



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: 11/20/2004

ARC REVIEW CODE: R410211

TO: Chairman Phillip Beard
ATTN TO: Kim Wolfe, City Clerk/Planning Director
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: City of Buford
Name of Proposal: Buford Distribution Center

Review Type: Development of Regional Impact

Date Opened: 10/21/2004

Date Closed:
11/20/2004

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 State.

Additional Comments: The site is located near Buford Highway, State Route 20, I-985 and I-85. This will minimize the impact of the new truck traffic on the local roads that are primarily used by automobiles in the immediate area. The site is surrounded by commercial uses directly to the north and medium density residential to the east of the site. There is a significant slope between the site and the residential and limited accessibility. There are planned light industrial uses to the east and southeast of I-985 and additional office, distribution, and technology uses planned along Satellite Boulevard. This proposed development will be consistent with these planned and other existing light industrial uses along Satellite Boulevard.

There are approximately 2.49 acres of the floodplain (100 year) on site. Adequate buffers should be provided during and after construction to minimize impacts and ensure the integrity of the stream.

Buildings 100 and 300 should be reoriented as the same as Buildings 400 and 500, if possible. The truck courts should then be realigned to run alongside the buildings. If the buildings cannot be reoriented, then adequate landscaping along Satellite Blvd is encouraged to minimize the views from the road to the truck courts.

Grading of the site should be kept to a minimum where possible. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible. Finally, it is recommended that consideration be given to the type of materials used for construction of the parking lots and buildings to help reduce the urban heat island effect. The developer should consider pervious pavement and reflective roofing where possible. It is recommended that resources and information from the U.S Green Building Council, American Planning Association, U.S. EPA, Cool Communities, and Project ATLANTA (Atlanta Land Use Analysis: Temperature and Air Quality) study be reviewed. The Best Environmental Practices listed below should be reviewed and applied to the development where possible.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SUGAR HILL
GWINNETT COUNTY
GEORGIA MOUNTAINS RDC

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF REST HAVEN
HALL COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SUWANEE
FORSYTH COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

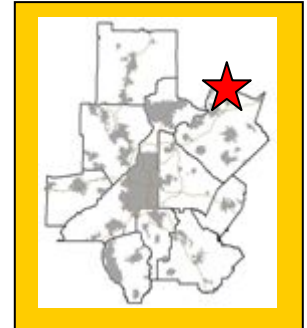
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	October 21, 2004	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Distribution Center #637
Final Report Due:	November 20, 2004		Comments Due By:	November 4, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Buford Distribution Center is a proposed warehouse/light industrial distribution development in the City of Buford. The proposed development includes eleven buildings for a total of 2,673,127 square feet, of which 5% is anticipated to be used for office space. The proposed development also includes 22.42 acres of open space on the 188.69 acre site. The property is located northwest of I-985 and southwest of Buford Drive along the newly completed Satellite Boulevard between Sudderth Road and Woodward Mill Road.



PROJECT PHASING:

The developer proposes to complete the development in one phase by 2012, subject to market conditions.

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 (C-2) commercial. The developer is requesting a rezoning to (M-1) light industrial. Information submitted with the review states that the proposed zoning and development is consistent with the City of Buford Comprehensive Land Use Plan which has the site planned for light industrial uses. The site is also within the Mall of Georgia Overlay District which will require the development to comply with landscaping, architectural, and signage standards.

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

No inconsistencies were identified during the review.

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

No impacts were determined during the review.

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?

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Based on national averages, the development will create 697 jobs. No additional major infrastructure will be necessary to support the increase in employment.

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 mile radius of the proposed project.

Year	Name
1995	WOODWARD MILL APARTMENTS
1196	VENTURE 85/20 OFFICE/RETAIL
1996	MALL OF GEORGIA
1996	PROPOSED WRF SITE
1997	SENTINEL APARTMENTS
1997	BRAHMA CEMENT
1999	MARKETPLACE AT MILL CREEK
1999	EXPANSION OF NORTH ADVANCED WRF
2000	SUDDERTH ROAD INERT LANDFILL
2001	GRAVELY TRACT OFFICE AND RESIDENTIAL DEV.

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently undeveloped and forested.

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

No.

Is the proposed development consistent with regional plans and policies?

The site is located near Buford Highway, State Route 20, I-985 and I-85. This will minimize the impact of the new truck traffic on the local roads that are primarily used by automobiles in the immediate area. The site is surrounded by commercial uses directly to the north and medium density residential to the east of the site. There is a significant slope between the site and the residential and limited accessibility. There are planned light industrial uses to the east and southeast of I-985 and additional office, distribution, and technology uses planned along Satellite Boulevard. This proposed development will be consistent with these planned and other existing light industrial uses along Satellite Boulevard.

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FINAL 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.

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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.

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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 site is located in the City of Buford in northern Gwinnett County.

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 within half a mile of Gwinnett County to the west. The City of Sugar Hill is within approximately one mile of the development. The City of Suwanee is within two miles of the proposed development.

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.

None were determined during the review.

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 \$80,193,810 million with an expected \$2,016,072 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?

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NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream Buffers and Watershed Protection

The property is located within the watershed of the Chattahoochee River Corridor and is subject to the local ordinances required under the Metropolitan River Protection Act. In this area, the only applicable ordinance is the City of Buford Tributary Buffer Ordinance. Under the Act, local jurisdictions within the basin of the Corridor portion of the Chattahoochee River are required to adopt ordinances creating vegetative buffers along tributaries to the river. The applicable USGS 1:24,000 quad sheet for the area, the Suwanee Quad, shows Suwanee Creek and the unnamed tributary shown in the open space area as the only streams on the project property. Buffers consistent with City requirements should be shown on the plans for these streams as well as any others covered by the City ordinance. In addition, the 25-foot State Sediment and Erosion Control buffer should be shown on all waters of the state on the property. Any work within the State buffers will require a variance from Georgia EPD.

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.

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. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates 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 the results of regional stormwater monitoring data from the Atlanta Region. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. 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
Forest/Open	24.91	1.99	14.95	224.19	5853.85	0.00	0.00
Heavy Industrial	163.78	237.48	3151.13	20963.84	130205.10	271.87	34.39
TOTAL	188.69	239.47	3166.07	21188.03	136058.95	271.87	34.39

Total % impervious 69%

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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

There will be ten access locations for both the east and west sides of Satellite Boulevard. Access will be provided at existing median openings. Sidewalks will also be provided at the entrances of the building.

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

Marc R. Acampora, PE, LLC 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
Light Industrial/Warehousing							
<i>Auto</i>	382	92	474	84	339	423	3,915
<i>Truck</i>	59	70	129	95	144	239	3,975
TOTAL NEW TRIPS	441	162	603	179	483	662	7,890

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

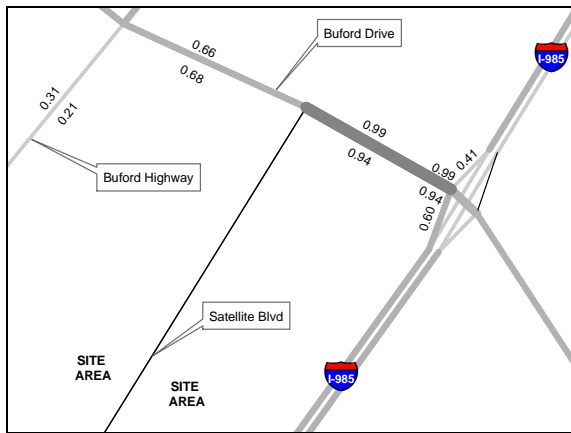
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Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to 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.

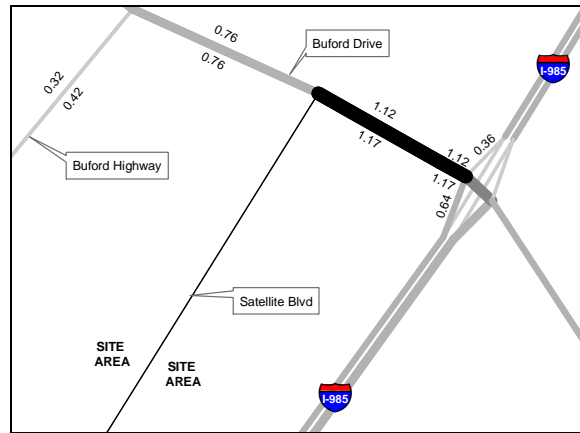
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. 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.

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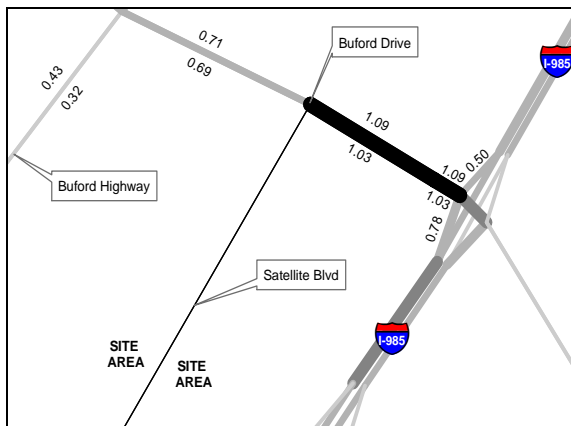
V/C Ratios



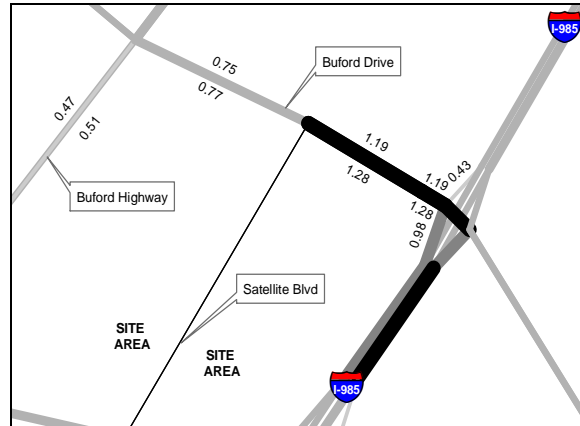
2010 AM Peak



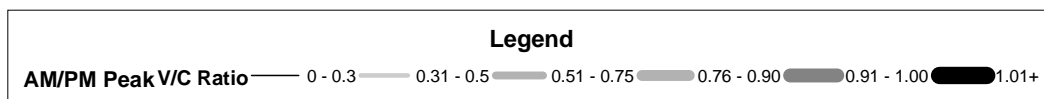
2010 PM Peak



2025 AM Peak



2025 PM Peak



For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

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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)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-014C	SR 20 – Buford Road, Phase 2 from I-985 to SR 324 – Gravel Springs Road	Roadway Capacity	2015
GW-014D	SR 20 – Buford Road, Phase 2 from SR 324 – Gravel Springs Road to I-85 North	Roadway Capacity	2020

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Buford Distribution Center: What are the recommended transportation improvements based on the traffic study done by the applicant?

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.

- Separate southbound dual left turns from the through lane on South Lee Street at SR 20, and eliminate the side-street split phasing.
- Add a second northbound exclusive right turn lane on Satellite Boulevard at SR 20.
- Add a second westbound left turn lane on SR 20 at Satellite Boulevard.

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.

- Future widening may be required on SR 20 to four through travel lanes in each direction.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

No.

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Is the site served by transit? If so, describe type and level of service.

Gwinnett County Transit Route 50 operates from Gwinnett Place Mall to the Mall of Georgia on weekdays and Saturdays via Buford Drive and does not offer service immediately within the vicinity of the proposed site area. Headways are every 30 minutes on weekdays and every hour on Saturdays.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

None planned.

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

None proposed.

THE PROPOSED DEVELOPMENT PASSES ARC'S AIR QUALITY BENCHMARK TEST

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Clean-fueled vehicles 2% per ea.10% of fleet	YES	10%	10%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	YES	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	YES	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		17%	17%

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

The proposed development does not appear to pose serious issues to its surrounding roadway networks. However, it is highly suggested that appropriate roadway improvements as recommended by the consultant are carried out to mitigate any capacity deficiencies.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.115 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

City of Buford Southside WSTP.

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

The capacity of the Southside plant is listed below:



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PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
2.0	2.0	1.09	1.50	0.50	None	

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

₁ Source: Metropolitan North Georgia Water Planning District *SHORT-TERM WASTEWATER CAPACITY PLAN Final Report*

What other major developments the plant serving this project will serve?

ARC has reviewed a number of major developments, as described before in this review report that would add wastewater flow to this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.132 MGD based on information submitted for the review.

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. A water line is available to serve the site; however, an extension of the water line along Satellite Boulevard will be required to serve the project as it builds out.

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 4878 tons of solid waste per year.

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



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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?

Not likely. According to information submitted for the review, there is approximately 1,498 single family owner occupied units and 302 rental units currently available.

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

No, residential is not proposed with this project.

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 23 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 65 percent of the housing units are single-family; compared to 69 percent for the region. This indicates that the immediate area has a more diverse housing stock by type than the region as a whole.

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

Likely given the diversity of housing stock in the area.

* 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.

Submitted on: 10/11/2004 3:16:49 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Buford
Individual completing form:	Ms. Kim Wolfe, City Clerk City of Buford
Telephone:	(770) 945-6761
Fax:	(770) 932-7976
Email (only one):	jwilson@hgor.com

Proposed Project Information

Name of Proposed Project:	Buford Distribution Center
DRI ID Number:	637
Developer/Applicant:	Steven C. Smith, Southeast Investment Properties, 21 N.Main St., Suite 202, Alpharetta, GA 30004
Telephone:	(678) 297-7900
Fax:	(678) 297-0300
Email(s):	ss@seinvprop.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$80,193,810
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,016,072
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): N/A See supplemental Information for details.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	Gwinnett County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.132 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	

If there are plans to expand the existing water supply capacity, briefly describe below:

A water line is available to serve the site, however, an extension of the water line along Satellite Boulevard (by Gwinnett Co.) will be required to serve the project as it builds out. See Supplemental Information for details.

If water line extension is required to serve this project, how much additional line (in miles) will be required?

Waterline extension will be required to serve the site at buildout 2+/- miles.

Wastewater Disposal

Name of wastewater treatment provider for this site:

City of Buford-Southside WSTP

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

0.115 MGD

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

Y

If no, are there any current plans to expand existing wastewater treatment capacity?

If there are plans to expand existing wastewater treatment capacity, briefly describe below:

If sewer line extension is required to serve this project, how much additional line (in miles) will be required?

N/A, sewer is available at the site.

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.)

662 p.m. peak trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

Y

If yes, has a copy of the study been provided to the local government?

Y

If transportation improvements are needed to serve this project, please describe below:

All recommended transportation improvements are identified in a DRI Traffic Study, as a supplement to this form.

Solid Waste Disposal

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

4878

Is sufficient landfill capacity available to serve this proposed project?

Y

If no, are there any current plans to expand existing landfill capacity?

If there are plans to expand existing landfill capacity, briefly describe below:

Will any hazardous waste be generated by the development? If yes, please explain below:

N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

57.75%

Is the site located in a water supply watershed?

Y

If yes, list the watershed(s) name(s) below:

Chattahoochee River Basin.

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Site plan includes buffers, detention ponds, etc. See supplemental Information for details.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?

N

2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
<p>If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Wetlands are possible and will be delineated throughout the development process; however, they will be avoided and therefore, no impacts are anticipated. See supplemental Information for details.</p>	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
<p>Is the development located within, or likely to affect any of the following:</p>	
1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
<p>If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below: Approximately 2.49 acres of 100-yr. floodplain exist onsite; however, no impacts are anticipated. See supplemental Information for details.</p>	

Your DRI ID NUMBER for this submission is: 637
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 8/25/2004 3:59:16 PM

DEVELOPMENT OF REGIONAL IMPACT Gwinnett County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Buford
*Individual completing form and Mailing Address:	Ms. Kim Wolf, City Clerk City of Buford 95 Scott Street Buford, GA 30518
Telephone:	(770) 945-6761
Fax:	(770) 932-7976
E-mail (only one):	joellen_wilson@bellsouth.net

*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 Distribution Center	
Development Type	Description of Project	Thresholds
Wholesale & Distribution	2673127 square feet of distribution space on approximately 162.86 acres.	View Thresholds

Developer / Applicant and Mailing Address:	Stephen C. Smith Southeast Investment Properties 21 N. Main Street Alpharetta, GA 30004
Telephone:	(678) 297-7900
Fax:	(678) 297-0300
Email:	ss@seinvprop.com
Name of property owner (s) if different from developer/ applicant:	50% Wayne H. Mason and Westbrook 23, LLC, 50% Buford 269, LP
Provide Land-Lot-District Number:	Land Lots 217, 218, 229, 230, 7th District
What are the principal streets or roads providing vehicular access to the site?	Satellite Boulevard
Provide name of nearest street(s) or intersection:	Satellite Blvd. @ Lawrenceville Suwanee Rd. to the west, and Satellite Blvd. @ Hwy.20 to the east.
Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	/

If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://www.mapquest.com/maps/map.adp?location=gzlonFH8GjomYGZkQE6HcSujE84myhCuCsRWjgG8jLZd9i65YCM4fXmAT64szTdeqLebC2PrGJOgV9VIZevuYvTKfR1MNQimpdL1PHtxWloF7hL73h2eUyViQHH%2bdntvJ1gae2ofVA%3d&submit=Get%20Map&searchtype=address&countryid=US&address=Sudderth%20Road%20%40%20Satellite%20Blvd&city=Buford&state=GA&zipcode=30518&country=US&addtohistory=	
Is the proposed project entirely located within your local government's jurisdiction?	Y	
If yes, how close is the boundary of the nearest other local government?	Gwinnett County - adjacent	
If no, provide the following information:		
In what additional jurisdictions is the project located?		
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)	
	Percent of Project:	
Is the current proposal a continuation or expansion of a previous DRI?	N	
If yes, provide the following information (where applicable):	Name:	
	Project ID:	
	App #:	
The initial action being requested of the local government by the applicant is:	Rezoning	
What is the name of the water supplier for this site?	Gwinnett County	
What is the name of the wastewater treatment supplier for this site?	City of Buford	
Is this project a phase or part of a larger overall project?	N	
If yes, what percent of the overall project does this project/phase represent?		
Estimated Completion Dates:	This project/phase: Overall project: 2012-subject to market	

Local Government Comprehensive Plan

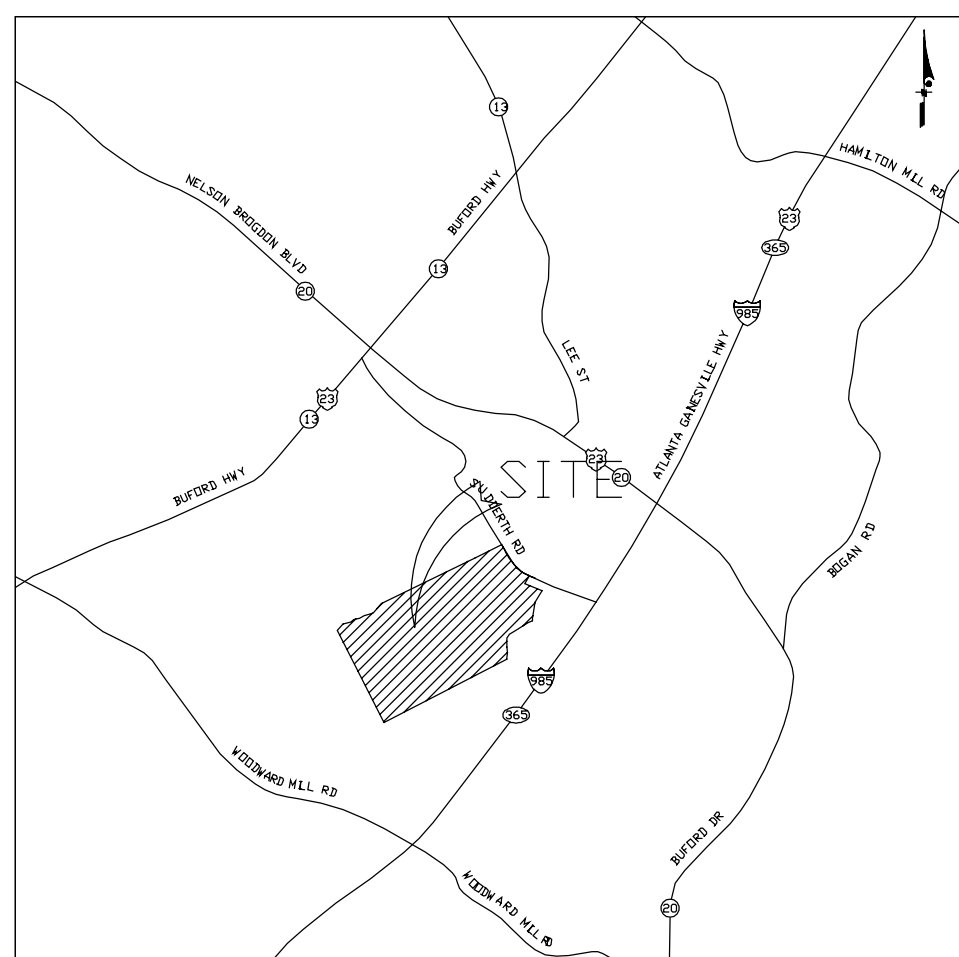
Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N
Other (Please Describe):	Y
Transportation improvements to be determined by a traffic study, as part of the DRI Review process.	



VICINITY MAP

PROPERTY INFORMATION	
NORTH TRACT	90.18 ACRES
SOUTH TRACT	98.51 ACRES

TOTAL AREA = 188.69 ACRES (INCLUDING 22.42 ACRES OF OPEN SPACE AND 2.49 ACRES OF FLOOD PLAIN AREA)

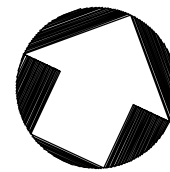
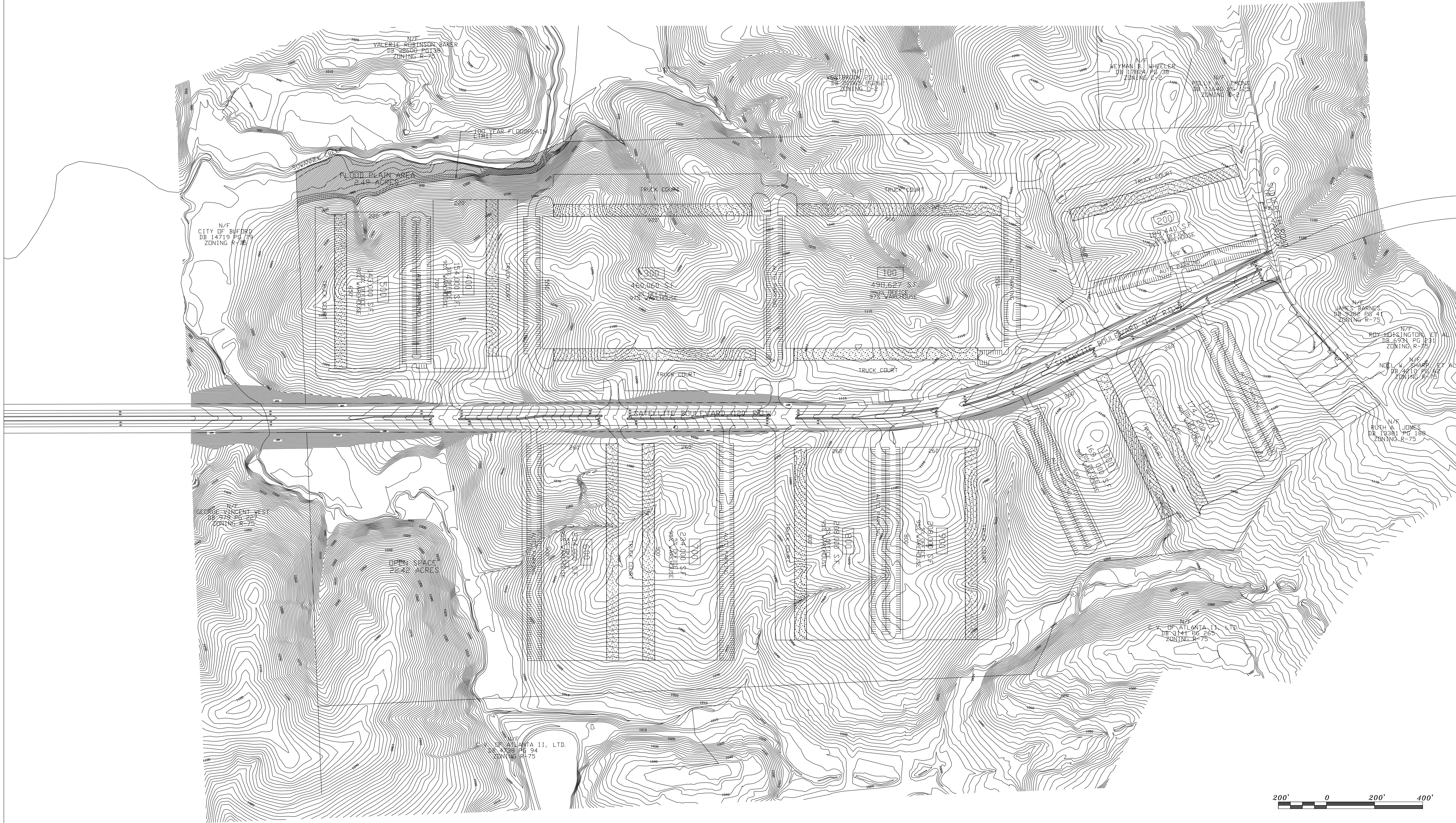
PROJECT SUMMARY

BUILDING NO.	SIZE (S.F.)	PARKING SPACES PROVIDED
100	498,627	269
200	189,440	140
300	460,060	105
400	154,000	130
500	143,000	130
600	234,000	200
700	234,000	200
800	208,000	171
900	208,000	171
1000	169,000	266
1100	174,200	254
TOTAL	2,673,127	2,044

NO RESIDENTIAL UNITS ARE PROPOSED FOR THIS PROJECT.

ALL BUILDING ARE ONE-STORY.

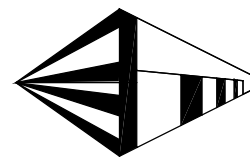
ENTIRE PARCEL IS LOCATED WITHIN THE CITY LIMITS OF BUFORD, GEORGIA.



Center
Point
ENGINEERING

4200 NORTHSIDE PARKWAY
BUILDING 14, SUITE 100
ATLANTA, GEORGIA 30327
(404) 848-0424
CONTACT:
MR. RICHARD C. SMITH, JR.

CLIENT



Southeast
Investment
Properties

21 N. Main Street, Suite
Alpharetta, Georgia 300
(678) 297-7900
Contact: Mr. Steve Smith

PROJECT

BUFORD
DISTRIBUTION
CENTER

TASK

MASTER
SITE PLAN

PROJECT INFORMATION

BUFORD DISTRIBUTION CENTER
Project Name

0652

Project Number

SATELLITE BOULEVARD

Project Address

217, 218, 229 & 230

Land Lot No. (s)

7th

District

BUFORD, GWINNETT, GEORGIA
City, County, State

No.	DEVELOPMENT OF REGIONAL IMPACT SUBMITTAL	REVISION	DATE:
1.			9/26/04