

DATE: Dec. 30, 2020

ARC REVIEW CODE: R2012151

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



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: READ Holding Waste Transfer (DRI #3208)

Submitting Local Government: Gwinnett County

Review Type: Development of Regional Impact **Date Opened:** Dec. 15, 2020 **Date Closed:** Dec. 30, 2020

Description: A Development of Regional Impact (DRI) review of a proposed project to build a new facility for recycling construction materials on the site of an existing scrap metal recycling facility located at 1527 and 1537 Beaver Run Road in unincorporated Gwinnett County. All processing would be conducted in a new indoor facility of 54,400 square feet. The project is expected to generate fewer than 1,000 trips and is seeking expedited review under GRTA rules. The local trigger is a rezoning from M-1 to M-2. Expected buildout is 2022.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in a Regional Employment Corridor. This location is not defined as a Regional Industrial and Logistics area, but because this is a local industrial area, general information and policy recommendations for both Regional Employment Corridors and Regional Industrial and Logistics areas are listed at the bottom of this report.

The project supports regional goals by creating industrial jobs and providing a facility for construction materials from the large amount of regional development to be recycled and processed. The location is being adapted from an existing scrap metal recycling facility and is surrounded by other industrial uses, so conflicts with other land uses are minimal. It is compatible with the Workplace Center area in Gwinnett County's 2040 Future Land Use Map.

The estimated number of trips for the DRI site is 120 per day, based on the applicant's estimate of deliveries at a similar nearby facility. The project qualifies for expedited review by Georgia Regional Transportation Authority. However, because a portion of the trips will be by heavy trucks, care should be taken to consider project driveway design and construction, route choice, turning movements, acceleration and deceleration, railroad crossings, and grades that will be affected by that vehicle type. During the Pre-Review meeting held on Dec. 7, 2020, Georgia Department of Transportation staff noted some damage to the existing driveway from turning trucks and asked for a study of the existing driveway for truck turning movements and repairs to bring the driveway apron and sidewalk up to department standards.

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. Additional comments from the 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 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. At the Dec. 7, 2020, Pre-Review meeting, staff from Gwinnett County Water Resources also noted that the project will be required to upgrade its existing 8-inch service line to a 12-inch line. Please see additional attached comments from ARC's Natural Resources Group.

Further to the above, Regional Employment Corridors, along with the Region Core (Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area.

Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites

Because these recommendations are not fully relevant for this project, recommendations for Regional Industrial & Logistics Areas are also included. These represent the major intermodal freight facilities and major logistics centers of the region. As a strategic economic sector, the region should strive to protect these areas and ensure they are well served by the regional transportation network. This area will see increased job growth in the form of industrial and logistics space. Strategies are needed to avoid residential and industrial conflicts while still allowing both uses in proximity to each other, without limiting the operations of industrial land users. Regional Industrial Logistics Implementation Strategies include:

- Protect Industrial and Logistics Areas by not allowing conflicting land uses in the vicinity
- Identify key areas to preserve for freight and industrial uses

- Continue to promote Industrial and Logistics Areas as a major resource in recruiting future economic development prospects to the region
- Ensure the continued efficiency of cargo and freight transport with easy connectivity to trucking and shipping routes through the region

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

ARC COMMUNITY DEVELOPMENT

ARC TRANSPORTATION ACCESS & MOBILITY

ARC NATURAL RESOURCES

ARC RESEARCH & ANALYTICS

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

CITY OF NORCROSS

CITY OF LILBURN

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@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 #3208

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

*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: Read Holdings Waste Transfer @ Beaver Ruin Road
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1527 and 1537 Beaver Ruin Road
Brief Description of Project: Construction material recycling solid waste transfer station

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 checked="" 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.): 54,400 sf proposed,

Developer: READ Holding LLC

Mailing Address: 300 East Smoketree Terrace

Address 2:

City: Johns Creek State: GA Zip: 30005

Telephone: 6784584834

Email: alextsynman@gmail.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 Dates: This project/phase: 2022
Overall project: 2022

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Developments of Regional Impact

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DRI #3208

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: Read Holdings Waste Transfer @ Beaver Ruin Road
DRI ID Number: 3208
Developer/Applicant: READ Holding LLC
Telephone: 6784584834
Email(s): alextsynman@gmail.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: 1,300,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 22,000.00 in property tax

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)? .000083

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)? .000083

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? Per development regulations, a new sewer connection will be made to the adjacent property

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.) Maximum 120 daily trips

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

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

If yes, please describe below:

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 0

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? Bldg + Asphalt = 31.3% Bldg + Asphalt + Gravel = 62.8%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management. Developer has already sited location for water detention. Will develop as per Gwinnett County direction.

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:

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[DRI Site Map](#) | [Contact](#)

Tony Powell
Brian Edwards
Nathan Powell
W. Charles Ross



POWELL & EDWARDS
ATTORNEYS AT LAW

Christopher Day
Jay Crowley
Mandy Williams

December 3, 2020

VIA ELECTRONIC MAIL

Andrew Spiliotis
Georgia Regional Transportation Authority
State Road and Tollway Authority, Suite 2200
245 Peachtree Center Avenue
Atlanta, Georgia 30303
aspiliotis@srta.ga.gov

RE: Request for Expedited Review for DRI#3208

Dear Mr. Spiliotis:

Our firm represents READ Holding LLC in its request for Rezoning and a Special Use Permit for a Construction Material Recycling Solid Waste Transfer Station located at 1527 & 1537 Beaver Ruin Road in Gwinnett County. It is our understanding that the Gwinnett County Department of Planning and Development submitted our project to the ARC and GRTA for review as a potential DRI. After a review of the Procedure and Principles for GRTA DRI Review, we believe our project qualifies for an expedited review, pursuant to Section 3-102 B, as the project will generate less than one thousand, (1,000) gross daily trips as will be described further in this Memorandum. The calculations below are extrapolated from experience with a similar, but smaller, operation in DeKalb County which is currently operated by the same operator our client is proposing to utilize for the proposed development.

Materials Receiving:

The proposed development will receive “roll-off” dumpsters containing construction materials. These dumpsters contain between three (3) and five (5) tons of construction materials. The processing capacity of the proposed facility will be three (3) to four (4) trucks per hour, with an absolute maximum of five (5) trucks per hour. The proposed facility will only operate between 8:00 am and 5:00 pm. Therefore it is anticipated that even in the unlikely event of maximum processing during the entire period of daily operation, there would be no more than forty-five (45) trucks entering and exiting the facility for a maximum daily trip count of ninety (90) trips.

Employees:

It is anticipated that the average daily complement will be seven (7) employees. However, if operating at maximum capacity, there would be no more than fifteen employees present on a given day. Fifteen (15) employee vehicles would amount to a maximum daily total of thirty (30) trips in and out of the facility.

A PROFESSIONAL CORPORATION

P.O. Box 1390 • Lawrenceville, Georgia 30046-1390 • powelledwards.com • 770.962.0100

Street Address For Direct Deliveries Only • 10 Lumpkin Street Lawrenceville, GA 30046

Total Daily Trips:

Based upon the above calculations, the proposed facility would generate no more than one hundred and twenty (120) daily trips and that would only occur if operating at full capacity for an entire day, an unlikely occurrence. Although the idea of allowing the public to enter and bring materials has been discussed, such activity is not part of the current plan and would only be considered if required by Gwinnett County. Even if this were to become the case, there would still be nowhere near the threshold number of trips approached. It is our belief that this limited trip generation is such that the number of trips generated by the proposed development is likely to have minimal impact on the road network.

Also of particular note, and as evidenced on the site plan, is that there is an entry drive over five hundred, fifty feet (550') in length, so there would never be a concern regarding any backup upon Beaver Ruin Road. It is also believed that there will actually be a net decrease in daily trips with the proposed development as opposed to the existing use.

My clients and I look forward to meeting on Monday and answering any questions that you might have. In the interim, should you have any questions, please feel free to contact me at 770-962-0100.

Sincerely,

POWELL & EDWARDS



W. Charles Ross

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

DRI INFORMATION

DRI Number #3208
DRI Title Holdings Waste Transfer
County Gwinnett County
City (if applicable)
Address / Location 1527 and 1537 Beaver Ruin Road

Proposed Development Type:

A Development of Regional Impact (DRI) review of a proposed project to build a new facility for recycling construction materials on the site of an existing scrap metal recycling facility located at 1527 and 1537 Beaver Ruin Road in unincorporated Gwinnett County. All processing would be conducted in a new indoor facility of 54,400 square feet. The project is expected to generate fewer than 1,000 trips and is seeking expedited review under GRTA rules. The local trigger is a rezoning from M-1 to M-2. Expected buildout is 2022.

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date December 14, 2020

TRAFFIC STUDY

Prepared by The traffic study is not warranted since the trips anticipated will be under 1,000.
Date [Click here to enter a date.](#)

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)

[Click here to provide comments.](#)

☐ NO (provide comments below)

Since the proposal does not meet the thresholds requiring a traffic analysis, a traffic analysis was not provided. However, the Gwinnett County ITS Enhancements- Phase 2 (GW-415) project is within the vicinity of the proposed.

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)

Based on the site plan, the proposed project area will be accessed using SR 378/Beaver Ruin Rd, which is within a mile of the I-85 at Beaver Ruin Rd interchange.

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*)

SR 378/Beaver Ruin Rd is designated as a Regional Truck Route.

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

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

☒ NOT APPLICABLE (*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) [Click here to enter bus route number\(s\).](#)

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

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

* 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

Although the proposed project site is adjacent to Gwinnett County Transit's Route 10A, the nearest bus stops are over a mile away.

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*)

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)

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)

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)*

Since the proposal does not meet the thresholds requiring a traffic analysis, a traffic analysis was not provided.

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

READ HOLDINGS WASTE TRANSFER DRI
Gwinnett County
Natural Resources Group Comments
December 11, 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 and

The proposed project is located in the Yellow River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Stream Buffers

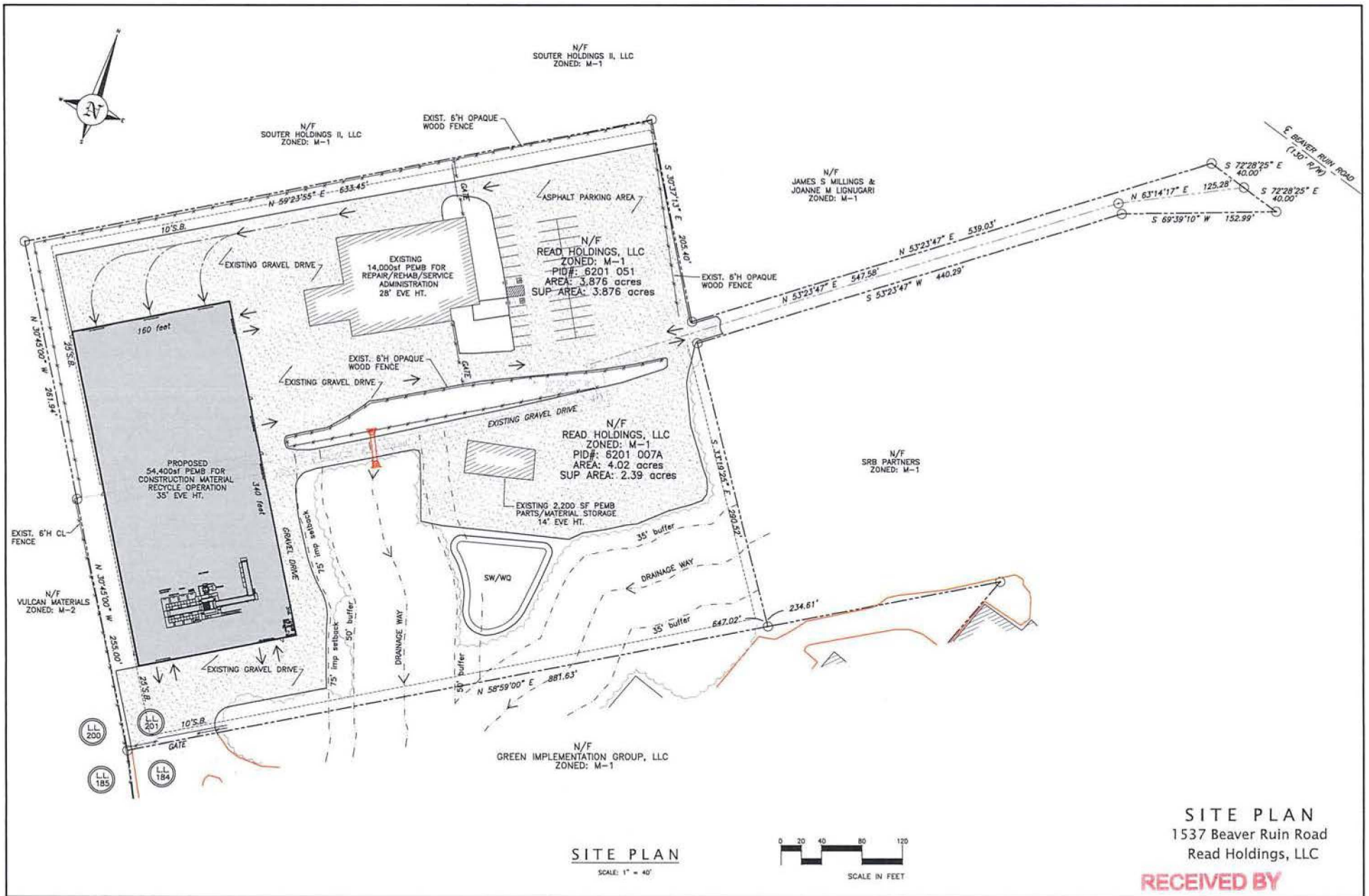
Neither the USGS coverage for the project area nor the submitted site plan shows any perennial streams on or near the project property. Any unmapped streams on the property may be subject to the requirements of the Gwinnett County Stream Buffer Ordinance. Any waters of the state on the property will be subject to the State 25-foot Erosion and Sediment 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) 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.



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