



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: May 23 2006

ARC REVIEW CODE: R605231

TO: Chairman Phillip Beard
ATTN TO: Kim Wolfe, Planning Director
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 regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Buford Jubilee

Review Type: Development of Regional Impact

Description: The Buford Jubilee is a proposed mixed use development on 60 acres to be annexed into the City of Buford. The proposed development includes 226,020 square feet of retail/entertainment space, 349,560 square feet of office space, 100 residential lofts, 33 single family detached homes, and 42 single family attached homes. Access to the development is proposed onto State Route 20 adjacent to Satellite Boulevard and two secondary access points onto Maddox Road.

Submitting Local Government: City of Buford

Date Opened: May 23 2006

Deadline for Comments: Jun 6 2006

Earliest the Regional Review can be Completed: Jun 22 2006

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
GEORGIA CONSERVANCY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SUGAR HILL
CITY OF SUWANEE

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF BUFORD SCHOOLS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-06-06 00:00:00, 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: **Buford Jubilee** *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:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

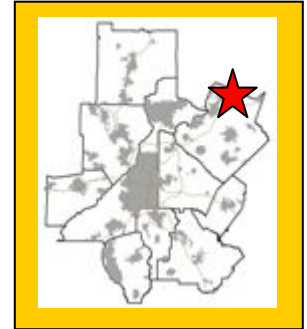
Return Date: Jun 6 2006

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The Buford Jubilee is a proposed mixed use development on 60 acres to be annexed into the City of Buford. The proposed development includes 226,020 square feet of retail/entertainment space, 349,560 square feet of office space, 100 residential lofts, 33 single family detached homes, and 42 single family attached homes. Access to the development is proposed onto State Route 20 adjacent to Satellite Boulevard and two secondary access points onto Maddox 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 project site is currently zoned a combination of R-100 and R-75 in Gwinnett County. The site is being annexed into the City of Buford. The proposed zoning for the site is C-2 with special use to allow for the mixed use. Information submitted for the review states that the City of Buford's Future Land use Map will be updated to reflect this development. In Gwinnett County, the Future Land Use Map designates this area as general commercial, allowing for high density residential.

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:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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
2004	Buford Distribution Center
2001	Hamilton Mill Business Center
2000	Sudder Road Inert Landfill
1999	Expansion of North Advanced WRF
1997	Brahma Cement
1996	Proposed AWRF Site
1996	Mall of Georgia

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed Buford Jubilee is a mixed use development that meets several of ARC's Regional Development Policies. The proposed development meets Regional Development Policy 1: providing infrastructure investments and development strategies to accommodate population and employment growth more efficiently. The proposed development incorporates a mix of housing types, retail and commercial uses, and offices uses along with community and open space. The proposed development is also meeting the mixed use and infill opportunities of Regional Development Policy 3 by providing higher density where the infrastructure exists so to lessen the impact on existing neighborhoods and diminishing rural landscapes in the greater metro region. By providing a combination of lofts, attached, and detached residential units, meeting Regional Development Policy 5, the proposed development is providing housing options for individuals and families to diverse incomes and age groups to choose from. The proposed development is protecting environmentally sensitive land on the site by clustering the development on more suitable land on the site, meeting Regional Development Policy 8 and 9.

The proposed development is increasing mixed use development in a fast growing part of the region. The ARC forecasts significant population and employment growth in northern Gwinnett County over the next 25 years. ARC forecasts a population of over 270,000 residents in northern Gwinnett County and an employment base of greater than 109,000 jobs. Overall, Gwinnett County's population is

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Buford Jubilee #1033
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forecasted by the ARC to be just under one million and a total employment base for the County of over half a million jobs by 2030. The incorporation of higher density housing with convenient access to neighborhood services is essential to accommodating the expected growth efficiently.

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

The site plan illustrates good pedestrian design by placing building along the street frontage and parking behind and decked, sidewalks on both sides of the street, landscaping, and adequate and convenient access to the community space for all the residents of the development.

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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

LOCATION

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

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

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

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

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

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

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$142,146,000 million. Estimated annual local tax revenues were not submitted for the review.

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:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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

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 not located within the 2000-foot Chattahoochee River Corridor but it is located within the Corridor watershed and is subject to the requirements of the Metropolitan River Protection Act (MRPA) for lands in the watershed draining into the Corridor portion of the River. In this area, these requirements include the adoption by the City of a tributary buffer ordinance for streams flowing into the Chattahoochee. The City adopted a tributary buffer zone ordinance in the 1980's that included 35-foot buffers on perennial (solid blue line on USGS quad sheets) tributaries to the Chattahoochee. In the model ordinance adoption survey included in the 2005 Metropolitan North Georgia Water District Activities and Progress Report, the City indicated it had also adopted a Stream Buffer Protection ordinance as required under the District-wide Watershed Management Plan. The specific requirements of the City ordinance were not reported.

The USGS regional coverage shows that the southern portion of the property is crossed by a perennial (solid blue-line) tributary to Suwanee Creek, which is a tributary to the Chattahoochee River. The submitted site plan also shows two tributaries to the blue-line stream on the property. All are primarily in the open space preserve, but no buffers are shown and proposed development comes within 25 feet of one unmapped tributary and covers the headwaters of the second. A lake is proposed on the blue-line stream and the upstream end of that stream on the property appears to be filled in for a road (no bridge is indicated at the crossing). The proposed project needs to meet all City stream buffer requirements and the plans need show the required City buffers and setbacks on all applicable streams on the property. Any other waters of the state on the property are subject to the Georgia Department of Natural Resources (DNR) 25-foot erosion and sedimentation control buffer. Any intrusions into that buffer will require approval from DNR.

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

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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 loading factors will depend on the amount of impervious surface and type of use in the specific project design. 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
Commercial	19.51	33.36	339.47	2107.08	19178.33	24.00	4.29
Open Space	13.73	1.10	8.24	123.57	3226.55	0.00	0.00
Office/Light Industrial	14.26	18.40	244.27	1625.64	10096.08	21.10	2.71
Townhouse/Apartment	12.50	13.13	133.88	837.50	7562.50	9.50	1.75
TOTAL	60.00	65.98	725.86	4693.79	40063.46	54.60	8.75

Total impervious: 54%

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?



Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

Site access will be provided via one major access point at SR 20 at Satellite Boulevard. There will also be two secondary access points along Maddox Road with a third under consideration.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Single Family Detached <i>52 units</i>	12	34	46	38	22	60	570
Residential Condominium/Townhouse <i>109 units</i>	9	46	55	44	21	65	692
General Office Building <i>344,420 square feet</i>	444	60	504	79	386	465	3,457
Shopping Center <i>237,020 square feet</i>	160	103	263	531	576	1,107	11,900
Internal Reductions	-24	-24	-48	-78	-78	-156	-1,768
Pass-by Reductions	0	0	0	-149	-160	-309	-3,311
TOTAL NEW TRIPS	601	219	820	465	767	1,232	11,540

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

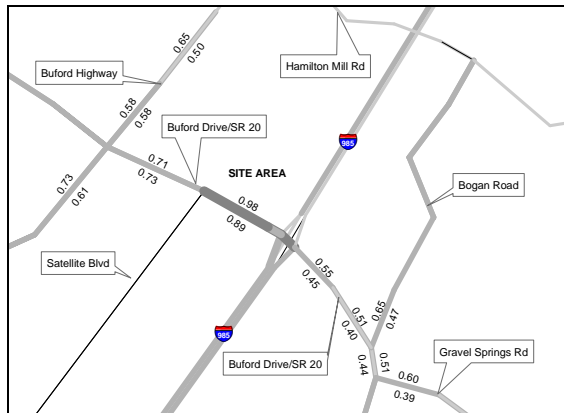
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

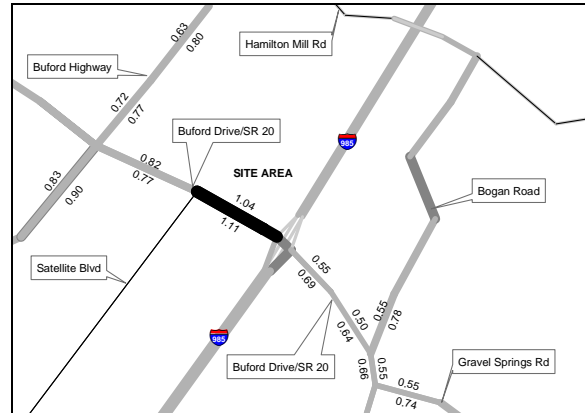
Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

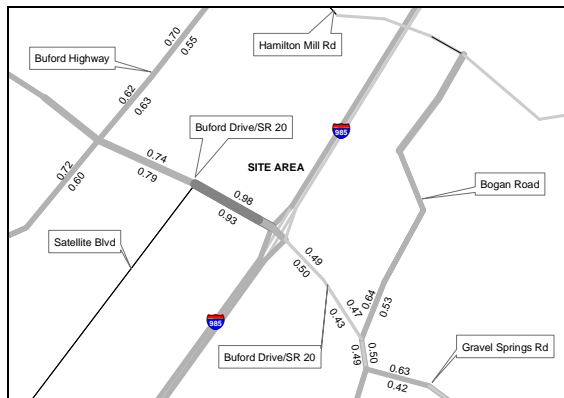
V/C Ratios



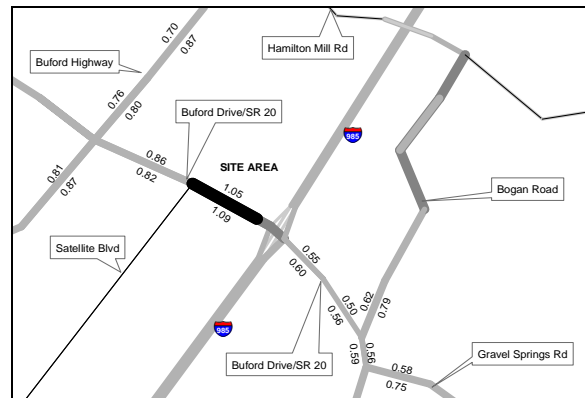
2010 AM Peak



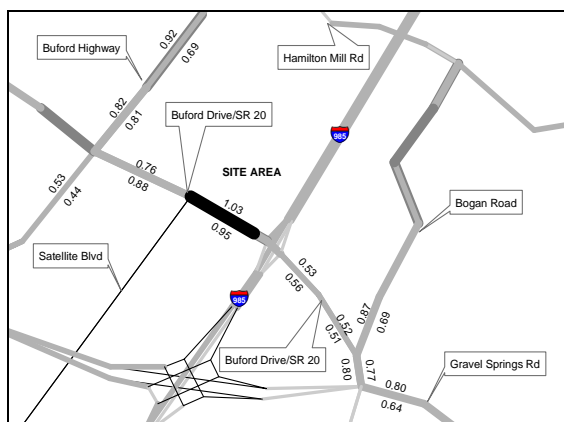
2010 PM Peak



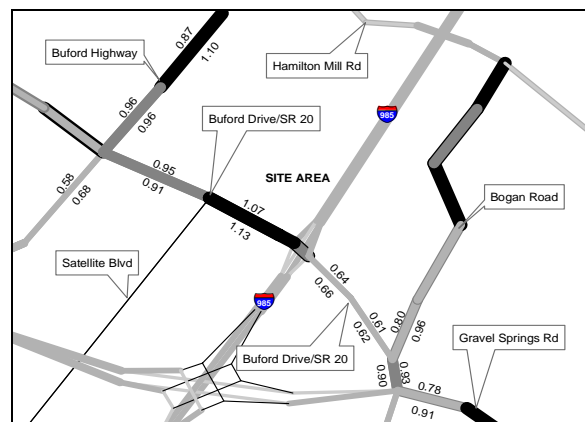
2015 AM Peak



2015 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. 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

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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.

2006-2011 TIP*

<i>ARC Number</i>	<i>Route</i>	<i>Type of Improvement</i>	<i>Scheduled Completion Year</i>
GW-020A1	SR 20 (Cumming Highway/Nelson Brogdon Boulevard): Segment 1 from Chattahoochee River to Peachtree Industrial Boulevard in Gwinnett County – Excludes Chattahoochee River Bridge [See also GW-020A2 and other GW-020 series line items]	Roadway Capacity	2010
GW-301	SR 20 (Nelson Brogdon Boulevard/Buford Drive) ATMS from SR 13A (Peachtree Industrial Boulevard) to Satellite Boulevard	ITS-Smart Corridor	2009
AR-436	I-985 ATMS Communications/Surveillance from I-85 North to Spout Springs Road in Hall County	ITS-Smart Corridor	2008

2030 RTP*

<i>ARC Number</i>	<i>Route</i>	<i>Type of Improvement</i>	<i>Scheduled Completion Year</i>
GW-020B	SR 20 (Buford Drive/Mall of Georgia Parkway): Gwinnett County Segment 2 from I-985 to SR 324 (Gravel Springs Road) [See also other GW-020 series line items]	Roadway Capacity	2020
GW-020C	SR 20 (Buford Drive/Mall of Georgia Parkway): Segment 3 from SR 324 (Gravel Springs Road) to I-85 North [See also other GW-020 series line items]	Roadway Capacity	2030
GW-099B	US 23 (Buford Highway): Segment 2 from Sugarloaf Parkway to SR 20 (Nelson Brogdon Boulevard/Buford Drive) [See also other GW-099 series line items]	Roadway Capacity	2025
GW-308B	Sugarloaf Parkway Extension: Phase II-A from SR 316 East of Lawrenceville to SR 20 (Buford Drive/Mall of Georgia Parkway) [See also other GW-308 series line items]	Roadway Capacity	2030
GW-308C	Sugarloaf Parkway Extension: Phase II-B from SR 20 (Buford Highway/Mall of Georgia Parkway) to Peachtree Industrial Boulevard [See also other GW-308 series line items]	Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

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

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

SR 20 and SR 324

- Add a second southbound left-turn lane on SR 20 along with a receiving lane on SR 324 and

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

protected phasing;

- Add a westbound left-turn lane on SR 324 with protected-permitted phasing; and
- Add a westbound right-turn free flow lane on SR 20.

SR 20 and Satellite Boulevard

- Re-stripe one additional westbound left-turn lane on SR 20 and make movement operate with protected phasing;
- Add a westbound right-turn lane on SR 20;
- Add a northbound thru lane on Satellite Boulevard;
- Add a eastbound thru lane on SR 20;
- Re-stripe from two eastbound left-turn lanes on SR 20;
- Add a northbound right-turn free flow lane on SR 20; and
- Add a southbound right-turn free flow lane on SR 20.

SR 20 and US 23/ SR 13

- Make the northbound right-turn lane on US 23 operate with permitted/overlap phasing.

Under **Existing plus Project traffic conditions with the programmed improvements**, the intersection of SR 20 and SR 324 is expected to function with inadequate Levels of Service during the Saturday peak hour.

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. The recommendations stated in the no-build condition are also applicable to the build condition.

SR 20 and SR 324

- Add a second southbound left-turn lane on SR 20 along with a receiving lane on SR 324 and protected phasing;
- Add a westbound left-turn lane on SR 324 with protected-permitted phasing;
- Add a westbound right-turn free flow lane on SR 20;
- Add a northbound thru lane on SR 20 along with a receiving lane; and
- Add a southbound thru lane on SR 20 along with a receiving lane.

SR 20 and Satellite Boulevard

- Re-stripe one additional westbound left-turn lane on SR 20.
- Re-stripe existing eastbound U-turn lane as a left-turn lane and for one additional eastbound left-turn lane on SR 20;
- Add a northbound right-turn free flow lane on SR 20;
- Add a southbound right-turn free flow lane on SR 20;
- Add a westbound right-turn free flow lane on Satellite Boulevard;
- Add northbound thru lane on Site;
- Add westbound thru lane on SR 20; and
- Add two eastbound thru lanes on SR 20 along with two receiving lanes.

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

SR 20 and South Lee Street

- Add a southbound left-turn lane on South Lee Street;
- Make the northbound and southbound left-turn lane on South Lee Street operate with protected phasing;
- Add a eastbound thru lane on SR 20 along with a receiving lane; and
- Add a westbound thru lane on SR 20 along with a receiving lane.

SR 20 and US 23/SR 13

- Make the northbound right-turn on US 23 operate with permitted/overlap phasing;
- Add two eastbound thru lanes on SR 20 along with two receiving lanes; and
- Add a westbound thru lane on SR 20 along with a receiving lane.

Under **Future plus Project traffic conditions with the programmed improvements**, all of the overall intersection operations at the intersection of SR 20 and SR 324 are expected to function at inadequate Levels of Service during the AM, PM, and Saturday peak hours.

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?

Gwinnett County Transit Route 50 is a local bus service operating from the Discover Mills Park and Ride lot to the Buford Senior Services Center. The route operates along Buford Drive where the Buford Jubilee development is located. Gwinnett County Transit Route 101 offers express bus service from the I-985 Park and Ride lot which is across the street from Buford Jubilee. Service terminates in Downtown Atlanta with intermediate stops at the Peachtree Center and Five Points MARTA Rail Stations.

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

None proposed.

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

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

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

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
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Buford Drive is a roadway of concern with respect to its existing and forecasted levels of congestion. Although increasing capacity along Buford Drive appears to be the best solution from an operations perspective, it has the potential to attract more traffic as additional density is introduced to the area. With only a single access point for the Buford Jubilee development onto Buford Drive/SR 20, efficient movement within the site area will become problematic due to potential demand in accessing the I-985 ramps and the Mall of Georgia.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.164 MGD.

Which facility will treat wastewater from the project?

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

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

The capacity of Southside Site is listed below:

PERMITTED CAPACITY MMF, MGD¹	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
2.0	2.0	1.09	1.50	.50	None	

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.195 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?

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 870 tons of solid waste per year and the waste will be disposed of in Gwinnett County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Preliminary Report:	May 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buford Jubilee #1033
Final Report Due:	June 22, 2006		Comments Due By:	June 6, 2006

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 175 housing units that will include lofts, single family detached and attached homes.

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

No.

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

The site proposed for the development is located in Census Tract 501.06. This tract had a 30.8 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 67 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.

Your DRI ID NUMBER for this submission is: **1033**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 2/2/2006 2:28:27 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:	The City of Buford
*Individual completing form and Mailing Address:	Philip J. Schmitt, PE, RLS P.O. Box 1276 Winder, GA 30680
Telephone:	770.867.6744 Ext 118
Fax:	770.586.5822
E-mail (only one):	philschmitt@gaengineer.com

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:		Buford Jubilee
Development Type	Description of Project	Thresholds
Mixed Use	Retail/Entertainment: 222020 SF Offices: 344420 SF Residential: 141 units (80430 SF)	View Thresholds
Developer / Applicant and Mailing Address:		CTL & Associates 3950 Suwanee Bend Drive Suwanee, GA 30024
Telephone:		770.318.3100
Fax:		678.775.6854
Email:		lago@bellsouth.net
Name of property owner(s) if different from developer/ applicant:		Clark Adams
Provide Land-Lot-District Number:		LL 228, District 7
What are the principal streets or roads providing vehicular access to the site?		Buford Drive (State Route 20) Maddox Road
Provide name of nearest street(s) or intersection:		South Lee Street to west Interstate 985 to east
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		North 34.09193 degrees / West 83.99387 degrees
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.gaengineer.com/maps/map.pdf
Is the proposed project entirely located within your local government's jurisdiction?		N
If yes, how close is the boundary of the nearest other local government?		N/A

If no, provide the following information:	
In what additional jurisdictions is the project located?	Gwinnett County
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Gwinnett County (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name: N/A
	Project ID: N/A
	App #: N/A
The initial action being requested of the local government by the applicant is:	Rezoning, Other Annexation into City of Buford
What is the name of the water supplier for this site?	City of Buford
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?	N/A
Estimated Completion Dates:	This project/phase: Annexation by April 2006 Overall project: Completion by 2010

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?	N/A

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): Traffic Impact analysis by Street Smarts in progress to identify needs.	Y

Submitted on: 5/19/2006 9:20:08 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Buford
Individual completing form:	Kim C. Wolfe
Telephone:	770-945-2192
Fax:	770-932-7976
Email (only one):	kwolfe@cityofbuford.com

Proposed Project Information

Name of Proposed Project:	Buford Jubilee
DRI ID Number:	1033
Developer/Applicant:	CTL & Associates, Inc.
Telephone:	770-318-3100
Fax:	770-622-5055
Email(s):	lago@bellsouth.net

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.)	
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	142,146,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Buford
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.195
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:	
If water line extension is required to serve this project, 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)?	0.164
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?	

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.)	generate 11,540 new trips/day
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?	N
If transportation improvements are needed to serve this project, please describe below: The traffic study addresses the impacts, the need for improvements.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	870
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?	42.4%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Water quality treatment as well as stormwater mitigation will be accomplished at the construction of a stormwater wetlands in accordance with the GA Stormwater Management Manual.	

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
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

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

1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

Stormwater wetlands will reduce the amount of runoff entering the floodplain and improve the quality of runoff. Any additional fill within the floodplain will be balanced by an equal amount of cut thus offsetting any reduced floodplain area.

GENERAL NOTES

1. PROPERTY OWNER: RONALD C. ADAMS
151 CHOCTAW RIDGE
BLUE RIDGE, GA 30513
2. APPLICANT: CTL & ASSOCIATES, INC.
3950 SUWANEE BEND ROAD
SUWANEE, GA 30024
3. PRESENT ZONING (GWINNETT COUNTY): R-75, R-100
4. PROPOSED ZONING (CITY OF BUFORD): C-2 Special Use
5. BOUNDARY INFORMATION TAKEN FROM PLAT OF RECORD
6. ALL UTILITIES TO BE UNDERGROUND.
7. SIDEWALKS, A MINIMUM OF FIVE FEET IN WIDTH, WILL BE PLACED ALONG BOTH SIDES OF PROPOSED STREETS AND WILL BE DESIGNED TO ACCOMMODATE FUTURE PEDESTRIAN AMENITIES SUCH AS BENCHES, PLANTERS AND TRASH RECEPTACLES EVERY 300 LINEAR FEET AT A MINIMUM.
8. PUBLIC SIDEWALK PAVING WILL CONTINUE ACROSS DRIVEWAYS AT THE SAME WIDTH AND ELEVATION AS THE SIDEWALK.
9. DECORATIVE, HIGH-PRESSURE SODIUM STREETLIGHTS WILL BE LOCATED ON ALL PUBLIC RIGHTS-OF-WAY STAGGERED 150 FEET ON CENTER ON BOTH SIDES OF THE STREET.
10. LIGHTING IN PARKING AREAS WILL BE PROVIDED UTILIZING DECORATIVE, METAL-HALIDE, FLOODLIGHT MOUNTED FIXTURES. LIGHT INTENSITY WILL NOT EXCEED AN AVERAGE OF 4.5 FOOT-CANDLES OF LIGHT OUTPUT. LIGHTING WILL BE DIRECTED TO AVOID ILLUMINATION OF NEIGHBORING PROPERTY AND AWAY FROM ADJACENT THOROUGHFARES.
11. STREET TREES WILL BE PLANTED ALONG BOTH SIDES OF ALL PUBLIC STREETS, SPACED A MAXIMUM OF 50' ON CENTER AND LOCATED IN A TREE VERGE BETWEEN THE CURB AND SIDEWALK. TREES WILL BE A MINIMUM OF 3" CALIPER MEASURED 36" ABOVE GROUND AND WILL HAVE A MINIMUM MATURE HEIGHT OF 40 FEET. TREE SPECIES WILL BE SELECTED FROM THE GWINNETT COUNTY APPROVED LIST.
12. DUMPSTERS VISIBLE FROM ADJACENT PROPERTIES WILL BE SCREENED ON ALL SIDES WITH A VISUALLY PLEASING SIX FOOT HIGH SCREEN.
13. SIGNAGE WILL COMPLY WITH EXISTING MUNICIPAL STANDARDS AND REQUIREMENTS AND FOLLOW A PREDEFINED UNIFIED SIGNAGE PROGRAM.
14. ARCHITECTURAL DESIGN REQUIREMENTS AND GUIDELINES WILL BE CONTAINED IN A SEPARATE DOCUMENT TITLED "ARCHITECTURAL GUIDELINES FOR BUFORD JUBILEE".
15. FIRE HYDRANTS WILL BE LOCATED AT INTERVALS AS SPECIFIED IN MUNICIPAL STANDARDS.
16. RESTRICTIVE CONDOMINIUM COVENANTS WILL ADDRESS MAINTENANCE OF COMMON AREAS, PARKING LOTS AND REAR SERVICE LANES.

DEVELOPMENT DATA SUMMARY

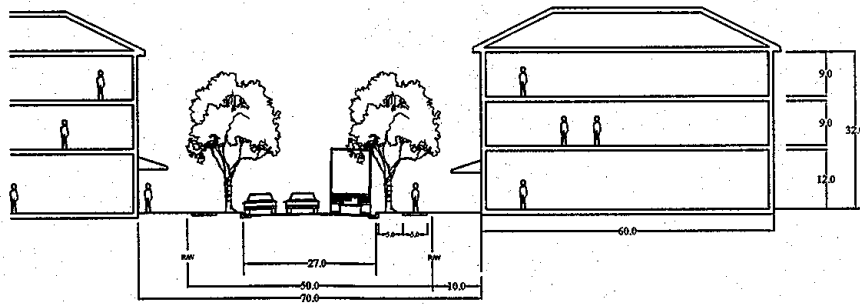
TOTAL AREA: +/- 52 ACRES
OPEN SPACE AREA (PUBLIC): +/- 11.29 ACRES (22 %)
RETAIL / ENTERTAINMENT SPACE: +/- 222,020 SQ.FT.
OFFICE SPACE: +/- 344,420 SQ.FT.
RESIDENTIAL SPACE: +/- 80,430 SQ.FT.
TOTAL OCCUPIED SPACE: +/- 646,870 SQ.FT.
RESIDENTIAL SPACE:
LOFTS: MAXIMUM OF 100 UNITS
SINGLE FAMILY DETACHED: 34 UNITS
SINGLE FAMILY ATTACHED: 7 UNITS
PARKING SPACES ON-STREET AND IN SURFACE LOTS:
ON-STREET: +/- 360 SPACES
SURFACE LOTS: +/- 567 SPACES
TOTAL: +/- 927 SPACES
PARKING SPACES ON-STREET, SURFACE LOTS AND STRUCTURED LOTS:
STRUCTURED LOTS (PARKING DECKS) WILL BE CONSTRUCTED IN A PHASED APPROACH AS DEMAND DICTATES.
ON-STREET: +/- 360 SPACES
SURFACE LOTS: +/- 311 SPACES
STRUCTURED LOTS: +/- 1077 SPACES
TOTAL: +/- 1748 SPACES

SITE AND BUILDING REQUIREMENTS

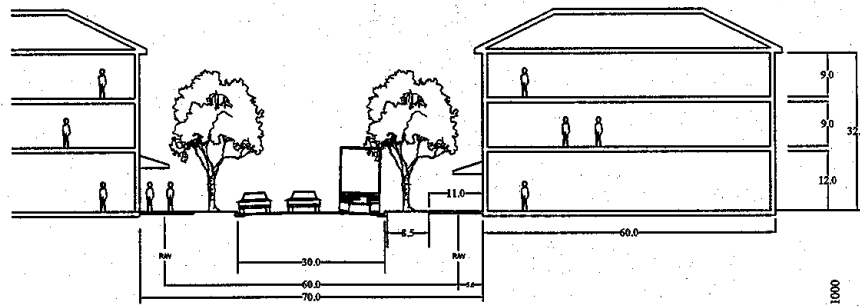
SETBACKS: COMMERCIAL & MIXED USE & MULTI-FAMILY
FRONT: 5 FEET
SIDE: 5 FEET EXCEPT AS SHOWN ON THE DRAWING WHERE A ZERO FOOT SETBACK WILL ALLOW SHARED WALL OR ATTACHED STRUCTURES
REAR: 10 FEET
SETBACKS: SINGLE FAMILY RESIDENTIAL
FRONT: 15 FEET
SIDE: 7.5 FEET
REAR: 15 FEET (EXCLUDING GARAGE)
BUILDING HEIGHT LIMITS:
COMMERCIAL BUILDINGS: 45 FEET, THREE STORIES
PARKING STRUCTURES: 45 FEET, FOUR LEVELS
EXCLUDING ARCHITECTURAL TOWERS
LOFT UNITS:
QUANTITY: 100 DWELLINGS
MINIMUM SQUARE FEET: 800 SQ. FT.
ALLOWED IN MIXED-USE BUILDINGS, UPPER FLOORS.

BUILDING USE LEGEND

R = RETAIL SPACE
O = OFFICE SPACE
D = DWELLING SPACE (LOFTS)

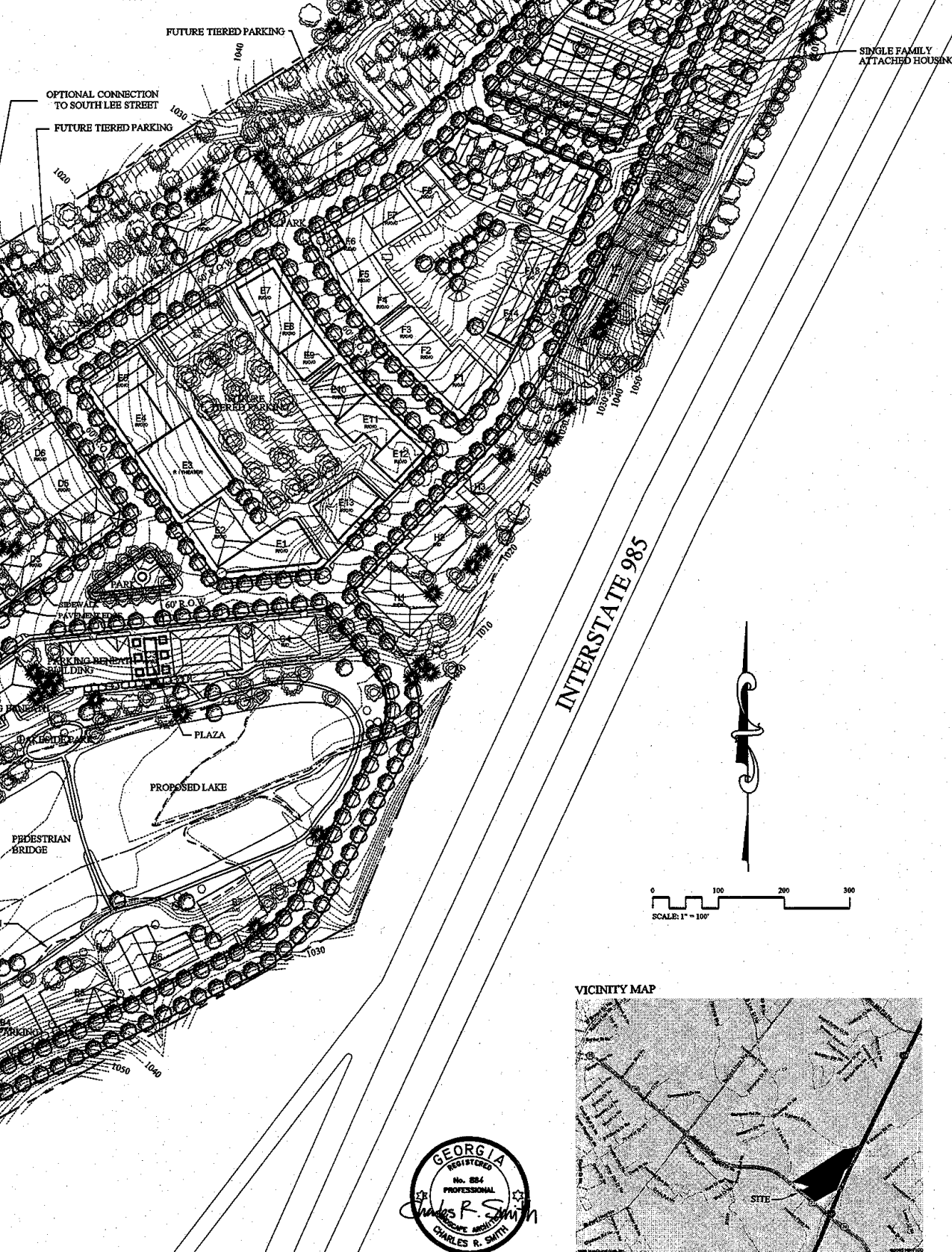


STREET SECTION: 50' RIGHT-OF-WAY, PARALLEL PARK ONE SIDE, 27' FC-TO-FC, 10' FRONT SETBACK



STREET SECTION: 60' RIGHT-OF-WAY, PARALLEL PARK ONE SIDE, 30' FC-TO-FC, 5' FRONT SETBACK

PHASING DIAGRAM



LANDSCAPE ARCHITECTURE
LAND PLANNING
URBAN DESIGN
ENVIRONMENTAL ANALYSIS
ENGINEERING

1025-B TWELVE OAKS PLACE
WATKINSVILLE, GEORGIA 30677
706-769-9355
706-769-9355 FAX
www.smitha.com

BUFORD JUBILEE

CITY OF BUFORD, GA

CONCEPT PLAN

CTL & ASSOCIATES, INC.
3950 SUWANEE BEND DRIVE
SUWANEE, GA 30024
CTL & ASSOCIATES, INC.

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REVISIONS:

SCALE: 1" = 100'

DATE: January 18, 2006

SHEET: 1 OF 1

DRAWN BY: WALTER KAWA

FILE NO: JOB NO: 1585