Suburbs Area of the region. Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. Recommendations for Developing Suburbs are listed at the bottom of this comment section.

This DRI appears to manifest some aspects of regional policy in that it connects to the existing road network with site access provided at existing median breaks. The project also brings what appears to be a stalled development into productive use.

The project could further support regional policy if it incorporated other aspects of the below, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to the site's frontage on Peachtree Industrial Boulevard.

In addition, 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 on site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode. External connectivity is shown on the submitted site plan via the installation of a sidewalk along Peachtree Industrial.

–CONTINUED ON NEXT PAGE–

The intensity of this DRI generally aligns with the RDG's recommended range of densities and building heights in Developing Suburbs. In terms of land use, the DRI appears similar to some nearby clusters of existing light industrial development to the north and south. However, much of the area surrounding this site is predominated by residential uses and undeveloped land, some of which is outside the City of Buford as the City of Sugar Hill adjoins the DRI site on two sides. Buford's leadership and the applicant team should therefore collaborate to balance the goal of new development with sensitivity to neighboring local governments, land uses and natural resources to the greatest extent possible. Buffering is an important consideration as a result.

Additional preliminary comments are attached to this report. Of note are ARC Natural Resources Division staff comments regarding two potential tributaries to Richland Creek on the property and related stream buffer requirements for the City and applicant to be aware of.

Further to the above, regional policy recommendations 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

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
HALL COUNTY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GEORGIA MOUNTAINS REGIONAL COMMISSION
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>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: Liberty Industrial Park of Buford *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *March 14, 2017*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1702271

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Review Type: Development of Regional Impact

Description: This DRI is located in the City of Buford on the west side of Peachtree Industrial Boulevard, north of SR 20/Nelson Brogdon Boulevard and south of Little Mill Road. The project consists of 929,000 square feet of high-cube warehouse/distribution space in four buildings. Site access is proposed via three full-movement driveways onto Peachtree Industrial Boulevard at existing median breaks. The DRI review trigger for this project is a rezoning application filed with the City of Buford. The projected build-out for the development is 2019.

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]

LIBERTY INDUSTRIAL PARK OF BUFORD DRI
City of Buford
Natural Resources Division Review Comments
February 10, 2017

Stream Buffers and Watershed Protection

The proposed project property is in the Richland Creek watershed, which is part of the Chattahoochee Corridor watershed. The project property 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 two unnamed tributaries to Richland Creek on the project property. Neither is identified on the submitted site plan. The first stream appears to originate on the property in the vicinity of the proposed site of Building A. The second crosses the property at the northern end of its frontage along Peachtree Industrial Boulevard in the area marked as “Detention” on the project plans. There appear to be both a proposed building and parking on the submitted plans over the stream shown as originating on the property. A proposed driveway crossing (identified as Driveway 3 on the plans) and the previously referenced detention area appear to be located over the tributary crossing the site on the project plans. As no streams are indicated on the plans, no buffers are shown. If it is determined that these streams, or any other streams, are on the property, they will be subject to the buffers required under the Buford Stream Buffer Ordinance as well as the 25-foot State Erosion and Sedimentation buffer. Any proposed activity within the City’s stream buffers will be subject to the requirements of the Buford Stream Buffer Ordinance and may require variances. Activities within the 25-foot State Sediment and Erosion Control buffer are subject to state requirements and may also require a variance. Any other state waters on the property are also subject to the requirements of the State 25-foot Erosion and Sedimentation buffer.

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.

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

DRI INFORMATION

DRI Number 2651
DRI Title Liberty Industrial Park
County Gwinnett County
City (if applicable) Buford
Address / Location On Peachtree Industrial Boulevard Between Little Mill Road and Nelson Brogdon Boulevard (SR 20)
Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice L Mangham
Copied David Haynes, Daniel Studdard
Date February 12, 2017

TRAFFIC STUDY

Prepare By: A&R Engineering Inc.
Date January 23, 2017

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)

The DRI Project proposes 929,000 square feet of warehouse/distribution on approximately 60 acres in City of Buford on Peachtree Industrial Boulevard between Little Mill Road and Nelson Brogdon Road. Proposed access to the site is provided by three access points on Peachtree Industrial Boulevard. Page 19 of the traffic study contains a table of Programmed and Planned Transportation Improvements. The table, Table 6, includes GDOT Statewide Improvement Plan, ARC's Atlanta Regions Plan, Gwinnett County and local transportation plan projects.

☐ NO (provide comments below)

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (identify the roadways and existing/proposed access points)

Three access points are proposed on Peachtree Industrial Boulevard.

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

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

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

Three access points are proposed on Peachtree Industrial Boulevard.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

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

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

[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.](#)

* *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

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

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

- ☒ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)
- ☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s)

[Click here to enter name of operator\(s\).](#)

Bus Route(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)

Sidewalks and crosswalks currently exist along both sides of Cobb Galleria Parkway and along Cumberland Blvd adjacent to the site providing pedestrian access. Internal bicycle and pedestrian facilities to allow for internal pedestrian circulation on the site are also being proposed.

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)

[Click here to provide comments.](#)

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

The site is located in Gwinnett County. Gwinnett Community Transit operates in this jurisdiction however no service is provided in proximity to this area.

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

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

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

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☒ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☒ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[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)

* 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 subject site (seeking Industrial zoning) is bordered by residential uses and zoning districts. These properties are also located in the City of Sugar Hill, a different local jurisdiction. The adjacent uses are and/or maybe incompatible with the proposed use in the future. While roadway connections are not provided internal to the site, pedestrian facilities are provided along the existing roadway adjacent to the site.

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 depicts sidewalks existing along the Peachtree Industrial Boulevard ROW and internal interconnectivity for pedestrians being provided via sidewalks. No bicycle facilities are existing or being depicted.

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)

The site plan shows external interconnectivity for pedestrians between adjacent developments currently exists and/or are proposed along Peachtree Industrial Boulevard via sidewalks along the right of way. No stub outs, bicycle facilities or inter parcel connectivity internal to the site is proposed.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☒ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The site plan depicts three access points, two of which show driveway lanes to accommodate both truck and vehicular traffic into the site. One driveway access point shows a drive lane designed for vehicles only, that leads into a vehicle parking lot. In addition, vehicle parking is separated from areas

designated for freight truck traffic. Vehicle parking areas with sidewalk connectivity are provided along all buildings.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None.



Developments of Regional Impact

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DRI #2651

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: Liberty Industrial Park of Buford
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 7-304-007
Brief Description of Project: A proposed 927,960 square feet of Industrial/warehouse Business Park

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 3 buildings that total 927,960 square feet

Developer: Liberty Industrial Park, LLC

Mailing Address: % Cheeley Law Group

Address 2: 299 South Main Street, Suite A

City: Alpharetta State: GA Zip: 30009

Telephone: 770-814-7001

Email: bob@cheeley.us

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

If yes, property owner:

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

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

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information:

Project Name: _____
Project ID: _____

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

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

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

Estimated Project Completion Dates: This project/phase: 3 years
Overall project: 5 years

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Developments of Regional Impact

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DRI #2651

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: City of Buford
Individual completing form: Kim Wolfe
Telephone: 770-945-6761
Email: kwolfe@cityofbuford.com

Project Information

Name of Proposed Project: Liberty Industrial Park of Buford
DRI ID Number: 2651
Developer/Applicant: Liberty Industrial Park, LLC
Telephone: 770-814-7001
Email(s): bob@cheeley.us

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☐ Yes ☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

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

Economic Development

Estimated Value at Build-Out: \$35,000,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$180,000.00

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

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

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

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 Gallons Per Day (MGD)?
950,000 SF/1000SF x 25GPD = 23,750 GPD = 0.024 MGD

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

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

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

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

Yes, a bore will be required under PIB. The nearest connection is roughly 300 - 400 feet north along PIB.

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)? 950,000 SF/1000 SF x 25 GPD = 23,750 GPD = 0.024 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

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

If yes, how much additional line (in miles) will be required? Unknown. Sewer is available near the northeast corner of the site near Richland Creek.

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: 104 / PM: 117 / DAILY: 1,561

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:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 300 tons per year

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? 60%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A stormwater detention pond will be proposed to handle the runoff for this project.

Environmental Quality

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

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

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

1. RI-1 (Richland Creek 1) 6. Floodplain may be present along the tributary to Richland Creek

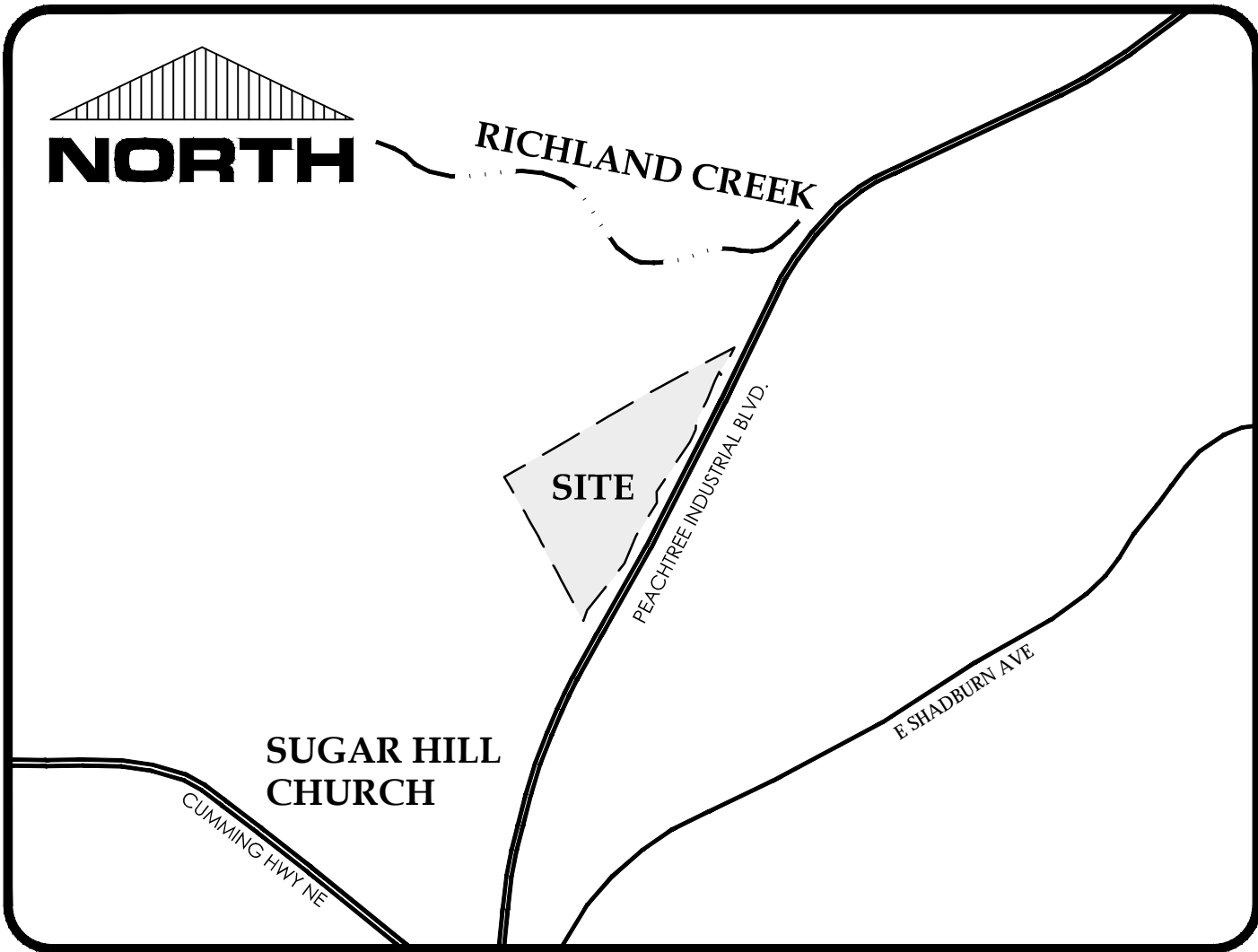
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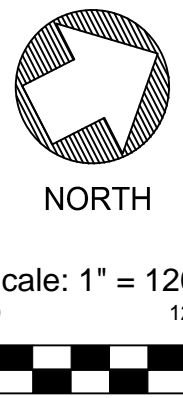
PIB Industrial Tract



CITY OF BUFORD,
GWINNETT COUNTY, GEORGIA
DATE: February 7, 2017

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Issue:	Date:	Description:
Issue:	11/31/16	ORIGINAL SUBMITTAL
Rev. (1):	2/7/17	GRTA COMMENTS
Rev. (2):		
Rev. (3):		
Rev. (4):		
Rev. (5):		
Rev. (6):		



SITE DATA

EXISTING ZONING: C-2
ACRES TOTAL SITE AREA: +/- 53.937 ACRES
TOTAL # OF BUILDINGS ON SITE: 4 BLDGS.
(1) STORY BUILDING 'A' SF.: 327,360 SF.
(1) STORY BUILDING 'B' SF.: 214,520 SF.
(1) STORY BUILDING 'C' SF.: 274,560 SF.
(1) STORY BUILDING 'D' SF.: 112,560 SF.
TOTAL: 929,000 SF.

SITE DENSITY: 17,224 SF. / ACRE

PARKING REQUIRED: 1 SP. / 2000 SF. GROSS STORAGE AREA (454 SP.)

TOTAL PARKING PROVIDED: 549 SPACES

*A PORTION OF THIS PROPERTY IS LOCATED IN A FEMA FLOOD PLAIN

*PROPERTY IS TO BE DEVELOPED AS 1(ONE) PHASE

