REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: Oct 17 2008 **ARC REVIEW CODE**: R809181

TO: Mayor Phillip Beard
ATTN TO: Kim Wolfe, City Clerk
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: Hall County
Name of Proposal: **Buford Jubilee**

Review Type: Development of Regional Impact	**Date Opened:** Sep 18 2008	**Date Closed:** Oct 17 2008

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development meets many of ARC's Regional Development Policies and is generally consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located in the suburban neighborhood, however it is adjacent to a megacorridor which is defined as the most intensely developed radial corridors in the region. Suburban neighborhoods are areas that are located outside the Central City or Activity Centers that will be develop at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area.

ARC's Regional Development Policies strive to promote development within principal transportation corridors where there are increased opportunities for mixed use development and provides a sense of place appropriate for the community. The policies also promote new communities that feature greenspace, pedestrian scale development, support transportation options, and provide an appropriate mix of uses and housing types

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
HALL COUNTY
GEORGIA MOUNTAINS RDC
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY
U.S. ARMY CORPS OF ENGINEERS
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SUGAR HILL

If you have any questions regarding this review, Please call Jon Tuley, Review Coordinator, at (404) 463-3309. This finding will be published to the ARC website.

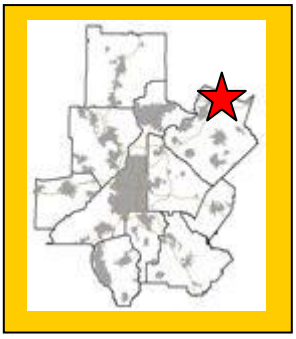
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	September 18, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1836
Final Report Due:	October 18, 2008		Comments Due By:	October 2, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Buford Jubilee is a proposed mixed use development on 60 acres in the City of Buford. The proposed development includes 290,000 square feet of retail, 400,000 square feet of office space, 275 residential units, 300 hotels rooms, and a 69,000 square foot water park. Access to the development is proposed via an extension of Satellite Boulevard to Maddox Road, three secondary access points onto Maddox Road and one seconday access point onto GA 20.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2015.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The existing zoning for the site is C-2 with special use to allow for the mixed use. The Future Land Use Map designates this area as commercial/retail and single family residential.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received identifying inconsistencies with any potentially affected local short-term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2006	Buford Jubilee
2006	New Trend Development
2006	The Villages at Ivy Creek
2004	Buford Distribution Center
2001	Hamilton Mill Business Center
2000	Sudder Road Inert Landfill
1999	Expansion of North Advanced WRF
1997	Brahma Cement
1996	Proposed AWRF Site
1996	Mall of Georgia

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located in the Suburban Neighborhood designation, however it is adjacent to a Mega Corridor which is defined as the most intensely developed radial corridors in the region. Suburban Neighborhoods are areas that will develop at a more suburban scale with appropriate commercial development and low-intensity mixed use serving the local area. ARC's Regional Development Policies strive to promote development within principal transportation corridors where there are increased opportunities for mixed use development and provides a sense of place appropriate for the community. The policies also promote new communities that feature greenspace, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types

The proposed development was previously reviewed in 2006 as Buford Jubilee. The previously reviewed development includes 226,020 square feet of retail/entertainment space, 349,560 square feet of office space, 100 residential lofts, 33 single family detached homes, and 42 single family attached homes. That proposed development did not include an extension of Satellite Boulevard through the development.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population and employment growth in northern Gwinnett County over the next 25 years. ARC forecasts a population of over 244,000 residents in northern Gwinnett County and an employment base of greater than 120,000 jobs. Gwinnett County's population is forecasted to be just under one million and employment for the County is forecasted to be over half a million jobs by 2030. The incorporation of higher density housing with convenient access to neighborhood services is essential to accommodating the expected growth efficiently.

Internal street connection is important both locally and regionally. The proposed development provides good internal connections by establishing a grid system. Satellite Boulevard is extended into the development and provides connections to potential future development on the other side of Maddox Road. Providing this connection is essential to the overall street network in the area by giving individuals more choices, opportunities, and connections to reach destinations. It will provide an alternative route to Buford Highway between Maddox Road and Hamilton Mill Road.

The proposed project includes an indoor water park. The developer will need to coordinate with the City and Gwinnett County to determine the water capacity that is available and to implement such conservation measures as the City and County may require. ARC strongly recommends that proposed development use Best Management Practices throughout the development to reduce water consumption and to promote water conservation. ARC requests that the developer provide information on how the proposed development will promote water conservation and reduce water consumption.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in northern Gwinnett County in the City of Buford, adjacent to Interstate 985 between Maddox Road to the north and State Route 20 to the south.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the City of Buford's boundaries; however, it is adjacent to Gwinnett County and approximately 2 miles from the City of Sugar Hill.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The site is surrounded by office/professional, commercial/retail, estate residential, single family residential and institutional uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $200,000,000. Estimated annual local tax revenues were estimated to be $1,060,000.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will add a mix of uses to the area, providing opportunities for individuals to live, work, and shop within close proximity.

NATURAL RESOURCES

Stream Buffers, Wetlands and Watershed Protection

As shown on the USGS regional coverage, Suwanee Creek is located just to the northwest of the project property and touches the property at its western corner, just above the Old Georgia 20 bridge shown on the project site plan. The USGS regional coverage also shows a blue line tributary of Suwanee Creek crossing the southern portion of the project property and entering Suwanee Creek at the western corner of the property. According to information provided by the City and presented in the Stormwater Model Ordinance Adoption Survey included in the 2006 Metropolitan North Georgia Water Planning District Activities and Progress Report, the City has adopted a Stream Buffer Protection Ordinance as required under the District-wide Watershed Management Plan. The specific requirements of the City ordinance were not reported, but City staff has verified that the buffer includes a 50-foot undisturbed vegetative buffer and an additional 25-foot impervious surface setback.

The project plans show the center line of the Suwanee Creek tributary for about 450 feet upstream of its confluence with Suwanee Creek. A note on the plans indicates that the creek is undefined upstream of that point, in an area of wetlands and standing water. The project plans show short lengths of stream at two other points: at the property boundary with the Interstate 985 right-of-way; and at the end of a sidewalk/path near the Satellite Boulevard extension and the footbridge/overlook crossing to Building C. No buffers are shown on the submitted plan where the stream has been identified. The City stream buffers should be shown where the stream channel is defined and identifiable. If the stream locations shown are correct, the proposed relocation of Old Georgia 20 and the proposed walkway near the footbridge overlook may intrude into the City stream buffers and may require a variance under the City buffer ordinance.

The project plans show areas of standing water and wetlands throughout the property. The project includes bridges and overlooks extending into the identified wetland areas. In addition, the wetland boundaries shown on the plans overlap footpaths and other proposed development. Development activity within wetlands is subject to the requirements of Section 404 of the US Clean Water Act, which is administered by the US Army Corps of Engineers. It is our understanding that the project is covered under a nationwide permit and that the permit has been obtained.

All waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer may require a variance.

The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 minimum criteria, the only requirements in a large water supply

watershed without a water supply reservoir are restrictions on the handling of certain hazardous materials (specified by DNR) within seven miles upstream of an intake.

Water Supply

The proposed project includes an indoor water park. The developer will need to coordinate with the City and Gwinnett County to determine the capacity that is available and to implement such conservation measures as the City and County may require.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. Given the coverage of the proposed project, commercial was chosen as the use for the developed portions of the property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	50.10	85.67	871.74	5410.80	49248.30	61.62	11.02
Open Space	17.77	1.42	10.66	159.93	4175.95	0.00	0.00
TOTAL	67.87	87.09	882.40	5570.73	53424.25	61.62	11.02

Total impervious: 69%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

How many site access points will be associated with the proposed development? What are their locations?

The site will have seven external access points: two on SR 20, four onto Maddox Road and an access drive directly onto South Lee Street. (via Old State Highway 20).

Site Driveway 1 will be a full-access driveway located directly across from Satellite Boulevard and will serve as the beginning of the Satellite Boulevard extension through the site to Maddox Road.

Site Driveway 2 will be the existing full-access intersection of South Lee Street and Old State Highway 20.

Site Driveway 3 will be on the south side of Maddox Road, at the northeast corner of the site. It is the extension of Satellite Boulevard and will be full movement.

Site Driveway 4 will be on the south side of Maddox Road, west of Driveway 3, and will serve some retail development. It is proposed as a full movement drive.

Site Driveway 5 will be on the south side of Maddox Road, west of Driveway 4 and will serve the parking facility. It is proposed as a full movement drive.

Driveway 6 will be on the south side of Maddox Road at the northwest end of the site. It is proposed as a full movement drive.

Driveway 7 is proposed as a right-in/right-out (RIRO) drive onto SR 20 west of Driveway 1.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Lofts 275 Units	20	96	116	92	46	138	1,518
Hotel 300 Rooms	98	62	160	94	93	187	2,312
Golf Course 9 Holes	16	4	20	11	14	25	322
Shopping Center 290,000 SF	181	115	296	607	657	1,264	13,568
Office Space 400,000 SF	501	68	569	90	437	527	3,880
Water Park 69,000 SF	20	5	25	50	120	170	1,600
Mixed-Use Reductions	*-30*	*-30*	*-60*	*-150*	*-150*	*-300*	*-3,564*
Alternative Mode Reductions	-	-	*0*	-	-	*0*	*0*
Pass-By Reductions	-	-	*0*	-	-	*0*	*0*
Total New Trips	**806**	**320**	**1,126**	**794**	**1,217**	**2,011**	**19,636**

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

To be completed during the review

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
GW-020A1	SR 20 from Chattahoochee River to Peachtree Industrial Boulevard in Gwinnet County – excludes Chattahoochee River bridge	General Purpose Roadway Capacity	2013
GW-301	SR 20 from Peachtree Industrial Boulevard to Satellite Boulevard	ITS-Smart Corridor	2012
GW-308C	Sugarloaf Parkway Extension from SR 20 to Peachtree Industrial Boulevard **Only ROW in TIP, CST in Long Range**	General Purpose Roadway Capacity	2030
GW-343	I-985 Park and Ride Lot expansion	Transit Facilities	2010

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
GW-020B	SR 20 from I-985 to SR 324 (Gravel Springs Road)	General Purpose Roadway Capacity	2020
GW-020C	SR 20 from SR 324 (Gravel Springs Road) to I-85 North	General Purpose Roadway Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Buford Jubilee.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 20 @ Gravel Springs Road

- Add a second southbound left-turn lane along SR 20 (Buford Drive)
- Change the phasing for the southbound left turn to protected only
- Add a separate westbound left-turn lane along SR 324 (Gravel Springs Road)
- Change the existing westbound left/through lane to a through-only lane
- Optimize signal timing

SR 20 @ South Lee Street - to address Saturday peak hour deficiencies

- Restripe the existing three lanes on the southbound approach along South Lee Street to two exclusive left turn lanes and a combined through-right lane
- Remove the split phasing for the northbound and southbound approaches
- Change the phasing for the northbound and southbound left-turns to protected only
- Change the phasing for the northbound right-turn movement to permitted+overlap

- Optimize traffic signal timing

SR 20 at Buford Highway

- Add a third through lane to the eastbound approach along SR 20 (Buford Drive)
- Optimize traffic signal timing

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 20 @ SR 324 (Gravel Springs Road)

- Add a third northbound through lane
- Add a second southbound left turn lane,
- Change the phasing for the southbound left turn to protected only,
- Optimize the traffic signal timing;

SR 20 at Satellite Boulevard

- Convert one of the two existing northbound left turn lanes to a northbound through lane
- Add two southbound left turn lanes
- Add a southbound through lane
- Add a southbound right turn lane
- Convert the existing U-turn lane to a U-turn/left turn lane
- Add second eastbound left turn lane
- Convert existing eastbound right turn lane to a through/right turn lane (this will require adding a receiving lane on SR 20)
- Add a second westbound left turn lane
- Add a third westbound through lane (this will require adding a receiving on SR 20)
- Add a free-flow westbound right turn lane

SR 20 at South Lee Street

- Change the existing three lanes on the southbound approach to two (2) exclusive left turn lanes and a combined through-right lane
- Remove the split phasing for the northbound and southbound approaches
- Change the phasing for the northbound and southbound left turns to protected only
- Change the phasing for the northbound right turn to permitted+overlap
- Add a second eastbound left turn lane
- Change the control on the westbound right turn lane from free-flow to yield
- Add a third westbound through lane
- Optimize the traffic signal timing;

SR 20 at US 23/SR 13 (Buford Highway)

- Add a third through lane to both the eastbound and the westbound approaches
- Optimize the traffic signal timing;

South Lee Street at Maddox Road

- Provide for both an exclusive left turn lane and a combined through-right turn lane on the westbound approach
- This improvement won't improve the approach LOS, but will improve the lane LOS in the westbound directions (as well as reduced delay in the AM and PM peak periods)

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Gwinnet County Transit operates one local bus route and one express bus route in the vicinity of the proposed development. Route 50 provides hourly service along SR 20 (Buford Drive) between the hours of 6 AM and 8 PM. Route 101 provides express service from the park and ride lot at I-985 and SR 20 to downtown Atlanta. Buses leave the park and ride for Atlanta every 15 minutes from 5:45 AM to 8 AM. Buses arrive back in Gwinnet County every 15 minutes between 4:10 PM to 8:10 PM.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Office is dominant, 10% Residential and 10% Retail	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**17%**

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the traffic analysis completed by Street Smarts and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. Improvements are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development. Based on aerial photographs, it seems that the recommended improvements along the site frontage with SR 20 and Maddox Road could be completed with minimal ROW issues.

ARC makes the following recommendations/comments for the proposed development:

Pedestrian

- SR 20 has been identified in the 2007 Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan as a high priority facility for both pedestrians and cyclists. In order to provide a safe and comfortable environment ARC recommends a 10-12 ft. multi-use path with a 3-4 ft. grass buffer along site frontage on SR 20.
- No sidewalks are proposed along the property frontage on Maddox Road, 5-6 ft. sidewalks with a 3-4 ft. grass buffer are recommended.
- A pedestrian connection should be incorporated from the Satellite Road extension sidewalk to building G.

Access Management

- The right-in/right-out driveway proposed on SR 20 seems to be adequately spaced between the Satellite Boulevard and South Lee Street intersections. However, an analysis should be done to make sure it is not within the upstream functional area of the South Lee Street intersection.
    - The upstream functional area is the sum of the distance traveled during perception/reaction time, plus deceleration/maneuver distance, plus queue storage.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at .352 MGD.

Which facility will treat wastewater from the project?

The Southside facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Southside Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
2.0	2.0	1.09	1.50	.50	None	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .352 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1400 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 275 loft units

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 501.06. This tract had a 36 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 68 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating many housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Developments of Regional Impact

DRI #1836

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:	Buford Jubilee
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Highway 20 at Satellite Boulevard
Brief Description of Project:	275,000 sq. ft of retail, 40,000 sq. ft restaurant/entertainment, 200,000 sq. ft. water park, 400,000 sq.ft of office, 2 hotels with 300 rooms, 275 residential units.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	see above
Developer:	Georgia Land and Commercial Solutions
Mailing Address:	6650 Sugarloaf Parkway, Suite 700
Address 2:	
	City:Duluth State: GA Zip:30097
Telephone:	770-495-5050
Email:	lago@bellsouth.net
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Buford Jubilee Project ID: 1033
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: 2015 Overall project: 2015

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Developments of Regional Impact

DRI #1836

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:	Buford
Individual completing form:	Kim Wolfe
Telephone:	770-945-6761
Email:	kwolfe@cityofbuford.com

Project Information

Name of Proposed Project:	Buford Jubilee
DRI ID Number:	1836
Developer/Applicant:	Buford Jubilee, LLC
Telephone:	770-495-5050
Email(s):	lago@bellsouth.net

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:	200,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,060,000.00
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)?	352 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:	City of Buford
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	352 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.)	19,365 total daily trips, new external trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:Please see traffic impact study by Street Smarts dated June 2008.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1400 tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	48%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Bioretention will be incorporated throughout the site, as will buffers and filtering swales.	

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: Road crosses wetlands.	

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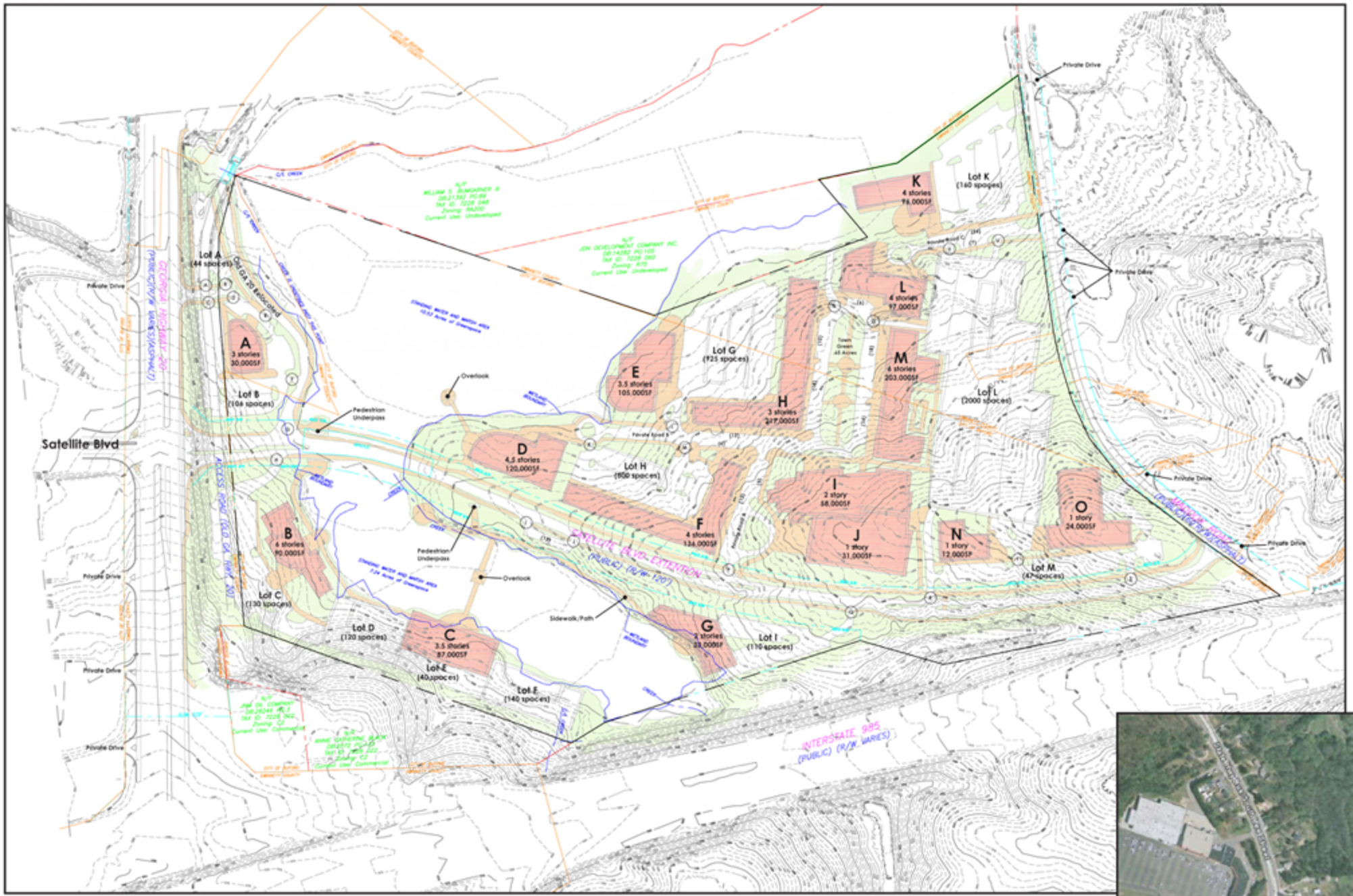
Site Plan



Property Overview

67.87 Acres

The entire property will eventually be rezoned into the City of Buford.

Residential Units

Total Number of Units	Average SF	Total SF	Density (units/AC)	Total Parking
275	1,200SF	330,000SF	4 Units/acre	550

Hotel Rooms

Total Number of Rooms	Total SF	Floor Area Ratio	Total Parking
300	250,000SF	0.085	360

Office

Total SF	Floor Area Ratio	Total Parking
400,000SF	0.135	1333

Retail

Total SF	Floore Area Ratio	Total Parking
290,000SF	0.095	1450

Water Park

Total SF	Floor Area Ratio	Total Parking
69,000SF	0.023	920

Building and Parking

Building	Square Feet	Use	Parking Required	Parking Provided	Supplying Lots
A	30,000SF	Retail	150	150	A & B
B	90,000SF	100 Hotel Rooms	125	130	C
C	87,000SF	Office	290	300	D, E, & F
D	120,000SF	Office	400	400	H
E	105,000SF	Office	350	350	G
F	84,000SF	70 Residential Units	140	140	H
	52,000SF	Retail	260	260	H
G	33,000SF	Office	110	110	I
H	130,000SF	125 Residential Units	250	250	G
	67,000SF	Retail	335	335	G
I	20,000SF	Retail	100	100	L
	38,000SF	Water Park	400	400	L
J	31,000SF	Water Park	400	400	L
K	96,000SF	80 Residential Units	160	160	K
L	55,000SF	Office	183	183	L
	42,000SF	Retail	210	210	L
M	180,000SF	200 Hotel Rooms	250	250	L
	43,000SF	Retail	215	215	L
N	12,000SF	Retail	80	80	M & L
O	24,000SF	Retail	120	120	M & L

CLIENT CONTACT:
Mr. Chad Lagomarsino
Buford Jubilee, LLC
DRI # 1836
6550 Sugarloaf Parkway
Suite 700
Duluth, GA 30097
770-318-3100
lago@bellsouth.net

Traffic and Site Access Map

Location Map

Site Plan

Buford Jubilee

Buford, GA

Buford Jubilee, LLC
DRI # 1836
6550 Sugarloaf Parkway
Suite 700
Duluth, GA 30097

North

Prepared by: street SMARTS

03-26-08, Rev 08-19-08