



ATLANTA REGIONAL COMMISSION



GEORGIA REGIONAL TRANSPORTATION AUTHORITY

DEVELOPMENT OF REGIONAL IMPACT

SUGAR HILL DISTRIBUTION CENTER

DRI Number: 2938

CITY OF SUGAR HILL, GEORGIA

PRE-REVIEW MEETING CHECKLIST

Tuesday, April 23, 2019 @ 3:00 PM (ARC Office)

Applicant Contact:	Mike Irby (770.795.1330) at Taylor & Mathis
Traffic Engineering Contact:	John Walker (470.273.3181) at Kimley-Horn & Associates, Inc. Jin Seo (470.299.7064) at Kimley-Horn & Associates, Inc.
Civil Engineering Contact:	Wesley Reed (678.942.9020) at Eberly & Associates

DRI REVIEW

The applicant is applying for approval under Georgia Regional Transportation Authority's (GRTA) Development of Regional Impact (DRI) Expedited Review (15 day review versus 35 day review) per the Limited Trip Generation based on under 3,000 trips per day, which states "The land uses within the proposed DRI are such that the amount of trips generated by the development is likely to have minimal impact on the road network...No more than one thousand (1,000) gross daily trips will be generated by the DRI, based on a trip generation memorandum".

Also, the project is applicable for Atlanta Regional Commission (ARC) Expedited Review (20 day review versus 25 day review) due to the anticipated traffic volumes expected for the warehousing land use, which fall below the 1,000 daily trip qualification for Expedited Review (See pages 4 and 14 – 872 trips per day). Additionally, because the projected trips fall under 1,000 trips per day, a traffic study report may not be required by GRTA (to be discussed).

GRTA does not need a traffic study report. Will still have to send over the DRI site plan and the information included in this packet.

PROJECT INFORMATION

Description of the Program:

The proposed development will consist of two buildings with a total square footage of approximately 522,800 SF of warehouse space located on an approximately ±50-acre lot in the City of Sugar Hill, Georgia. The proposed

development is located along the east side of Peachtree Industrial Boulevard. See the referenced conceptual plan of the site layout on page 18 (last page) for a visual representation of the site layout.

Warehouse Square Footage: 522,800 SF on 50 acres

Project Phasing and Build-Out Schedule:

The project will be built-out in one phase, with full build-out expected by 2020 (approximately 1 year).

Explanation of Zoning and Land Use:

The project site is currently zoned for general business (BG) land use and light manufacturing (LM) land use, and the Atlanta Regional Commission (ARC) identifies the area as developing suburbs. The site is proposed to be rezoned entirely as the **LM heavy manufacturing (HM1)** land use, which will accommodate the proposed development.

The DRI trigger for this development is the proposed development exceeding 500,000 gross square feet for industrial developments within a developing suburbs area combined with the anticipated filling of the Rezoning application (filed on April 11).

Note: DRI Form 1 was submitted on April 10 by the City.

Please refer to the ARC Unified Growth Policy Map and the current City of Sugar Hill Zoning Map on pages 11-12 for more detailed information.

Description of Site Access:

Access to the proposed development will be provided by two driveways located along Peachtree Industrial Boulevard. These two proposed driveways are located at existing median breaks approximately 1,000' apart. One of the driveways is proposed to align with the existing EE Robinson Park Driveway.

Peachtree industrial Boulevard is a four-lane (2 in each direction), divided, principal arterial with a posted speed limit of 45 MPH.

The site is located between two signalized intersections, Peachtree Industrial Boulevard at North Price Road approximately 4,500 feet to the south, and Peachtree Industrial Boulevard at Spring Hill Road approximately 3,750 feet to the north.

North Price Road is a two-lane (1 in each direction), undivided, local roadway with a posted speed limit of 40 MPH.

Description of the location of driveways, any plans for shared driveways, and the identification of the permitting agency for driveway access:

Two driveways will provide access to the entire proposed development.

- Site Driveway A is proposed as a full-movement driveway at an existing median opening on Peachtree Industrial Boulevard approximately 4,500 feet north of North Price Road. The driveway is proposed to align with the existing EE Robinson Park driveway. The driveway is proposed to be side-street stop-control.
- Site Driveway B is proposed as a full-movement driveway at an existing median opening on Peachtree Industrial Boulevard approximately 5,500 feet north of the intersection at North Price Road and approximately 3,750 feet south of Spring Hill Drive. The driveway is proposed to be side-street stop-control.

Description of parking requirements (ratios and total numbers), proposed parking, location, and proposals for shared parking:

Site Plan is still under development and the exact number and location of parking spaces is subject to change.

A site plan that clearly illustrates the uses, intensities of use, internal vehicular and pedestrian circulation, parking areas (including ingress and egress points), and access points (vehicular and pedestrian) to adjacent

public roadways and to adjacent land uses. A designation of each land use should be clearly delineated as “pods” on the plan—these should exactly match the land use categories used in the trip generation analyses:

Please refer to the conceptual plan on page 18 (last page). The site plan is still under development and subject to change.

ADJACENT LAND USES / ROADWAY NETWORK

Description of adjacent land uses (desired to be shown using a combination of an aerial photograph and local land use plan):

The project site is located in the City of Sugar Hill. The site is bordered by office-institutional (OI) land use to the west, heavy manufacturing (HM1) land use to the south and east, and light manufacturing (LM) land use to the north.

Please refer to the street and aerial maps on pages 7 and 8, and the zoning map on page 12 for more detailed information.

Description of roadway network and respective functional classifications:

The functional classifications, according to the Georgia Department of Transportation (GDOT), for the roadways in the vicinity of the proposed development are summarized below in the following table (bolded roadways run adjacent to the site).

Roadway	Classifications
Peachtree Industrial Boulevard	Principal Arterial
North Price Road	Local Road
Spring Hill Drive	Local Road

Proposed and planned projects considered in future-year analyses from the ARC’s Transportation Improvement Plan (TIP), GDOT Statewide TIP (STIP), Atlanta Region’s Plan, GDOT’s Construction Work Program, and Henry County’s Comprehensive Transportation Plan:

According to ARC’s TIP, the GDOT STIP, Atlanta Region’s Plan, GDOT’s Construction Work Program, and Gwinnett County SPLOST project list, two projects are programmed or planned to be completed near the vicinity of the site. The completion dates of these projects are either after the project build-out date or are still to be determined. The following projects are programmed or planned to be completed by the respective years:

#	Year	Project ID	Description
1	TBD	GW-413	Implement SMART corridor improvements along Peachtree Industrial Boulevard between Holcomb Bridge Road and Hall County
2	2040	GW-308C	Sugarloaf Parkway Extension: Phase 3 – New Alignment from I-85 to Peachtree Industrial Boulevard
3	2030	PI 0015439	SR 20 (Nelson Brogdon Boulevard) widening from Peachtree Industrial Boulevard to SR 13 (Buford Highway)
4	2021	M-1063	Peachtree Industrial Boulevard at Suwanee Dam Road intersection improvement.
5	-	F-1237	Level Creek Road extension from W Broad Street to SR 20.

Available fact sheets of the proposed and planned projects can be found in page 16-17.

TRIP GENERATION AND TRIP DISTRIBUTION

Trip generation data sources, including all variables and assumptions used to calculate the proposed trip generation (including reductions):

The Institute of Transportation Engineer's *Trip Generation Manual, 10th Edition, 2017*, and *Trip Generation Handbook, an ITE Proposed Recommended Practice*, June 2004, will be used for all land uses in this study. Trip generation for this proposed development is calculated based on the Warehousing (ITE Code 150) land use.

Consistent with past warehouse DRI's, the truck percentage of development traffic is assumed to be approximately 25% of the total traffic generated.

Weekly Daily (24 Hour) Trip Generation Summary			
	Total	In	Out
Gross Trips	872	436	436
Mixed-Use	-0	-0	-0
Alt. Modes	-0	-0	-0
Pass-by	-0	-0	-0
Net Total	872*	436*	436*
Trucks	218	109	109
Cars	654	327	327

*Note: 25% trucks and 75% cars

Please refer to the trip generation worksheet on page 14 for more detailed information.

Mixed-use reduction assumptions and justification: No mixed-use reductions taken.

Alternative mode split assumptions; description of existing and proposed transit service; description of transit amenities provided on the site plan; discussion of parking supply and effect on competition of alternative modes.

There are no direct transit routes located within the vicinity of the project site, and therefore, there were no alternative mode reductions taken.

Pass-by trip reductions and application of limits test: No pass-by reduction taken.

Proposed methodology to be used for traffic distribution and assignment:

The distribution was based on the project land uses, engineering judgment, and a review of land use densities in the area (aerial mapping). The proposed trip distribution is summarized below. A trip distribution map is attached on page 9.

Truck (Warehouse) Trips

- To/from the west (along SR 20) – 15%
- To/from the east (along SR 20) – 25%
- To/from the north (along Peachtree Industrial) – 15%
- To/from the south (along Peachtree Industrial) – 45%

Employee (Warehouse) Vehicle Trips

- To/from the west (along SR 20) – 20%
- To/from the east (along SR 20) – 15%
- To/from the north (along Peachtree Industrial) – 15%
- To/from the south (along Peachtree Industrial) – 50%

ANALYSIS METHODOLOGY – FOR GRTA TRAFFIC STUDY (IF REQUIRED)**Recommended locations within the Study Network for detailed intersection analyses, detailed segment analyses, and planning-level segment analyses:**

The project is expected to generate less than 1,000 daily trips, which qualifies the DRI project for Expedited Review. Also, it is anticipated that GRTA will likely NOT require a traffic study to be provided. However, it is unclear if Gwinnett County or the City will require a traffic study. If a traffic study is required, the following intersections should be considered in addition to the proposed driveways:

1. ~~Peachtree Industrial Boulevard at North Price Road~~
2. ~~Peachtree Industrial Boulevard at Nelson Brogdon Boulevard (SR-20)~~
3. Peachtree Industrial Boulevard at EE Robinson Park Driveway / Site Driveway A

Please refer to **Figure 4** (on page 10) for a visual depiction of the proposed study network.

Gwinnett County will require a traffic study for the intersection of PIB at Robinson Park Driveway plus proposed site driveways.

Listing of peak periods, AM and PM peak hours, and project phase years to be analyzed:

All intersections listed above (plus site driveways) will be analyzed during the AM and PM weekday peak hour for 1) Existing 2019 conditions, 2) Projected 2020 No-Build conditions, and 3) Projected 2020 Build conditions. Intersection capacity analyses will be performed using *Synchro* software.

Proposed capacity analysis procedures for: (1) detailed intersection, (2) detailed segment, and (3) planning-level segments. Provide the name and version of software to be used:

The capacity analyses for the detailed intersection analyses will be performed using *Synchro 10.0* software. For the purposes of this traffic analysis, the level of service standard for all analyses is LOS D.

Proposed methodology to be used for calculating future year background traffic:

Based on the recent trends in traffic along the area roadways according to Georgia's Traffic Count Database System (TCDS), population forecasts and knowledge of proposed developments in the area, we recommend a background growth rate of ~~2.5%~~ 3.5% per year for 1 year (2020 build-out year). Please see page 13 for historical ADT growth rates.

Sources of data (turning movement counts [may be up to 12 months old] and 24-hour two-way counts [may be up to 24 months old]) to be used and assumptions related to the collection and analysis of that data:

Existing data will be used to the fullest extent as possible. GDOT ADT volumes will be used as appropriate. Weekday AM and PM turning movement counts will be performed at study intersections on a Tuesday, Wednesday, or Thursday. These counts will be performed between 7:00-9:00 AM and 4:00-6:00 PM.

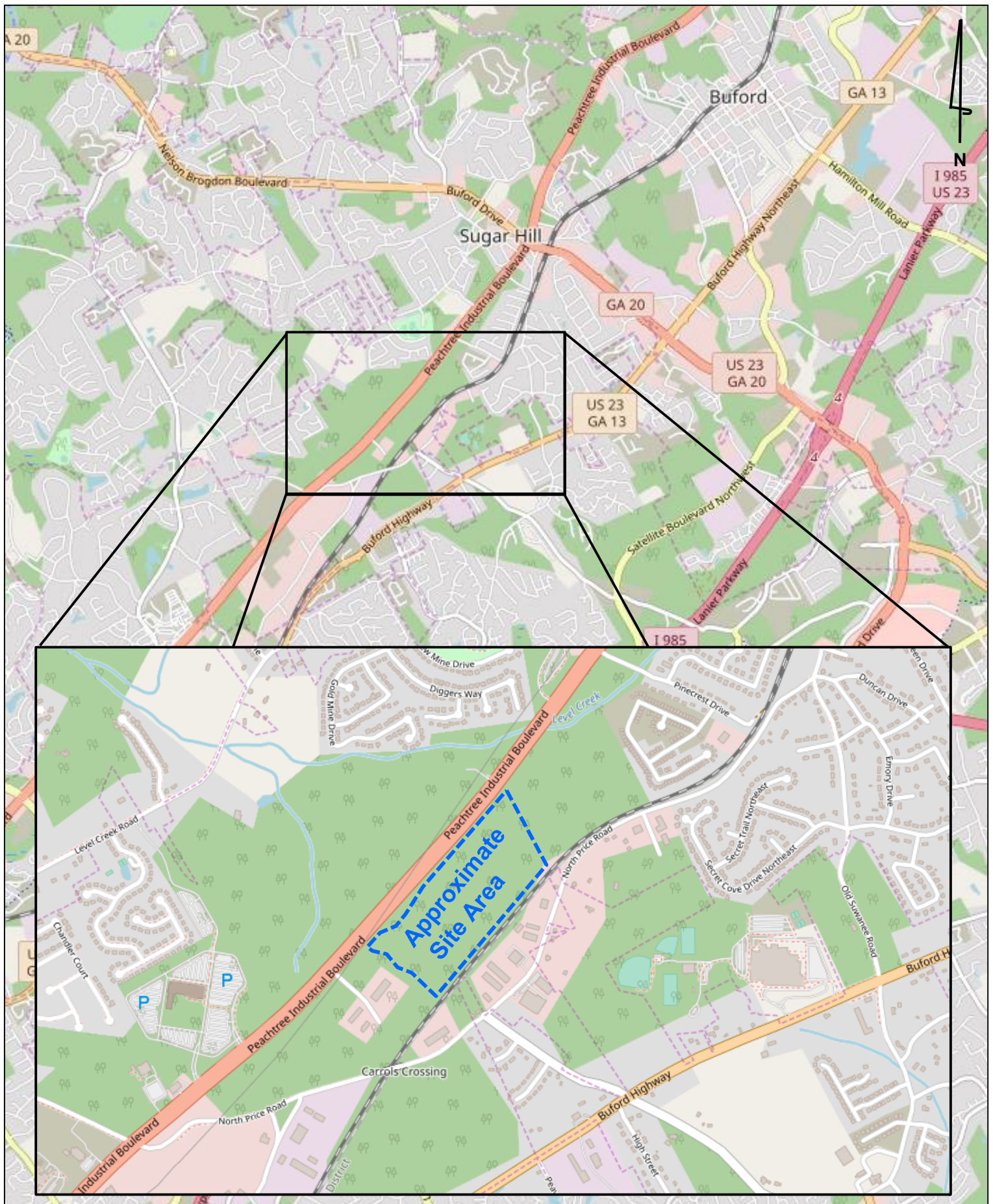
OTHER PERTINENT INFORMATION**Any other pertinent information that the Applicant believes will be relevant to the evaluation of the proposed DRI's impacts on regional mobility and air quality:**

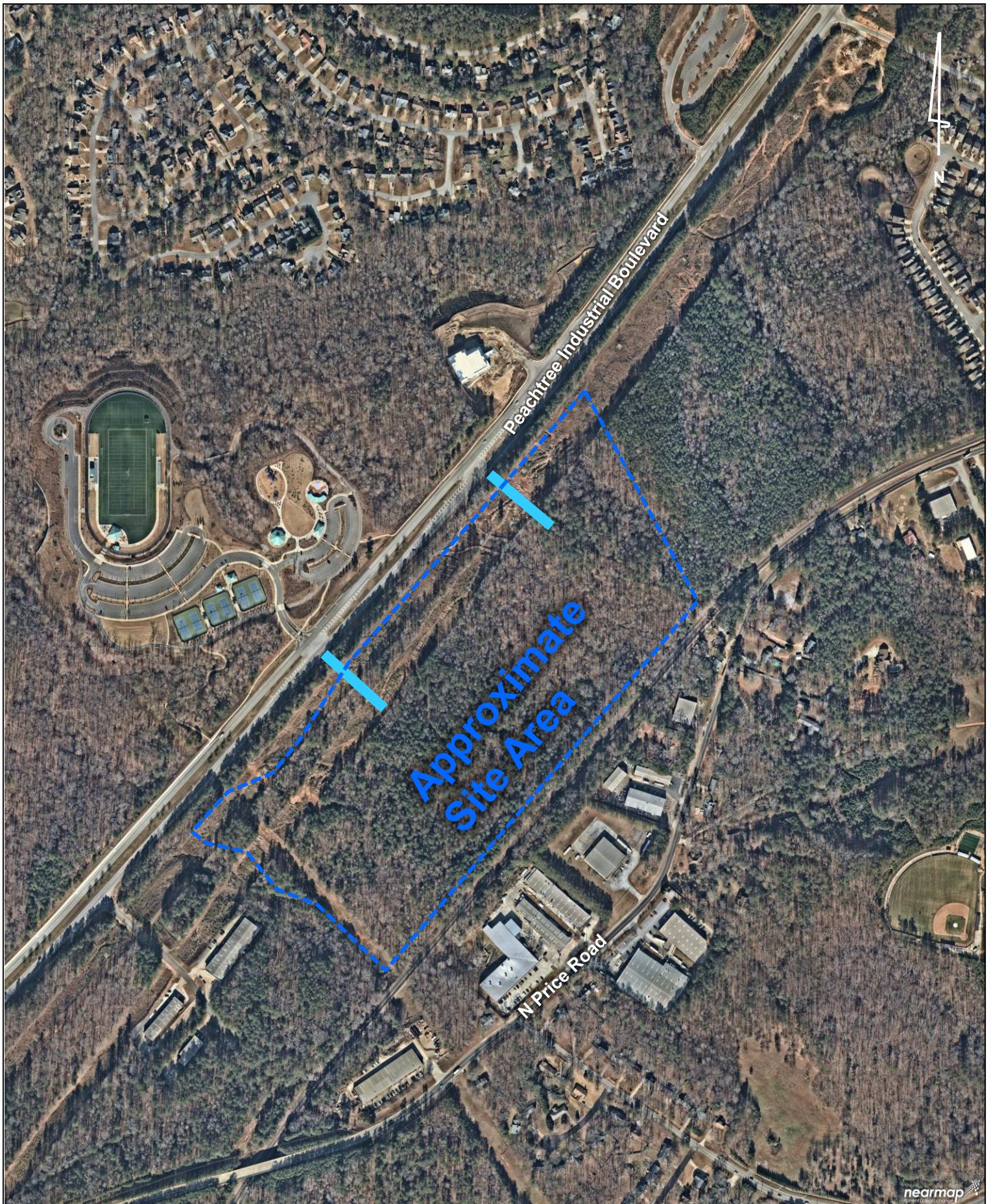
Open for discussion.

PROPOSED PROJECT SCHEDULE – DRI EXPEDITED REVIEW (15 DAYS FOR GRTA AND 20 DAYS FOR ARC)

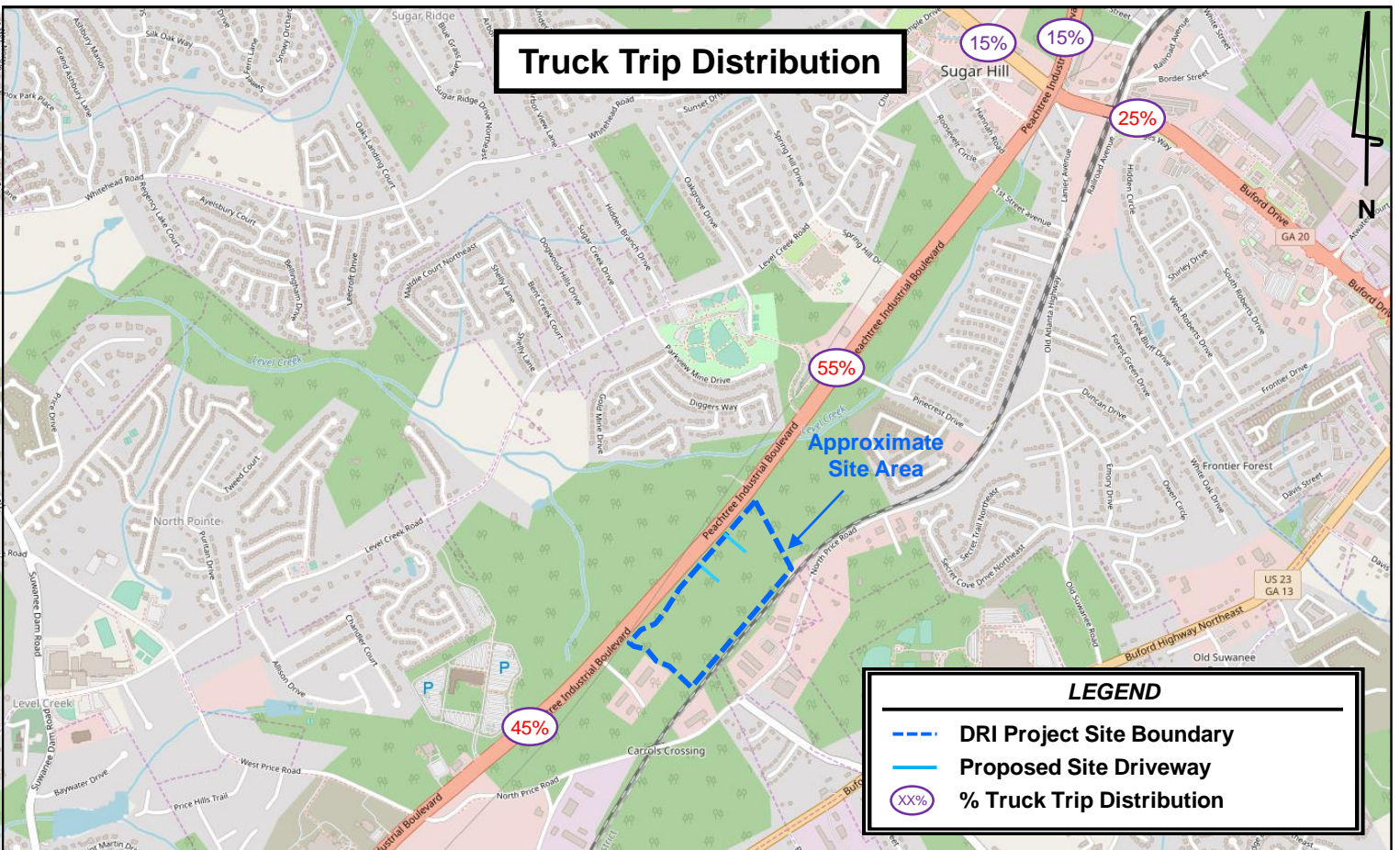
DRI Phase I – Pre-Review/Methodology	
City of Sugar Hill sends an email to ARC requesting a DRI Pre-Review Meeting - triggers the DRI - ("Form 1" can also be submitted at this time.).	April 10
Rezoning application filed	April 11
Pre-Review Meeting with GRTA, ARC, GDOT, City of Sugar Hill, and Gwinnett County. (ARC's Office)	April 23*
DRI Phase II – Transportation Study (If GRTA Requires a Traffic Study)	
City of Sugar Hill submits DRI "Form 2"	May 10
Full DRI Package (Post Pre-Review Meeting Handout and DRI Site Plan) is submitted to GRTA and ARC for review.	May 13
GRTA issues the "Letter of Understanding and Staff Recommendations."	May 20
ARC opens their Review (Preliminary Report)	May 20
Meeting at GRTA's office to discuss the GRTA proposed conditions.	Week of May 20
GRTA issues the "Notice of Decision."	May 28
ARC issues their Final Findings.	June 3
DRI Complete - Local jurisdictional action can occur.	June 4

* Delay in this date will result in all subsequent dates noted above being delayed.
Assumes GRTA 15-day review and ARC 20-day review

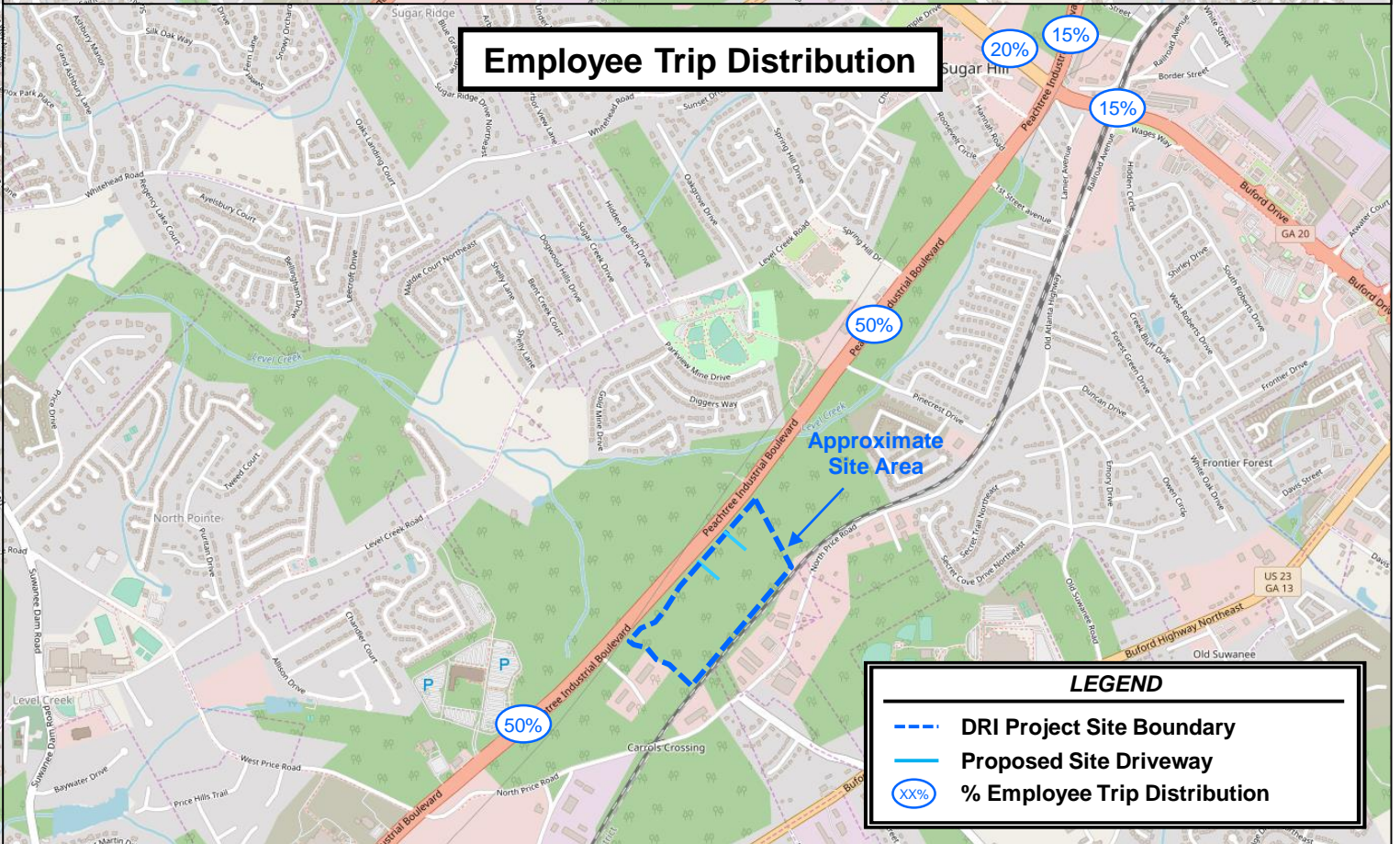


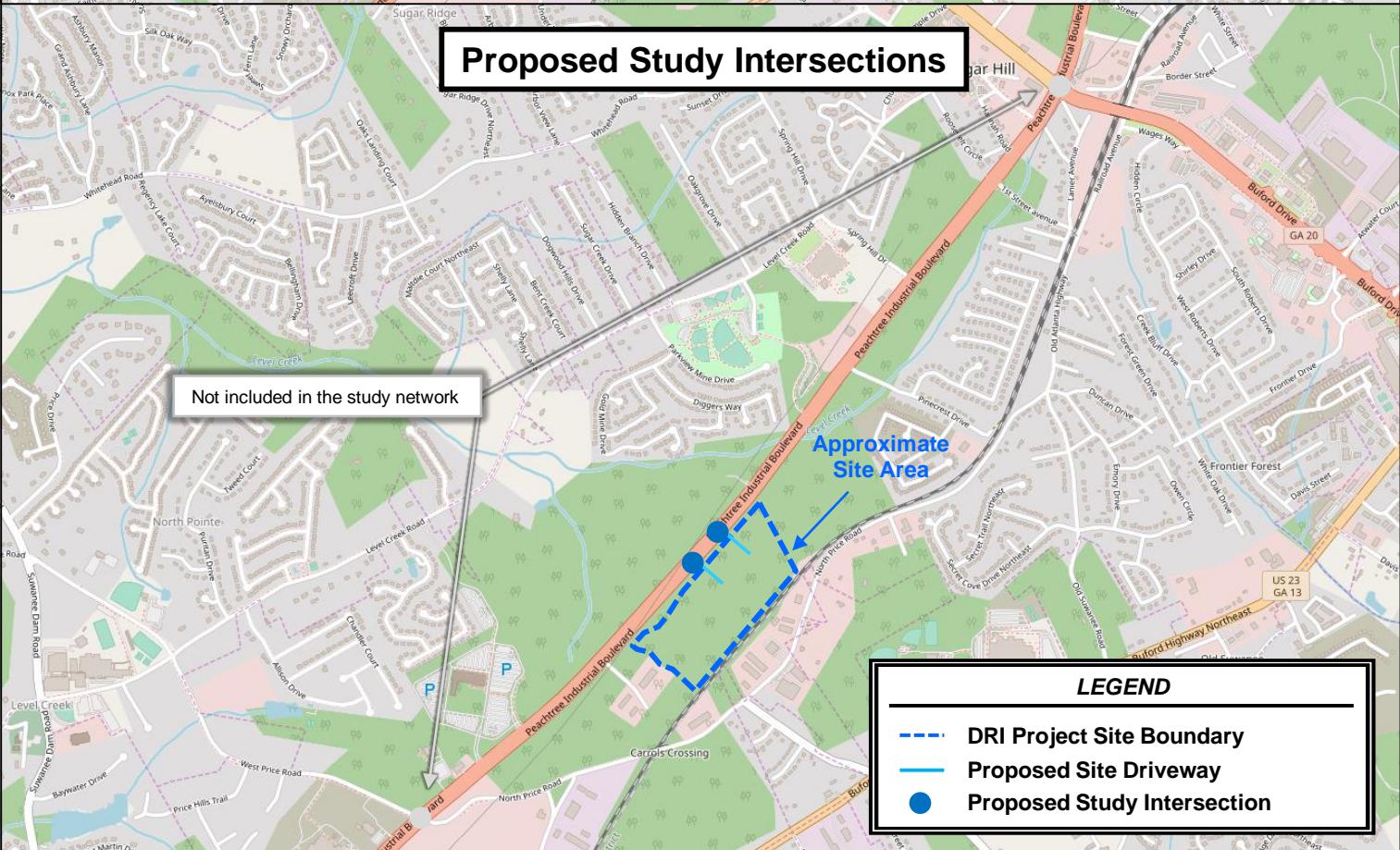
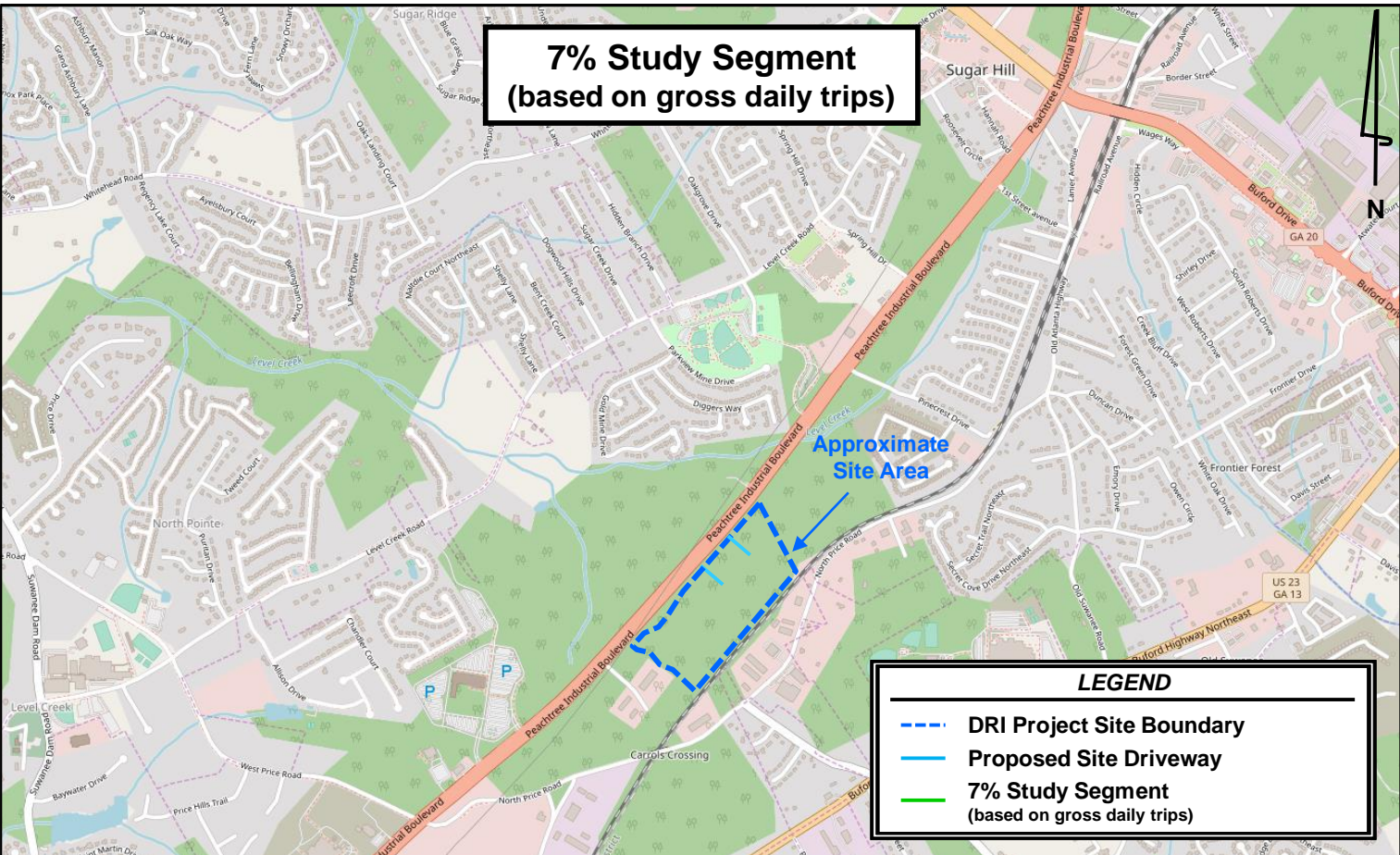


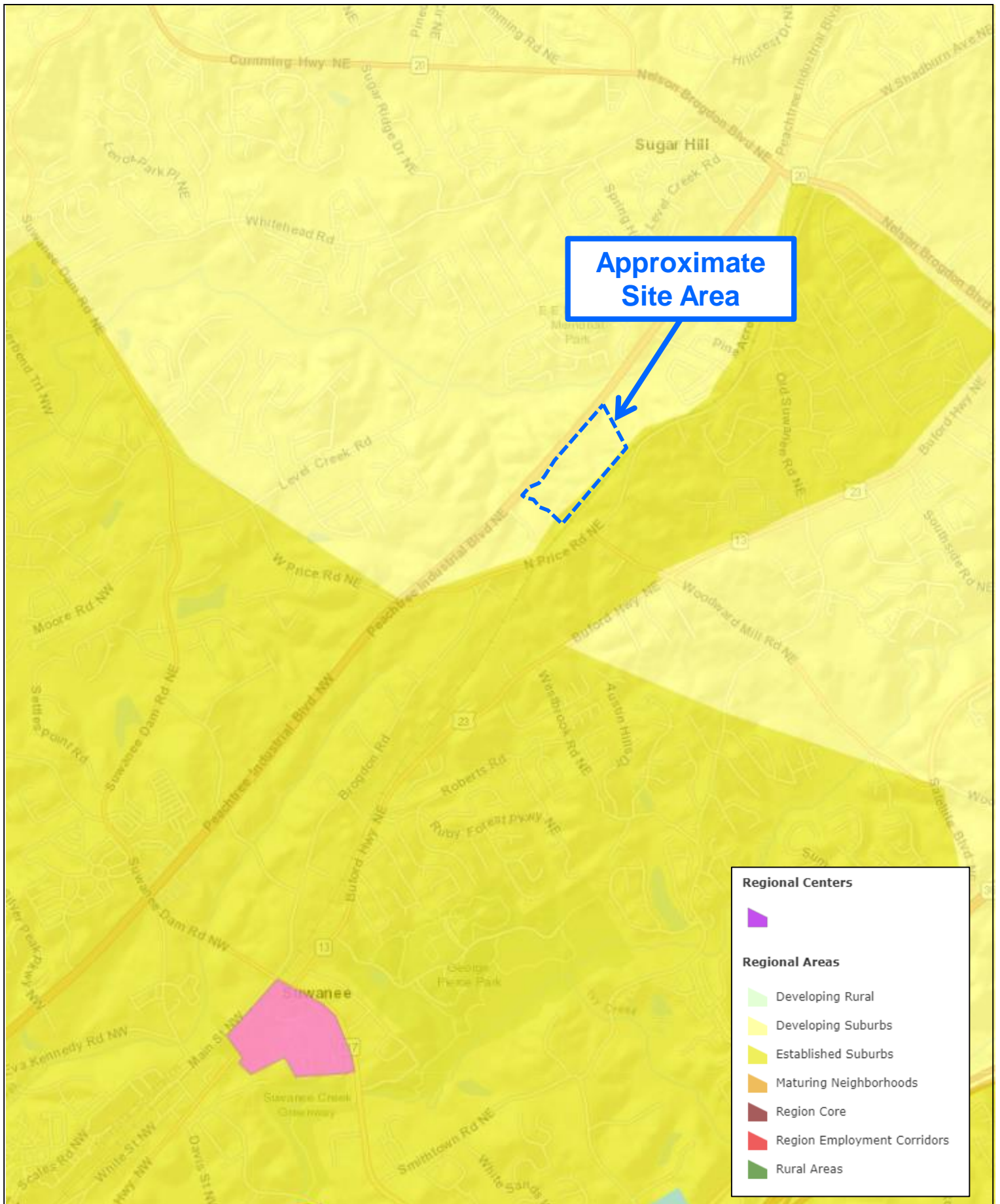
Truck Trip Distribution

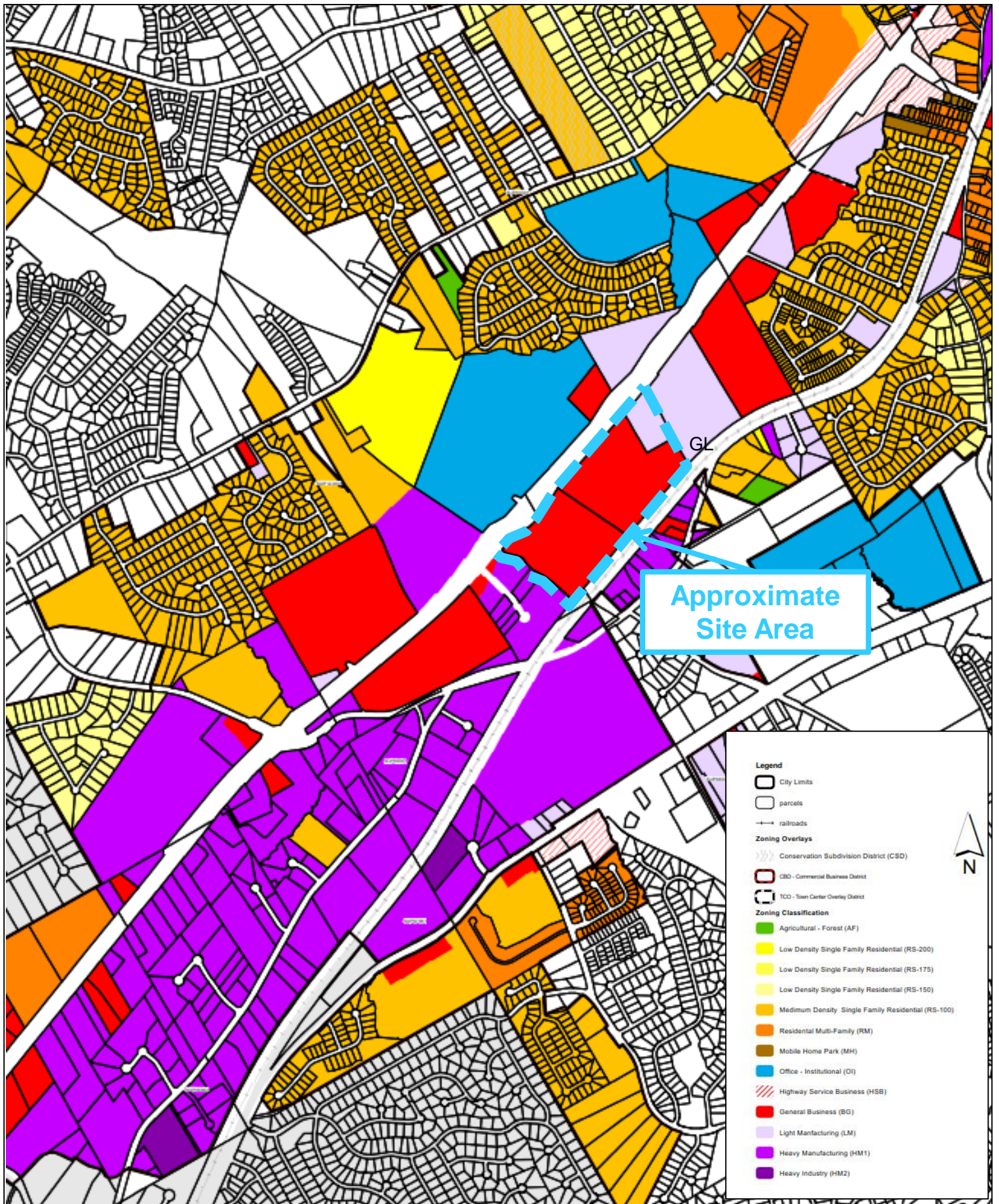


Employee Trip Distribution









Sugar Hill Distribution Center DRI #2938

Growth Rate Table

Source:	GDOT
Location:	Peachtree Industrial Boulevard n/o N Price Road
Route #:	00195400
Route Type:	Minor Arterial
Station:	135-0543
Capacity:	

Source:	GDOT
Location:	North Price Road e/o Old Suwanee Road
Route #:	00004400
Route Type:	Local
Station:	135-0576
Capacity:	

Count Year	Volume	Growth Rate
2012	17,320	
2013	17,370	0.29%
2014	17,600	1.32%
2015	18,900	7.39%
2016	19,500	3.17%
2017	20,600	5.64%

Avg. 1 Year Rates 2012-2017	3.53%
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Count Year	Volume	Growth Rate
2012	2,350	
2013	2,400	2.13%
2014	1,400	-41.67%
2015	1,460	4.29%
2016	1,500	2.74%
2017	1,530	2.00%

Avg. 1 Year Rates 2011-2016	-8.22%
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Annual Growth

Gwinnett County Population Annual Growth (2000-2010):
 Gwinnett County Population Annual Growth (2010-2017):
 Gwinnett County ARC Population Forecast (2015-2040):
 Sugar Hill Population Annual Growth (2000-2010):
 Sugar Hill Population Annual Growth (2010-2017):

3.19%
 1.92%
 1.82%
 4.97%
 3.26%

CHOSEN GROWTH RATE: 2.5%

Trip Generation Analysis (10th Ed.) Sugar Hill Distribution Center DRI #2938 City of Sugar Hill, Georgia									
Land Use	Intensity	Daily Trips	AM Peak Hour		PM Peak Hour				
			Total	In	Out	Total	In	Out	
Proposed Site Traffic									
150 Warehousing	522,800 s.f.	872	88	68	20	91	25	66	
Gross Trips									
Truck Trips (25% Warehousing Trips)		872	88	68	20	91	25	66	
Mixed-Use Reductions		218	22	17	5	23	6	17	
Alternative Mode Reductions		0	0	0	0	0	0	0	
Adjusted Truck Trips		218	22	17	5	23	6	17	
Car Trips (75% Warehousing Trips)		654	66	51	15	68	19	49	
Mixed-Use Reductions		0	0	0	0	0	0	0	
Alternative Mode Reductions		0	0	0	0	0	0	0	
Adjusted Employee Trips		654	66	51	15	68	19	49	
Mixed-Use Reductions - TOTAL		0	0	0	0	0	0	0	
Alternative Mode Reductions - TOTAL		0	0	0	0	0	0	0	
Pass-By Reductions - TOTAL		0	0	0	0	0	0	0	
New Trips		872	88	68	20	91	25	66	
Driveway Volumes		872	88	68	20	91	25	66	

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Sugar Hill Distribution Center DRI #2938																		
Study Segments - GRTA 7% Rule																		
Roadway Segment			No. of Lanes	Signal	Median	Left Turn Lanes	Speed Limit	Service Volume Analysis Type	LOS	Facility Service Volume @ Standard (vpd)	Adjusted Facility Service Volume @ Standard (vpd)	Trucks	Cars	Truck Trips	Car Trips	Total Daily Project Trips	% Service Volume Consumed	Project Trips ≥ 7%
Roadway	From	To																
Peachtree Ind. Blvd.	Site Driveways	N Price Road	4	Yes	Yes	Yes	45	State Roadway	D	35,000	35,000	40%	50%	87	327	414	1.2%	No
	Site Driveways	Spring Hill Drive	4	Yes	Yes	Yes	45	State Roadway	D	35,000	35,000	60%	50%	131	327	458	1.3%	No

Truck Trips = 218
Car Trips = 654

Short Title

PEACHTREE INDUSTRIAL BOULEVARD - SMART CORRIDOR IMPROVEMENTS FROM HOLCOMB BRIDGE ROAD TO HALL COUNTY LINE

GDOT Project No.

0016068

Federal ID No.

N/A

Status

Programmed

Service Type

Roadway / Operations & Safety

Sponsor

Gwinnett County

Jurisdiction

Gwinnett County

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

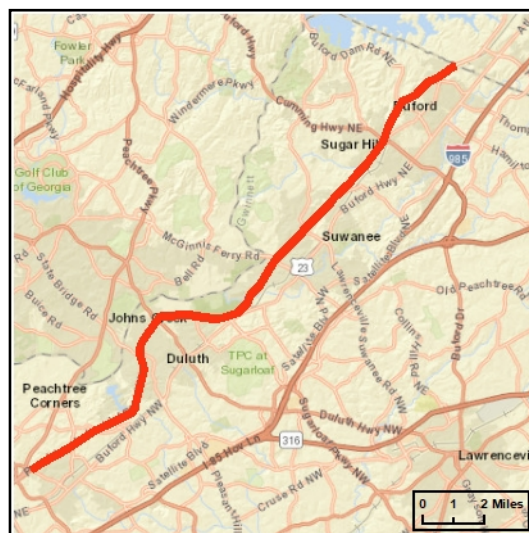
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Network Year

TBD

Corridor Length

20 miles



Detailed Description and Justification

This project address regional mobility and technology advancement. The project deployment includes equipping intersections along the route with connected vehicle technology to enable the traffic signal controllers to communicate with vehicles, cyclists, and pedestrians. A combination of radio and cellular technologies would be deployed. Emergency vehicles (for the first responders) will also be equipped to communicate with the intersections. The school beacon system will receive software updates to enable these devices to also communicate with vehicles. The pilot scheme envisaged would cover 50 intersections, 10 emergency vehicles, 5 pedestrian crossings, and 20 school beacons.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2020	\$2,646,650	\$2,117,320	\$0,000	\$0,000	\$529,330
				\$2,646,650	\$2,117,320	\$0,000	\$0,000	\$529,330

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



Short Title

SUGARLOAF PARKWAY EXTENSION: PHASE 3 - NEW ALIGNMENT FROM I-85 TO PEACHTREE INDUSTRIAL BOULEVARD

GDOT Project No.

0006925

Federal ID No.

CSSTP-0006-00(925)

Status

Programmed

Service Type

Roadway / General Purpose Capacity

Sponsor

Gwinnett County

Jurisdiction

Gwinnett County

Analysis Level

In the Region's Air Quality Conformity Analysis

Existing Thru Lane

0

LCI

☐

Planned Thru Lane

4

Flex

☐

Network Year

2040

Corridor Length

5.8 miles



Detailed Description and Justification

This East-Cross County Connector project consists of constructing a new roadway from I-85 to Peachtree Industrial Blvd. The road will include a 4 lane divided highway with a raised median, bicycle and pedestrian facilities, turn lanes as well as grade separation at Norfolk Southern Railroad, Buford Hwy, Satellite Blvd. and I-985. The project will add roadway capacity and address peak period congestion in the northern part of the county experiencing rapid population and employment growth.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2006	\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000
ROW	Local Jurisdiction/Municipality Funds	AUTH	2010	\$8,000,000	\$0,000	\$0,000	\$0,000	\$8,000,000
UTL	Local Jurisdiction/Municipality Funds		LR 2031-2040	\$6,106,500	\$0,000	\$0,000	\$0,000	\$6,106,500
CST	Local Jurisdiction/Municipality Funds		LR 2031-2040	\$109,415,586	\$0,000	\$0,000	\$0,000	\$109,415,586
				\$131,522,086	\$0,000	\$0,000	\$0,000	\$131,522,086

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases



