

REGIONAL REVIEW FINDING

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

DATE: April 29, 2022

TO:	Chairman Phillip Beard, City of Buford Board of Commissioners
ATTN TO:	Kim Wolfe, City Clerk/Planning Director, City of Buford
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:IDI/Gravel Springs Road DRI 3558Submitting Local Government:City of BufordDate Opened:April 15, 2022Date Closed:April 29, 2022

Description: A DRI review of a proposal to build a one-story building with 1,026,813 SF of industrial space on a 58.2 acre site south/southwest of the SR324/Gravel Springs Road and north of I-85 in the City of Buford in Gwinnett County. Currently roughly half of the site is forested and the other half used for agricultural purposes and several single-family homes. Three driveways are proposed on SR324/Gravel Springs Road. A total of 337 car parking spaces and 197 truck/trailer drops are included.

Comments:

Key Comments

The project is partially aligned with applicable Developing Suburbs growth 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 additional wooded green space.

City of Buford land use designation is split between Commercial adjacent to I–85 and Industrial for the remainder of the site. A rezoning from RA–200 – Agriculture/Residence to M–1 Light Industrial is being requested.

The project is expected to generate approximately 1,098 daily new car trips and 562 new truck trips; a number of traffic mitigation improvements are identified in the Transportation Impact Study. Opportunities

to utilize multi-modal strategies are limited by the site's warehouse use and location away from transit and bicycle routes; an internal sidewalk network will connect to the existing sidewalk on Gravel Springs Road.

The parking area on the south side of building intrudes into a water quality buffer shown around an existing pond and may require City variances.

Incorporation of green stormwater and heat island mitigation approaches for the 337 car parking spaces and 197 truck loading/trailer drop spaces proposed would be supportive of regional environmental policies.

General Comments

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

Transportation and Mobility Comments

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

In addition to the referenced projects on Table 2 (pg. 5) of the TIS, the following projects should be included: SR 20 widening from I-85 N to Rock Springs Road (GW-020D), SR 124 widening from Old Peachtree Road to Hamilton Mill Parkway (GW-361B), and ITS Expansion SR 124- Phase I from SR 20 to Barrow County Line (GW-426).

The project is expected to generate a total of 1,098 daily new car trips and 562 daily new truck trips. Opportunities to utilize multi-modal strategies are limited by the site's warehouse use and location away from transit and bicycle networks. A range of roadway improvements are identified in the TIS to mitigate the traffic generated by the project.

An internal sidewalk network will connect to the existing sidewalk on Gravel Springs Road.

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. Sidewalk driveway crossings should include a continuous raised sidewalk across the driveway opening at the same elevation as the connecting sidewalk with the driveway ramp sloping down from the sidewalk edge to the street.

ARC Natural Resources Comments

ARC's Natural Resource Group full comments are attached.

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. This portion of the Chattahoochee River watershed is 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.

Both the site plan and the USGS coverage for the project area show an intermittent blue line stream running just west of the western portion of the property. The City's 50-foot stream buffer and 75-foot impervious setback are shown as is the State 25-foot Sediment and Erosion Control buffer. Buffers are also shown around an existing pond that extends into the western side of the project property. No intrusions into any buffers are shown along the stream, and the buffers along the stream do not extend into the project property. However, a portion of the proposed parking on the west side of the project property intrudes into the 75-foot buffer around the existing pond. The City stormwater regulations do not indicate that buffers are required around ponds. If required, the intrusion may require a variance from the City. Any unmapped streams may also be subject to the City stream buffer requirements. All waters of the state are subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

The southern half of the site is mostly wooded; additional retention of existing trees on the site 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.

No EV charging stations are proposed; inclusion of some EV charging stations would be supportive of regional EV infrastructure development plans.

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 partially 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 in the large surface parking areas. City of Buford 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 TRANSPORTATION GEORGIA ENVIRONMENTAL FINANCE AUTHORITY GWINNETT COUNTY GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY GEORGIA CONSERVANCY GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION CITY OF BUFORD

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





Developments of Regional Impact DRI Home Tier Map View Submissions Apply <u>Login</u> DRI #3558 **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: Buford Individual completing form: Kim Wolfe Telephone: 770-945-6761 E-mail: 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: IDI/Gravel Springs Road Location (Street Address, GPS Gravel Springs Road, Buford, Georgia 34 04' 03" N, 83 57' 10"W Coordinates, or Legal Land Lot Description): Brief Description of Project: Proposed multi-building industrial development with a total of 848,738 sf of buildings. **Development Type:** Hotels (not selected) Wastewater Treatment Facilities Office Mixed Use OPetroleum Storage Facilities Commercial Airports Water Supply Intakes/Reservoirs Wholesale & Distribution Attractions & Recreational Facilities Intermodal Terminals Hospitals and Health Care Facilities OPost-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, 848,738 sf industrial buildings etc.) Developer: IDI Mailing Address: 1197 Peachtree Street, NE Address 2: Bldg. 300, Suite 600 City:Atlanta State: GA Zip:30361 Telephone: 770-866-1117 Email: gary.minor@idilogistics.com Is property owner different from (not selected) Yes No developer/applicant? If yes, property owner: Varies (Multiple tracts of land under contract with IDI) Is the proposed project entirely (not selected) Yes No located within your local

government's jurisdiction?

jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following	Project Name:
information:	Project ID:
	Rezoning
The initial action being requested	Variance
of the local government for this	Sewer
project.	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	This project/phase: July 2023
Dates:	Overall project: July 2023
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DRI Site Map | Contact



		Developr	nents o	f Regional Impac	t
<u>DRI H</u>	lome	<u>Tier Map</u>	<u>Apply</u>	View Submissions	<u>Login</u>
DRI #3558					
	DEVEL	OPMENT OF	REGIONA RI Informat	L IMPACT ion	
This form is to be completed the proposed DRI. Refer to b information.	by the city o oth the Rule	r county governme s for the DRI Proc	nt to provide in ess and the D	formation needed by the RDC for RI Tiers and Thresholds for mor	its review of re
	Lo	ocal Governm	ent Inform	ation	
Submitting Local	Buford				
Government: Individual completing form:	Kim Wolfe				
Telephone:	770-945-67	61			
Email:	kwolfe@cit	yofbuford.com			
		Project In	formation		
Name of Proposed Project:	IDI/Gravel \$	Springs Road			
DRI ID Number:	3558				
Developer/Applicant:	IDI				
Telephone:	770-866-11	17			
Email(s):	gary.minor(gidilogistics.com			
	Ado	litional Inform	nation Req	uested	
Has the RDC identified any					
required in order to proceed					
with the official regional review process? (If no,	(not sele	cted) Yes No			
proceed to Economic					
If yes, has that additional					
information been provided to your RDC and, if applicable, GRTA?	(not sele	cted) Yes No			
If no, the official review proce	ess can not s	tart until this addition	onal information	n is provided.	
		Economic F)evelopme	nt	
Estimated Value at Build-	\$65,000,00	0.00			
Out: Estimated annual local tax	φυ υ ,υυυ,υυ	0.00			
revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$910,000.0	0			
Is the regional work force sufficient to fill the demand created by the proposed project?	(not sele	cted) Yes No			
Will this development displace any existing uses?	(not sele	cted) Yes No			
If yes, please describe (inclu	ding number	of units, square fe	et, etc):		
		Water	Supply		
Name of water supply	Gwinnett C	YVALEI	օսիիւչ		
provider for this site:	Gwinnett C	Journy			

Name of water supply provider for this site:

DRI Additional Information Form

	DRI Additional Information Form			
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.025 MGD			
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No			
If no, describe any plans to e	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)?	0.021 MGD			
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No			
If no, describe any plans to e	expand existing wastewater treatment capacity:			
Is a sewer line extension required to serve this project?	(not selected) Yes No			
If yes, how much additional I	ine (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.)	Peak hour trips are 153 (in PM) Daily trips are 1,384			
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			
improvements needed to serve this project?	(not selected) Yes No			
If yes, please describe below	v:			
Solid Waste Disposal				
How much solid waste is the project expected to generate annually (in tops)?	550 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			
lf yes, please explain:				
	Stormwater Management			

What percentage of the site 52% is projected to be impervious surface once the proposed development has been constructed?

e development located within, or likely to affect any of the following:	
/ater supply (not selected) Yes No	
ignificant groundwater (not selected) Yes No	
/etlands? O(not selected) Yes No	
rotected mountains? (not selected) Yes No	
rotected river corridors? (not selected) Yes No	
loodplains? (not selected) Yes No	
istoric resources? (not selected) Yes No	
ther environmentally sitive resources? (not selected) Yes No	

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DRI Site Map | Contact



regional impact + local relevance

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

DRI INFORMATION

DRI Number	#3558		
DRI Title	IDI/Gravel Springs Road Distribution Center		
County	Gwinnett County		
City (if applicable)	Buford		
Address / Location	Northwest intersection of I-85 Interchange on SR 324/Gravel Springs Road		
Proposed Development Type: It is proposed to develop a 1,026,813 sq ft industrial site.			
	Build Out: 2024		
Review Process	EXPEDITED		
	NON-EXPEDITED		
REVIEW INFORMATION			
Prepared by	ARC Transportation Access and Mobility Division		
Staff Lead	Aries Little		
Copied	Marquitrice Mangham		

Date April 19, 2022

TRAFFIC STUDY

Prepared byNV5 Engineers and Consultants, INC.DateMarch 1, 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)

In addition to the referenced projects on Table 2 (pg. 5), the following projects should be included: SR 20 widening from I-85 N to Rock Springs Road (GW-020D), SR 124 widening from Old Peachtree Road to Hamilton Mill Parkway (GW-361B), and ITS Expansion SR 124- Phase I from SR 20 to Barrow County Line (GW-426).

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 project's access points are all located on Gravel Springs Road which are bounded by two Regional Thoroughfares, SR 20 and the I-85 interchange.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO

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

SR 20 and I-85 are identified as Regional Truck Routes which are accessed via Gravel Springs Road.

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.

\square	NOT APPLICABLE	(nearest station	more than	one mile away)
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RAIL SERVICE WITHIN ONE MILE	(nrovide additional i	nformation helo	w)
	(provide duditional i	ijoimution belo	vvj

Operator ,	/ Rail	Line
------------	--------	------

Nearest Station

Click here to enter name of operator and rail line

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

Distance*

____ 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.

Ac ca joi bio loo wo	ccess between major deve nnot or prefer not to drive bs, and can help reduce co cycling between the deve cal government(s) is enco alking and bicycling infras	lopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.
\ge	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
	SERVICE WITHIN ONE M	ILE (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

There is an Xpress Park and Ride lot located at the Mall of Georgia; however, the location exceeds the 1-mi. threshold referenced above.

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.

ΝΟ

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	Ivy Creek Greenway
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)

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)

ARTIAL (some walking and bicycling facilities are provided, but connections are no)t
omprehensive 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?
	\square NO (based on information charad with APC staff prior to or during the review process; does not

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)

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):

GW-020D	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET					
Short Title	SR 20 (BUFORD DRIVE) WIDENING FROM I-85 NORTH TO ROCK SPRINGS ROAD	Ma/L of Georgia Billion				
GDOT Project No.	0007850	and the contract of the contra				
Federal ID No.	N/A]				
Status	Programmed	decrossin ands Rd NE				
Service Type	Roadway / General Purpose Capacity	Laure Rock Spring				
Sponsor	GDOT					
Jurisdiction	Regional - Northeast	0 0.125 0.25 Miles				
Analysis Level	In the Region's Air Quality Conformity Analysis	Copyright 2005 Aero Surveys of Georgia, Inc. Reproduced by permission of the copyright				
Existing Thru Lane	4 LCI	Network Year 2030				
Planned Thru Lane	8 Flex	Corridor Length 0.8 miles				
Detailed Description	and Justification					
This project involves adding	g 2 lanes in each direction along SR 20 (Buford Drive) betwe	en I-85 North and Rock Springs Road.				

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information			YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	National Highway Performance Program (NHPP)		2022	\$75,000	\$60,000	\$15,000	\$0,000	\$0,000
PE	National Highway Performance Program (NHPP)		2023	\$699,953	\$559,962	\$139,991	\$0,000	\$0,000
ALL	General Federal Aid - 2026-2050		LR 2026- 2030	\$18,347,166	\$14,677,733	\$3,669,433	\$0,000	\$0,000
				\$19,122,119	\$15,297,695	\$3,824,424	\$0,000	\$0,000

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
 CST: Construction / Implementation
 ALL: Total estimated cost, inclusive of all phases
 ROW: Right-of-way Acquistion



Short Title SR 124 (BRASELTON HIGHWAY) WIDENING FROM OLD PEACHTREE ROAD TO HAMILTON MILL PARKWAY GDOT Project No. 0014926 Federal ID No. N/A Status Long Range Service Type Roadway / General Purpose Capacity Sponsor GDOT Jurisdiction Gwinnett County Analysis Level In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Planned Thru Lane 4 Flex Detailed Description and Justification This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	GW-361B	Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET						
GDOT Project No. 0014926 Federal ID No. N/A Status Long Range Service Type Roadway / General Purpose Capacity Sponsor GDOT Jurisdiction Gwinnett County Analysis Level In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Planned Thru Lane 4 Flex Detailed Description and Justification Statistion This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	Short Title	SR 124 (BRASELTON HIGHWAY) WIDENING FROM OLD PEACHTREE ROAD TO HAMILTON MILL PARKWAY	The stand of Rel Ne 324					
Federal ID No. N/A Status Long Range Service Type Roadway / General Purpose Capacity Sponsor GDOT Jurisdiction Gwinnett County Analysis Level In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Network Year 2040 Planned Thru Lane 4 Flex Corridor Length 3.6 miles	GDOT Project No.	0014926						
Status Long Range Service Type Roadway / General Purpose Capacity Sponsor GDOT Jurisdiction Gwinnett County Analysis Level In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Network Year 2040 Planned Thru Lane 4 Flex Corridor Length 3.6 miles	Federal ID No.	N/A						
Service Type Roadway / General Purpose Capacity Sponsor GDOT Jurisdiction Gwinnett County Analysis Level In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Network Year Planned Thru Lane 4 Flex Corridor Length Detailed Description Justification	Status	Long Range	Peachtree Rd NE Apalachee River					
Sponsor GDOT Jurisdiction Gwinnett County In the Region's Air Quality Conformity Analysis In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Network Year 2040 Planned Thru Lane 4 Flex Ocrridor Length 3.6 miles Detailed Description and Justification This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway. This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	Service Type	Roadway / General Purpose Capacity						
Jurisdiction Gwinnett County Trophy Cult Analysis Level In the Region's Air Quality Conformity Analysis Image: Conference of the Participation of the Participatio of the Particip	Sponsor	GDOT						
Analysis Level In the Region's Air Quality Conformity Analysis Existing Thru Lane 2 LCI Network Year 2040 Planned Thru Lane 4 Flex Corridor Length 3.6 miles Detailed Description and Justification This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway. This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	Jurisdiction	Gwinnett County	0 R0 45 1 Miles antein Rd HE Trophy Club					
Existing Thru Lane 2 LCI Network Year 2040 Planned Thru Lane 4 Flex Corridor Length 3.6 Detailed Description and Justification Image: State of the s	Analysis Level	In the Region's Air Quality Conformity Analysis						
Planned Thru Lane 4 Flex Corridor Length 3.6 miles Detailed Description and Justification This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway. This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	Existing Thru Lane	2 LCI	Network Year 2040					
Detailed Description and Justification This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	Planned Thru Lane	4 Flex	Corridor Length 3.6 miles					
This project will widen SR 124 to 4 lanes from Old Peachtree Road to Hamilton Mill Parkway.	Detailed Description a	nd Justification						
	This project will widen SR 12	24 to 4 lanes from Old Peachtree Road to Hamilton Mill Park	way.					

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE				
Information			YEAR COST		FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)		LR 2026- 2030	\$2,735,000	\$0,000	\$2,735,000	\$0,000	\$0,000
ALL	Transportation Funding Act (HB 170)		LR 2031- 2040	\$54,429,000	\$0,000	\$54,429,000	\$0,000	\$0,000
				\$57,164,000	\$0,000	\$57,164,000	\$0,000	\$0,000

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases ROW: Right-of-way Acquistion



GW-426	Atlanta Region's Plan RTP (2	2020) PROJECT FACT SHEET
Short Title	ITS EXPANSION SR 124 (BRASELTON HIGHWAY) - PHASE 1 FROM SR 20 TO BARROW COUNTY LINE	HII Part of Mill Part of Barrier States of Barri
GDOT Project No.	0017998	and Old Peachtreet ONE Today Park Park
Federal ID No.	N/A	Colling of the second s
Status	Programmed	
Service Type	Roadway Operational Upgrades	
Sponsor	Gwinnett County	Lawrenceville
Jurisdiction	Gwinnett County	4 0 1 2 3 Miles a stocks Adst Harbinst
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)	530 K
Existing Thru Lane	N/A LCI	Network Year TBD
Planned Thru Lane	N/A Flex	Corridor Length N/A miles
Detailed Description	and Justification	
This project will provide co this segment will provide a reduces vehicle delay and f	mmunications on SR 124/Braselton Highway from SR 20 to fiber communications system providing greater network reli facilitate traffic flow, improve overall safety along the corrido	Barrow County. As part of the Countywide ITS expansion iability and availability, improved signal coordination, or and facilitate incident management along this corridor.

Phase Status & Funding Status		FISCAL	TOTAL PHASE	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
Information		YEAR	COST	FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST Congestion Mitigation & Air Quality Improvement (CMAQ)		2022	\$2,900,000	\$2,320,000	\$0,000	\$0,000	\$580,000
			\$2,900,000	\$2,320,000	\$0,000	\$0,000	\$580,000

 SCP: Scoping
 PE: Preliminary engineering / engineering / design / planning
 PE-OV: GDOT oversight services for engineering
 ROW: Right-of-way Acquistion

 UTL: Utility relocation
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 ROW: Right-of-way Acquistion



GRAVEL SPRINGS ROAD DRI City of Buford Natural Resources Group Comments April, 19, 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 City 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. This portion of the Chattahoochee River watershed is 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

Both the site plan and the USGS coverage for the project area show an intermittent blue line stream running just west of the western portion of the property. The City's 50-foot stream buffer and 75-foot impervious setback are shown as is the State 25-foot Sediment and Erosion Control buffer. Buffers are also shown around an existing pond that extends into the western side of the project property. No intrusions into any buffers are shown along the stream, and the buffers along the stream do not extend into the project property. However, a portion of the proposed parking on the west side of the project property intrudes into the 75-foot buffer around the existing pond. The City stormwater regulations do not indicate that buffers are required around ponds. If required, the intrusion may require a variance from the City. Any unmapped streams may also be subject to the City stream buffer requirements. All waters of the state 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 (<u>www.georgiastormwater.com</u>) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

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





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