

DATE: March 10, 2022

TO: Mayor Trey King, City of Dacula
ATTN TO: Jack Wilson, City Attorney, City of Dacula
FROM: Mike Alexander, Director, Center for Livable Communities, ARC
RE: Development of Regional Impact (DRI) Review

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following 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: Project Whiplash

Submitting Local Government: City of Dacula

Date Opened: March 10, 2022 **Deadline for Comments:** March 25, 2022 **Date to Close:** April 4, 2022

Description: A DRI Review of a proposal to construct 607,600 SF of industrial space within 3 one-story buildings on a 43.8 acre site east of Winder Highway (SR 8) and north of Stanley Road in the city of Dacula in Gwinnett County. The site is currently undeveloped and covered with natural forest. Site access will be provided via a right-out only driveway on Winder Highway and three full movement driveways on Stanley Road. A total of 695 surface parking spaces are proposed. The local DRI review trigger is a request for a change in zoning conditions regarding a revised site plan. Project build-out is expected in 2023.

PRELIMINARY COMMENTS:

Key Comments

The project is not aligned with the Developing Suburbs growth policy recommendation applicable to the site which states: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses."

The project is expected to generate approximately 1,006 new vehicle trips daily and will include the relocation and upgrading of Stanley Road from its partially paved current condition to a new 60 ft ROW roadway with a 5 ft sidewalk along the site frontage.

Opportunities to utilize multi-modal strategies are limited by the site's location; an internal sidewalk network will connect to new sidewalks along Stanley Road and Winder Highway.

The project is located within the Alcovy River Water Supply Watershed, which is a public water supply source for the City of Monroe. All development in a public water supply watershed is subject to the Georgia DNR Part 5 Water Supply Watershed Minimum Criteria or any alternate criteria adopted by the City and approved by Georgia EPD. The Georgia DNR Part 5 Water Supply Watershed Minimum Criteria include a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount.

Some retention of the large number of trees on the currently entirely wooded site, as well as incorporation of green stormwater and heat island mitigation approaches for the roughly 700 surface parking spaces proposed, would be highly supportive of regional environmental policies.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI site is designated as Developing Suburbs. The Plan's Regional Development Guide (RDG) details general information and policy recommendations for Developing Suburbs as covered at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

Comments note that the project will be served by Winder Highway which directly connects with University Parkway which is a Regional Thoroughfare and Regional Truck Route.

The project is expected to generate a total of 1,006 new daily vehicular trips. The project will include the relocation and upgrading of Stanley Road from its current partially paved condition to new 60 ft ROW roadway with a 5 ft sidewalk along the site frontage.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Comments

ARC's Natural Resources Group comments are attached.

"The proposed project property is located within the Alcovy River Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Monroe in Walton County. Although outside the Atlanta Region and the Metropolitan North Georgia Water Planning District, the

Monroe intake is only a few miles from the Gwinnett County line, making development in the Gwinnett portion of the watershed subject to the requirements of the DNR Part 5 Water Supply Watershed Minimum Criteria or of any alternate criteria adopted by the City and approved by Georgia EPD.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds). The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. It is our understanding that the City of Dacula has a watershed protection district for the Alcovy watershed that includes the State criteria.”

Other Environment Comments

Retention of some of the site’s extensive number of existing trees would be in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

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.

Unified Growth Policy: Developing Suburbs

Developing Suburbs are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development. These areas represent the extent of the urban service area. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses. Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these Developing Suburbs, but care should be taken not to spur unwanted growth.

The intensity and land use of this proposed project is not aligned with The Atlanta Region's Plan's recommendations for Developing Suburbs. The project could be made more responsive to these goals and policies by retaining as much existing wooded area as possible, and employing green infrastructure design in the large surface parking areas. City of Dacula leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

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

ATLANTA REGIONAL COMMISSION

GEORGIA DEPARTMENT OF NATURAL RESOURCE

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

GEORGIA SOIL AND WATER CONSERVATION COMMISSION

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

GEORGIA CONSERVANCY

CITY OF DACULA

GWINNETT COUNTY

CITY OF MONROE

CITY OF LAWRENCEVILLE

BARROW COUNTY

CITY OF AUBURN

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

Developments of Regional Impact

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

DRI #3535

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: Dacula

Individual completing form: Jack Wilson

Telephone: 770.962.9780

E-mail: jwilson@rjwpcclaw.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: Project Whiplash

Location (Street Address, GPS
Coordinates, or Legal Land Lot
Description): 1860 Winder Hwy Dacula, GA 30019

Brief Description of Project: Three speculative industrial warehouses on 43 acres, more or less, totaling 607,600 square feet of warehouse space.

Development Type:

- | | | |
|--|---|---|
| ☐ (not selected) | ☐ Hotels | ☐ Wastewater Treatment Facilities |
| ☐ Office | ☐ Mixed Use | ☐ Petroleum Storage Facilities |
| ☐ Commercial | ☐ Airports | ☐ Water Supply Intakes/Reservoirs |
| ☐ Wholesale & Distribution | ☐ Attractions & Recreational Facilities | ☐ Intermodal Terminals |
| ☐ Hospitals and Health Care Facilities | ☐ Post-Secondary Schools | ☐ Truck Stops |
| ☐ Housing | ☐ Waste Handling Facilities | ☐ Any other development types |
| ☒ Industrial | ☐ Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area,
etc.): 3 industrial buildings--two 238,700 s.f.; one 130,200 s.f.

Developer: Carter and Associates

Mailing Address: 39 Georgia Ave SE

Address 2: Suite 200

City: Atlanta State: GA Zip: 30312

Telephone: 770.722.8231

Email: bpanis@carterusa.com

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

If yes, property owner: Walton Georgia, LLC

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: Peak at University Parkway
Project ID: 2305

The initial action being requested of the local government for this project: ☐ Rezoning
☐ Variance
☐ Sewer
☐ Water
☐ Permit
☒ Other Change in Conditions of Zoning; revised site plan

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

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

Estimated Project Completion This project/phase: 1
Dates: Overall project: August 2023

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

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



Developments of Regional Impact

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

DRI #3535

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: Dacula
Individual completing form: Jack Wilson
Telephone: 770.962.9780
Email: jwilson@rjwpclaw.com

Project Information

Name of Proposed Project: Project Whiplash
DRI ID Number: 3535
Developer/Applicant: Carter and Associates
Telephone: 770.722.8231
Email(s): bpanis@carterusa.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: 52,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 1,000,000

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

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

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

Water Supply

Name of water supply provider for this site: Gwinnett County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.58 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?

Developer will install a waterline extension of approximately 2,300 feet to provide service to the project in accordance with Gwinnett County requirements.

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)? 0.48 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? Developer will install an extension of approximately 3,250 feet to provide service to the project in accordance with Gwinnett County requirements.

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.) 998 new daily trips (97 net AM trips; 99 net PM 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: Please refer to the traffic study to be completed by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1570 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 80 Percent

impervious surface once the 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:Stormwater will be managed using water quality BMPs, detention and retention ponds, and green infrastructure .

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:

Back to Top

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

DRI INFORMATION

DRI Number #3535
DRI Title Project Whiplash
County Gwinnett County
City (if applicable) City of Dacula
Address / Location Along Winder Highway (SR 8/US 29) and Stanley Road

Proposed Development Type: It is proposed to develop a 607,600 sq industrial development.

Build Out: 2023

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date March 9, 2022

TRAFFIC STUDY

Prepared by Kimley Horn
Date February 17, 2022

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)*

Table 8 (pg. 17)) illustrates a list of projects found in the current fiscally constrained RTP. There are a few recommended updates to the table which are outlined below:

Project GW-415 referenced on the table construction phase was authorized in FY 2021.

Project GW-184D CST phase is programmed for FY 2024.

Project GW-394 CST phase is programmed for FY 2024.

In addition to the referenced projects, there is a new alignment project (GW-308B) from SR 316 east of Lawrenceville to I-85. The project's construction phase is in long-range (2026-2030).

☐ NO *(provide comments below)*

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)*

There are three proposed driveways to the project site which are located on Stanley Road, 1,050 ft, 1,555 ft, and 2,350 ft from Winder Highway (SR 8/ US 29 Bus). Winder Highway (SR 8/US 29 Bus) provides direct connection to University Pkwy (SR 316/US 29) which is a regional thoroughfare.

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*)

There are three proposed driveways to the project site which are located on Stanley Road, 1,050 ft, 1,555 ft, and 2,350 ft from Winder Highway (SR 8/ US 29 Bus). Winder Highway (SR 8/US 29 Bus) provides direct connection to University Pkwy (SR 316/US 29) which is 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

Gwinnett County Transit provides fixed route bus service within the county.

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):

PROJECT WHIPLASH DRI
City of Dacula
Natural Resources Group Comments
March 9, 2022

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 property is located within the Alcovy River Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Monroe in Walton County. Although outside the Atlanta Region and the Metropolitan North Georgia Water Planning District, the Monroe intake is only a few miles from the Gwinnett County line, making development in the Gwinnett portion of the watershed subject to the requirements of the DNR Part 5 Water Supply Watershed Minimum Criteria or of any alternate criteria adopted by the City and approved by Georgia EPD.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds). The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. It is our understanding that the City of Dacula has a watershed protection district for the Alcovy watershed that includes the State criteria.

Stream Buffers

No perennial or intermittent streams are shown on the site on either the project site plan or the USGS coverage for the project area. Any unmapped streams on the property may be subject to the City of Dacula Stream Buffer Ordinance and State 25-foot Sediment and Erosion Control buffer. 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) 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.

[illegible]

* THERE IS NO CODE LIMITING THE MAXIMUM PARKING ALLOWED

GENERAL INFORMATION:
SITE AREA: 43.82 ACRES

LOCATION, SIZE & CHARACTER:
 BUILDING 1: 238,700 SQ. FT., 1 STORY WAREHOUSE
 BUILDING 2: 238,700 SQ. FT., 1 STORY WAREHOUSE
 BUILDING 3: 131,040 SQ. FT., 1 STORY WAREHOUSE
 TOTAL PROPOSED BUILDING AREA: 608,440 SQ. FT.
 DENSITY CALCULATION (FAR): 3.14

- SITE NOTES**
1. EXISTING CONDITIONS HEREIN ARE FROM AERIAL MAPPING AND GIS.
 2. STANLEY ROAD RELOCATION FROM GDOT FILE PROVIDED BY THE CLIENT DATED OCTOBER 2020.
 3. THIS CONCEPT WAS PREPARED STRICTLY BASED UPON THE INFORMATION REFERENCED ABOVE AND A PRELIMINARY REVIEW OF THE MUNICIPAL ZONING AND LAND DEVELOPMENT REQUIREMENTS. THIS SITE PLAN IS NOT INTENDED FOR CONSTRUCTION AND SHOULD NOT BE USED FOR THAT PURPOSE.
 4. THE FEASIBILITY OF SECURING THE REQUISITE LOCAL, COUNTY AND STATE AGENCY APPROVALS NECESSARY TO PERMIT THE PROPOSED DEVELOPMENT PROGRAM CANNOT BE ASSESSED AT THIS TIME DUE TO THE PRELIMINARY NATURE OF THE AVAILABLE INFORMATION. THIS PLAN IS NOT INTENDED TO BE USED FOR DETAILED ZONING ANALYSIS AND THE INFORMATION CONTAINED HEREIN IS SUBJECT TO CHANGE UPON THE COMPLETION OF ADDITIONAL DUE DILIGENCE EFFORTS, WHICH MAY INCLUDE MEETING WITH THE JURISDICTIONAL AGENCIES.
 5. SANITARY SEWER TO BE CONNECTED TO THE HOPKINS CREEK SEWER LINE ONCE INSTALLED AND ACTIVE.
 6. BOUNDARY INFORMATION SHOWN HEREON FROM BOUNDARY SURVEY FOR KIMLEY-HORN (DISPATCH DACULA), PREPARED BY TERAMARK LAND SURVEYING, INC. DATED 01/15/2021.
 7. PROPERTY CONSIST OF 2 EXISTING TRACTS. TRACT 1 TAX PARCEL ID R5270 001 DB 57524 PG. 800, DB. 56953 PG. 617, 625, & 633. TRACT 2 TAX PARCEL ID R5271 009 DB. 56669 PG. 713.
 8. ADDITIONAL PARKING IS PROVIDED TO ACCOMMODATE THE FUTURE OFFICE USE WITHIN THE WAREHOUSE BUILDINGS THAT CANNOT BE DEFINED AT THIS TIME.

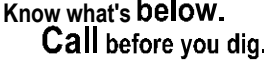
ENGINEER:
KIMLEY-HORN
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA
A. REID IARWIN, P.E.
770-545-6106
reid.irwin@kimley-horn.com

ENGINEER:
KIMLEY-HORN
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA
JOHN WALKER, P.E., PTOE
678-793-4836
john.walker@kimley-horn.com

Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

KHA PROJECT TBD	
SCALE	AS SHOWN
DRAWN BY	DBA
DESIGNED BY	BBW
CHECKED BY	ARI

CARTER ACQUISITIONS, LLC
39 GEORGIA AVE SE, SUITE 200
ATLANTA, GA 30312



DRI #3535
PROJECT WHIPLASH
INDUSTRIAL DEVELOPMENT
1860 WINDER HWY, DACULA, GA.
GWINNETT COUNTY

SHEET NUMBER
DRI SITE
PLAN