

# 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:** July 28, 2021

**ARC REVIEW CODE:** R2107281

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



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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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:** Thompson Mill Road Project DRI #3279

**Review Type:** DRI

**Submitting Local Government:** City of Buford

**Date Opened:** July 28, 2021

**Deadline for Comments:** Aug. 12, 2021

**Date to Close:** Aug. 17, 2021

**Description:** A Development of Regional Impact (DRI) review of a proposal to build a warehouse on a site in the City of Buford (Gwinnett County side) on an undeveloped 80-acre site bounded by Thompson Mill Road to the south, Interstate 985/US 23/SR 365 to the west, and North Bogan Road NE to the east. The project proposes a single 1,048,320 SF warehouse building with one driveway on Thompson Mill Road and one driveway on Bogan Road. The local DRI trigger action is a rezoning application. The existing zoning consists of a mix of M1 (Light Industry), P (Public/Civic) and R-75 (Single Family Residence). The proposed zoning is M1 (Light Industry) alone. The expected buildout is a single phase with completion in 2022.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in a Developing Suburbs area. The Plan details recommended policies for areas and places on the UGPM. General information and recommendations for Developing Suburb areas are listed at the bottom of these comments.

This DRI manifests certain aspects of regional policy. It offers the potential for efficiencies and connectivity in intraregional, interregional and interstate freight movement given its accessibility to I-985, I-85, Friendship Road (SR 347), and Buford Highway (SR 13), which is also defined by ARC as a Strategic Truck Route. Although this location is not part of a Freight Cluster Area in The Atlanta Region's Plan, the growing number of warehouse and distribution facilities in the area requires consideration of practical and logistical issues for this development type.

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. Additional comments from ARC's Natural Resources Group are attached. They note that the project is in the Chattahoochee River watershed, a large water supply watershed planning area under the Georgia Planning Act. They also note that there is an intermittent blue line stream shown on USGS maps in the southwestern area of the property. This stream, two tributaries, and an additional stream are shown on the DRI site plan, but no buffers are shown, and the development is proposed to be built over them. The DRI's proposed construction and grading will affect these streams and may require a variance under the City stream buffer ordinance and State Sediment and Erosion Control requirements.

In addition, ARC encourages the applicant team to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all proposed driveways, paths and parking areas on the site. This framework can offer the potential for safe internal site circulation for employees on foot or by another alternative mode.

The DRI's site design should provide sufficient truck parking to prevent trucks from queuing or waiting on adjacent or nearby roads. Trucks parking in and along public roadways – typically while waiting for an available dock at a nearby facility – is an identified issue in many areas of the region that negatively impacts roadway operations, safety and congestion. The traffic impact study prepared by this DRI applicant's engineer indicates that the project's internal queueing plan and site design are anticipated to accommodate all trucks within the site and not impact the external roadway network. City and County officials should ensure that this is the case once the DRI is built and remains so.

Signage and other measures to ensure that truck drivers accessing this site use the appropriate freight routes, should also be emphasized. This will be important in relation to N. Bogan Rd., which is a restricted road with posted "no trucks" signage. This means "no trucks" signage should be posted for any heavy vehicles that attempt to exit the project onto N. Bogan Rd. In addition, if the intersection of Thompson Mill Rd. and N. Bogan Rd. is not already signed as such, "no trucks" signage should be posted there as well, for any heavy vehicles that attempt to approach the site via N. Bogan Rd.

While Thompson Mill Road is classified as a Gwinnett County truck route, the traffic impact study notes that this roadway's width in the vicinity of the DRI is substantially narrower the County's own standards – in some cases less than half the specified 52-foot width. This issue will require further monitoring and consideration. Pavement conditions are also substandard in some areas of Thompson Mill Rd. near this project, between N. Bogan Rd. and Buford Hwy./SR 13. The traffic study notes that a planned roundabout at Thompson Mill and N. Bogan will replace/improve any existing deficiencies at that intersection, and Thompson Mill TSPLOST Project T-7 will improve any deficiencies from Buford Hwy./SR 13 to Faith Industrial Blvd. This leaves a gap between Faith Industrial and N. Bogan with at least one identified pavement problem (at Arden Rd.). Similar to roadway widths, this issue will require further monitoring and consideration.

The intensity of this DRI generally aligns with The Atlanta Region's Plan recommended range of densities and building heights in Developing Suburbs. In terms of local land use, the project is located in a character area defined as "Industrial" in the Buford 2040 Comprehensive Plan, which offers the following guidance:

*These areas should also be aesthetically pleasing with high-quality design elements such as superior building materials, landscaping, and buffering from residential and other less intensive land uses. Steps should be taken to ensure that new industrial development within the city is green and does not have negative impacts on Buford's environmental quality.*

It should be noted that this site is on the east side of I-985, at the edge of the City of Buford, in an area of largely residential land use. Development to the northeast, east and south – which is outside Buford in unincorporated Hall and Gwinnett Counties – is almost exclusively residential. Meanwhile, similar warehouse and light industrial properties in Buford are all west of I-985. Buford's leadership and staff, along with the applicant team, must therefore collaborate to ensure absolutely maximum sensitivity to nearby local governments, land uses and natural resources.

The underlying area for this location falls under the Developing Suburbs category of ARC's Unified Growth Policy Map (UGPM). These are areas of largely residential development that were constructed from about 1995 to today and are projected to remain suburbs through 2040. Associated recommendations from The Atlanta Region's Plan 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  
GWINNETT COUNTY  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
HALL COUNTY  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GRTA  
GEORGIA MOUNTAINS REGIONAL COMMISSION

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@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: **Thompson Mill Road Project DRI #3279** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (      )

Signature:

Date:

***Please return this form to:***

Andrew Smith  
Atlanta Regional Commission  
International Tower  
229 Peachtree Street NE, Suite 100  
Atlanta, Georgia 30303  
Ph. (470) 378-1645  
[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

Return Date: *August 12, 2021*

## ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: July 28, 2021

ARC REVIEW CODE: R2107281

**TO:** ARC Group Managers

**FROM:** Andrew Smith, 470-378-1645

**Reviewing staff by Jurisdiction:**

**Community Development:** Smith, Andrew

### Transportation Access and Mobility: Little, Aries

**Natural Resources:** Santo, Jim

Research and Analytics: Skinner, Jim

**Aging and Health Resources:** Perumbeti, Katie

**Name of Proposal:** Thompson Mill Road Project DRI #3279

**Review Type:** Development of Regional Impact

**Description:** A Development of Regional Impact (DRI) review of a proposal to build a warehouse on a site in the City of Buford (Gwinnett County side) on an undeveloped 80-acre site bounded by Thompson Mill Road to the south, Interstate 985/US 23/SR 365 to the west, and North Bogan Road NE to the east. The project proposes a single 1,048,320 SF warehouse building with one driveway on Thompson Mill Road and one driveway on Bogan Road. The local DRI trigger action is a rezoning application. The existing zoning consists of a mix of M1 (Light Industry), P (Public/Civic) and R-75 (Single Family Residence). The proposed zoning is M1 (Light Industry) alone. The expected buildout is a single phase with completion in 2022.

**Submitting Local Government:** City of Buford

**Date Opened:** July 28, 2021

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**Response:**

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

**COMMENTS:**

[illegible]



## Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

### DRI #3279

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local  
Government: City of Buford

Individual completing form: Kim Wolfe

Telephone: 770-945-6761

E-mail: [kwolfe@cityofbuford.com](mailto:kwolfe@cityofbuford.com)

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

#### Proposed Project Information

Name of Proposed Project: Thompson Mill Road Project

Location (Street Address, NW of the intersection of Thompson Mill Road and Bogan Road. Central site coordinates GPS Coordinates, or Legal are 34.122683  
Land Lot Description):

Brief Description of Project: Project includes a 1,048,320 SF industrial warehouse and distribution facility located on +/- 80 acres.

#### 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 checked="" 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.): One building totaling 1,048,320 SF

Developer: Duke Realty Limited Partnership

Mailing Address: 3715 Davinci Court

Address 2: Suite 300

City: Peachtree Corners State: GA Zip: 30092

Telephone: 770-717-3220

Email: [david.sprinkle@dukerealty.com](mailto:david.sprinkle@dukerealty.com)

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

If yes, property owner: Buford Church of God Board of Trustees, MABG Investments II, LLC., Johnny L. Tatum

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:

☒ Rezoning  
☐ Variance  
The initial action being  
requested of the local  
government for this project: ☐ 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: Q4 2022  
Overall project: Q4 2022

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## Developments of Regional Impact

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### DRI #3279

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

#### Local Government Information

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

#### Project Information

Name of Proposed Project: Thompson Mill Road Project  
DRI ID Number: 3279  
Developer/Applicant: Duke Realty Limited Partnership  
Telephone: 770-717-3220  
Email(s): david.sprinkle@dukerealty.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: \$60,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$255,000

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

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

If yes, please describe (including number of units, square feet, etc): One (1) residential structure - approximately 890 SF  
One (1) mobile home unit

#### Water Supply

Name of water supply Gwinnett County



provider for this site:

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

0.01 MGD

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

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

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

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

### Wastewater Disposal

Name of wastewater treatment provider for this site: Gwinnett County

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

0.01 MGD

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

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

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

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

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

122 - PM Peak Hour

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: Auxiliary left and right turn lanes for proposed Driveway 1 accessing Thompson Mill Road

### Solid Waste Disposal

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

500 tons

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

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be impervious surface once the

44%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Multiple detention ponds are to be utilized, state water buffers for streams to remain, and LID options will be explored and utilized where applicable in accordance with state requirements.

### 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:  
Project will require the discharge of fill material into small wetland areas, and is being permitted by the USACE under Section 404 of the CWA.

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

**THOMPSON MILL ROAD PROJECT DRI**  
**City of Buford**  
**Natural Resources Group Comments**  
**July 20, 2021**

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 proposed project is in the Suwanee Creek Watershed, which in turn is within Chattahoochee Corridor watershed. The project site is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. It is the water supply watershed portion of the Chattahoochee River watershed, which is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of any public water supply intake.

**Stream Buffers**

The USGS coverage for the project area shows an intermittent blue line stream in the southwestern portion of the property near Thompson Mill Road and I-985. This stream, along with two tributaries and a second stream on the western side of the property are shown on the site plan. However, no buffers are shown and the proposed development will be built over them. These streams may be subject to the City of Buford's stream buffer ordinance, which requires a 50-foot stream buffer and 75-foot impervious setback. They are also subject to the 25-foot State Sediment and Erosion Control buffer. Based on the submitted site plan, the proposed construction and grading will affect these streams, and may require a variance under the City stream buffer ordinance and the State Sediment and Erosion Control requirements. Any unmapped streams on the property may also be subject to the City stream buffer ordinance, and all waters of the state on the property are 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 best 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** #3279  
**DRI Title** Thompson Mill Road Project  
**County** Gwinnett County  
**City (if applicable)** Buford, Ga  
**Address / Location** Near the intersection of Thompson Mill Rd and N. Bogan Rd.

**Proposed Development Type:** It is proposed to develop a single 1,048,320 sq. ft. warehousing building.

**Build Out :** 2022

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

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** Marquitrice Mangham  
**Date** July 26, 2021

### TRAFFIC STUDY

**Prepared by** LOWE Engineers  
**Date** July 19, 2021

## **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)

GW-414B is a widening project on I-985 from Nelson Brogdon Blvd/Buford Drive to Hall County.

## **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)

Site Driveway 1 is a full-access driveway located on Thompson Mill Rd and Site Driveway 2 is a full-access driveway located on N. Bogan Rd. These two roads are not identified as regional thoroughfares.

**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*)

I-985 is a regional truck route located west of Site Driveway 1 on Thompson Mill Rd. However, the closes interchange, I-985 at SR 347/Friendship Rd., is approximately 3 miles from Site Driveway 2 located on N Bogan Rd., which is west of the intersection of SR 347/Friendship Rd and N Bogan Rd.

**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

[Click here to provide comments.](#)

**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)*

[Click here to enter text.](#)

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

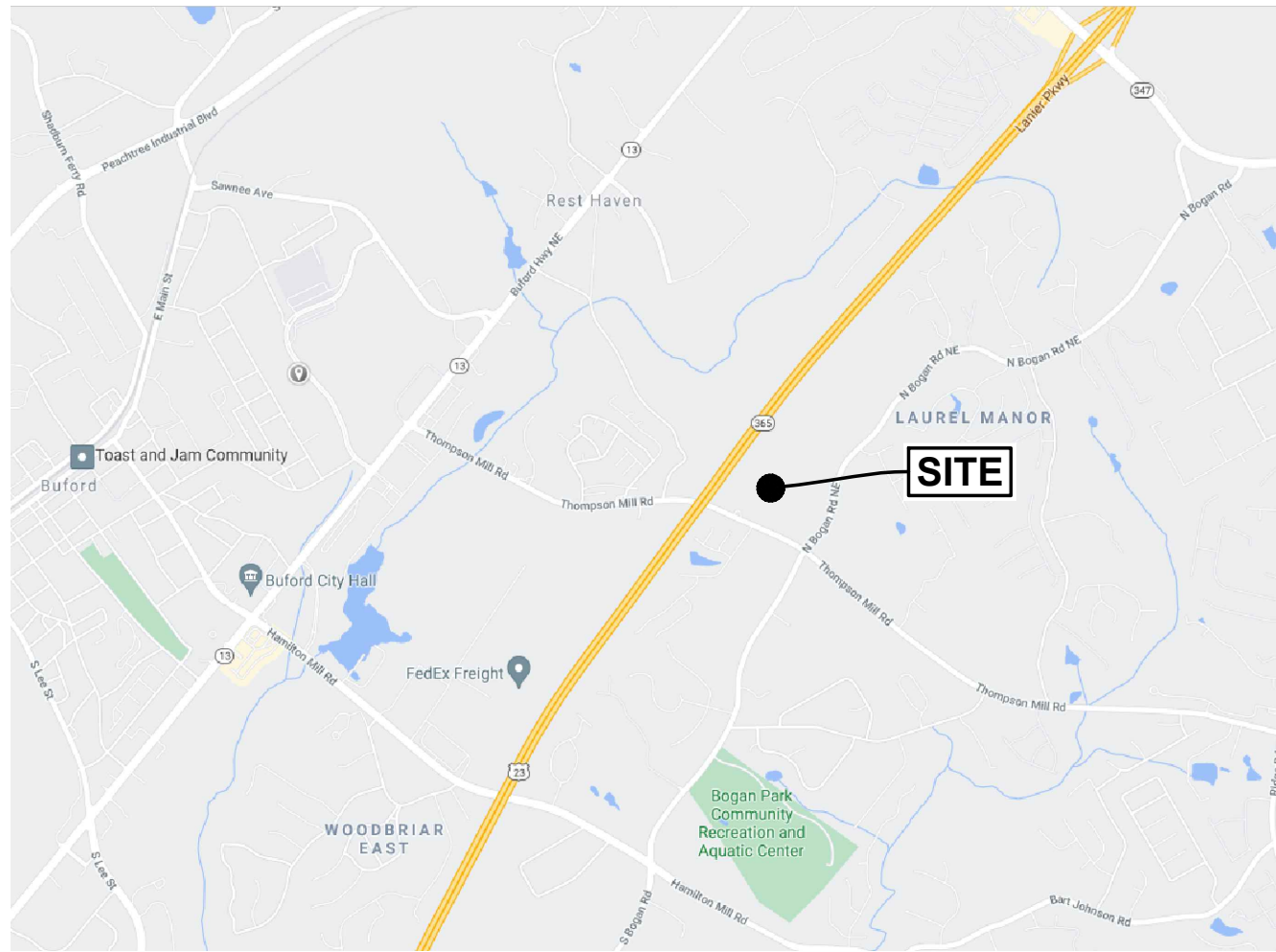
☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

[Click here to enter text.](#)

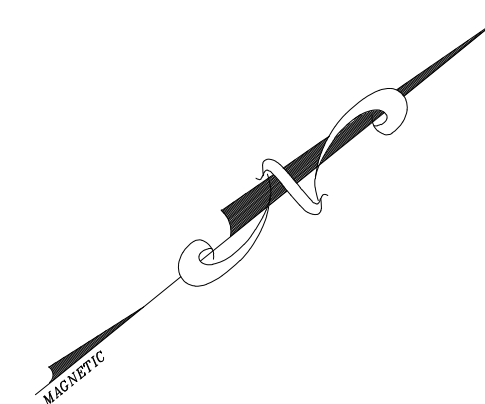
**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**





LOCATION MAP

TRAFFIC ENGINEER:  
BLAKE BREDBENNER, PE  
LOWE ENGINEERS, LLC  
990 HAMMOND DR., SUITE 900  
ATLANTA, GA 30328  
770-857-0575  
BLAKE.BREDBENNER@LOWEENGINEERS.COM

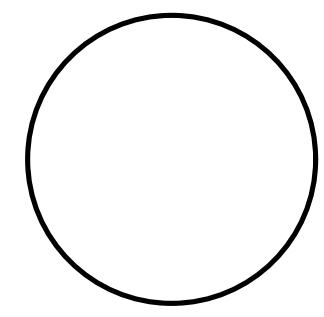


3715 Davinci Court, Suite 300  
Peachtree Corners, GA 30092  
770.717.3200 • 770.717.3312 (tx)

CIVIL ENGINEER  
HAINES, GIPSON & ASSOCIATES  
1550 NORTH BROWN RD.  
SUITE 100  
LAWRENCEVILLE, GA 30043  
770-491-7550



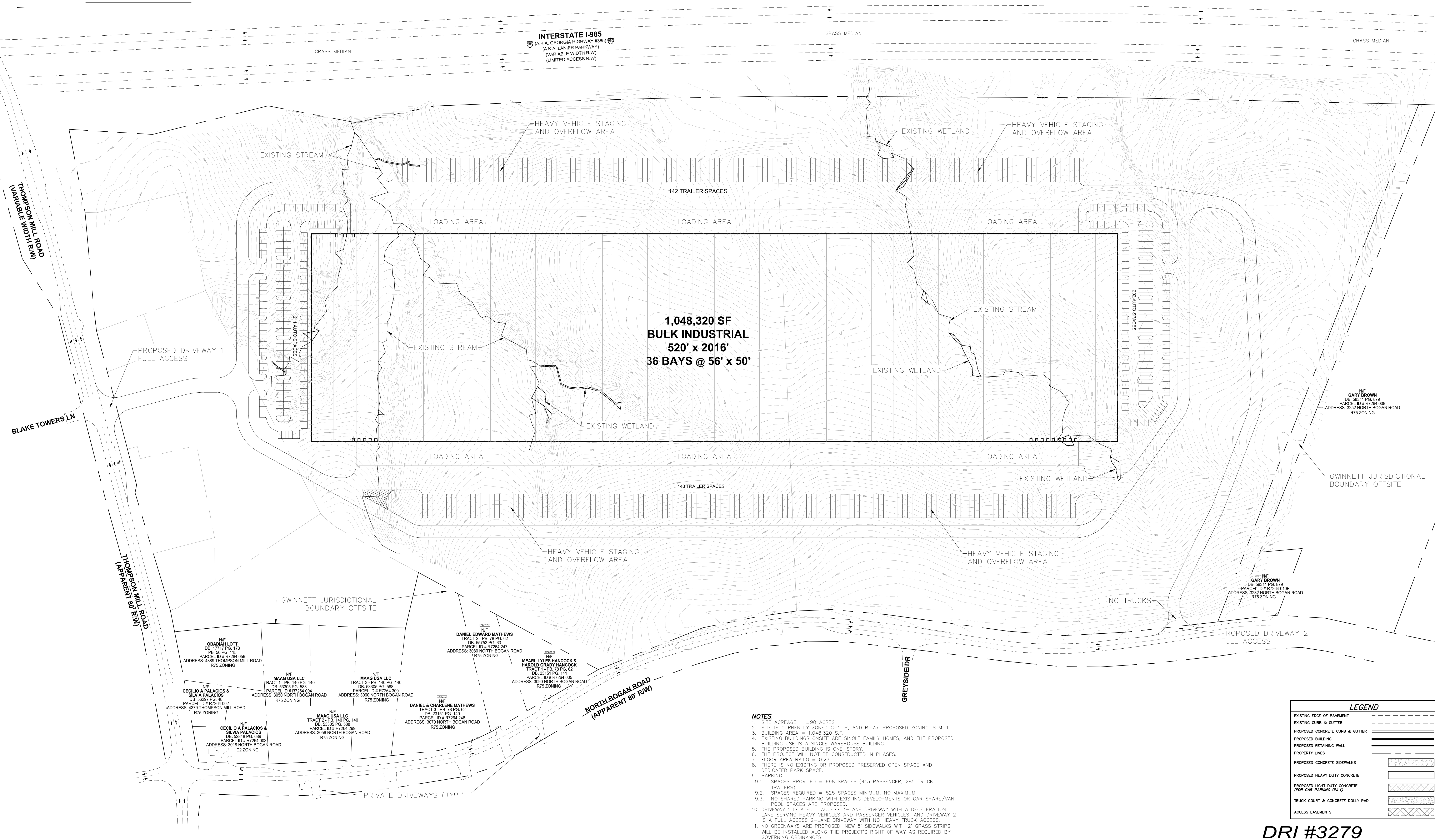
HAINES GIPSON & ASSOCIATES  
Civil • Structural • Bridge



XXX/XX/21

GSWCC #900

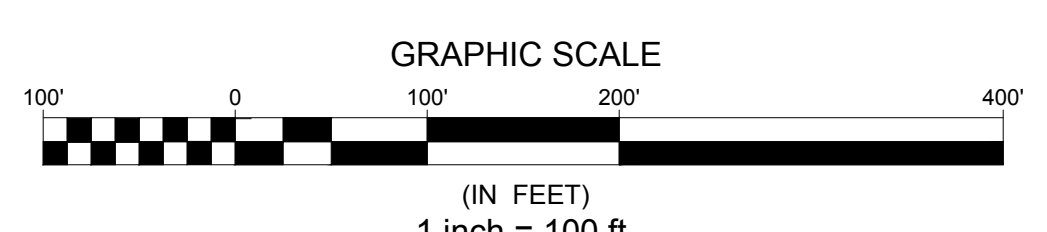
THOMPSON MILL ROAD PROJECT  
NORTHEAST QUADRANT OF THE  
I-985 / THOMPSON MILL INTERSECTION  
CITY OF BUFORD, GWINNETT COUNTY, GEORGIA



- NOTES**
1. SITE ACREAGE = 230 ACRES
  2. SITE IS CURRENTLY ZONED C-1, P, AND R-75. PROPOSED ZONING IS M-1.
  3. BUILDING AREA = 1,048,320 S.F.
  4. EXISTING BUILDINGS ON-SITE ARE SINGLE FAMILY HOMES, AND THE PROPOSED BUILDING USE IS A SINGLE WAREHOUSE BUILDING.
  5. THE PROPOSED BUILDING IS ONE-STORY.
  6. THE PROJECT WILL NOT BE CONSTRUCTED IN PHASES.
  7. FLOOR AREA RATIO = 0.27
  8. THERE IS NO EXISTING OR PROPOSED PRESERVED OPEN SPACE AND DEDICATED PARK SPACE.
  9. PARKING:
    - 9.1. SPACES PROVIDED = 698 SPACES (413 PASSENGER, 285 TRUCK TRAILERS)
    - 9.2. SPACES REQUIRED = 525 SPACES MINIMUM, NO MAXIMUM
    - 9.3. NO SHARED PARKING WITH EXISTING DEVELOPMENTS OR CAR SHARE/VAN POOL SPACES ARE PROPOSED.
  10. DRIVEWAY 1 IS A FULL ACCESS 3-LANE DRIVEWAY WITH A DECELERATION LANE SERVING HEAVY VEHICLES AND PASSENGER VEHICLES, AND DRIVEWAY 2 IS A FULL ACCESS 2-LANE DRIVEWAY WITH NO HEAVY TRUCK ACCESS.
  11. NO GREENWAYS ARE PROPOSED. NEW 5' SIDEWALKS WITH 2' GRASS STRIPS WILL BE INSTALLED ALONG THE PROJECT'S RIGHT OF WAY AS REQUIRED BY GOVERNING ORDINANCES.

LEGEND	
EXISTING EDGE OF PAVEMENT	----
EXISTING CURB & GUTTER	----
PROPOSED CONCRETE CURB & GUTTER	----
PROPOSED BUILDING	----
PROPOSED RETAINING WALL	----
PROPERTY LINES	----
PROPOSED CONCRETE SIDEWALKS	----
PROPOSED HEAVY DUTY CONCRETE	----
PROPOSED LIGHT DUTY CONCRETE (FOR CAR PARKING ONLY)	----
TRUCK COURT & CONCRETE DOLLY PAD	----
ACCESS EASEMENTS	----

DRI #3279  
SITE PLAN



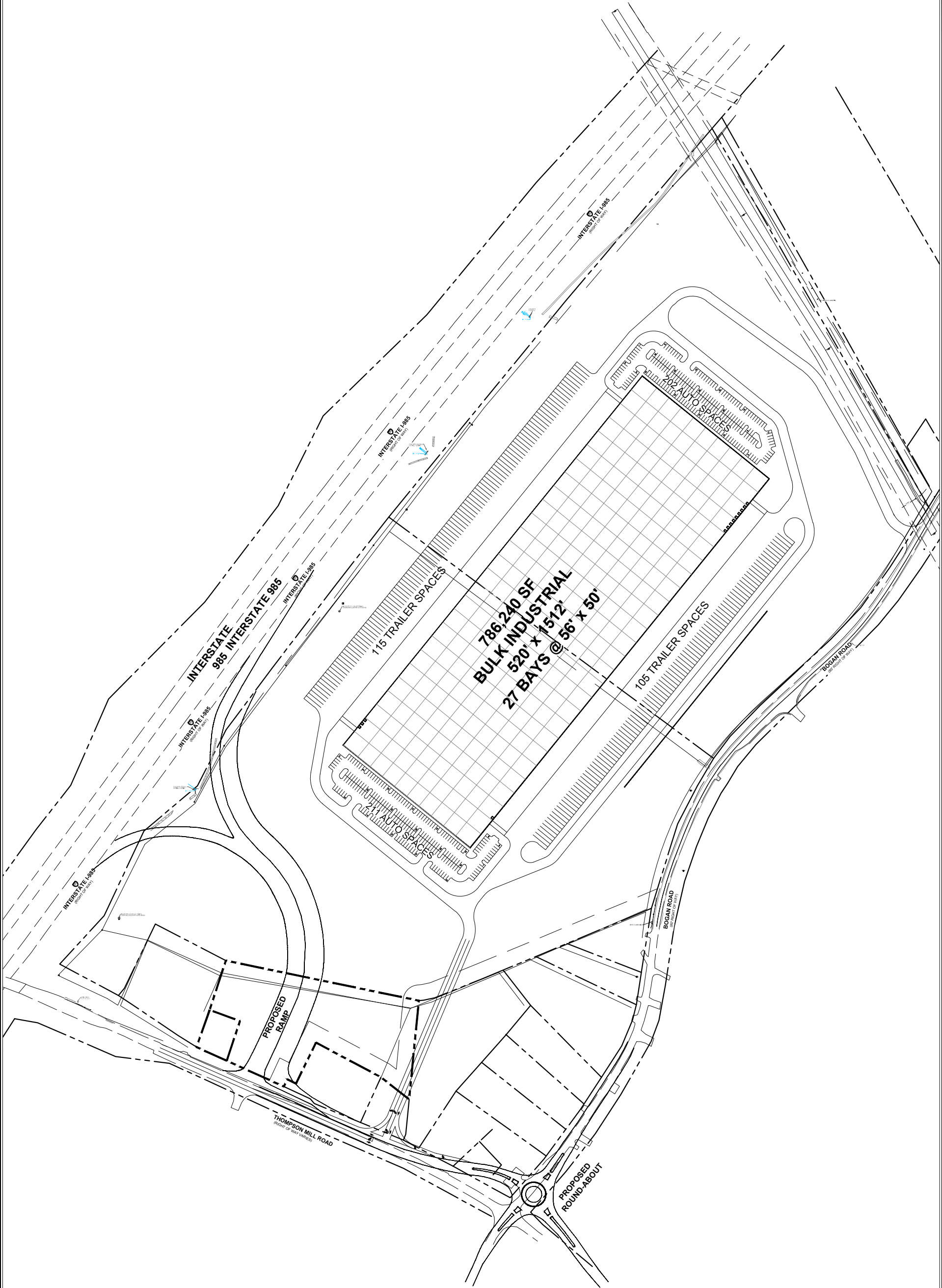
ISSUANCES		

DRAWING INFORMATION		
Scale:	AS INDICATED	
Date:	24 JUNE 2021	
Checked By:	RCL	
Drawn By:	JCM	
Duke Realty Job#:	DUKEX-XXX	
A/E Job #:	2020-249	

DRAWING / SHEET TITLE  
DRI #3279 SITE PLAN

SHEET NUMBER  
DRI1.0





Scale: 1" = 300' (11x17)  
Date: MAY 25 2021

EXHIBIT A  
BOGAN ROAD CONCEPT PLAN  
CITY OF BUFORD, GA

