

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: May 30, 2019

ARC REVIEW CODE: R1905142

TO: Mayor Steve Edwards, City of Sugar Hill
ATTN TO: Kaipo Awana, Planning Director
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



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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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Sugar Hill Distribution Center (DRI 2938)

Submitting Local Government: City of Sugar Hill

Review Type: DRI

Date Opened: May 14, 2019

Date Closed: May 29, 2019

Description: This proposed development is a DRI in the City of Sugar Hill on the east side of Peachtree Industrial Boulevard, north of Commerce Parkway and south of Pinecrest Drive (approximate location: 651 Peachtree Industrial Blvd., Sugar Hill, GA 30518). The site is across from the E.E. Robinson Park multi-purpose complex and about 1.5 miles south of SR 20. The project is proposed to consist of a 522,800 sq. ft. warehouse/distribution facility in two buildings. The estimated buildout year is 2020. The local trigger for this review is a rezoning application.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Developing Suburbs Area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General RDG information and recommendations for Developing Suburbs areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. The plan contemplates a warehouse/distribution facility, supporting regional economic development. It also offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its direct access to Peachtree Industrial Boulevard and, ultimately, I-985 to the east, via SR 20 (Nelson Brogdon Boulevard) – as well as its proximity to existing warehouse/distribution facilities in the broader area.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design best practices throughout the site in general, in parking areas, on site driveways, in stormwater detention facilities, and as part of any improvements to site frontages. In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed driveways, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode. The development also should not preclude the potential future provision of interparcel access to the undeveloped parcel to the north or the developed property to the south, if warranted by future conditions.

Additionally, the development team should ensure that project driveways and associated improvements (e.g., deceleration lanes) are implemented in coordination with Gwinnett County DOT (Peachtree Industrial Boulevard is a County roadway) and the City of Sugar Hill to safely and efficiently accommodate the DRI's

projected traffic, especially trucks. Along those lines, the project design should provide sufficient truck parking to prevent trucks from queuing or waiting on Peachtree Industrial Boulevard or other nearby roads. Trucks parking in and along public roadways – typically while waiting for an available dock at a nearby facility – is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion.

The intensity of this DRI generally falls within with the ARC RDG's recommended development parameters for Developing Suburbs. In terms of land use, the project is in a part of the region that is experiencing demand for warehouse/distribution development. The site is in relatively close proximity to existing warehouse/distribution uses to the east and northeast along I-985 and SR 20, as well to the south along SR 317 and in areas south of the I-85/I-985 split. However, many areas adjacent to and near the site – particularly to the west, north and east – are unlike this DRI in that they are predominated by single-family residential uses. This includes land outside the City of Sugar Hill's jurisdiction (e.g., in unincorporated Gwinnett County and the City of Suwanee). In terms of future land use within the City's jurisdiction, the City's comprehensive plan indicates that the DRI site is in a Transition District, between residential character areas to the west and east, Downtown Sugar Hill to the north, and the City's planned Industrial character area which follows Peachtree Industrial Blvd. to the south. In view of all of these factors, it will be critical for Sugar Hill leadership and staff, along with the applicant team, to collaborate to the greatest extent possible to ensure maximum sensitivity and mitigate potential impacts to nearby local governments, neighborhoods, natural resources and land uses.

Additional ARC staff comments focused on transportation and water resources planning, along with external comments received from contacted parties during the review period, are attached to this report. As mentioned in the attached, ARC staff comments include the fact that the DRI site plan shows an unidentified broken blue line running through the northeastern proposed building and parking area to the northeasternmost detention pond. If this is an intermittent stream, it may be subject to the City of Sugar Hill's stream buffer ordinance, and construction within any required buffers may require a variance. This also applies to any other unmapped streams on the property. All mapped or unmapped waters of the state on the property, including all streams, are also subject to the State 25-foot Sediment and Erosion Control buffer. Any development activity in the State 25-foot Erosion and Sedimentation buffer may require a variance. All required buffers on the property should be shown on the site plan.

Comments received from GDOT Intermodal staff focus on freight rail activity in the corridor to the rear of the subject property as well as at rail crossings in the area. Comments received from Gwinnett County cover potential impacts to the area. Of note are the following:

1. Echoing ARC's comments above, Gwinnett County comments note that relatively low-density existing residential uses predominate much of the area around the DRI. While much of this land is in the City of Sugar Hill, just outside the incorporated area are multiple areas of unincorporated Gwinnett County. In terms of future land use in these areas, the County's comprehensive plan proposes a strict residential character.
2. In apparent contradictions to the Additional Information Form filed by the City in coordination with the applicant team, Gwinnett County staff comments indicate that:
 - a. The provision of water service to the site would require a water line extension from a main to the east on N. Price Rd. or a main to the south on Commerce Pkwy. The closest mains cannot be tapped since one is a 48-inch transmission main and the other is a 6-inch main that is inadequate for a commercial use.
 - b. Sewer is not currently available to this development, meaning the provision of sewer service to the site would require the applicant to fund upgrades such as upsizing and/or extending existing sewer mains, upsizing existing and/or installing new pump stations, installing new gravity sewer, etc. Sewer capacity from the existing system, to serve this development, is also not guaranteed. A Sewer Capacity Certification must be obtained from the County. Septic is not recommended for commercial or industrial facilities.

Further to the above, Developing Suburbs are areas that have developed from roughly 1995 to today and are projected to remain suburbs through 2040. General 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 NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
FORSYTH COUNTY
CITY OF BUFORD
CITY OF SUWANEE

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
GWINNETT COUNTY
CITY OF DULUTH

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA MOUNTAINS REGIONAL COMMISSION
HALL COUNTY
CITY OF JOHNS CREEK

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #2938

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 Sugar Hill

Individual completing form: Kaipo Awana

Telephone: 6785416127

E-mail: kawana@cityofsugarhill.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: Sugar Hill Distribution Center

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 34° 5'15.32"N 84° 2'38.98"W Between Peachtree Industrial Boulevard and N Price Road in the City of

Brief Description of Project: Industrial warehousing. Construction of two buildings that total approximately 522,800 square feet of warehouse distribution.

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.): Two buildings. 522,800 total sq ft.

Developer: Taylor & Mathis

Mailing Address: 400 Interstate North Parkway

Address 2: Suite 850

City: Atlanta State: GA Zip: 30339

Telephone: 7707951330

Email: mirby@taylormathis.com

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

If yes, property owner:

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

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

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

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project: ☒ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☐ Other

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

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

Estimated Project Completion: This project/phase: 2020
Dates: Overall project: 2020

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DRI #2938

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 Sugar Hill
Individual completing form: Kaipo Awana
Telephone: 6785416127
Email: kawana@cityofsugarhill.com

Project Information

Name of Proposed Project: Sugar Hill Distribution Center
DRI ID Number: 2938
Developer/Applicant: Taylor & Mathis
Telephone: 7707951330
Email(s): mirby@taylormathis.com

Additional Information Requested

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

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

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

Economic Development

Estimated Value at Build-Out: \$18,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$130,000

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

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

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

Water Supply

Name of water supply provider for this site: Gwinnett County Public Utilities

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

Wastewater Disposal

Name of wastewater treatment provider for this site: F Wayne Hill Water Resources

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

.012 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?

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.)

Approximately: 872 net daily trips, 88 trips AM peak, 91 trips PM peak.

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please refer to the Traffic Study performed by Kimley-Horn and Associates.

Solid Waste Disposal

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

400 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?

49.2%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed development will include stormwater management facilities designed in accordance with the Georgia Stormwater Management Manual.

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:
The proposed development will impact less than 0.5 acres of wetlands. These impacts will be permitting through USACE and required mitigation credits will be purchased.

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From: [Finch, Ashley M](#)
To: [Andrew Smith](#)
Cc: [Mertz, Kaycee](#)
Subject: RE: ARC DRI Review Notification - Sugar Hill Distribution Center (DRI 2938)
Date: Tuesday, May 21, 2019 1:50:01 PM
Attachments: [image002.png](#)

Andrew,

GDOT Office of Intermodal Rail Division DRI Review Sugar Hill Distribution Center (DRI 2938)

GDOT Intermodal has reviewed this DRI with respect to freight railroads. There is one freight railroad mainline adjacent to this property operated by Norfolk Southern. The project location is approximately one mile away from a Norfolk Southern (NS) rail crossing at Lanier Avenue.

1. Crossing ID: 717828L
 - a. Location: Lanier Avenue
 - b. Operator: Norfolk Southern
 - c. Railroad Mile Post: 0602.79
 - d. Grade: At grade
 - e. Quiet Zone: No

For more specifics about operations of the NS rail line adjacent to the project footprint, please contact NS at 800-635-5768.

Further information about crossings and freight rail in this area can be found at <https://fragis.fra.dot.gov/GISFRASafety/>

Thanks,
Ashley

Ashley Finch

Rail Planner



GDOT Intermodal Division
600 West Peachtree Street
6th Floor
Atlanta, GA 30308
(404)631-1229

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

Sent: Tuesday, May 14, 2019 5:12 PM

To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynych@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Giles, Shane <shgiles@dot.ga.gov>; Peevy, Jonathan

From: James.Pugsley@gwinnettcounty.com
To: [Andrew.Smith](mailto:Andrew.Smith@atlantaregional.org)
Cc: Nancy.Lovingood@gwinnettcounty.com; Geoffrey.Butler@gwinnettcounty.com; Susan.Chilton@gwinnettcounty.com
Subject: RE: ARC DRI Review Notification - Sugar Hill Distribution Center (DRI 2938)
Date: Wednesday, May 29, 2019 4:29:09 PM
Attachments: [DRI #2938 Comments Final.pdf](#)

Hi Andrew- please find Gwinnett County comments attached. As always, thank you for the opportunity to comment on this DRI. James

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Tuesday, May 14, 2019 5:12 PM
To: 'cyvandyke@dot.ga.gov'; Fowler, Matthew; Matthews, Timothy W; Garth Lynch; Wayne Mote (wmote@HNTB.com); PPeevy@dot.ga.gov; Robinson, Charles A.; Delgadillo Canizares, Marlene V.; McLoyd, Johnathan G; Green, Henry; 'ccomer@dot.ga.gov'; Hood, Alan C. (achood@dot.ga.gov); Mertz, Kaycee; Finch, Ashley M; 'Giles, Shane'; 'Peevy, Jonathan'; Dykes, Jason; Annie Gillespie; Parker Martin; Peter Emmanuel; Renaud Marshall; 'Jon West'; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com); Holland, Kathy; Johnson, Brian; Lovingood, Nancy; Nichols, Ashley; Ferguson, Joshua; Schlifka, David; McElheney, Alicia; Butler, Geoffrey; Pugsley, James; Grennell, Zane; Chapman, Alan; Cooksey, Lewis; Sever, Tom; Hofelich, Alex; Johnson, Michael D. (DOT); Edwards, Vince; Shelton, Rebecca; Willis, Lisa; Richards, Tyler; kwolfe@cityofbuford.com; kimberly.greer@johnscreekgga.gov; yang.chen@johnscreekgga.gov; 'jcampbell@suwanee.com'; adurden@suwanee.com; Bill Aiken; Dan Robinson; 'ahazell@gmrc.ga.gov'; twbrown@forsythco.com; Bernstein-Goldman, Vanessa; syamala@hallcounty.org; Troy Besseche; kawana@cityofsugarhill.com; 'john.walker@kimley-horn.com'; Seo, Jinwoo; 'Mike Irby'
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Daniel Studdard; Jim Santo; Mike Carnathan; Jim Skinner; Wei Wang; Katie Perumbeti; Robert Herrig
Subject: ARC DRI Review Notification - Sugar Hill Distribution Center (DRI 2938)

CAUTION: This email originated from outside of Gwinnett County Government. Maintain caution when opening external links/attachments.

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review of **Sugar Hill Distribution Center (DRI 2938)**.

This DRI is in the City of Sugar Hill on the east side of Peachtree Industrial Boulevard, north of Commerce Parkway and south of Pinecrest Drive (approximate location: 651 Peachtree Industrial Blvd., Sugar Hill, GA 30518). The site is across from the E.E. Robinson Park multi-purpose complex and about 1.5 miles south of SR 20 (Nelson Brogdon Blvd.). The project is proposed to consist of a 522,800 sq. ft. warehouse/distribution facility in two buildings. The estimated buildout year is 2020. The local trigger for this review is a rezoning application.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments on the DRI to ARC on or before **Wednesday, May 29, 2019 by 5:00 PM**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan](#)



May 29, 2019

Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303

Re: Development of Regional Impact-Sugar Hill Distribution Center (DRI# 2938)

PROPOSED DEVELOPMENT

The Gwinnett County Department of Planning and Development has reviewed the Regional Review Notification (Review) prepared by the Atlanta Regional Commission regarding the proposed development of a warehouse/distribution facility within the City of Sugar Hill, Gwinnett County, State of Georgia. The proposed development will consist of two buildings totaling 522,800 square feet, on a site of approximately 50.59 acres. The site has frontage on Peachtree Industrial Boulevard, across from the E.E. Robinson Park multipurpose complex (other portions of E.E. Robinson Park are further to the east). It consists of tax parcels 7274 005, 21.63 acres; 7273 134, 5.15 acres; and 7273 8948, 24.85 acres. The site is currently undeveloped, with a gas line easement traversing the southwest side of the site, and power line easements traversing the northwest side of the site. The planned impervious surface does not intersect the easements, except for two access roads, according to the site plan. Four stormwater detention ponds are planned in the vicinity of the power line easements.

The estimated buildout year is 2020. This review was triggered by a rezoning application in Sugar Hill.

COMPATIBILITY WITH EXISTING PLANS

The proposed warehouse/distribution facility is just northwest and also southeast of unincorporated areas between Suwanee and Sugar Hill. These unincorporated areas are classified in Gwinnett County's 2040 Future Development Map as either "Established Neighborhood" or "Chattahoochee River Area", both character areas that reflect residential use with relatively low density and a low rate of change. The character of incorporated area land use along the Peachtree Industrial Boulevard

corridor in this area, however, features a larger assortment of land uses. The corridor in this vicinity falls into incorporated areas of Suwanee, Sugar Hill, and Buford. The site area is classified as “Industrial” in Sugar Hill’s Character Area Map but it is surrounded in Sugar Hill by residential classifications in their Character Area Map.

NATURAL RESOURCES

The site is located within the Chattahoochee River watershed, but not within the 2000-foot Chattahoochee River Corridor, so it is not subject to the Corridor requirements. Gwinnett County urges careful management of possibly polluted stormwater runoff during and after the construction phase, as suggested in the ARC Natural Resources Group comments.

Gwinnett County is committed to the conservation, protection, and enhancement of water quality in our streams and lakes. The potential impact of the proposed warehouse/distribution facility suggests that conditions of zoning include the preservation and enhancement of existing buffers along all waterways, mapped or otherwise, that may be found within the subject property.

The protection of the waterways would maintain previous policy as established by the County and continue to set a precedent for future developments within the Chattahoochee River watershed.

INFRASTRUCTURE

Transportation

The proposed Sugarloaf Extension route terminates on Peachtree Industrial Boulevard from the southwest immediately to the west of the site. When completed, this roadway could enhance the connectivity of the site with Interstate 85. Completion, however, is seen as a long-term project.

A transportation analysis performed by contractor Kimley-Horn, as found in a GRTA Pre-Review Meeting Checklist, provides a Trip Generation Summary that projects 872 in/out trips per day, 654 by car and 218 by truck. Since the projected figure is less than 1,000 trips a day, this DRI project qualifies for Expedited Review, without an extensive traffic study. No information was found in the GRTA document on changes in road service level that may result from the projected trips to this facility.

The GRTA document lists two projects to be completed in the vicinity of the site.

1. GW-413 - Implement SMART corridor improvements along Peachtree Industrial Boulevard between Holcomb Bridge Road and Hall County. This project encompasses an approximately 30-mile corridor within the county that traverses seven cities. The projected traffic impact from the Sugar Hill Distribution Center may affect nearby signalized intersections along Peachtree Industrial Boulevard.
2. GW-308C - Sugarloaf Parkway Extension Phase 3. This would be the end point of the Sugarloaf Extension currently in operation from SR 20 south of Lawrenceville to SR 316 at Dacula. Its projected completion date is 2040. The new road would be grade separated at I-985, Satellite Boulevard, Buford Highway, and the Norfolk-Southern railroad, but would terminate at a grade level interchange on Peachtree Industrial. The location of the new interchange would be in the immediate vicinity of the proposed development, but no specifics on its required right of way were available.

Water Supply and Wastewater

Extensions of the water and/or sanitary sewer systems within the subject development must conform to Gwinnett County Department of Water Resources (DWR) policies, Gwinnett County's ordinances, and the Water Main and Sanitary Sewer Design and Construction Standards and Specifications, dated April 5th, 2016. Subsequent to design, construction, inspection, and final acceptance of the required utilities, service to these utilities would then become available under the applicable utility permit rate schedules.

Water Availability

The available utility records show that the subject development is currently in the vicinity of a 12-inch DIP (ductile iron pipe) water main located to the south on Commerce Parkway, and a 12-inch DIP water main to the east on North Price Road. The development can potentially extend new water lines to either of these locations. Please note that there are water mains closer to the property that are not suitable to connect as follows: (1) On the east side of Peachtree Industrial Boulevard are two 48-inch water transmission mains which cannot be tapped, and (2) Across Peachtree Industrial Boulevard is a 6-inch water main, which is not adequate for commercial demand.

Demands imposed by the proposed development may require reinforcements or extensions of existing sewer mains in order to meet Gwinnett County Standards and fire flow demands. Any cost associated with such required reinforcements or extensions will be the responsibility of the developer and will not be provided by DWR. Current Gwinnett County Standards require a minimum of 12-inch pipe size for commercial developments and a minimum of 8-inch pipe size for residential developments, including connections to existing mains. DWR makes no guarantees as to the minimum pressures or volumes available at a specific point within its system. It

is the responsibility of the developer's engineer to confirm pressure or volumes available for the development.

Sanitary Sewer Availability

Sewer is currently not available for this development. DWR has a project in design to provide sewer from Pinecrest Drive to the west across Peachtree Industrial Boulevard, across E.E. Robinson Park multipurpose complex, across Level Creek Road, to the existing Level Creek Sewer Interceptor. Target construction completion is December 2022, pending easement acquisition.

Alternate sewer options for this development include a pump station and/or new gravity sewer, which may be costly construction requiring multiple easements. A septic system is not recommended for commercial/industrial operations. Permitting through the Department of Health is required for septic systems.

The subject development is located within the Level Creek Service Area. This does not guarantee there is sewer capacity to serve this development. A Sewer Capacity Certification must be obtained to confirm the existing system can serve the development.

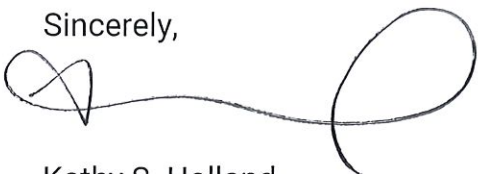
Demands imposed by the proposed development may require upsizing and/or extensions of existing sewer mains, and/or upsizing of an existing pump station, and/or installation of a new pump station. Any cost associated with such required improvements will be the responsibility of the development and will not be provided by DWR. The developer shall provide easements for future sewer connection to all locations designated by DWR during plan review.

Stormwater Management

Stormwater facilities must comply with the current Gwinnett County codes and ordinances. Gwinnett County recommends that all work, at a minimum, be in accordance with the Georgia Stormwater Management Manual 2016 Edition.

Gwinnett County appreciates the opportunity to comment on this proposed development, and sincerely hopes that these comments will be given full consideration as the review process moves forward. Please feel free to contact me if you have any questions regarding Gwinnett County's position on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathy S. Holland', with a large, stylized loop at the end.

Kathy S. Holland

SUGAR HILL DISTRIBUTION CENTER DRI
City of Sugar Hill
Natural Resources Group Comments
May 9, 2019

Stream Buffers and Watershed Protection

The proposed project is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. It is in the Level Creek watershed. Level Creek enters the Chattahoochee upstream of Peachtree Creek. The portion of 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. This property is more than seven miles upstream of any public water supply intake.

The USGS coverage for the project area shows no blue line streams on or adjacent to the property. The submitted site plan shows an unidentified broken blue line running through the northeastern proposed building and parking area to the northeasternmost detention pond. If this is an intermittent stream, it may be subject to the City of Sugar Hill's stream buffer ordinance and construction within any required buffers may require a variance. This also applies to any other unmapped streams on the property. All mapped or unmapped waters of the state on the property, including all streams, are also subject to the State 25-foot Sediment and Erosion Control buffer. Any development activity in the State 25-foot Erosion and Sedimentation buffer may require a variance. All required buffers on the property should be shown on the site plan.

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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Where possible, use green spaces and tree planting beds as stormwater controls. These can provide for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Include rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2938
DRI Title Sugar Hill Distribution Center
County Gwinnett County
City (if applicable)
Address / Location East side of Peachtree Industrial Boulevard
Proposed Development Type:
+/- 50 acres for warehouse distribution

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date May 14, 2019

TRAFFIC STUDY

Prepared by Kimley Horn
Date May 14, 2019

REGIONAL TRANSPORTATION PLAN PROJECTS

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

- ☐ YES (*provide the regional plan referenced and the page number of the traffic study where relevant projects are identified*)
- ☐ NO (*provide comments below*)

Not applicable. The proposed development satisfies the criteria for Expedited review therefore no traffic analysis is required.

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*)
- . The project proposes two access points from Peachtree Industrial Blvd.

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

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

☒ NO

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

[Click here to provide comments.](#)

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

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

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

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

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

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

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

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

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

[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 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)

[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)

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

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

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

☐ NO

☒ YES

Gwinnett County Bus Transit, GRTA Express Bus Service

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

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

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

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

The project proposes no stubouts or access to adjacent sites.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER (*Please explain*)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

Existing facilities along roadways adjacent to the site provides pedestrian access to neighboring land uses.

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)

Trucks and vehicles access the site at the same points however driveways diverge internal to the site to separate designated parking areas.

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

