

Project Narrative for Winder Highway Tract

LOCATION – 5205 Winder Hwy., Braselton, GA 30517

ACREAGE – 20.1 acres +/-

APPLICANT – United Logistics

Summary

The accompanying application seeks zoning district change from AR-IV to I-I for 20.1 acres of undeveloped property located at 5205 Winder Highway (SR 53), near Michelin Raceway Road Atlanta. The intent is to develop multiple uses as allowed in the Light Industrial district, including office and a truck terminal. This narrative will propose a unified set of standards for project. The location and proposed use is consistent with the Hall County Comprehensive Plan's designation as a "Mixed Use Corridor" and appropriate for Hall County's Light Industrial (I-I) District. Completion of development is anticipated by 2023.

Site Description

The site has approximately 190 LF of frontage along Winder Highway (SR 53) and is rectangular in shape. The Cooper Creek tributary of the Mulberry River forms the rear boundary of the site. The site is mostly wooded with a mix of pine and hardwood trees with rolling topography. A 12" domestic water main, provided by the City of Gainesville, is located in the Winder Highway right-of-way. Due to the small amount of projected flows, an on-site sewage management system is planned to serve the site and all other dry utilities are located within a reasonable distance for service extensions. There are no known impediments to its successful development for the purposes intended.

Adjacencies

The property is surrounded by residential zonings (AR – IV) and commercial zonings (H-B, PCD). Several Light Industrial properties are located 500' east.

Access

Access to the property is planned from Winder Highway (SR 53), subject to GDOT approval.

Proximity to Other Uses

- Nearest distance to undeveloped commercial property – parcel 15038 000048 zoned H-B, immediately west of the site.
- Nearest distance to developed commercial property – parcel 15028B 000006A zoned H-B approximately 1100 LF south.
- Nearest distance to a single family home – a single family home at 4336 Benefield Road is located 800' east of the property.
- Nearest distance to a subdivision – The Regency Park S/D is located approximately 2800 LF of the property.

Comprehensive Plan Consistency

The project is consistent with the “Mixed Use Corridor” of the Future Land Use Map and the primary future land uses notes as:

- Low-impact industrial or higher density residential only where the same is found on adjacent properties

The project is consistent with the Goals, Policies and Objectives of the Comprehensive Plan and is not known or believed to be in conflict with any of the above.

Hall County Gateway Corridor Overlay District

A small portion of the site falls within the corridor but no improvements, other than entrance driveway, landscaping and identification signage are planned within its limits.

Aerial View



Traffic Impact Study

A GDOT ICE Analysis will be completed as part of the Land Disturbance Permit process.

Proposed Uses

The project may contain a variety of uses consistent with those allowed in the Light Industrial (I-I) district and the Project Dimensional Standards outline below.

Uses that will be specifically excluded include:

- Adult Establishments
- Junk Yards
- Asphalt emulsion (water based) plants
- Astrologers, clairvoyants, fortune tellers, palmists, phrenologists and related occupations

Hours of Operation

Operations may occur on a 24/7 basis.

Project Dimensional Standards

Winder Highway Tract Development Standards	
Minimum Lot Area	15,000 sf
Minimum Lot Frontage	100'
Front Setback from Winder Highway	50'
Side Setback	20'
Rear Setback	20'
Exterior Buffer Residential Zoned Property	50'
Maximum Height	75'
Total Acreage	20.1 +/-
Minimum Open Space	20%
Maximum Floor Area Ratio	65%
Parking Ratio	Per Hall County Guidelines

Conceptual Master Plan

The development of the Winder Highway Tract shall be controlled by the Conceptual Master Plan (the "Plan") attached as exhibit "A". The plan is considered conceptual in nature, and as such may require modifications during the engineering and development process. Modifications to the locations and arrangement of buildings, roads, and other improvements that do not conflict with specific standards and requirements of these conditions may be made by the Developer or End User, so long as such modifications do not change the land use, increase the overall density of the project or reduce any established exterior buffers or setbacks.