

DATE: AUGUST 12, 2022

TO: Chairman Alfred John, Forsyth County
ATTN TO: Leslie Silas, Planning Manager, Zoning Division, Forsyth County
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: North Georgia 400 Business Park DRI 3618

Submitting Local Government: Forsyth County

Date Opened: July 25, 2022

Date Closed: August 12, 2022

Description: A DRI review of a proposal to construct 898,825 SF of warehouse, office and maintenance space across seven buildings on a 75-acre site off of Georgia 400 and Bottoms Road in Forsyth County. The site is currently entirely wooded with several streams traversing it.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is not well aligned with the Developing Suburbs policy recommendations which state: "There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses." It could be better aligned through retention of some undisturbed areas and by avoiding intrusions into protected stream buffers.

The project is expected to generate approximately 3,957 daily new vehicular trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

Internal sidewalks do not appear to be shown on the site plan; pedestrian connectivity between all buildings and uses will be required in accordance with Forsyth County standards.

The multiple proposed intrusions into stream buffer protection areas are not in keeping with regional environmental policies and will likely require variances.

Incorporation of green stormwater and heat island mitigation designs for the roughly 643 surface car parking spaces proposed would be supportive of regional environmental policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to guide development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category to all areas – in this case Developing Suburbs – and provides corresponding growth policy recommendations. The Plan's general information and policy recommendations for Developing Suburbs locations are provided at the end of these comments.

Transportation and Mobility Comments

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

The project is expected to generate approximately 3,957 daily new vehicular trips; a number of improvements to mitigate project generated vehicular traffic are identified in the TIS.

A total of 643 parking spaces are proposed; no EV charging stations appear to be included. Provision of some EV parking spaces would be supportive of regional transportation policies.

The site plan does not appear to show Internal sidewalks; pedestrian connectivity between all buildings and uses will be required in accordance with Forsyth County standards. Ideally these sidewalks will be connected to existing or planned external sidewalks.

Care should be taken to ensure that the constructed development provides 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 USGS coverage for the project area shows no blue line streams on the property but does show an intermittent stream and pond just north of the property. The submitted site plan shows the pond and the floodplain for the intermittent stream just off the property. It appears that the project property does not extend into the stream buffers along that stream. The site plan also shows a stream crossing the southern

end of the property near Bottoms Road and a stream segment starting at the western edge of the property and flowing towards Georgia 400. The site plan shows the 25-foot State Sediment and Erosion Control buffer as well as the Forsyth County's Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback along both streams. The only intrusions shown on the plans are transportation crossings. Although generally allowed under local stream buffers ordinances, both crossings are noted as stream buffer variances. One structure appears to be at the edge of the buffer on the short stream segment at the western edge of the property. Any intrusion into the stream buffers caused in the development of this structure will require variances. Any unmapped streams on the property may also be subject to the County stream buffer ordinance and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control buffer.

Environmental Comments

Much of the existing site is wooded with several streams; retention of some of the existing wooded areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

The project can 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.

Incorporation of green stormwater and heat island mitigation designs for the approximately 643 surface car parking spaces proposed would be supportive of regional environmental policies.

Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs

The Atlanta Region's Plan identified Developing Suburbs as 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 well aligned with The Atlanta Region's Plan recommendations for Developing Suburbs which call for preserving critical environmental locations and resources. The project could be made more responsive to these goals and policies by designating some wooded conservation areas, avoiding stream buffer intrusions, and employing green infrastructure where possible. Forsyth County leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, land uses and natural systems.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF CUMMING

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
DAWSON COUNTY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
FORSYTH COUNTY

For 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

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DRI #3618

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: Forsyth

Individual completing form: Leslie Silas

Telephone: 770-205-4568

E-mail: lsilas@forsythco.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: North Georgia 400 Business Park

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5370 Georgia Highway 400, Cumming, GA 30028

Brief Description of Project: Warehouses with an ancillary office and maintenance building totaling approximately 725,000 sq. ft.

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 type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input checked="" type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 7 buildings, approximately 725,000 sq. ft.

Developer: Flat Bottom Ventures LLC

Mailing Address: 1303 Hightower Trail

Address 2: Suite 240

City: Atlanta State: GA Zip: 30350

Telephone: 770-559-1099

Email: tommy@hughes-cre.com

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

If yes, property owner: Gainesville Land Group 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:
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: 2024
Overall project: 2026

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Developments of Regional Impact

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DRI #3618

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: Forsyth
Individual completing form: Leslie Silas
Telephone: 770-205-4568
Email: ldsilas@forsythco.com

Project Information

Name of Proposed Project: North Georgia 400 Business Park
DRI ID Number: 3618
Developer/Applicant: Flat Bottom Ventures LLC
Telephone: 770-559-1099
Email(s): tommy@hughes-cre.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: \$89,882,500

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$1,147,948

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: Forsyth County

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

Wastewater Disposal

Name of wastewater treatment provider for this site: Forsyth County

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

0.0199

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? 0.34 Miles

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.)

695 PM Peak Hour (266 inbound, 429 outbound)

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: 1) Install traffic signal SR 400 at Bottoms Rd. 2) Install left-turn lane on Bottoms Rd to site driveway. 3) Install right-turn lane on SR 400 to site driveway.

Solid Waste Disposal

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

817

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

52.97%

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 controlled and mitigated by using run-off reduction measures, water quality measures, stormwater attenuation measures within stormwater ponds. All measures will be designed using the Georgia Stormwater Management Manual.

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

DRI INFORMATION

DRI Number #3618
DRI Title North Georgia 400 Business Park
County Forsyth County
City (if applicable)
Address / Location At the intersection of Bottoms Road and GA- 400

Proposed Development Type: A warehousing development is proposed, and it is anticipated to include seven buildings totaling 898,825 sf.

Build Out: 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date July 11, 2022

TRAFFIC STUDY

Prepared by Lowe Engineers
Date June 3, 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)

[Click here to provide comments.](#)

☒ NO (provide comments below)

There are no projects identified within or along major transportation corridors connecting the study area.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (identify the roadways and existing/proposed access points)

The development site is directly served by regional thoroughfare GA-400.

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*)

[Regional Truck Route GA-400 will serve the project site.](#)

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

There is no rail or fixed route bus service provided within the jurisdiction of the development site.

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 (Based on a review of the site plan and Section 5.1.6 of the TIS, there are no sidewalks referenced and the developer will work with the county regarding required pedestrian facilities.)

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):

NORTH GEORGIA 400 BUSINESS PARK DRI
Forsyth County
Natural Resources Group Comments
July 11, 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 project property is in the Etowah River Water Supply Watershed, which is a large (greater than 100 square miles) water supply watershed as defined in the DNR Part 5 Water Supply Watershed Minimum Criteria. The Etowah River has two direct river intakes, one for the City of Canton and a second for the Cobb-Marietta Water Authority to supply the Hickory Log Reservoir which is off the Etowah. Both are in Cherokee County. Under Part 5, the only criteria for large water supply watersheds with direct river (not reservoir) intakes are that new facilities within 7 miles of a water supply intake which handle hazardous materials of the types and amounts determined by the Georgia Department of Natural Resources (DNR), shall perform their operations on impermeable surfaces having spill and leak collection systems as prescribed by DNR. This project is more than 7 miles upstream of the closest intake.

Stream Buffers

The USGS coverage for the project area shows no blue line streams on the property, but does show an intermittent stream and pond just north of the property. The submitted site plan shows the pond and the floodplain for the intermittent stream just off the property. It appears that the project property does not extend into the stream buffers along that stream. The site plan also shows a stream crossing the southern end of the property near Bottoms Road and a stream segment starting at the western edge of the property and flowing towards Georgia 400. The site plan shows the 25-foot State Sediment and Erosion Control buffer as well as the Forsyth County's Stream Buffer Ordinance's 50-foot stream buffer and 75-foot impervious setback along both streams. The only intrusions shown on the plans are transportation crossings. Although generally allowed under local stream buffers ordinances, both crossings are noted as stream buffer variances. One structure appears to be at the edge of the buffer on the short stream segment at the western edge of the property. Any intrusion into the stream buffers caused in the development of this structure will require variances. Any unmapped streams on the property may also be subject to the County stream buffer ordinance and all waters of the state on the property are subject to the State 25-foot Sediment and Erosion Control buffer.

Storm Water/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.

DRI # 3618

PROPERTY INFORMATION
SITE AREA: 74.69 AC
SITE SF: 902,825 SF
DENSITY: 12,088 SF/AC

OWNER INFORMATION
HUGHES COMMERCIAL REAL ESTATE
1303 HIGHTOWER TRAIL
SUITE 240
ATLANTA, GA 30350
(770) 559-1099
ATTN: TOMMY HUGHES

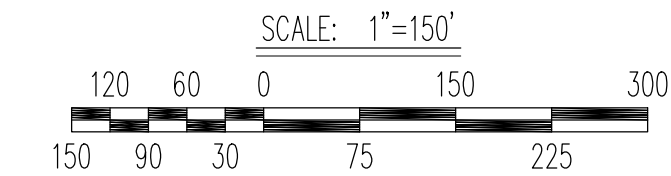
CIVIL ENGINEER INFORMATION
CSC DESIGN, INC
135 P. RICKMAN INDUSTRIAL DR
SUITE 100
CANTON, GA 30115
(770) 345-2579
ATTN: MATTHEW ZIEG

TRAFFIC ENGINEER INFORMATION
LOWE ENGINEERS
990 HAMMOND DRIVE
SUITE 900
ATLANTA, GA 30328
(770) 857-7400
ATTN: BLAKE BREDBENNER

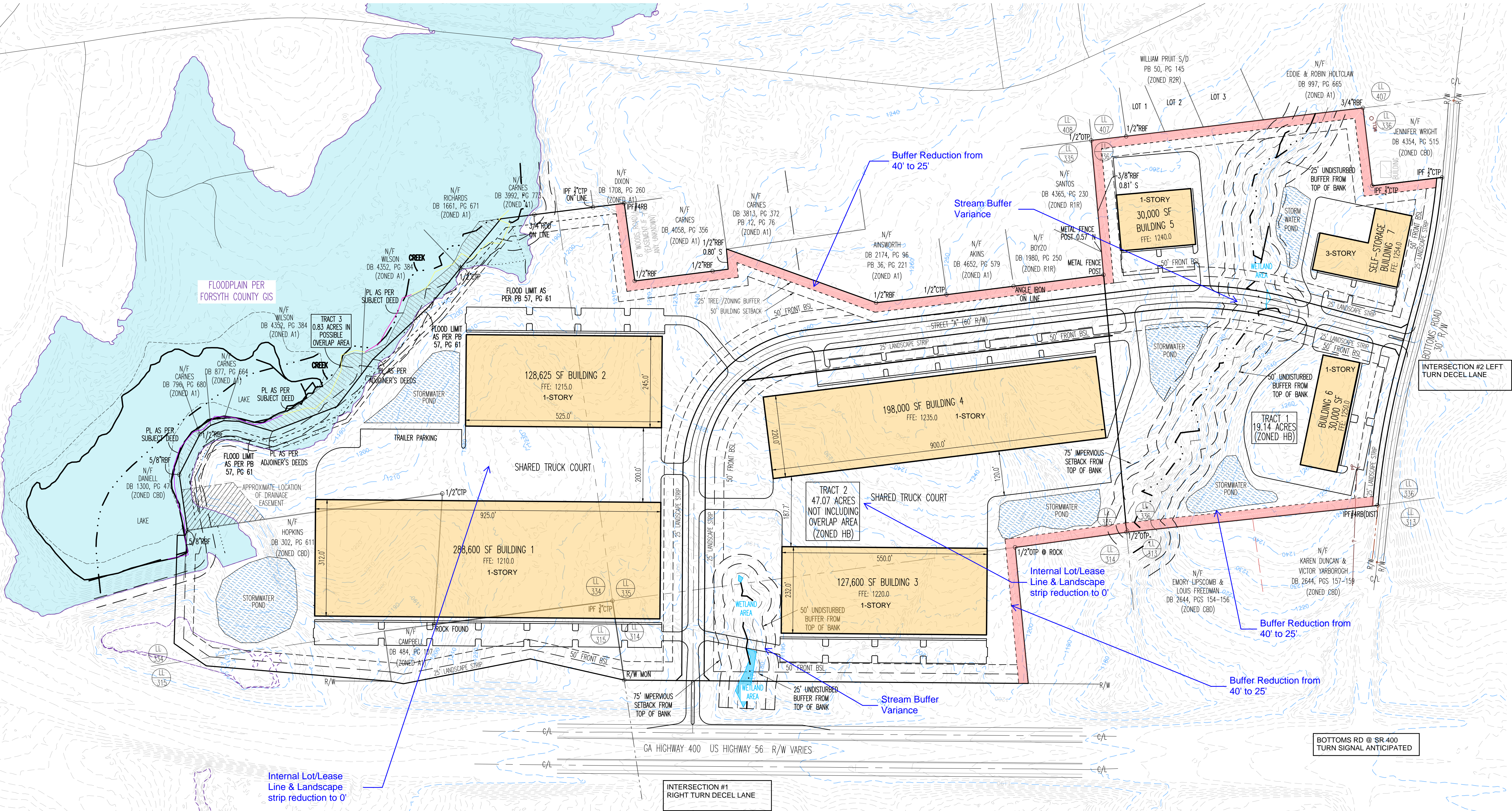
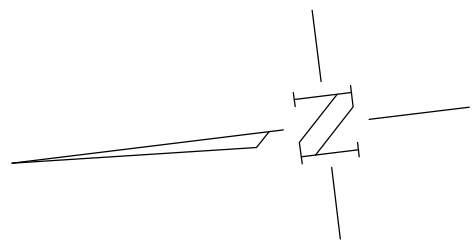
- Conditional Use Permits
- 1) Breweries and Distilleries
 - 2) Cold Storage Plants and frozen food lockers
 - 3) Food Processing plant
 - 4) Kennels, Animal Hospitals, Veterinary Clinics
 - 5) Micro-Brewery
 - 6) Micro-Distillery
 - 7) Open Storage Yard exceeding 20% but no more than 80%
 - 8) Research laboratories, and ancillary manufacturing
 - 9) Self storage climate controlled
 - 10) Vehicle sales dealership?? (limited to indoor)
 - 11) 24-Hr Operation
 - 12) Transportation, communication, and utility facilities, except truck terminals
 - 13) Truck terminals



LOCATION MAP



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ARCHITECTS & ENGINEERS

135 P. Rickman Industrial Dr.
Suite 100, Canton, GA 30115
(770) 345-2579

JOB:	21-103
DRW:	MCZ
CHK:	MCZ

REVISIONS	DATE	NUMBER	COMMENTS

NORTH GA 400 BUSINESS PARK

LAND LOTS 314, 315, 335, & 336: 14th DISTRICT: 1st SECTION
FORSYTH COUNTY, GEORGIA

REZONING PLAN

C-1

DATE: 05/31/2022