REGIONAL REVIEW NOTIFICATION

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

DATE: Oct 15 2008 **ARC REVIEW CODE**: R810152

TO: Chairman Charles Bannister
ATTN TO: Jeff West, Planning Manager
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Shackleford Road Solid Waste Transfer Station
Review Type: Development of Regional Impact

Description: The proposed Shackleford Road Solid Waste Transfer Station is a 39,200 square foot waste handling facility on 9 acres in Gwinnett County. It is located on Shackleford Road, south of I-85 and east of Beaver Ruin Road.

Submitting Local Government: Gwinnett County
Date Opened: Oct 15 2008
Deadline for Comments: *Oct 29 2008*
Earliest the Regional Review can be Completed: Nov 14 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF DULUTH
GWINNETT PLACE CID
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF LILBURN
GWINNETT VILLAGE CID
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF NORCROSS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Jon Tuley, Review Coordinator, at (404) 463-3309. If the ARC staff does not receive comments from you by Oct 29 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

REGIONAL REVIEW NOTIFICATION

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Shackleford Road Solid Waste Transfer Station** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3309 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *Oct 29 2008*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Oct 15 2008 **ARC REVIEW CODE**: R810152

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs
FROM: Jon Tuley, Review Coordinator, Extension: 3-3309

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon	**Transportation:** Kray, Michael
Environmental: Santo, Jim	**Research:** Skinner, Jim
Aging: Rader, Carolyn	

Name of Proposal: Shackleford Road Solid Waste Transfer Station
Review Type: Development of Regional Impact
Description: The proposed Shackleford Road Solid Waste Transfer Station is a 39,200 square foot waste handling facility on 9 acres in Gwinnett County. It is located on Shackleford Road, south of I-85 and east of Beaver Ruin Road.
Submitting Local Government: Gwinnett County
Date Opened: Oct 15 2008

Deadline for Comments: *Oct 29 2008*

Earliest the Regional Review can be Completed: Nov 14 2008

Response:

1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
6) ☐Staff wishes to confer with the applicant for the reasons listed in the comment section.

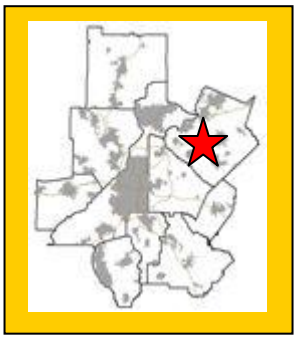
COMMENTS:

Preliminary Report:	October 15, 2008	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	**Project:**	Shackleford Road Solid Waste Transfer Station #1941
Final Report Due:	November 14, 2008		**Comments Due By:**	October 29, 2008

PRELIMINARY REPORT SUMMARY

REVISED PROPOSED DEVELOPMENT:

The proposed Shackleford Road Solid Waste Transfer Station is a 39,200 square foot waste handling facility on 9 acres in Gwinnett County. It is located on Shackleford Road, south of I-85 and east of Beaver Ruin Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2010

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 project site is currently zoned M-1 industrial. The proposed zoning is M-2. The future land use plan for Gwinnett County designates the area as Office/Distribution/Technology.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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?

No, the proposed development would not increase the need for services in the area.

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 2 mile radius of the proposed project.

YEAR	NAME
2003	Goshen Springs Road Solid Waste Transfer Station
1998	Opus South
1989	Gwinnett Commerce Center
1988	Indian Brook Park

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 has a landfill and waste handling facilities that will not be demolished.

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 is located in an area that is primarily dominated by office as well as industrial and warehouse uses within Gwinnett County. It is important to consider compatible uses as the area continues to develop.

The ARC Unified Growth Policy Map (UGPM) indicates that the proposed development is located within a Mega Corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a Freight Area, which are defined as concentrated areas of freight and industrial uses.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

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

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

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

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

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 development is located in southwest Gwinnett County, east of the Beaver Ruin Road and Shackleford Road intersection.

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.

The proposed development is entirely within Gwinnett County's jurisdiction. The proposed project is located within two miles of the City of Duluth, the City of Norcross and the City of Lilburn.

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.

This will be determined based on comments received from potentially impacted local governments.

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 $4,000,000 with an expected $62,000 in annual local tax revenues.

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?

To be determined during the review.

NATURAL RESOURCES

Stream Buffers

The project is located in the South River Watershed, which is not a water supply watershed.

The project plans and the USGS coverage for the area show no streams on or near the property. Any unmapped streams on the property will be subject to the Gwinnett County Stream Buffer Ordinance. All waters of the state that may be on the property are subject to the State 25-foot erosion and sedimentation buffer.

Storm Water / 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. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year

Land Use:	Land Area (Acres)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Heavy Industrial	9.04	13.11	173.93	1157.12	7186.80	15.01	1.90
TOTAL	9.04	13.11	173.93	1157.12	7186.80	15.01	1.90

Total Percentage Impervious: 80%

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

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The site is being proposed for a 39,200 square foot solid waste transfer station.

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

GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the specific operational parameters being proposed by the developer.

Based on information submitted for the review and the proposed use on the site, the vehicle trips generated by the proposed development will be approximately 100 per day.

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

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. As a V/C ratio reaches 0.8, congestion increases. Any facilities that have a V/C ratio of 1.00 or above are considered congested.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2008-2013 TIP*
Not Applicable

Envision6 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year

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

Impacts of the solid waste transfer station: What are the recommended transportation improvements based on the traffic study done by the applicant?

No significant impacts have been estimated because of the development of this project.

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

With only an estimated 80 truck trips accessing the site daily, this development is permissible under the Expedited Review criteria.

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

Given the type of development, none are necessary and the Air Quality Benchmark test will not be used.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at .0001 MGD.

Which facility will treat wastewater from the project?

The Beaver Ruin 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 the Beaver Ruin facility 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
4.5	4.5	4.46	4.5	0	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 is estimated at .0001 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?

To be determined during the review.

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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?

Given the minimal number of employees, no housing impact analysis is necessary.

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

N/A

* 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 #1941

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 County
Individual completing form:	Jeff West, Planning Manager
Telephone:	678.518.6200
E-mail:	jeffrey.west@gwinnettcounty.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:	Shackleford Road Solid Waste Transfer Station
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	4400 Shackleford Road, Norcross, GA 30093
Brief Description of Project:	Solid Waste Transfer Station

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	39,200 sqaure feet
Developer:	JEM Development
Mailing Address:	c/o Mahaffey Pickens Tucker, LLP
Address 2:	1550 North Brown Road, Suite 125
	City:Lawrenceville State: GA Zip:30045
Telephone:	770-232-0000
Email:	ltucker@mptlawfirm.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	Lancaster Enterprises, LLC
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other Special Use Permit
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: 2010 Overall project: 2010

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Developments of Regional Impact

DRI #1941

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 County
Individual completing form:	Jeff West, Planning Manager
Telephone:	678.518.6200
Email:	jeffrey.west@gwinnettcounty.com

Project Information

Name of Proposed Project:	Shackleford Road Solid Waste Transfer Station
DRI ID Number:	1941
Developer/Applicant:	JEM Development
Telephone:	770-232-0000
Email(s):	ltucker@mptlawfirm.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:	$4,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$62,000 per developer
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): One dilapidated industrial building.	

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)?	.0001 mgd per developer
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)?	.0001 mgd per developer
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.)	25 pk/hr trips/day
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:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	n/a per developer
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?	43%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:detention pond	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	

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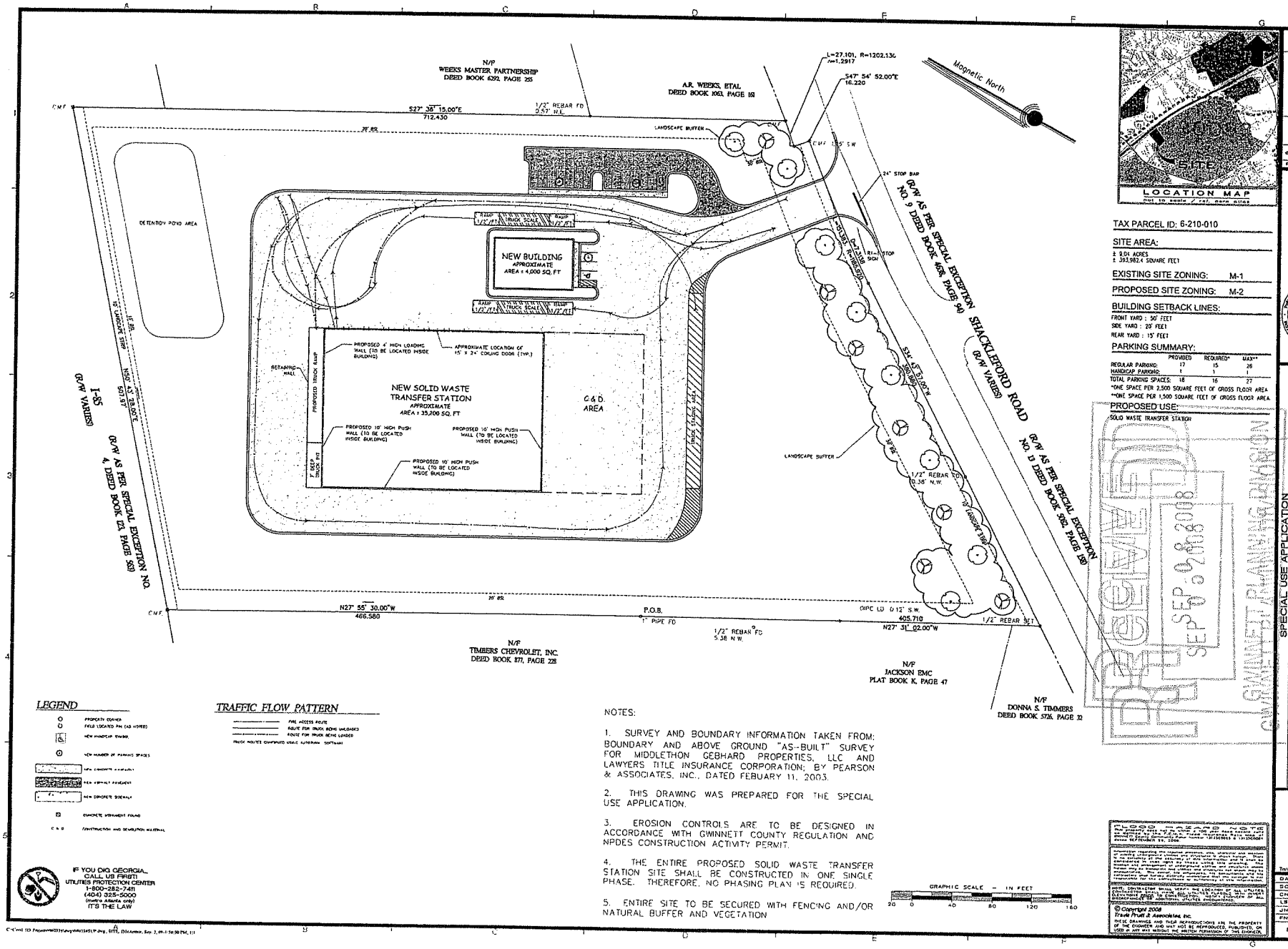

TAX PARCEL ID: 6-210-010

SITE AREA:
± 9.04 ACRES
± 393,982.4 SQUARE FEET

EXISTING SITE ZONING: M-1

PROPOSED SITE ZONING: M-2

BUILDING SETBACK LINES:
FRONT YARD : 50' FEET
SIDE YARD : 20' FEET
REAR YARD : 15' FEET

PARKING SUMMARY:

	PROVIDED	REQUIRED*	MAX**
REGULAR PARKING:	17	15	26
HANDICAP PARKING:	1	1	
TOTAL PARKING SPACES:	18	16	27

*ONE SPACE PER 2,500 SQUARE FEET OF GROSS FLOOR AREA
**ONE SPACE PER 1,500 SQUARE FEET OF GROSS FLOOR AREA

PROPOSED USE:
SOLID WASTE TRANSFER STATION

GWINNETT PLANNING DIVISION
RECEIVED
SEP 08 2008

LEGEND

- PROPERTY CORNER
- FIELD LOCATED PIN (AS NOTED)
- NEW HANDICAP SYMBOL
- NEW NUMBER OF PARKING SPACES
- NEW CONCRETE PAVEMENT
- NEW ASPHALT PAVEMENT
- NEW CONCRETE SIDEWALK
- CONCRETE MONUMENT FOUND
- C & D CONSTRUCTION AND DEMOLITION MATERIAL

TRAFFIC FLOW PATTERN

- FIRE ACCESS ROUTE
- ROUTE FOR TRUCK BEING UNLOADED
- ROUTE FOR TRUCK BEING LOADED

TRUCK ROUTES COMPUTED USING AUTODRAW SOFTWARE

IF YOU DIG GEORGIA,
CALL US FIRST!
UTILITIES PROTECTION CENTER
1-800-282-7411
(404) 325-5000
(metro Atlanta only)
IT'S THE LAW

NOTES:

1. SURVEY AND BOUNDARY INFORMATION TAKEN FROM: BOUNDARY AND ABOVE GROUND "AS-BUILT" SURVEY FOR MIDDLETHON GEBHARD PROPERTIES, LLC AND LAWYERS TITLE INSURANCE CORPORATION; BY PEARSON & ASSOCIATES, INC., DATED FEBUARY 11, 2003.

2. THIS DRAWING WAS PREPARED FOR THE SPECIAL USE APPLICATION.

3. EROSION CONTROLS ARE TO BE DESIGNED IN ACCORDANCE WITH GWINNETT COUNTY REGULATION AND NPDES CONSTRUCTION ACTIVITY PERMIT.

4. THE ENTIRE PROPOSED SOLID WASTE TRANSFER STATION SITE SHALL BE CONSTRUCTED IN ONE SINGLE PHASE. THEREFORE, NO PHASING PLAN IS REQUIRED.

5. ENTIRE SITE TO BE SECURED WITH FENCING AND/OR NATURAL BUFFER AND VEGETATION

GRAPHIC SCALE - IN FEET
20 0 40 80 120 160

NO.	DATE	DESCRIPTION	BY
6			
5			
4			
3			
2			
1			
0			

REVISIONS

4317 Park Drive - Suite 400
Norcross, Georgia 30093
Phone: (770)416-7311
Fax: (770)416-0259
www.travispruitt.com
Contact Person: BOB WILLIAMS

SPECIAL USE APPLICATION

SHACKLEFORD ROAD SITE

LAND LOT(S) 201 & 210 - 6TH DISTRICT - GWINNETT COUNTY

For The Firm:
Travis Pruitt & Associates, Inc.

DATE: 08-26-08
SCALE: 1"=40'
CHIDB03385UP
LSV: ----
JN: 1-08-033R
FN: 152-0-066

Sheet No. 11