

**DATE:** March 21, 2023

---

**TO:** Chairwoman Nicole Love Hendrickson, Gwinnett County Commission  
**ATTN TO:** Sushmita Arjyal, Current Planning Supervisor, Gwinnett 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:** Brand Properties Hamilton Mill DRI 3812

**Submitting Local Government:** Gwinnett County

**Date Opened:** February 27, 2023

**Date Closed:** March 21, 2023

**Description:** A DRI review of a proposal to construct a mixed-use development with 700 multifamily units and 17,000 square feet of commercial space on a 79-acre site off Sardis Church Road in unincorporated Gwinnett County.

**Comments:**

**Key Comments**

*The Atlanta Region's Plan assigns the Developing Suburbs growth management designation to the project site. The project is partially aligned with 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 additional undisturbed areas.*

*The project's provision of retail space that can serve the project residents as well as outside customers is supportive of mixed-use regional growth policies.*

*The project is expected to generate approximately 4,297 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.*

*A total of 2,250 parking spaces are provided which is marginally more than the number required. Regional multi-modal transportation policies are supportive of reduced parking and a modest parking reduction may be warranted.*

*No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.*

*The Gwinnett County trails Master Plan shows a priority trail planned on Hamilton Mill Road. The inclusion of this trail component in the project is supportive of regional multi-modal transportation policies.*

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

*Several buildings and parking areas appear to abut or intrude somewhat into mapped stream buffers. The buffers seem to be truncated adjacent to buildings B and F. Any intrusions into the stream buffers will require variances to the County Stream Buffer Ordinance and the State 25-foot Sediment and Erosion Control buffer as applicable.*

### **General Comments**

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional 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 designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Developing Suburbs; associated policy recommendations are provided at the end of these comments.

The project's inclusion of 17,000 SF of retail space offers some opportunity for reduced car trips and increased walkability if tenants provide goods and services utilized by residents.

### **Transportation and Mobility Comments**

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

Regional multi-modal transportation policies are supportive of reduced parking and a modest parking reduction may be warranted.

No EV charging spaces appear to be identified; provision of adequate EV charging spaces would be supportive of regional EV infrastructure policies.

The project is expected to generate approximately 4,297 net new daily vehicular trips; a range of roadway improvements are proposed in the TIS to mitigate generated vehicular traffic.

The Gwinnett County trails Master Plan shows a priority trail that is planned on Hamilton Mill Road. The inclusion of this trail component in the project is supportive of regional multi-modal transportation policies.

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.

Both the USGS coverage for the project area and the project site plan show an intermittent blue-line stream at the southern boundary of the property next to the I-85 off ramp to Hamilton Mill Road. This submitted site plan also shows two streams running north south through the project property, one flowing into the mapped intermittent blue-line by I-85. The 50-foot undisturbed buffer and 75-foot impervious setback required under the County Stream Buffer Protection Ordinance as well as State 25-foot Sediment and Erosion Control buffer are shown on the plans. A driveway crossing is shown in Phase II, but crossings are generally exempt under the County buffer ordinance. However, Building H on the plans nearly abuts the 75-foot buffer on one stream, as does a parking area on the opposite side of that creek, and two parking areas nearly touch the 75-foot buffer on the tributary to the mapped blue-line creek. All are in Phase II of the project. Also, in Phase I, the creek and its buffers stop at the parking area and driveway for Buildings B and F. In all these cases, any intrusions into the stream buffers will require variances to the County Stream Buffer Ordinance and the State 25-foot Sediment and Erosion Control buffer as applicable.

Any unmapped streams on the property may be subject to the City Stream Buffer Protection ordinance and 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.

### **Other Environmental Comments**

A significant amount of forested stream and wetland buffer area is proposed to be retained. Additional retention of these areas would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation. Designation of this area as managed open/conservation space could meaningfully reduce the overall impact of the project.

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 large number of surface car parking spaces proposed and use of an ecosystem-based design for the large stormwater detention area would be supportive of regional environmental policies.

#### **City of Flowery Branch Comments**

The City of Flowery Branch submitted comments which are attached.

The comments include the following: reduce the number of parking spaces and offer EV charging stations; show how the project connects with nearby trails; widen sidewalks to 8 or 10 feet; and provide more and more useable open space.

#### **Gwinnett County Comments**

Gwinnett County submitted comments which are attached. The comments include: provide Intersection Control Evaluation (ICE) analysis at intersections 4, 5, 7, 8, 9, 10, and 11; the developer shall work with Gwinnett County to install improvements to prohibit illegal left-turns at intersection 4; and the developer shall provide adequate intersection sight distance certification at all project driveways.

#### **Atlanta Region's Plan Growth Policy Considerations: Developing Suburbs**

The Atlanta Region's Plan identifies 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 project is partially aligned with 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 additional undisturbed areas and utilization of green infrastructure in surface parking areas. Gwinnett County leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, 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  
BARTOW COUNTY  
CITY OF AUBURN  
CITY OF FLOWERY BRANCH

GEORGIA DEPARTMENT OF NATURAL RESOURCE  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
GEORGIA CONSERVANCY  
CITY OF DACULA  
CITY OF BUFORD

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION  
HALL COUNTY  
CITY OF BRASELTON  
CITY OF LAWRENCEVILLE

For questions, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto: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 #3812

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

#### Local Government Information

Submitting Local Government: Gwinnett

Individual completing form: Catherine Long

Telephone: 678.518.6106

E-mail: catherine.long@gwinnettcountry.com

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

#### Proposed Project Information

Name of Proposed Project: Brand Properties Hamilton Mill

Location (Street Address, 3527 Sardis Church Road  
GPS Coordinates, or Legal  
Land Lot Description):

Brief Description of Project: mixed use development including 17,000 square feet of commercial space and 700 multifamily units

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" 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 type="radio"/> Industrial                           | <input type="radio"/> Quarries, Asphalt & Cement Plants     |   |

If other development type, describe:

Project Size (# of units, floor area, etc.): 1,000 square feet commercial and 700 multifamily units

Developer: Brand Properties

Mailing Address: 3328 Peachtree Road NE

Address 2:

City: Atlanta State: GA Zip: 30326

Telephone: 770.497.6474

Email: jbarge@brandproperties.com

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

If yes, property owner: Jackson EMC

Is the proposed project entirely located within your ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?

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: December 2026

Overall project: December 2026

Back to Top



## Developments of Regional Impact

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

### DRI #3812

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

#### Local Government Information

Submitting Local Government: Gwinnett  
Individual completing form: Sushmita Arjyal  
Telephone: 678.518.6255  
Email: sushmita.arjyal@gwinnettcountry.com

#### Project Information

Name of Proposed Project: Brand Properties Hamilton Mill  
DRI ID Number: 3812  
Developer/Applicant: Brand Properties  
Telephone: 770.497.6474  
Email(s): jbarge@brandproperties.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: \$200,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,000,000

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)?

0.102 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

### Wastewater Disposal

Name of wastewater treatment provider for this site:

Gwinnett County

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

0.155 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

### Land Transportation

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

Daily Trips: 4,297; AM Peak Hour Trips: 91 entering, 247 exiting; PM Peak Hour Trips: 226 entering, 161 exiting

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: See the detailed traffic study for more information

### Solid Waste Disposal

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

800

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

41%

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: The project will be designed in compliance with the Gwinnett County Stormwater Management Manual, including measures for runoff reduction/water quality (bio-retention, permeable pavers, etc.) and channel protection/flood protection using above-ground detention ponds.

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: Minor impacts to an existing stream and associated wetlands will occur due to roadway crossings. All applicable permits will be obtained before impacts.

[Back to Top](#)

**BRAND MILL PROPERTIES HAMILTON MILL DRI**  
**Gwinnett County**  
**Natural Resources Comments**  
**February 28, 2023**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The proposed project is in the Mulberry River watershed which is not a water supply watershed within the Atlanta Region or the Metropolitan North Georgia Water Planning District and is not a small water supply watershed outside of the District, so no Part 5 Water Supply Watershed Criteria of the 1989 Georgia Planning Act apply.

**Stream Buffers**

Both the USGS coverage for the project area and the project site plan show an intermittent blue-line stream at the southern boundary of the property next to the I-85 off ramp to Hamilton Mill Road. This submitted site plan also shows two streams running north south through the project property, one flowing into the mapped intermittent blue-line by I-85. The 50-foot undisturbed buffer and 75-foot impervious setback required under the County Stream Buffer Protection Ordinance as was as State 25-foot Sediment and Erosion Control buffer are shown on the plans. A driveway crossing is shown in Phase II, but crossings are generally exempt under the County buffer ordinance. However, Building H on the plans nearly abuts the 75-foot buffer on one stream, as does a parking area on the opposite side of that creek, and two parking areas nearly touch the 75-foot buffer on the tributary to the mapped blue-line creek. All are in Phase II of the project. Also, in Phase I, the creek and its buffers stop at the parking area and driveway for Buildings B and F. In all these cases, any intrusions into the stream buffers will require variances to the County Stream Buffer Ordinance and the State 25-foot Sediment and Erosion Control buffer as applicable. Any unmapped streams on the property may be subject to the City Stream Buffer Protection ordinance and 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](http://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.

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

### DRI INFORMATION

**DRI Number** #3812  
**DRI Title** Brand Properties Hamilton Mill  
**County** Gwinnett County  
**City (if applicable)** N/A  
**Address / Location** On 3527 Sardis Church Road, Buford, GA. Northeast of I-85 and Hamilton Mill Road.

**Proposed Development Type:**

A DRI review of a proposal to construct a mixed-use development with 700 multifamily units and 17,000 square feet of commercial space on a 79-acre site off Sardis Church Road in unincorporated Gwinnett County.

**Build Out: 2026**

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

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Reginald James  
**Copied** Marquitrice Mangham  
**Date** March 13, 2023

### TRAFFIC STUDY

**Prepared by** A&R Engineering  
**Date** February 2, 2023

## **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)*

On page 21 of the traffic study.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

## **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)*

[Click here to provide comments.](#)

**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*)

[Click here to provide comments.](#)

**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) GRTA Xpress

Bus Route(s) 411, 413, 414

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

GRTA Xpress

**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)

***The Gwinnett County trails Master Plan shows a priority trail that is being planned on Hamilton Mill Road that will pass by the development. The applicant will coordinate with Gwinnett County for the completion of the project.***

#### **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):**

None at this time.

## Donald Shockey

---

**From:** Donald Shockey  
**Sent:** Friday, March 3, 2023 4:23 PM  
**To:** Yu Peng  
**Cc:** Andrew Smith  
**Subject:** RE: 2022 Brand Properties Hamilton Mill DRI 3812 - Preliminary Report+Comments Request

Hi Anna,

Thanks very much for this thoughtful input which we'll include in the Final Report.

Best,

Donald Shockey,

**Donald P. Shockey, AICP, LEED GA**

Plan Review Manager, Community Development

Atlanta Regional Commission

P | 470.378.1531

[DShockey@atlantaregional.org](mailto:DShockey@atlantaregional.org)

[atlantaregional.org](http://atlantaregional.org)

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

---

**From:** Yu Peng <ypeng@flowerybranchga.org>  
**Sent:** Friday, March 3, 2023 9:14 AM  
**To:** Donald Shockey <DShockey@atlantaregional.org>  
**Cc:** Richard Atkinson <rich@flowerybranchga.org>  
**Subject:** RE: 2022 Brand Properties Hamilton Mill DRI 3812 - Preliminary Report+Comments Request

Hi Donald

Thank you for the notice.

Here are our suggestions:

Traffic

- Reduce the number of parking spaces and offer EV charging stations.
- 10% of parking spaces should be EV charging ready.
- 2% of retail parking spaces should be level 2 EV charging stations.
- Developer should provide detail design how this project connects to the priority trail.
- Bicycle parking design.
- Widen sidewalk to 8' or 10'.

Open space

- Offer more open space while reducing parking space.
- Open space should be useable, i.e.. dog parks, pocket parks, playground.
- Open space should not be surrounded by parking rather than sidewalks.
- Details of open space design should be provided.

Thank you.

Anna

---

**From:** Donald Shockey <[DShockey@atlantaregional.org](mailto:DShockey@atlantaregional.org)>

**Sent:** Monday, February 27, 2023 6:49 PM

**To:** [helen.appenzeller@lawrencevillega.org](mailto:helen.appenzeller@lawrencevillega.org); [planning@lawrencevillega.org](mailto:planning@lawrencevillega.org); [todd.hargrave@lawrencevillega.org](mailto:todd.hargrave@lawrencevillega.org); [kdkeller@braselton.net](mailto:kdkeller@braselton.net); Yu Peng <[ypeng@flowerybranchga.org](mailto:ypeng@flowerybranchga.org)>; Abdul Amer <[aamer@areng.com](mailto:aamer@areng.com)>; [jbarge@brandproperties.com](mailto:jbarge@brandproperties.com); Kevin Nintin <[knintin@areng.com](mailto:knintin@areng.com)>; Long, Catherine <[catherine.long@gwinnettcounty.com](mailto:catherine.long@gwinnettcounty.com)>; [namer@areng.com](mailto:namer@areng.com); Naser Omer <[nomer@areng.com](mailto:nomer@areng.com)>; [chuck.mueller@dnr.state.ga.us](mailto:chuck.mueller@dnr.state.ga.us); [gaswcc.swcd@gaswcc.ga.gov](mailto:gaswcc.swcd@gaswcc.ga.gov); [hhill@gefa.ga.gov](mailto:hhill@gefa.ga.gov); Jon West <[jon.west@dca.ga.gov](mailto:jon.west@dca.ga.gov)>; [kmoore@gaconservancy.org](mailto:kmoore@gaconservancy.org); [nongame.review@dnr.ga.gov](mailto:nongame.review@dnr.ga.gov); [slucki@gefa.ga.gov](mailto:slucki@gefa.ga.gov); Zane Grennell - Georgia DCA ([zane.grennell@dca.ga.gov](mailto:zane.grennell@dca.ga.gov)) <[zane.grennell@dca.ga.gov](mailto:zane.grennell@dca.ga.gov)>; Andrew Smith <[ASmith@atlantaregional.org](mailto:ASmith@atlantaregional.org)>; David Haynes <[DHaynes@atlantaregional.org](mailto:DHaynes@atlantaregional.org)>; Donald Shockey <[DShockey@atlantaregional.org](mailto:DShockey@atlantaregional.org)>; Jean Hee P. Barrett <[JBarrett@atlantaregional.org](mailto:JBarrett@atlantaregional.org)>; Jim Santo <[JSanto@atlantaregional.org](mailto:JSanto@atlantaregional.org)>; Jim Skinner <[JSkinner@atlantaregional.org](mailto:JSkinner@atlantaregional.org)>; Katie Perumbeti <[KPerumbeti@atlantaregional.org](mailto:KPerumbeti@atlantaregional.org)>; Lauren Blaszyk <[LBlaszyk@atlantaregional.org](mailto:LBlaszyk@atlantaregional.org)>; Marquitrice Mangham <[MMangham@atlantaregional.org](mailto:MMangham@atlantaregional.org)>; Mike Alexander <[MAlexander@atlantaregional.org](mailto:MAlexander@atlantaregional.org)>; Mike Carnathan <[MCarnathan@atlantaregional.org](mailto:MCarnathan@atlantaregional.org)>; Patrick Bradshaw <[PBradshaw@atlantaregional.org](mailto:PBradshaw@atlantaregional.org)>; Reginald James <[RJJames@atlantaregional.org](mailto:RJJames@atlantaregional.org)>; Samyukth Shenbaga <[SShenbaga@atlantaregional.org](mailto:SShenbaga@atlantaregional.org)>; Wei Wang <[WWang@atlantaregional.org](mailto:WWang@atlantaregional.org)>; December Weir <[dweir@atltransit.ga.gov](mailto:dweir@atltransit.ga.gov)>; Elizabeth Davis <[edavis1@atltransit.ga.gov](mailto:edavis1@atltransit.ga.gov)>; ♣ Brittini Nix, City of Dacula <[brittini.nix@daculaga.gov](mailto:brittini.nix@daculaga.gov)>; ♣ Courtney Mahady, City of Dacula <[courtney.mahady@daculaga.gov](mailto:courtney.mahady@daculaga.gov)>; Kim Wolfe <[KWolfe@cityofbuford.com](mailto:KWolfe@cityofbuford.com)>; [dwebb@hallcounty.org](mailto:dwebb@hallcounty.org); [myang@hallcounty.org](mailto:myang@hallcounty.org); [rdoveton@hallcounty.org](mailto:rdoveton@hallcounty.org); [coxsm@bartowcountygga.gov](mailto:coxsm@bartowcountygga.gov); [osborner@bartowcountygga.gov](mailto:osborner@bartowcountygga.gov); [labland@cityofauburn-ga.org](mailto:labland@cityofauburn-ga.org)  
**Cc:** [achood@dot.ga.gov](mailto:achood@dot.ga.gov); [ccomer@dot.ga.gov](mailto:ccomer@dot.ga.gov); [chrobinson@dot.ga.gov](mailto:chrobinson@dot.ga.gov); [cjames@dot.ga.gov](mailto:cjames@dot.ga.gov); [cwoods@dot.ga.gov](mailto:cwoods@dot.ga.gov); 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; [eregis@dot.ga.gov](mailto:eregis@dot.ga.gov); [glynch@hntb.com](mailto:glynch@hntb.com); [jomcloyd@dot.ga.gov](mailto:jomcloyd@dot.ga.gov); [mcanizares@dot.ga.gov](mailto:mcanizares@dot.ga.gov); [mfowler@dot.ga.gov](mailto:mfowler@dot.ga.gov); [MWeiss@dot.ga.gov](mailto:MWeiss@dot.ga.gov); [mwilson@dot.ga.gov](mailto:mwilson@dot.ga.gov); [nrogers@dot.ga.gov](mailto:nrogers@dot.ga.gov); [ppeevy@dot.ga.gov](mailto:ppeevy@dot.ga.gov); Jason Dykes - GDOT District 1 <[jdykes@dot.ga.gov](mailto:jdykes@dot.ga.gov)>; Jonathan Peevy - GDOT District 1 <[jpeevy@dot.ga.gov](mailto:jpeevy@dot.ga.gov)>; Shane Giles - GDOT District 1 <[shgiles@dot.ga.gov](mailto:shgiles@dot.ga.gov)>; William E. Hunter - GDOT District 1 <[wihunter@dot.ga.gov](mailto:wihunter@dot.ga.gov)>

**Subject:** 2022 Brand Properties Hamilton Mill DRI 3812 - Preliminary Report+Comments Request

**CAUTION:** This email originated from outside of the City of Flowery Branch, GA email system. Maintain caution when opening external links/attachments

### **Development of Regional Impact (DRI) – Preliminary Report/Comments Request**

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a DRI review of **2022 Brand Properties Hamilton Mill DRI 3812** as detailed in the attached **Preliminary Report/Comments Request**.

As a representative of a nearby local government or other potentially affected party, ARC requests that you or your staff review the **Report** and provide ARC any comments no later than **Tuesday March 14, 2023**.

**Project Description:** A DRI review of a proposal to construct a mixed-use development with 700 multifamily units and 17,000 square feet of commercial space on a 79-acre site off Sardis Church Road in unincorporated Gwinnett County.

Please submit comments to Donald Shockey at [dshockey@atlantaregional.org](mailto:dshockey@atlantaregional.org). You may also view the Preliminary Report and Transportation Impact Study via the [ARC Plan Reviews webpage](#) beginning tomorrow by entering the project title in the search field. For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

## Donald Shockey

---

**From:** Arnold, Michelle <Michelle.Arnold@gwinnettcountry.com>  
**Sent:** Monday, March 20, 2023 11:20 AM  
**To:** December Weir; Donald Shockey; Reginald James  
**Cc:** Cooksey, Lewis; Sever, Tom; Thompson, Andrew; Oberholtzer, Jerry; Hodges, Brent; Johnson, Michael D. (DOT); Robinson, Daniel; Naila Amer; Abdul Amer; hhill@gefa.ga.gov; Brand Properties; Arjyal, Sushmita; Campagne, Lorraine; Long, Catherine; Barber, David; Elizabeth Davis; Sloan, Cyndi; Cook, Sharon; Kim Wolfe  
**Subject:** RE: GRTA Draft NOD for DRI 3812 2022 Brand Properties Hamilton Mill

Good morning, December, the following comments may be addressed during permitting.

- On February 28, 2023, we requested that the applicant provide Intersection Control Evaluation (ICE) analysis at the following intersections:
  1. Intersection 4 – Hamilton Mill Road @ Right-in/right-out driveway between Sardis Bend Drive and I-85 Southbound Ramps towards Walmart store
  2. Intersection 5 - Hamilton Mill Road @ Sardis Bend Drive
  3. Intersection 7 – Sardis Church Road at Sardis Bend Drive
  4. Intersection 8 - Sardis Church Road @ connecting road between Sardis Church Road and Sardis Bend Drive (near Seckinger High School)
  5. Intersection 9 - Sardis Bend Drive @ connecting road between Sardis Church Road and Sardis Bend Drive (near the Chick-fil-A)
  6. Intersection 10 – Sardis Bend Drive at Site Driveway 1
  7. Intersection 11 – Connecting road between Sardis Church Road and Sardis Bend Drive at Site Driveway 3
- At Intersection 4, the traffic impact study notes, "Illegal northbound left-turn movements occurring from Hamilton Mill Road." The developer shall work with the Gwinnett County to install improvements to prohibit illegal left-turns from its development.
- The developer shall provide adequate intersection sight distance certification at all project driveways.

Thanks!



**Michelle Arnold, AICP, PE** | Engineer V |  
Gwinnett County Department of Transportation |  
770.822.7443 | 446 West Crogan St., Suite 410, Lawrenceville, GA 30046 |  
[www.gwinnettcountry.com](http://www.gwinnettcountry.com)

---

**From:** December Weir <dweir@ATLtransit.ga.gov>  
**Sent:** Monday, March 13, 2023 3:06 PM  
**To:** Naila Amer <namer@areng.com>; Abdul Amer <aamer@areng.com>; Donald Shockey <DShockey@atlantaregional.org>; Reginald James <RJJames@atlantaregional.org>; Brand Properties <jbarga@brandproperties.com>; Kim Wolfe <KWolfe@cityofbuford.com>; hhill@gefa.ga.gov; Arjyal, Sushmita <Sushmita.Arjyal@gwinnettcountry.com>; Campagne, Lorraine <Lorraine.Campagne@gwinnettcountry.com>; Cook, Sharon <Sharon.Cook@gwinnettcountry.com>; Arnold, Michelle <Michelle.Arnold@gwinnettcountry.com>; Oberholtzer, Jerry <Jerry.Oberholtzer@gwinnettcountry.com>; Cooksey, Lewis <Lewis.Cooksey@gwinnettcountry.com>; Hodges, Brent <Brent.Hodges@gwinnettcountry.com>; Johnson, Michael D. (DOT) <Michael.Johnson2@gwinnettcountry.com>; Long, Catherine <Catherine.Long@gwinnettcountry.com>; Sloan, Cyndi <Cyndi.Sloan@gwinnettcountry.com>; Robinson, Daniel <Daniel.Robinson@gwinnettcountry.com>; Barber, David <david.barber@gcpsk12.org>; Elizabeth Davis <edavis1@ATLtransit.ga.gov>  
**Subject:** GRTA Draft NOD for DRI 3812 2022 Brand Properties Hamilton Mill

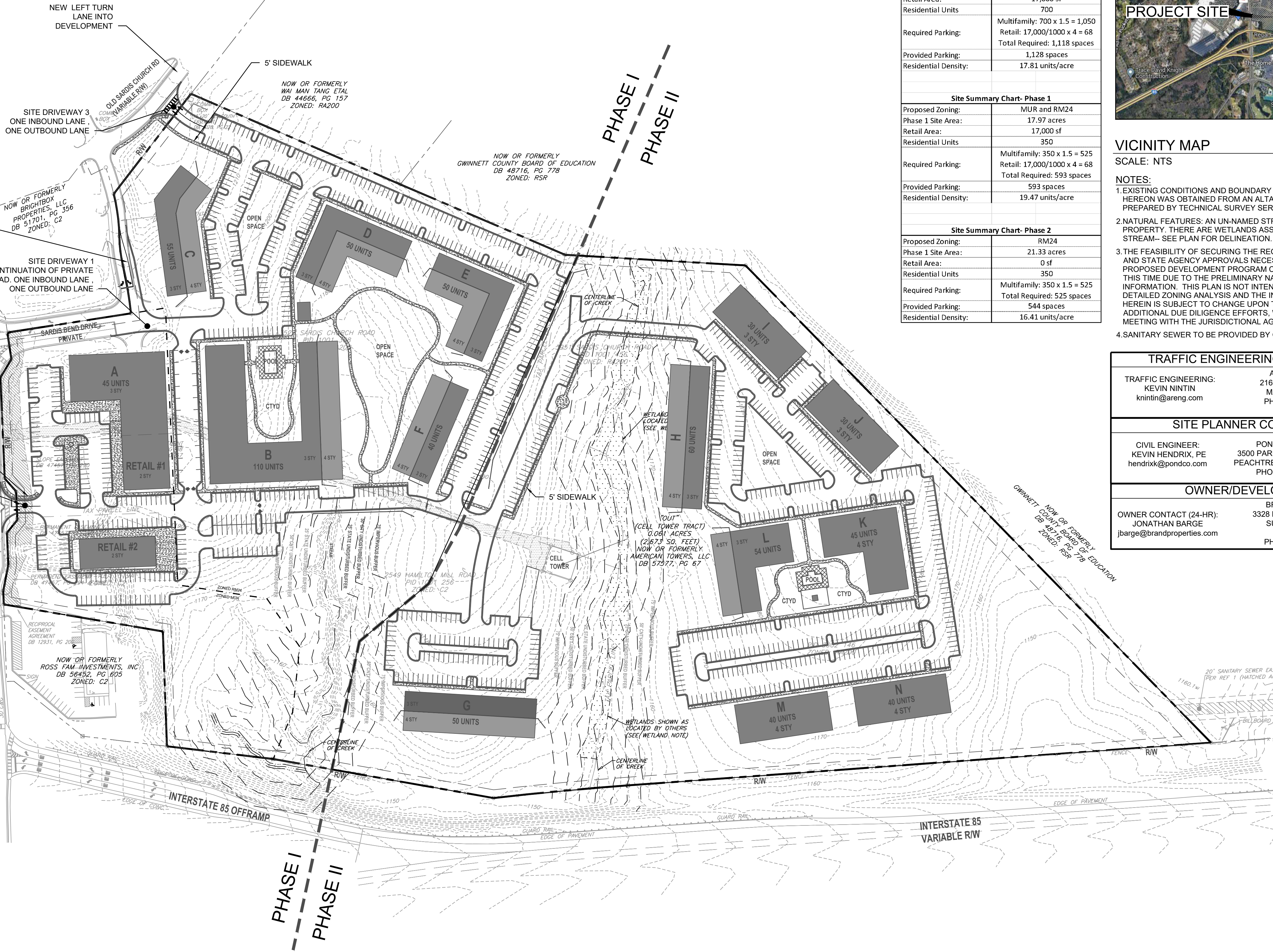


FILE PATH: Z:\34\_COMM\_DEV\01 - CLIENT\BRAND PROPERTIES\BRAND- HAMILTON MILL\CAD\CS-101 PLOTTED BY: HENDRIX, KEVIN DATE: 10/21/7

A1

## DRI SITE PLAN

SCALE: 1" = 100'



Site Summary Chart- Overall	
Jurisdiction:	Gwinnett County
Existing Zoning:	C2 and RA200
Proposed Zoning:	MUR and RM24
Total Site Area:	39.298 acres
Retail Area:	17,000 sf
Residential Units	700
Required Parking:	Multifamily: 700 x 1.5 = 1,050 Retail: 17,000/1000 x 4 = 68 Total Required: 1,118 spaces
Provided Parking:	1,128 spaces
Residential Density:	17.81 units/acre

Site Summary Chart- Phase 1	
Proposed Zoning:	MUR and RM24
Phase 1 Site Area:	17.97 acres
Retail Area:	17,000 sf
Residential Units	350
Required Parking:	Multifamily: 350 x 1.5 = 525 Retail: 17,000/1000 x 4 = 68 Total Required: 593 spaces
Provided Parking:	593 spaces
Residential Density:	19.47 units/acre

Site Summary Chart- Phase 2	
Proposed Zoning:	RM24
Phase 1 Site Area:	21.33 acres
Retail Area:	0 sf
Residential Units	350
Required Parking:	Multifamily: 350 x 1.5 = 525 Total Required: 525 spaces
Provided Parking:	544 spaces
Residential Density:	16.41 units/acre



### VICINITY MAP

SCALE: NTS

#### NOTES:

- EXISTING CONDITIONS AND BOUNDARY INFORMATION SHOWN HEREON WAS OBTAINED FROM AN ALTA/NSP LAND TITLE SURVEY PREPARED BY TECHNICAL SURVEY SERVICES, DATED: 08/08/2022.
- NATURAL FEATURES: AN UN-NAMED STREAM CROSSES THE PROPERTY. THERE ARE WETLANDS ASSOCIATED WITH THIS STREAM-- SEE PLAN FOR DELINEATION.
- 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.
- SANITARY SEWER TO BE PROVIDED BY GWINNETT COUNTY.

#### TRAFFIC ENGINEERING CONTACT

TRAFFIC ENGINEERING: KEVIN NINTIN  
knintin@areng.com

A&R ENGINEERING  
2160 KINGSTON COURT,  
MARIETTA, GA 30067  
PHONE (770) 690-9255

#### SITE PLANNER CONTACT

CIVIL ENGINEER: KEVIN HENDRIX, PE  
hendrixk@pondco.com

POND AND COMPANY  
3500 PARKWAY LANE SUITE 500  
PEACHTREE CORNERS, GA 30092  
PHONE (678) 336-7740

#### OWNER/DEVELOPER

OWNER CONTACT (24-HR): JONATHAN BARGE  
jbarge@brandproperties.com

BRAND PROPERTIES  
3328 PEACHTREE ROAD NE,  
SUITE 100, ATLANTA,  
GEORGIA, 30326  
PHONE (770) 963-9223



3500 Parkway Lane  
Suite 500  
Peachtree Corners  
Georgia 30092

Copyright © 2023 by Pond & Company. All rights reserved. No copying or duplication of these documents is allowed without the expressed written agreement of Pond & Company.

DPR SEAL

CLIENT INFORMATION

PROJECT NAME

BRAND PROPERTIES  
HAMILTON MILL

2549 HAMILTON MILL RD.,  
BUFORD, GA. 30519

DRI 3812

DRAWING ISSUE

DATE

DESCRIPTION

MARK

DESIGNED BY: KDH  
DRAWN BY: ABC  
CHECKED BY: KDH  
SUBMITTED BY: KDH  
DATE: 1/19/2023  
PROJECT #: P220779

SHEET TITLE

DRI SITE PLAN

DRI 3812

SHEET NUMBER

CS-101

ORIGINAL SHEET SIZE:  
22" X 34"



Know what's below.  
Call before you dig.  
Dial 811  
Or Call 800-282-7411

DRI SUBMITTAL