



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: 5/6/2005

ARC REVIEW CODE: R504061

TO: Mayor Nick Masino
ATTN TO: Josh Campbell, City Planner
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: Gwinnett County
Name of Proposal: Brogdon Road Industrial Site

Review Type: Development of Regional Impact

Date Opened: 4/6/2005

Date Closed: 5/6/2005

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 proposed development is a mix of industrial, office, and retail uses, meeting many of the Regional Development Policies of the ARC. The proposed development meets Regional Development Policy 2: guide an increased share of new development to transportation corridors and activity centers; as well as Regional Development Policy 3: increase the opportunities for mixed use development, infill, and redevelopment.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GWINNETT COUNTY
FULTON COUNTY

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

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

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.

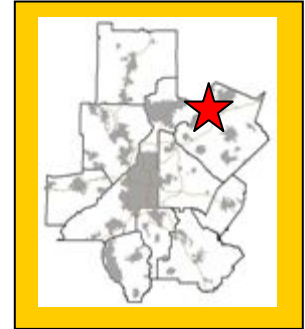
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

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|---------------------|---------------|---|------------------|--------------------------------|
| Preliminary Report: | April 6, 2005 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Brogdon Rd Mixed Use Dev # 759 |
| Final Report Due: | May 6, 2005 | | Comments Due By: | April 20, 2005 |

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Brogdon Road Mixed Use Development will consist of 600,000 square feet of light industrial/distribution space, 82,000 square feet of retail space, and 148,800 square feet of office space. The proposed development is located on 83.49 acres in the City of Suwanee and Gwinnett County between Peachtree Industrial Boulevard and Brogdon Road. The proposed development will have six site access driveways: one on Trench Road, two on Peachtree Industrial Boulevard, and three on Brogdon Road.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned M-1 (light industrial) and O-I (office institutional). The site does not require rezoning. The DRI trigger for this development was a permit request. However, rezonings will be needed for the retail and office components. The proposed new zoning for the commercial and office spaces is C-2 (general business), which permits retail services, general office, and public functions. Information submitted for the review states that the proposed development is consistent with the City of Suwanee's future land use plan.

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

No comments were received during the review from local government's concerning inconsistencies with comprehensive plans.

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

No comments were received during the review from local governments concerning short term work programs.

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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Yes, total employment for the proposed development is estimated to be 760.

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 two miles radius of the proposed project.

| | |
|-------------|---|
| 2004 | Suwanee Dam Road Development |
| 2000 | Suwanee Junction |
| 2000 | McGinnis Station |
| 2000 | Trammell Crow Industrial Development |
| 1998 | Pulte Suwanee Development |
| 1997 | MEDUSA Cement |
| 1996 | AAMCO Paving Company |
| 1996 | Allen Subdivision on Chatt |
| 1986 | Shawnee Ridge |

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is a mix of industrial, office, and retail uses, meeting many of the Regional Development Policies of the ARC. The proposed development meets Regional Development Policy 2: guide an increased share of new development to transportation corridors and activity centers; as well as Regional Development Policy 3: increase the opportunities for mixed use development, infill, and redevelopment.

The development proposed retail and office uses along Peachtree Industrial Boulevard. Significant residential development has taken place and is planned on the other side of Peachtree Industrial Boulevard. The office and retail will be well placed to serve those residents. Refinement of the site plan could minimize the emphasis on the parking. Reorienting the buildings around a plaza and placing the parking in the back with vegetative screening will create a more pedestrian friendly atmosphere throughout the retail area. Pedestrian connections, that include alternatives to sidewalks, should be provided between the office and retail components of the project.

The site plan illustrates shared parking truck pads, vehicle connectivity between the buildings, and shared driveways for the warehouse distribution portion of the site. It is recommended that as the site

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plan is refined and the project is developed that these connections remain in place to the greatest extent possible

For the industrial and distribution warehouse portion of the site, 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.

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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 the City of Suwanee.

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.

A portion of the development is located with Gwinnett County. The project is adjacent to the City of Sugar Hill. The proposed site is approximately 3 miles from Forsyth and Fulton Counties.

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. Surrounding uses include other similar industrial 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 \$63 million with an expected \$143,640 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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The proposed development is estimated to employ 760 workers between the warehouse, office, and retail uses.

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 within the 2000-foot Chattahoochee River Corridor but it is in the Corridor watershed. As such, the property is subject any applicable ordinances required under the Metropolitan River Protection Act. In this area, the only applicable ordinance would be the City of Suwanee 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. At a minimum, a tributary is defined as a perennial stream, as indicated by a solid blue line on the applicable USGS 1:24,000 quad sheet for the area. The submitted site plan shows Brushy Creek crossing the property. Brushy Creek is shown as a blue line stream on this property on the Suwanee Quad sheet, the applicable quad sheet for this area. No other blue line streams are shown on the property. A local buffer ordinance is also required under the Metropolitan North Georgia Water Planning District.

The Suwanee ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams including Brushy Creek. The site plan shows a 35-foot buffer along Brushy Creek. A 10-foot buffer is shown on a tributary to Brushy Creek in the western portion of the property. The proposed project needs to meet City requirements and the plans need show the required City buffers on all applicable streams on the property.

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 loading factors will depend on the amount of impervious surface 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

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| Land Use | Land Area (ac) | Total Phosphorus | Total Nitrogen | BOD | TSS | Zinc | Lead |
|-------------------------|----------------|------------------|----------------|---------|----------|-------|-------|
| Office/Light Industrial | 58.69 | 75.71 | 1005.36 | 6690.66 | 41552.52 | 86.86 | 11.15 |
| TOTAL | 58.69 | 75.71 | 1005.36 | 6690.66 | 41552.52 | 86.86 | 11.15 |

Total % impervious 70%

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. The following stormwater items are provided for consideration:

- Only one stormwater quality structural control (BMP) is identified on the site plan (first flush basin). Ensure that adequate stormwater facilities are provided to treat site stormwater runoff from the entire site as well as for detention storage for downstream channel protection and the 25-year storm event (peak flow attenuation) per guidelines in the Georgia Stormwater Management Manual. Detention ponds should be designed as multi-purpose (water quality and detention) facilities wherever possible and incorporated into the sign design as amenities.
- Site design should be modified if possible to better fit the contours of the terrain and preserve more undisturbed green space. This will reduce the hydrologic impact of the site as well as reduce clearing and grading and stormwater infrastructure costs.
- Consider the use of porous concrete or pavers in areas of low traffic / load where contributing drainage areas are impervious.
- Consider the use of bioretention facilities located in parking lot islands to treat and detain a portion of the runoff from the site (this would reduce the required size of the stormwater wet ponds and/or detention basins). In addition, enhanced swales and/or grass channels could be used to convey and treat stormwater runoff in landscaped areas adjacent to Peachtree Industrial Blvd and Brogdon Road.
- Consider using undisturbed buffers for stormwater treatment per guidelines in the Georgia Stormwater Management Manual.
- Consider minimizing clearing and grading where possible, particularly adjacent to stream buffers and natural drainageways.

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?

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Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

The development will have six access driveways; one on Tench Road, two on Peachtree Industrial Boulevard and three on Brogdon Road. The site is currently undeveloped and has no discernable driveway access points.

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 |
| Warehousing 600,000 sq ft | 129 | 27 | 156 | 29 | 108 | 137 | 1239 |
| Office 148,800 sq ft | 227 | 30 | 257 | 40 | 202 | 242 | 1770 |
| Commercial 82,000 sq ft | 82 | 52 | 134 | 153 | 163 | 316 | 3398 |
| Total: | 438 | 109 | 547 | 222 | 473 | 695 | 6407 |

*Numbers represent total net trips.

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.

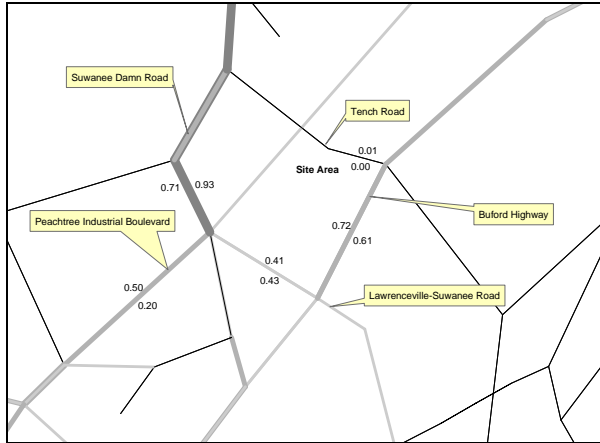
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the

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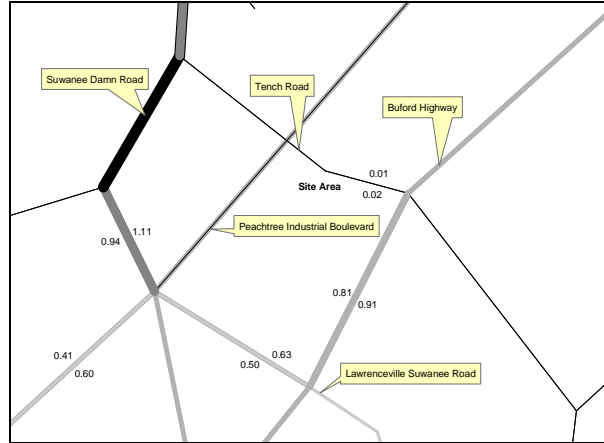
type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 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.

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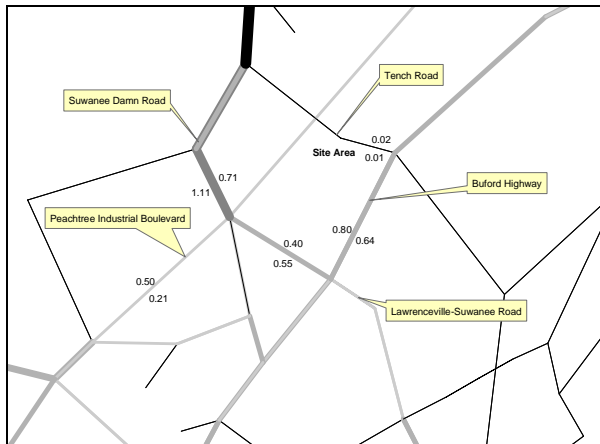
V/C Ratios:



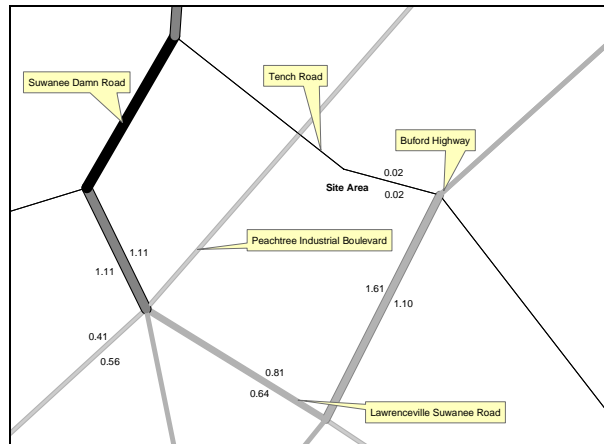
2005 AM Peak



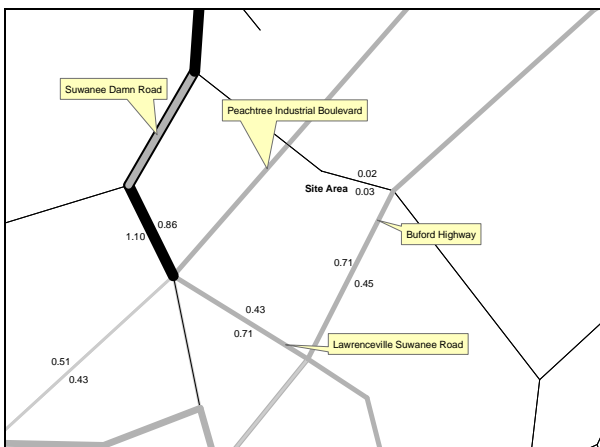
2005 PM Peak



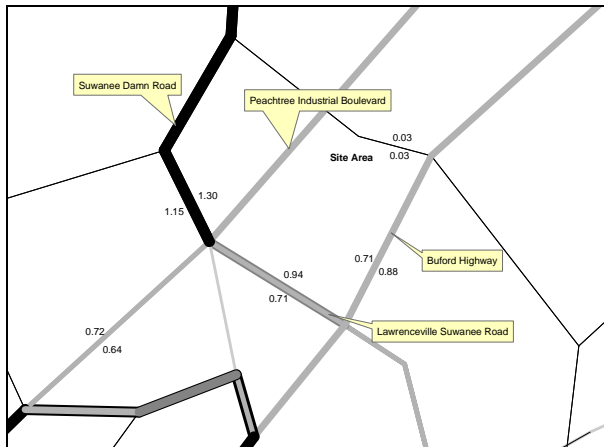
2010 AM Peak



2010 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 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP

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progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|------------|--|---------------------|---------------------------|
| GW-301 | SR 20 (NELSON BROGDON BOULEVARD/BUFORD DRIVE) ATMS | Roadway Operations | 2009 |
| GW-325 | LAWRENCEVILLE-SUWANEE ROAD ATMS | Roadway Operations | 2007 |
| GW-099B | US 23 (BUFORD HIGHWAY): SEGMENT 2 | Roadway Capacity | 2025 |

2030 RTP*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|------------|-----------------------------|---------------------|---------------------------|
| GW-308C | EAST CROSS-COUNTY CONNECTOR | Roadway Capacity | 2030 |

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Brogdon Road Mixed-Use Site.

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.

Peachtree Industrial Boulevard and Suwanee Dam Road

- Add a westbound through lane
- Make the eastbound right-turn a free movement
- Add a north-bound through lane
- Add northbound and southbound left-turn lanes with protected phasing

Suwanee Dam Road at Brogdon Road/Main Street

- Add north-bound and south-bound right-turn lanes

Buford Highway at Suwanee Dam Road

- Widen Suwanee Dam Road to six lanes
- Add a north-bound through lane

Lawrenceville-Suwanee Road at Satellite Boulevard

- Add a south-bound right-turn lane

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

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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.

Peachtree Industrial Boulevard at Tench Road

- Add a west-bound left-turn/through lane

Peachtree Industrial Boulevard at Suwanee Dam Road

- Add a south-bound through lane

Lawrenceville-Suwanee Road at Satellite Boulevard

- Widen Lawrenceville-Suwanee Road to six lanes
- Add a north-bound through lane
- Add a southbound right-turn lane

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?

There are currently no existing or planned transit facilities within ½ mile of the site. There are currently no existing or planned bicycle facilities within ¾ mile of the proposed development. The developer is proposing a five-foot wide sidewalk to be constructed on one side of all access roads.

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

None provided.

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

| Air Quality Impacts/Mitigation (based on ARC strategies) | Credits | Total |
|---|----------------|--------------|
| Clean-fueled vehicles 2% per ea.10% of fleet | | 10% |
| Bike/ped networks connecting uses w/in the site | | 2% |
| Total | | 12% |

The proposed development does not meet the ARC Benchmark Test. Including additional safe pedestrian and bike networks to the office and retail from existing residential uses where appropriate will mitigate much of the vehicle congestion and raise the score on the Benchmark test. Also the developer should consider a parking management and incentive program. The inclusion of a transit stop within ¼ mile of the site is recommended. The developer should work with the local transit entities to achieve such a measure.

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

| | | | | |
|---------------------|---------------|---|------------------|--------------------------------|
| Preliminary Report: | April 6, 2005 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Brogdon Rd Mixed Use Dev # 759 |
| Final Report Due: | May 6, 2005 | | Comments Due By: | April 20, 2005 |

The proposed development has efficient regional connectivity with access to I-85 via Lawrenceville-Suwanee Road. The traffic study determines the level of service at the intersection of Suwanee Dam Road and Brogdon Road to function at a level F with improvements necessary to mitigate identified deficiencies excluding the construction of this development. With the inclusion of this development and required improvements, the same intersection will function at a level F with the intersection of Peachtree Industrial Boulevard at Trench Road functioning between a level C and D. With one access point to the development located on Trench Road and two others located on Brogdon Road, the development could be detrimental to the existing road network in this area. It is recommended that an improved bicycle/pedestrian and transit connectivity network be included in this project to mitigate this impact.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.047 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the F. Wayne Hill facility will provide wastewater treatment for the proposed development.

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

The capacity of the F. Wayne Hill facility is listed below

| PERMITTED CAPACITY MMF, MGD¹ | DESIGN CAPACITY MMF, MGD | 2001 MMF, MGD | 2008 MMF, MGD | 2008 CAPACITY AVAILABLE +/-, MGD | PLANNED EXPANSION | REMARKS |
|--|---------------------------------|----------------------|----------------------|---|-----------------------------|--|
| 20 | 20 | 9 | 20 | 0 | Expansion to 60mgd by 2005. | Combine discharge to Chattahoochee River with Crooked Creek Plant. 40 mgd expansion to discharge to Lake Lanier. |

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?

| | | | | |
|---------------------|---------------|---|------------------|--------------------------------|
| Preliminary Report: | April 6, 2005 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Brogdon Rd Mixed Use Dev # 759 |
| Final Report Due: | May 6, 2005 | | Comments Due By: | April 20, 2005 |

Water demand also is estimated at 0.052 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 1,300 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

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.)?

| | | | | |
|---------------------|---------------|---|------------------|--------------------------------|
| Preliminary Report: | April 6, 2005 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Brogdon Rd Mixed Use Dev # 759 |
| Final Report Due: | May 6, 2005 | | Comments Due By: | April 20, 2005 |

None were determined during the review.

AGING

Does the development address population needs by age?

Not applicable.

What is the age demographic in the immediate area of the development?

Not applicable.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

The site proposed for the development is located in Census Tracts 502.02. This tract had a 27.7 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 86 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of 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 any future housing 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: **759**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 3/11/2005 1:47:57 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 Suwanee |
| *Individual completing form and Mailing Address: | Josh Campbell City of Suwanee 373 Highway 23 Suwanee, GA 30024 |
| Telephone: | 770-945-8996 |
| Fax: | 770-945-2792 |
| E-mail (only one): | campbell@suwanee.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: | | Brogdon Road Mixed Use |
|--|---|--|
| Development Type | Description of Project | Thresholds |
| Mixed Use | 600000 square feet of light industrial/warehouse space 82000 square feet of retail space 148800 square feet of office space | View Thresholds |
| Developer / Applicant and Mailing Address: | | Taylor Mathis 3500 Lenox Road, Suite 500 Atlanta, GA 30326 |
| Telephone: | | 770-795-1330 |
| Fax: | | 770-420-1372 |
| Email: | | hreynolds@taylormathis.com |
| Name of property owner(s) if different from developer/applicant: | | Peachtree Industrial Boulevard I, LP |
| Provide Land-Lot-District Number: | | 7 th District, Land Lots 235 and 253 |
| What are the principal streets or roads providing vehicular access to the site? | | Peachtree Industrial Boulevard and Brogdon Road |
| Provide name of nearest street(s) or intersection: | | Suwanee Dam Road intersects both Brogdon Road and Peachtree Industrial Boulevard |
| 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.): | | |

| | |
|---|--|
| 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? | |
| If no, provide the following information: | |
| In what additional jurisdictions is the project located? | City of Sugar Hill, Gwinnett County |
| In which jurisdiction is the majority of the project located? (give percent of project) | Name: City of Suwanee (NOTE: This local government is responsible for initiating the DRI review process.) |
| | Percent of Project: 60 |
| 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: | Permit |
| 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? | Gwinnett County |
| 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: 2010 Overall project: 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? | |

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? | |
| Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)? | |
| Included in an official Transportation Improvement Plan (TIP)? | |
| Developer/Applicant has identified needed improvements? | Y |

Other (Please Describe):

Access to Peachtree Industrial Boulevard from Brogdon Road

Y

Submitted on: 3/31/2005 5:16:32 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

| | |
|------------------------------|--|
| Submitting Local Government: | City of Suwanee |
| Individual completing form: | Josh Campbell |
| Telephone: | 770-945-8996 |
| Fax: | 770-945-2792 |
| Email (only one): | campbell@suwanee.com |

Proposed Project Information

| | |
|---------------------------|--|
| Name of Proposed Project: | Brogdon Road Mixed Use |
| DRI ID Number: | 759 |
| Developer/Applicant: | Taylor Mathis 3500 Lenox Road, Suite 500 Atlanta, GA 30326 |
| Telephone: | 770-795-1330 |
| Fax: | 770-420-1372 |
| Email(s): | hreynolds@taylormathis.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.) | N |
| 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: | 63,000,00 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | 143,640 |
| 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): | None |

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)? | 0.052 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: | |
| If water line extension is required to serve this project, how much additional line (in miles) will be required? | not required |

Wastewater Disposal

| | |
|--|-----------------|
| Name of wastewater treatment provider for this site: | Gwinnett County |
|--|-----------------|

| | |
|--|--------------|
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 0.047 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? | not 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.) | see traffic report |
| 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: see traffic report | |

Solid Waste Disposal

| | |
|---|-------|
| How much solid waste is the project expected to generate annually (in tons)? | 1,300 |
| 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? | 63 % |
| Is the site located in a water supply watershed? | Y |
| If yes, list the watershed(s) name(s) below: Chattahoochee | |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed detention pond and water quality component will conform to the Georgia Stormwater Manual regulations. Site runoff will be controlled by Best Management Practices installed per the Manual for Erosion and Sedimentation Control in Georgia. All stream buffers located on site will be observed | |

Environmental Quality

| | |
|---|---|
| Is the development located within, or likely to affect any of the following: | |
| 1. Water supply watersheds? | Y |
| 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: Water quality ponds will be constructed on site to control/mitigate any impact to the watershed. | |

| | |
|---|---|
| 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: No development will occur in the floodplain except for road and utility crossings. | |

TOTAL AREA = 558.63 ac.
 AREA TO CONTAINING OF POWER PLANT = 146.38 ac.
 PROPERTY ZONED: M-1, LIGHT INDUSTRIAL,
 PERMITS: C-2, AMBROSIO
 ALL BUILDINGS TO BE ONE STORY
 OFFICE/STREET SPACE = 426,000 sq. ft.

INVESTING, CREDIT, PERSONAL
LIFE TIME RETIREMENT
PENSION-ANNUAL, CUMULATIVE
TAXES & SAVINGS, INC.
3000 LEBRON BLVD, SUITE 800
ANN ARBOR, MICHIGAN 48106
PH 734-760-1320
FAX 734-660-1575

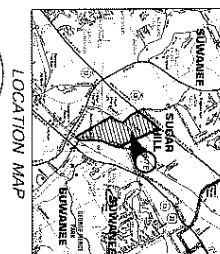
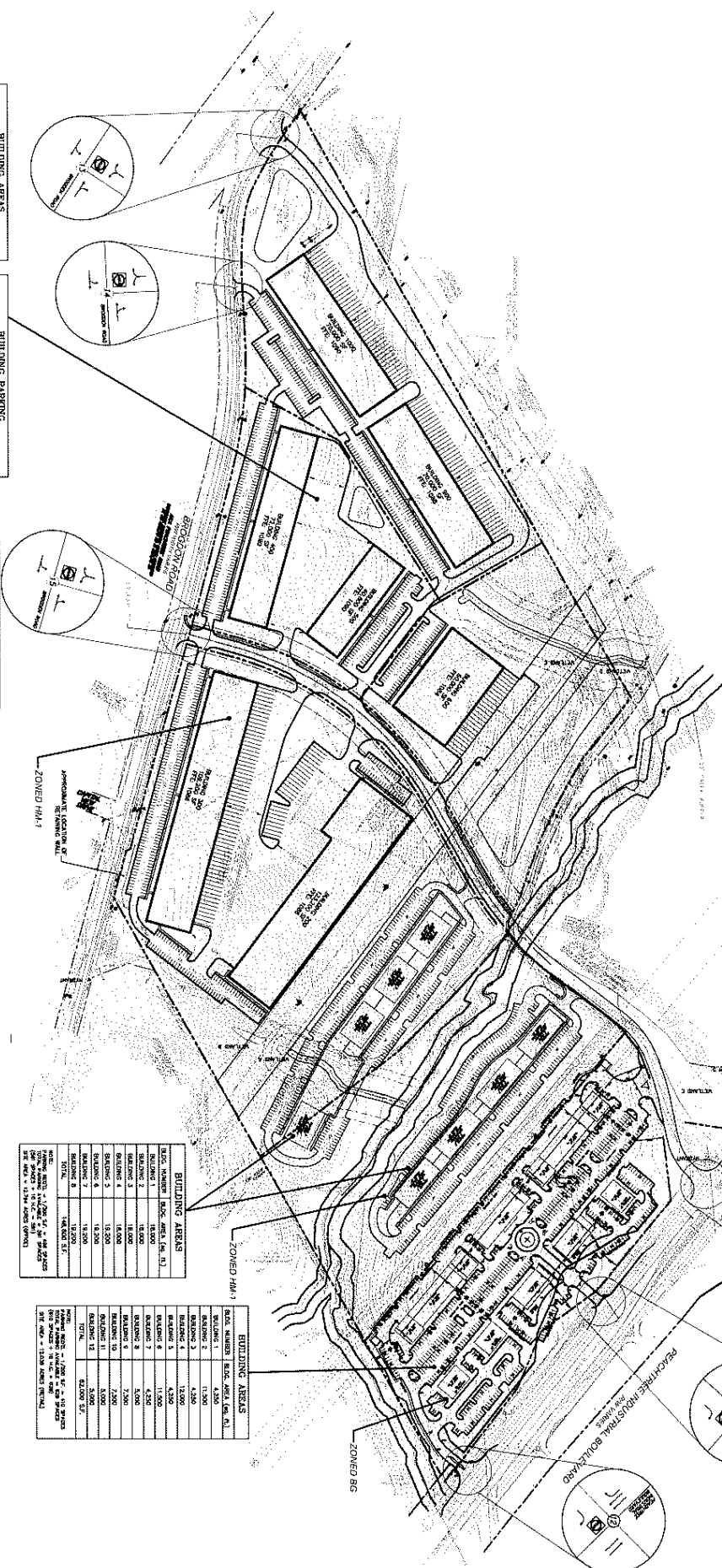
PAUL R. KELLER
PRESIDENT-REGIONAL, DIVISION
MACHINE TOOL MATERIAL, COLLEVED, CO.
1200 WESTERN AVE. BELLWOOD
LAWRENCE, K. 30778
PH 402-774-1861

| BUILDING | | Bldg. Area (sq. ft.) |
|--------------|--|----------------------|
| Bldg. Number | | 18,000 |
| BUILDING 1 | | 18,000 |
| BUILDING 2 | | 18,000 |
| BUILDING 3 | | 18,000 |
| BUILDING 4 | | 18,000 |
| BUILDING 5 | | 19,200 |
| BUILDING 6 | | 18,000 |
| BUILDING 7 | | 18,200 |
| BUILDING 8 | | 19,200 |
| BUILDING 9 | | 18,000 S.F. |

NOTE:
 PARKING: 100 S.F. = 1.000 S.F. = 100 S.F. = 100 S.F.
 (S.F. 10000) = 10 S.F. = 100 S.F.
 S.F. AREA = 10,000 S.F. (10000)

| BUILDING AREAS | |
|----------------|-----------------------|
| BUILD. NUMBER | BUILD. AREA (SQ. FT.) |
| BUILDING 1 | 4,500 |
| BUILDING 2 | 11,500 |
| BUILDING 3 | 4,500 |
| BUILDING 4 | 12,000 |
| BUILDING 5 | 4,500 |
| BUILDING 6 | 11,500 |
| BUILDING 7 | 4,500 |
| BUILDING 8 | 5,000 |
| BUILDING 9 | 7,500 |
| BUILDING 10 | 7,500 |
| BUILDING 11 | 5,000 |
| BUILDING 12 | 5,000 |
| TOTAL | \$2,000 S.F. |

NOTE:
 BUILDING AREA = 1,200 S.F. = 1/2 AC. SPACES
 (10 SPACES + 10 S.F. = 100)
 100 AC. = 12,000 S.F. (TOTAL)



CONCEPT PLAN
for
Brogdon Road Industrial Park DRI

PROF
DESIG
EROU

303
OLD PAVILION
4017 N. 1
BIRMINGHAM - 6
252926