

# REGIONAL REVIEW NOTIFICATION

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

**DATE:** June 5, 2020

**ARC REVIEW CODE:** R2006051

**TO:** Chairman Charlotte Nash  
**ATTN TO:** Ashley Nichols, Planning Manager  
**FROM:** Douglas R. Hooker, Executive Director  
**RE:** Development of Regional Impact Review



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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:** MFT Braselton Highway Tract (DRI #3077)

**Review Type:** DRI

**Submitting Local Government:** Gwinnett County

**Date Opened:** Jun 5 2020

**Deadline for Comments:** June 20, 2020 **Date to Close:** June 23, 2020

**Description:** A Development of Regional Impact (DRI) review of a proposed mixed-use development in unincorporated Gwinnett County on the northwestern corner of the intersection of Braselton Highway and Spout Springs Road (SR 124). The site is near Interstate 85, but there is no interstate access at Spout Springs Road. The proposal comprises 71,600 SF of retail, 121 single-family detached units, 40 townhomes, and 363 apartment units. The local trigger is a rezoning. Estimated build-out is 2024.

**PRELIMINARY 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. Developing Suburbs are areas that were constructed from around 1995 to today. These areas are projected to remain suburbs through 2040. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General RDG information and recommendations for Developing Suburbs are listed at the bottom of these comments.

ARC's policy guidance for Developing Suburbs recommends that 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. This DRI features appropriate internal street connectivity, and benefits from multiple access points to distribute trips, with two driveways on Braselton Highway (SR 124) and one on Spout Springs Road. It proposes a future trail connection to the west through adjacent properties to reach Duncan Creek Park.

This DRI appears to manifest certain aspects of regional policy. It offers a variety of housing types and sizes. It incorporates common areas and amenities at multiple locations. It proposes a separated component of office and retail uses that is accessible by both vehicle and walking trips for residents. There are multiple issues with the commercial building orientations that could be improved, which are further detailed below.

The gross residential density of this DRI (3.48 units per acre) is within the ARC RDG's recommended development parameters for Developing Suburbs (up to 5 units per acre). Otherwise, the development appears to be partly compatible with recommendations for the Community Mixed-Use Character Area in the Gwinnett County 2040 Unified Plan. Medium-Scale Mixed-Use developments like this are listed as potential development types.

By the definitions detailed in the 2040 Gwinnett Unified Plan, this location appears to be located at a “node” in the Community Mixed-Use Character Area, being located at the intersection of one arterial and a collector. It states: “A node is defined as the area surrounding the intersection of two roadways classified as ‘collectors’ or higher. This is characterized by mixed-use developments incorporating mostly commercial uses with some smaller office tenants, and medium to high density residential uses concentrated at major intersections.” For building configurations, it recommends: “Within nodes or major intersections, buildings should be set close to the street for pedestrian orientation and engagement; outside of nodes, along the corridors, the buildings may be pulled back to allow for more auto-orientation.”

The proposed site plan as currently configured shows the commercial buildings as primarily auto-oriented, by being separated from the street and sidewalk by surface parking, and multiple drive-through restaurants on the portion fronting Braselton Highway. The buildings are surrounded by surface parking, so they also impede pedestrian connections for residents of the development and workers in the other commercial buildings. If the intent of the design recommendations in the Unified Plan are to promote a more pedestrian-oriented environment at the appropriate locations, the buildings should be re-oriented to either or both the external street and internal streets. While drive-through restaurants will always be challenging to balance with a quality pedestrian environment, it is possible to situate the parking and driveways inside the commercial cluster to reduce the conflicts. The proposed commercial outparcels at the northeastern corner of the site are also separated from both the external street and the internal street by surface parking. There appears to be ample space to orient the buildings to the street with parking behind them.

Across the entire project, closer attention needs to be paid to the pedestrian network, including sidewalk location, crosswalks, building orientation, pathways to amenities, and other changes that could reasonably improve internal walkability and reduce the number of internal vehicle trips required to access all the development's features. Additional comments from ARC's Transportation Access & Mobility Group are attached.

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, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Additional comments on water resources from ARC's Natural Resources Group are attached.

They note that the site plan doesn't currently show the State 25-foot Sediment and Erosion Control buffer along Duncan Creek.

Further to the above, general 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 NATURAL RESOURCES

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GRTA/SRTA

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or [ggiuffrida@atlantaregional.org](mailto:ggiuffrida@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## 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: **MFT Braselton Highway Tract (DRI #3077)** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Comments must be emailed to:***

Greg Giuffrida  
Atlanta Regional Commission  
[ggiuffrida@atlantaregional.org](mailto:ggiuffrida@atlantaregional.org)  
Ph. (470) 378-1531

**Return Date: June 20, 2020**

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## Developments of Regional Impact

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### DRI #3077

#### 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: Gwinnett

Individual completing form: Ashley Nichols

Telephone: 6785186215

E-mail: [ashley.nichols@gwinnettcountry.com](mailto:ashley.nichols@gwinnettcountry.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: MFT Braselton Highway Tract

Location (Street Address, GPS Coordinates, or Legal  
Land Lot Description): Braselton Highway at Spout Springs Road District 3 Land Lot 003

Brief Description of Project: Mixed use development consisting of 71,600 sf of retail, 121 single-family detached units, 40 townhomes, and 363 apartment units.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" 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 type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): 71,600 sf of retail, 121 single-family detached units, 40 townhomes, and 363 apartment units

Developer: MFT, LLC c/o Shane Lanham

Mailing Address: 1500 Highway 124

Address 2:

City:Auburn State: GA Zip:30011

Telephone: 7702320000

Email: [slanham@mplawfirm.com](mailto:slanham@mplawfirm.com)

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

If yes, property owner: MFT, LLC, BHP Development, LLC, and Martha June Britt Revocable Trust

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 Project Name:

information: 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: 2022-2024  
Overall project: 2022-2024

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## Developments of Regional Impact

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### DRI #3077

#### 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: Gwinnett  
Individual completing form: Ashley Nichols  
Telephone: 6785186215  
Email: ashley.nichols@gwinnettcountry.com

#### Project Information

Name of Proposed Project: MFT Braselton Highway Tract  
DRI ID Number: 3077  
Developer/Applicant: MFT, LLC  
Telephone: 7706142244  
Email(s): corbitt@highglends.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: 115,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 4,000,0000

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 Department of Water Resources

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 170,000

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: Gwinnett County Department of Water Resources

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

0.171

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.)

434 AM Peak, 591 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: Turn lanes and deceleration/acceleration lanes

### Solid Waste Disposal

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

740

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?

65

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: 50-foot stream buffer, 75-foot impervious setback On-site detention and water quality

### 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?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

If you answered yes to any question above, describe how the identified resource(s) may be affected:  
Project is designed to avoid floodplain Watershed-Mulberry

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**MFT BRASELTON HIGHWAY TRACT DRI**  
**Gwinnett County**  
**Natural Resources Group Comments**  
**May 27, 2020**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The project property is located within the Mulberry River watershed, which in turn is part of the Oconee River Basin. The Mulberry River watershed is not a water supply watershed for any jurisdiction in the Atlanta Region or the Metropolitan North Georgia Water Planning District.

**Stream Buffers**

Both the site plan and the USGS coverage for the project area show Duncan Creek crossing the western and northwestern portion of the property. The Gwinnett County 50-foot stream buffer and 75-foot impervious setback are shown, but the State 25-foot Sediment and Erosion Control buffer is not shown along the stream. The site plan shows a portion of a proposed trail within the 75-foot setback and several proposed lots extend into the setback. Activity within the setback that is not specifically allowed under the Gwinnett Stream Buffer Ordinance may require variances. There are no intrusions into the 50-foot buffer or the 25-foot State buffer. Any unmapped streams on the property may be subject to the County and State buffers. Any unmapped waters of the state will also be subject to the State 25-foot Sediment and Erosion Control buffer.

**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

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

### DRI INFORMATION

**DRI Number** #3077  
**DRI Title** MFT Braselton Highway  
**County** Gwinnett County  
**City (if applicable)** None / Unincorporated  
**Address / Location** *Northwestern corner of the intersection of Braselton Highway and Spout Springs Road (SR 124)*

**Review Process** ☐ EXPEDITED  
☒ NON-EXPEDITED

**77.9 acre development consisting of** 524 residential units including 121 detached single family homes, 40 townhomes, and 363 multi-family units; seven (7) commercial outparcels including a 5,600 ft<sup>2</sup> restaurant, a 3,000 ft<sup>2</sup> restaurant with drive-through, another 3,000 ft<sup>2</sup> restaurant with drive-through, 15,800 ft<sup>2</sup> of office/retail/restaurant, 17,200 ft<sup>2</sup> of office/retail, 12,600 ft<sup>2</sup> of office/retail, and 14,400 ft<sup>2</sup> of office/retail/restaurant, for a total of 71,600 ft<sup>2</sup> of commercial

uses.

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice Mangham  
**Copied** [Click here to enter text.](#)  
**Date** May 11, 2020

### TRAFFIC STUDY

**Prepared by** Marc R Acampora, LLC  
**Date** May 8, 2020

## **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)*

☐ NO *(provide comments below)*

**Projects programmed in the RTP are identified in on page 28 in Table 7 of the traffic analysis**

## **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 site plan identifies access drives on SR 124, a regional highway.

**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*)

The site plan shows proposed access on SR 124 which is Identified as a regional connector.

**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*)

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)

Bus Service is more than a mile away

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)

Sidewalk currently exist along Stanley Road however sidewalk facilities along Cobb International are incomplete adjacent to the proposed development site.

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 Transit, GRTA Express

**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)

An access trail to Duncan Creek Park is proposed as a part of the development.

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 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*)

Access to adjacent parcels are provided through local road and access drives proposed in the development.

### **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 plan depicts sidewalks throughout the development.

**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)

*Sidewalk facilities are available along Spout Springs road and are sporadic along SR 124 adjacent to the development. The site plan depicts pedestrian facilities proposed throughout the development.*

**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)

Minimal truck traffic is anticipated under this development

## **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?**

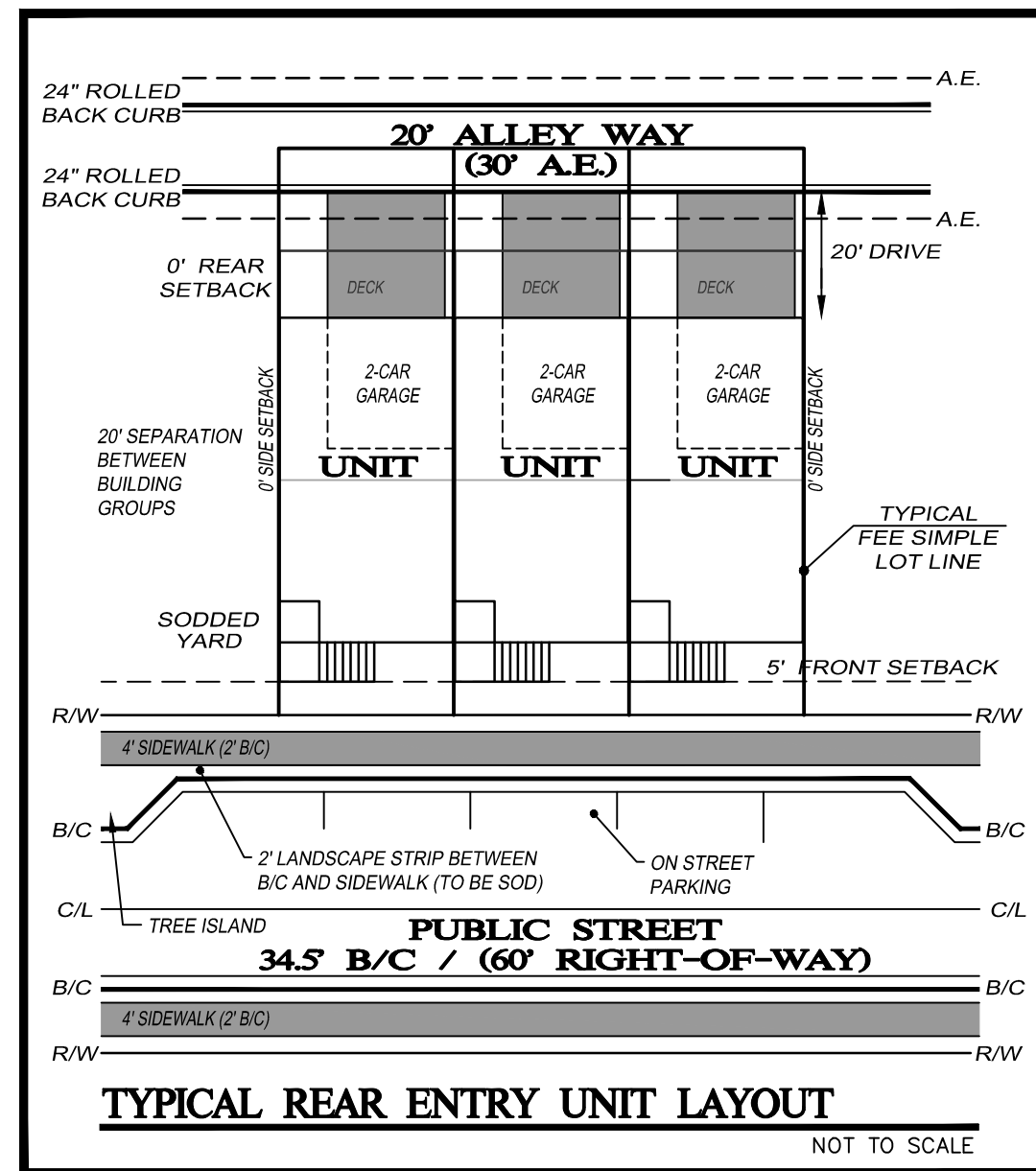
- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

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

None.



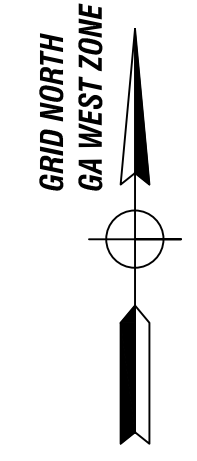


**PROPOSED C2 ZONING OUTPARCELS**

OUTPARCEL	PROPOSED USE	SQUARE FOOTAGE
1	RESTAURANT	5,600 S.F.
2	RESTAURANT/DRIVE THRU	3,000 S.F.
3	RESTAURANT/DRIVE THRU	3,000 S.F.
4	OFFICE/RETAIL/RESTAURANT	15,800 S.F.
5	OFFICE/RETAIL	17,200 S.F.
6	OFFICE/RETAIL	12,600 S.F.
7	OFFICE/RETAIL/RESTAURANT	14,400 S.F.
		TOTAL 71,600 S.F.

**TND PARKING SUMMARY:**  
 NUMBER REQUIRED SPACES TO BE BASED ON: SINGLE-FAMILY DETACHED & TOWNHOMES  
 MINIMUM 3.0/ D.U., MAXIMUM 6.0/ D.U.  
 MINIMUM REQUIRED: 483 SPACES  
 MAXIMUM REQUIRED: 966 SPACES  
 PROPOSED PARKING SPACES PER D.U.:  
 TWO - CAR GARAGE PER D.U.: (161) X 2 = 224 SPACES  
 DRIVE-WAY SPACES PER D.U.: (161) X 2 = 224 SPACES  
 ON-STREET PARKING (PARALLEL SPACES): = 108 SPACES  
 PROPOSED PARKING PROVIDED: 554 SPACES

**PROPOSED RM24 ZONING  
363 UNITS**



5074 BRISTOL INDUSTRIAL WAY  
 SUITE A  
 BUFORD, GEORGIA 30018  
 (770) 271-2868  
 www.dpengr.com

PREPARED FOR:  
**MFT, LLC.**  
 1500 HIGHWAY 124  
 AUBURN, GA 30011  
 CONTACT:  
**MR. CORBITT WOODS**

PROJECT NAME:  
**MFT  
 BRASELTON HWY.  
 TRACT**

TASK:  
**CONCEPTUAL  
 REZONING  
 EXHIBIT**

**PROJECT INFORMATION:**

MFT BRASELTON HWY. TRACT  
 Project Name  
 19-079  
 Project Number  
 4028 BRASELTON HIGHWAY  
 Project Address  
 002 and 003  
 Land Lot No.(s)  
 3rd DISTRICT  
 District  
 GWINNETT COUNTY, GA.  
 County, State

DATE	12/20/19	01/28/20	02/11/20						
REVISION									
CHANGES TO LAYOUT AS PER CLIENT REQUEST									
CHANGES TO LAYOUT AS PER CLIENT REQUEST									
GWINNETT COUNTY STAFF COMMENTS									
No.	1.	2.	3.	4.	5.				
KWB DESIGN									
KWB DRAWN									
CHECKED									
DATE	12/20/19	19-079							
		PROJECT No.							

**DEVELOPMENT SUMMARY**

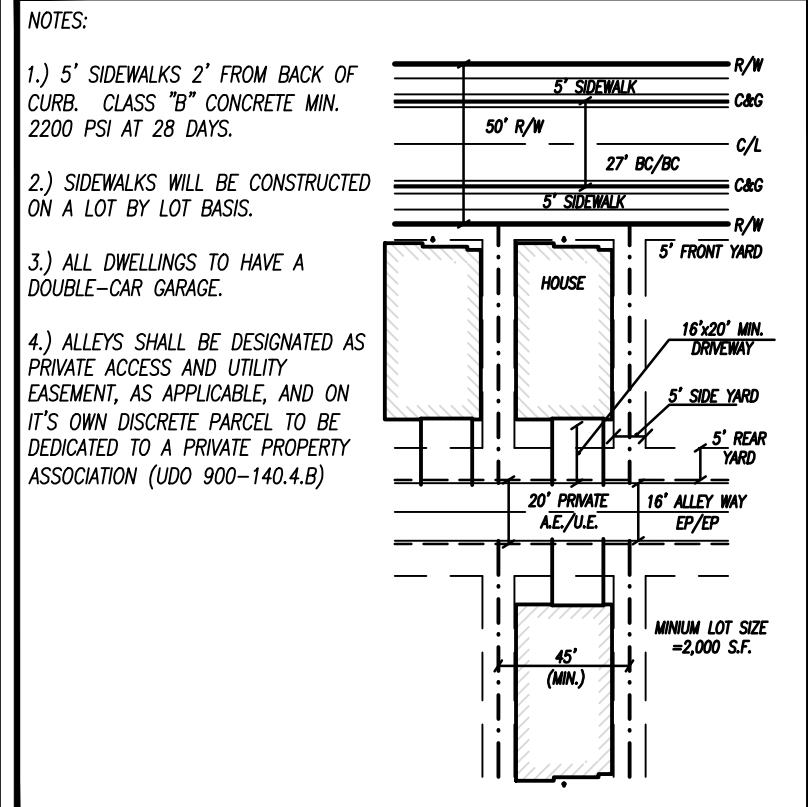
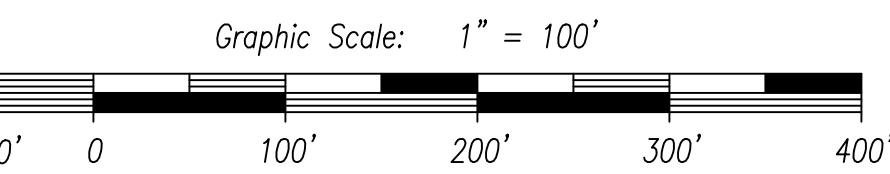
- TOTAL PROPERTY ACREAGE = ± 77.9 AC.
- ZONING PARCELS' (3002 044, 3003 104, 3003 171, & 3003 048)
- CURRENT ZONING: R-75MOD & RA200
- PROPOSED ZONING: TND, RM-24 & C-2 (SEE ZONING LINE)
- TOTAL TND ZONING ACREAGE = ±46.19 AC.
- TND TOTAL NUMBER OF RESIDENTIAL UNITS:  
 SINGLE FAMILY MID-SIZE LOT (7,500 S.F. - 9,499 S.F.) = 42  
 SINGLE FAMILY SMALL LOT (5,000 S.F. - 7,499 S.F.) = 79  
 SINGLE FAMILY ATTACHED TOWNHOME (2,000 S.F. - 5,999 S.F.) = 40  
 TOTAL NUMBER OF UNITS = 161
- TND RESIDENTIAL GROSS DENSITY: 3.48 UNITS/AC.
- FLOODPLAIN ACREAGE: ±5.7 AC.
- TND RESIDENTIAL NET DENSITY (GROSS ACREAGE - 50% FLOODPLAIN): 3.71 UNITS/AC.
- PROPOSED SETBACKS: REAR ENTRY SINGLE-FAMILY/TOWNHOMES  
 FRONT SETBACK = 5 FEET  
 SIDE SETBACK = 0 FEET (20' SEPARATION BETWEEN BUILDING GROUPS)  
 REAR SETBACK = 20 FEET
- PROPOSED SETBACKS: FRONT ENTRY SINGLE-FAMILY LOTS  
 FRONT SETBACK = 15 FEET  
 SIDE SETBACK = 5 FEET  
 REAR SETBACK = 20 FEET
- 1.5 PARKING SPACES REQUIRED PER EACH RESIDENTIAL UNIT.
- TND OPEN/Common Area Required (20%) / PROVIDED = ±9.7 AC. (20.9%)
- TOTAL RM-24 ZONING ACREAGE = ±16.96 AC.
- TOTAL NUMBER OF MULTI-FAMILY UNITS = 363
- RM-24 GROSS & NET DENSITY: 21.4 UNITS/AC.
- PROPOSED EXTERIOR SETBACKS: RM-24  
 FRONT SETBACK = 15 FEET / 50 FEET (R/W)  
 SIDE SETBACK = 15 FEET  
 REAR SETBACK = 30 FEET
- MAXIMUM BUILDING HEIGHT: 65 FEET
- RM-24 REQUIRED PARKING = 1.5 PARKING SPACES PER DWELLING.
- RM-24 REQUIRED COMMON AREA = ±3.4 AC. (20%)  
 COMMON AREA PROVIDED = (±3.4 AC./20%)
- TOTAL C2 ZONING ACREAGE = ±14.77
- C2 REQUIRED SETBACKS:  
 FRONT = 15 FEET  
 SIDE = 10 FEET  
 REAR = 30 FEET
- MAXIMUM BLDG. HEIGHT = 45 FEET
- BOUNDARY INFORMATION BASED ON COMPOSITE PLAT FOR MFT, LLC., DATED NOV. 16, 2010, BY MCGAUGHEY LAND SURVEYING, INC..
- TOPOGRAPHIC INFORMATION BASED ON MEAN SEA LEVEL AS TAKEN FROM GWINNETT COUNTY GIS SURVEY REFERENCE DATUM, NGVD 1989.
- PORTIONS OF THE SUBJECT PROPERTY ARE LOCATED WITHIN A DESIGNATED FLOOD HAZARD AREA PER GWINNETT COUNTY F.I.R.M. PANEL NO. 13135C00286, DATED 03/04/2013.
- LOTS SHOWN ARE FOR SINGLE-FAMILY USE ONLY.
- WATER AND SEWER SERVICE PROVIDED BY GWINNETT COUNTY
- A 50' FOOT UNDISTURBED VEGETATIVE BUFFER ADJACENT TO ALL RUNNING STREAMS AND CREEKS WILL BE LEFT AND MAINTAINED.
- SITE PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE BASED ON ACTUAL FIELD CONDITIONS.

**PROPOSED ZONING PARCELS**

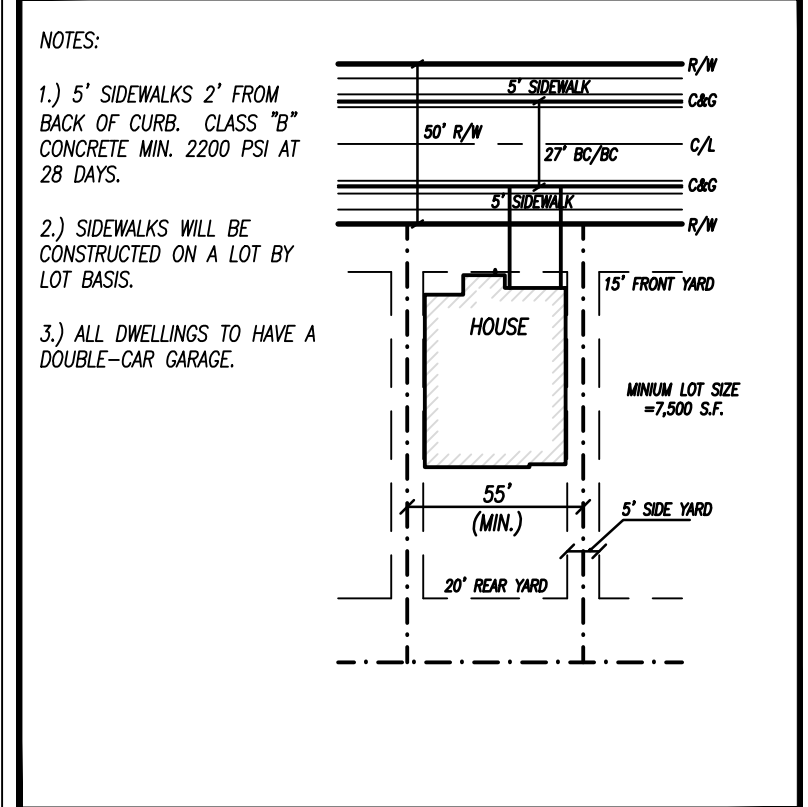
PARCEL I.D.	EXISTING ZONING	PROPOSED ZONING CLASSIFICATIONS
3002-044	R75MOD	TND, RM-24, & C-2
3003-104	RA200	TND, RM-24, & C-2
3003-171	RA200	RM-24 & C-2
3003-048	RA200	C-2

**LEGEND**

- SINGLE-FAMILY MID SIZE LOTS (7,500 S.F. - 9,499 S.F.) (55' WIDE FRONT ENTRY)
- SINGLE-FAMILY SMALL SIZE LOTS (5,000 S.F. - 7,499 S.F.) (45' WIDE FRONT & REAR ENTRY)
- TOWNHOME LOTS OR VILLAS (2,000 S.F. - 5,999 S.F.) (REAR ENTRY)
- PROPOSED COMMON AREA
- 50' UNDISTURBED STREAM BUFFER



TYPICAL "SMALL" LOT LAYOUT



TYPICAL "MEDIUM" LOT LAYOUT

**PROPOSED TND ZONING  
RESIDENTIAL**

**RM-24 VARIANCE REQUESTED:**

- REDUCE REQUIRED 20' DISSIMILAR ZONING BUFFER ADJACENT TO PROPOSED TND ZONING TO 0'.

**TND VARIANCE REQUESTED:**

- REDUCE REQUIRED 40' DISSIMILAR ZONING BUFFER ADJACENT TO RA-200 ZONED PROPERTY TO 0' (PARCEL #s 3002 043, 3002 040 & 3003 044).
- REDUCE REQUIRED 35' DISSIMILAR ZONING BUFFER ADJACENT TO R-100 ZONED PROPERTY TO 0' (PARCEL 3003 059).

GA. STATE HIGHWAY 124  
 A.K.A. BRASELTON HIGHWAY  
 80' R/W

GA. STATE HIGHWAY 124  
 A.K.A. BRASELTON HIGHWAY  
 80' R/W

GA. STATE HIGHWAY 124  
 A.K.A. BRASELTON HIGHWAY  
 80' R/W