



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: Nov 14 2008

ARC REVIEW CODE: R811141

TO: Chairman Phillip Beard

ATTN TO: Kim Wolfe, Clerk

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: Friendship Road Tract

Review Type: Development of Regional Impact

Description: The proposed Friendship Road Tract is a mixed-use development on 173.75 acres, in the City of Buford. The proposed development will consist of 578,000 square feet of light industrial development, 193,075 square feet of retail space and 221 single family homes. Access to the development is proposed on Friendship Road and Bogan Road.

Submitting Local Government: City of Buford

Date Opened: Nov 14 2008

Deadline for Comments: Nov 28 2008

Earliest the Regional Review can be Completed: Dec 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
GWINNETT COUNTY
HALL COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY SCHOOLS
GEORGIA MOUNTAINS RDC

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
HALL COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. If the ARC staff does not receive comments from you by Nov 28 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> .



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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: **Friendship Road Tract** *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: Nov 28 2008

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Nov 14 2008

ARC REVIEW CODE: R811141

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, 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: Friendship Road Tract

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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.

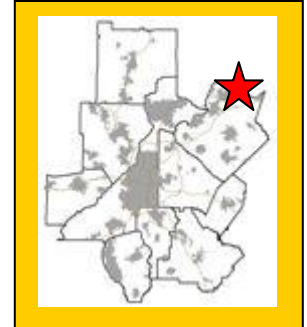
COMMENTS:

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Friendship Road Tract is a mixed-use development on 173.75 acres in the City of Buford. The proposed development will consist of 578,000 square feet of light industrial development, 193,075 square feet of retail space and 221 single family homes. Access to the development is proposed on Friendship Road and Bogan Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

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 AR-III and R-100. The proposed zoning is M-1 and R-100. The City of Buford draft Future Land Use Map designates this area as commercial and industrial.

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?

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

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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

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

YEAR	NAME
2008	Big Creek
2006	Buford Jubilee
2001	Hamilton Mill Business Center

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?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as Suburban Neighborhoods. This designation recommends development at a more suburban scale with appropriate commercial development and low intensity mixed use.

ARC would like to see better connectivity within the site as well as to adjacent properties. This can be accomplished by connecting dead end streets or cul-de-sacs or by providing pedestrian and bicycle connections. "Stub-outs" should also be provided where possible to encourage future inter-parcel connectivity.

In the commercial area on the north end of the development, buildings should be brought up to the street where possible to create a better pedestrian environment and encourage walking or bicycling instead of driving between uses. Direct pedestrian connections should be provided through the parking lots to break up the large areas of pavement and to encourage walking.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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 southern Hall County and northern Gwinnett County in the City of Buford, adjacent to Interstate 985 between Friendship Road and Bogan Road.

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 located within the City of Buford, unincorporated Hall County and unincorporated Gwinnett County.

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 single family residential uses and undeveloped land.

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 \$130,000,000. Estimated annual local tax revenues were estimated to be \$689,000.

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.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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

As shown on the USGS regional coverage and the project plans, Suwanee Creek crosses the project property between the residential and industrial portions of the project site. 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. City staff has previously verified that the buffer includes a 50-foot undisturbed vegetative buffer and an additional 25-foot impervious surface setback, as is shown on the project plans. A tributary of Suwanee Creek that is not visible on the USGS coverage is shown on the project site plan with the required buffer and setback. Any other unmapped streams that meet the City ordinance criteria will also require the buffer and setback.

Also, 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.

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 Criteria of the 1989 Georgia Planning Act, the only requirements in a large water supply watershed without a water supply reservoir are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of an intake.

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. The following table summarizes the results of the analysis:

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	27.20	46.51	473.28	2937.60	26737.60	33.46	5.98
Med Dens. SF (0.25-0.5 ac)	87.00	117.45	514.17	3741.00	69687.00	29.58	6.96
Office/Light Industrial	60.20	77.66	1031.23	6862.80	42621.60	89.10	11.44
TOTAL	174.40	241.62	2018.68	13541.40	139046.20	152.13	24.38

Total impervious: 50%

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?

Five total access points are proposed for the development. A single full access driveway and two right-in/right-out driveways are proposed on Friendship Road to serve the commercial and industrial portion of the site. Two full-movement access points onto N. Bogan Road are proposed to serve the residential portions of the site.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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

Southeastern Engineering, Inc. 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
Shopping Center 193,037 SF	142	91	233	464	503	967	10,415
Industrial Park 578,000 SF	326	72	398	102	385	487	3,615
Single Family Detached 221 Dwelling Units	41	123	164	138	81	219	2,157
<i>Mixed-Use Reductions</i>	-43	-14	-57	-47	-78	-125	-444
<i>Alternative Mode Reductions</i>	-	-	0	-	-	0	0
<i>Pass-By Reductions</i>	-28	-18	-46	-93	-100	-193	-2,083
Total New Trips	438	254	692	564	791	1,355	13,660

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.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

V/C Ratios – To be determined during the review.

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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-099C	Buford Highway (US 23) from Sawnee Avenue in Gwinnett County to SR 347 (Friendship Road) in Hall County *ROW only in TIP. CST in Long Range*	General Purpose Roadway Capacity	2030

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	No LR project in the vicinity		

**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 Friendship Road.

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.

N. Bogan Road @ Thompson Mill Rd

- Install a roundabout

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.

None Identified in Study

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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?

The proposed development is not served by public transit.

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

No TDM strategies have been proposed by the developer.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		4%

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

ARC makes the following comments/recommendations for the proposed development consistent with adopted local and regional plans:

The traffic study assumes that Friendship Road in the vicinity of the site will be widened to 6 lanes by the buildout of the project. This assumption is tenuous given the funding crisis and pending prioritization at GDOT. While there may be few if any capacity deficiencies identified in the future year build scenario issues may arise if the roadway remains as two lane undivided.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.161 MGD.

Which facility will treat wastewater from the project?

The F. Wayne Hill facility will provide wastewater treatment for the proposed development.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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

The capacity of the F. Wayne Hill 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
0	40	0	33.7	-33.7	Expansion to 60 mgd by 2005 with 20 mgd to Crooked Creek and 40 mgd to Lake Lanier.	NPDES permit has been issued by EPD. Discharge to Lake Lanier has been challenged.

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 0.178 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 for the review indicates the development will generate 13,687 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.

Preliminary Report:	November 14, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Friendship Road Tract #1911
Final Report Due:	December 14, 2008		Comments Due By:	November 28, 2008

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, the project will provide an additional 221 housing 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 16.01. This tract had a 23.8 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 64 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 Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1911****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 InformationSubmitting Local
Government:

City of Buford

Individual completing form:

Kim C. 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:

Friendship Road Tract

Location (Street Address,
GPS Coordinates, or Legal
Land Lot Description):

Friendship Road/I-985 Latitude 34d08'10"N Longitude 83d57'00"W

Brief Description of Project:

Commercial/Industrial Development

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.):	193,075 square feet of Commercial/578,000 square feet of Industrial
Developer:	Yost Holdings at Friendship Road, LLC
Mailing Address:	3883 Rogers Bridge Road
Address 2:	Suite 602
	City:Duluth State: GA Zip:30097
Telephone:	770-622-5209
Email:	rickyost@bellsouth.net
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input checked="" type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 1/2012 Overall project: 1/2012
<hr/>	
Back to Top	

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1911**

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:	City of Buford
Individual completing form:	Kim C. Wolfe
Telephone:	770-945-6761
Email:	kwolfe@cityofbuford.com
Project Information	
Name of Proposed Project:	Friendship Road Tract
DRI ID Number:	1911
Developer/Applicant:	Yost Holdings at Friendship Road, LLC
Telephone:	770-622-5209
Email(s):	rickyost@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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$130,000,000.00 (130 Million)
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$689,000.00
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	City of Buford and Gwinnett County Department of Water Resources
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.178025 (178,025 gpd)
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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)?	0.161840 (161,840 gpd)
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 4 tenths/mile	
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.)	13,687
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: GDOT Project # 162430 - Improvements to SR 347 / Friendship Road / Thompson Mill Road Widen and relocate from existing 2-lane rural to 6-lane with 20' raised median and urban shoulders from I-985 to SR 11 for a length of 8.4 miles.	

Solid Waste Disposal

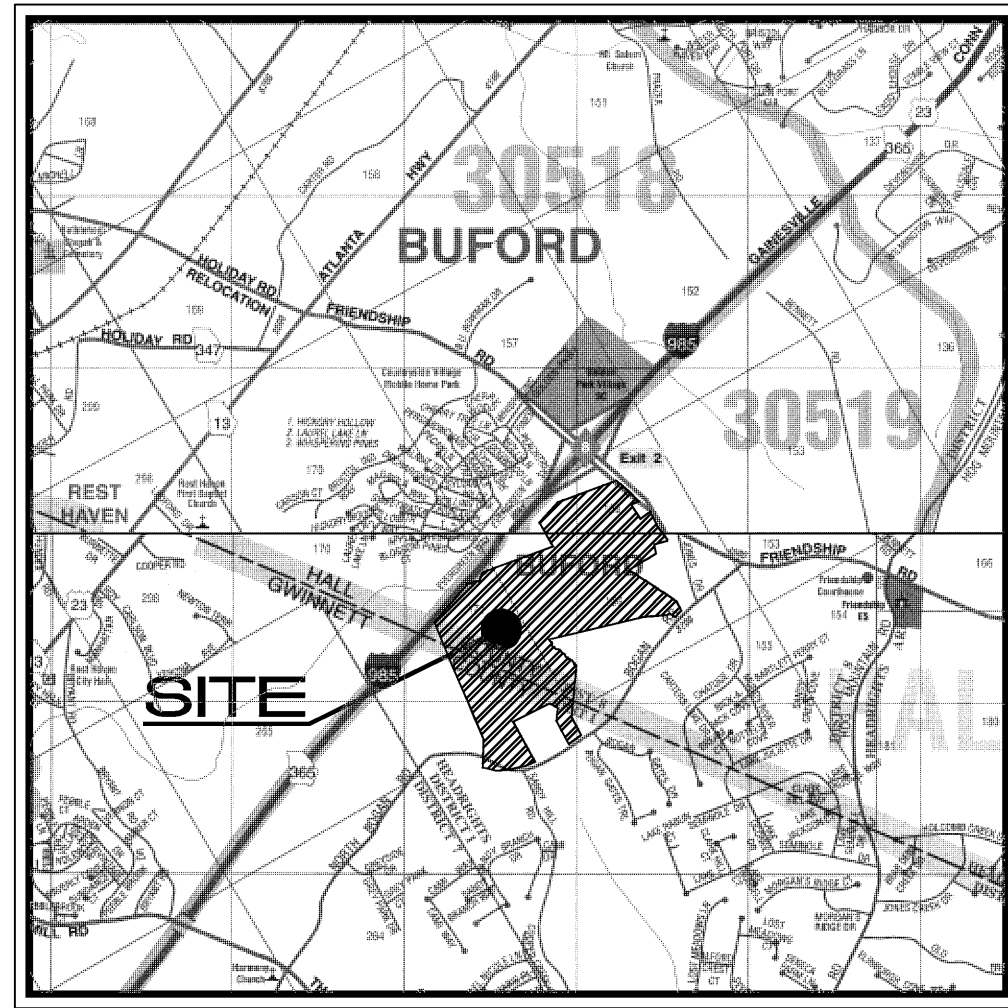
How much solid waste is the project expected to generate annually (in tons)?	4,933 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	

Stormwater Management

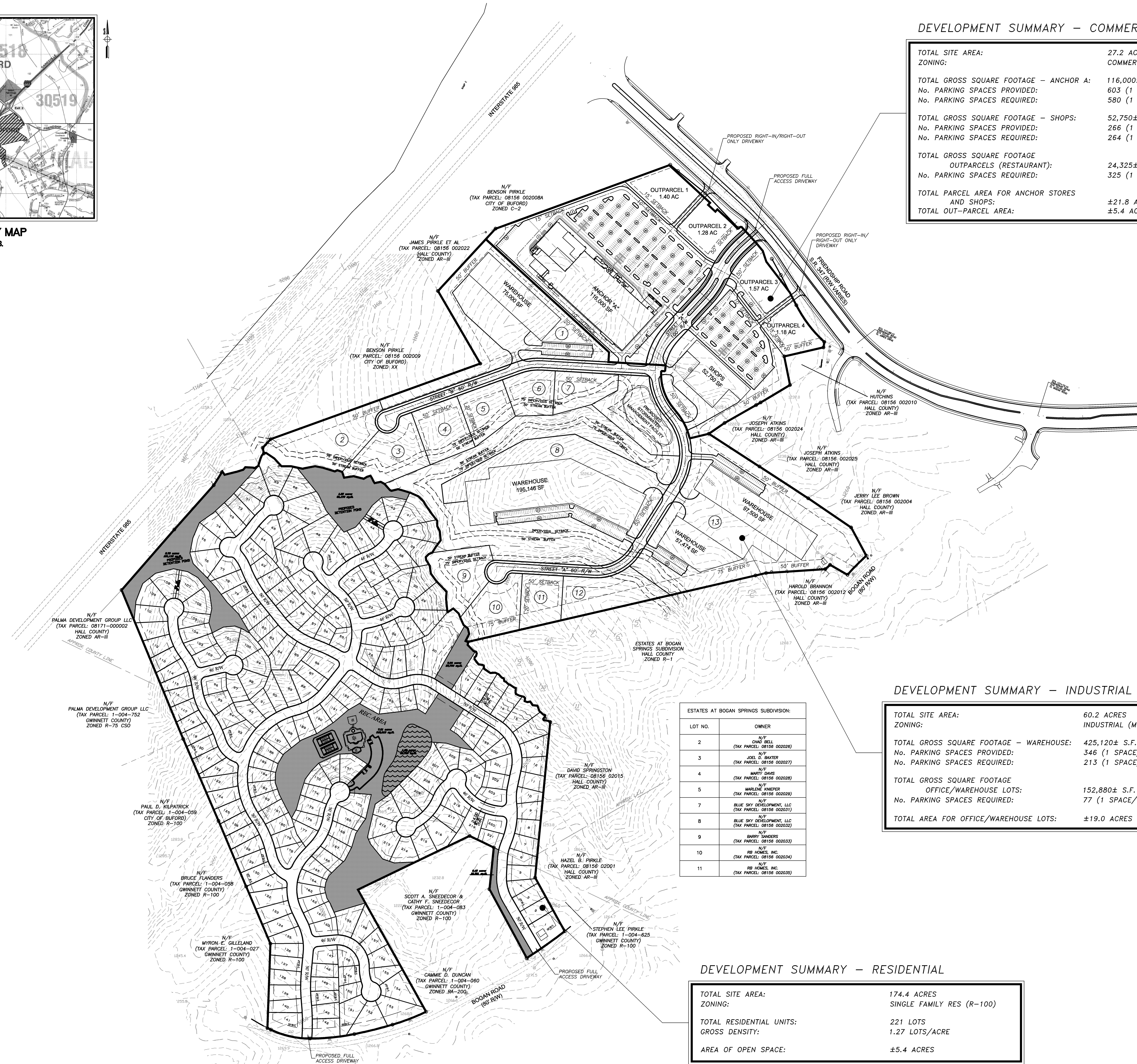
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50 % Impervious
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater management procedures as per City of Buford regulations, buffers along any streams on the property.	

Environmental Quality

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



VICINITY MAP
NT8.



DEVELOPMENT SUMMARY – COMMERCIAL

TOTAL SITE AREA:	27.2 ACRES
ZONING:	COMMERCIAL (C-2)
TOTAL GROSS SQUARE FOOTAGE – ANCHOR A:	116,000± S.F.
No. PARKING SPACES PROVIDED:	603 (1 SPACE/192 S.F.)
No. PARKING SPACES REQUIRED:	580 (1 SPACE/200 S.F.)
TOTAL GROSS SQUARE FOOTAGE – SHOPS:	52,750± S.F.
No. PARKING SPACES PROVIDED:	266 (1 SPACE/198 S.F.)
No. PARKING SPACES REQUIRED:	264 (1 SPACE/200 S.F.)
TOTAL GROSS SQUARE FOOTAGE OUTPARCELS (RESTAURANT):	24,325± S.F.
No. PARKING SPACES REQUIRED:	325 (1 SPACE/75 S.F.)
TOTAL PARCEL AREA FOR ANCHOR STORES AND SHOPS:	±21.8 ACRES
TOTAL OUT-PARCEL AREA:	±5.4 ACRES

DEVELOPMENT SUMMARY – INDUSTRIAL

TOTAL SITE AREA:	60.2 ACRES
ZONING:	INDUSTRIAL (M-1)
TOTAL GROSS SQUARE FOOTAGE – WAREHOUSE:	425,120± S.F.
No. PARKING SPACES PROVIDED:	346 (1 SPACE/1,229 S.F.)
No. PARKING SPACES REQUIRED:	213 (1 SPACE/2,000 S.F.)
TOTAL GROSS SQUARE FOOTAGE OFFICE/WAREHOUSE LOTS:	152,880± S.F.
No. PARKING SPACES REQUIRED:	77 (1 SPACE/2,000 S.F.)
TOTAL AREA FOR OFFICE/WAREHOUSE LOTS:	±19.0 ACRES

DEVELOPMENT SUMMARY – RESIDENTIAL

TOTAL SITE AREA:	174.4 ACRES
ZONING:	SINGLE FAMILY RES (R-100)
TOTAL RESIDENTIAL UNITS:	221 LOTS
GROSS DENSITY:	1.27 LOTS/ACRE
AREA OF OPEN SPACE:	±5.4 ACRES



5074 BRISTOL INDUSTRIAL WAY
SUITE A
BUFORD, GEORGIA 30518
(770) 271-2868
www.dpengr.com

PREPARED FOR:
**YOST HOLDINGS AT
FRIENDSHIP ROAD, LLC**
3883 ROGERS BRIDGE RD.
SUITE 602
DULUTH, GA 30097
CONTACT: MR. RICK YOST
(770) 622-5209

PROJECT NAME:
**FRIENDSHIP
ROAD TRACT**

TASK:
**GRTA DRI
SITE PLAN**

PROJECT INFORMATION:

FRIENDSHIP ROAD TRACT
Project Name
08-015
Project Number
FRIENDSHIP ROAD AND I-985
Project Address
155, 156, and 171
Land Lot No.(s)
8th
District
CITY OF BUFORD
GWINNETT AND HALL COUNTY, GEORGIA
County, State

REVISION		DATE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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