



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: Jul 12 2007

ARC REVIEW CODE: R706111

TO: Mayor Gary Pirkle
ATTN TO: Kaipo Awana, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Sugar Hill
Name of Proposal: Sugar Hill Marketplace

Review Type: Development of Regional Impact

Date Opened: Jun 11 2007

Date Closed: Jul 12 2007

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 Region, and therefore, 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 is located with suburban neighborhood on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers and are developed at a more suburban scale with appropriate commercial development and low intensity mixed use serviced the local area. The proposed development meets the minimum requirements for ARC's review.

The development is proposing a median break along Peachtree Industrial Blvd. The Brogdon Road Mixed Use Development, reviewed in 2005 as a DRI, did not include a median break and signal along Peachtree Industrial Blvd, except at the Tench Road/Peachtree Industrial Blvd intersection. Posted speed limits in the vicinity of the development site are 55 mph. ARC staff recommends no additional median breaks along Peachtree Industrial Blvd. Significant consideration should be given any additional median breaks along Peachtree Industrial Boulevard. It is unclear to ARC staff as to Gwinnett County's long term plan for Peachtree Industrial Blvd. Alternatives to additional median breaks and traffic signalization along Peachtree Industrial Blvd should be thoroughly explored. From a regional perspective, it is important to consider access to future developments along Peachtree Industrial Blvd for local traffic and the capacity function and efficiency for the throughput, commuter traffic. Therefore, it is recommended that the existing median break north of retail site drive should be closed if the additional median break is allowed to serve the retail site.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SUWANEE
CITY OF BUFORD

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
GWINNETT COUNTY

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

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	June 11, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Sugar Hill Marketplace #1411
Final Report Due:	July 11, 2007		Comments Due By:	June 25, 2007

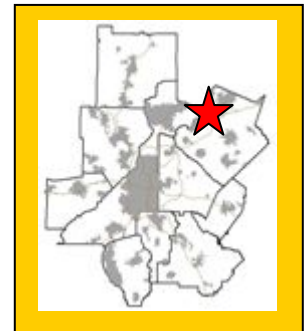
FINAL REPORT SUMMARY

REVISED DEVELOPMENT:

The proposed Sugar Hill Marketplace is a mixed use development on 84.76 acres in the City of Sugar Hill. It will consist of 80,000 square feet of office, 600,000 square feet of light industrial, and 257,472 square feet of retail space with four outparcels for a total retail square footage of 283,872. Currently, located in the City of Suwanee, the light industrial portion of the site includes two buildings and a third building site is cleared and graded for construction. It is estimated that approximately 50% of what is now known as the Suwanee Point Business Park is complete. The development proposes 2 access points along Peachtree Industrial Blvd, nine access points along Tench Road, and two access points along Brogdon Road.

ORIGINAL DEVELOPMENT (reviewed in 2005):

The proposed Brodgon 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 C-2 and L-1 in the City of Sugar Hill and BG and HM-1 in the City of Suwanee. The site does not require rezoning. The DRI trigger for this development was a permit request. Information submitted for the review states that the proposed development is consistent with the City of Sugar Hill's future land use plan with calls for mixed commercial and office.

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

No comments were received identifying inconsistencies with any potentially affected local governments comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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 is expected to generate approximately 1,022 jobs.

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.

2005	Brogdon Road Mixed Use Development
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 is located with suburban neighborhood on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers and are developed at a more suburban scale with appropriate commercial development and low intensity mixed use serviced the local area. The proposed development meets the minimum requirements for ARC's review.

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The development is proposing a median break along Peachtree Industrial Blvd. The Brogdon Road Mixed Use Development, reviewed in 2005 as a DRI, did not include a median break and signal along Peachtree Industrial Blvd, except at the Tench Road/Peachtree Industrial Blvd intersection. Posted speed limits in the vicinity of the development site are 55 mph. *ARC staff recommends no additional median breaks along Peachtree Industrial Blvd.* Significant consideration should be given any additional median breaks along Peachtree Industrial Boulevard. It is unclear to ARC staff as to Gwinnett County's long term plan for Peachtree Industrial Blvd. Alternatives to additional median breaks and traffic signalization along Peachtree Industrial Blvd should be thoroughly explored. From a regional perspective, it is important to consider access to future developments along Peachtree Industrial Blvd for local traffic and the capacity function and efficiency for the throughput, commuter traffic. Therefore, it is recommended that the existing median break north of retail site drive should be closed if the additional median break is allowed to serve the retail site.

The development proposed retail 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 place to serve those residents. However, the Regional Development Policies promote creating opportunities for mixed use development, particularly within principal transportation corridors. *Revisions to the site plan should include a residential component. Also, emphasis on the parking should be minimized. Reorienting the buildings around a plaza and placing the parking in the back with vegetative screening will create a more pedestrian friendly atmosphere.*

As 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 sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The site is located the City of Sugar Hill at the northeast intersection of Peachtree Industrial Boulevard and Tench Road..

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

A portion of the development is located within the City of Suwanee. The project is adjacent to Gwinnett County. 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.

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 \$75 million with an expected \$1,077,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?



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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?

None were 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 in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The site plan and the USGS coverage for the area show Brushy Creek, a Chattahoochee tributary, crossing the property. A tributary to Brushy Creek is also shown on the site plan. Both streams are subject to the requirements of the City of Sugar Hill stream buffer ordinance, which requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams. A 75-foot "impervious buffer" is shown on the unnamed tributary to Brushy Creek, but only a 25-foot buffer appears to be shown along Brushy Creek itself. It appears that part of the retail portion of the project is being built over Brushy Creek at the northern end of the property. Both the 50-foot buffer and 75-foot setback need to be clearly shown along all applicable streams on the site plan. Any intrusion into the City buffers will require a variance from the City of Sugar Hill. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD. Any piping of the stream will require approval from the US Army Corps of Engineers and from Georgia EPD.

All state waters that may be on the property will also be subject to the 25-foot Erosion and Sedimentation buffer requirement.

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

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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	22.51	38.49	391.67	2431.08	22127.33	27.69	4.95
Office/Light Industrial	62.25	80.30	1066.34	7096.50	44073.00	92.13	11.83
TOTAL	84.76	118.79	1458.02	9527.58	66200.33	119.82	16.78

Total % impervious **74%**

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 and as required by Cobb County. 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?

There will be one full access point and one right-in/right-out along Peachtree Industrial Boulevard. In addition, there will be nine full access points along Tench Road and two full access points along Brogdon Road.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Shopping Center <i>283,872 square feet</i>	177	112	289	416	454	870	9,619
General Office <i>80,000 square feet</i>	136	17	153	20	127	147	915
Warehousing <i>573,958 square feet</i>	235	52	287	65	194	259	2,462
TOTAL NEW TRIPS	548	181	729	501	775	1,276	12,996

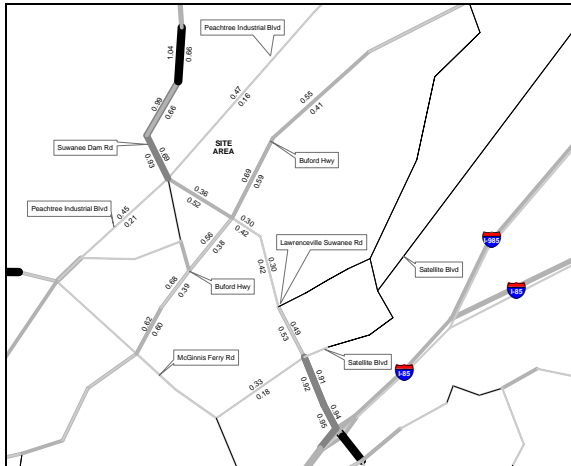
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

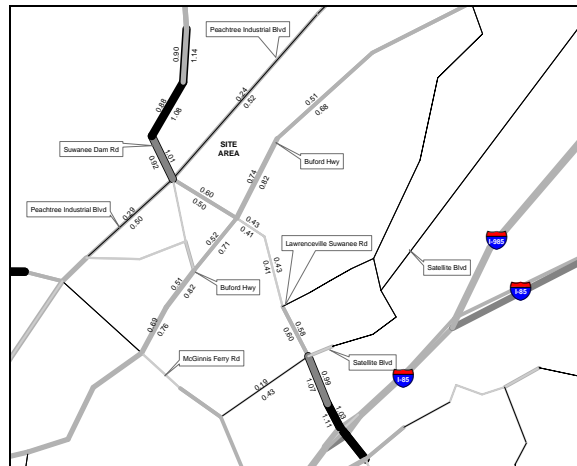
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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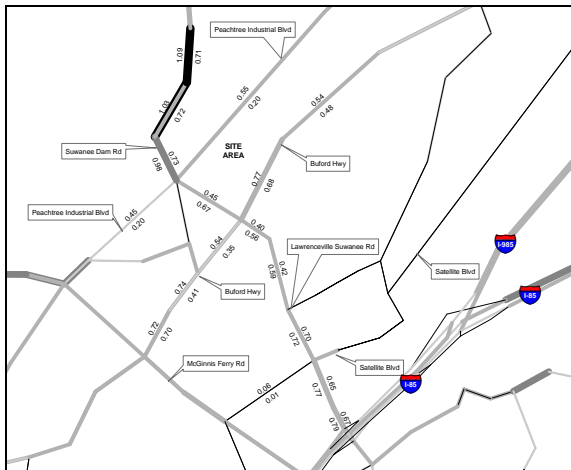
V/C Ratios



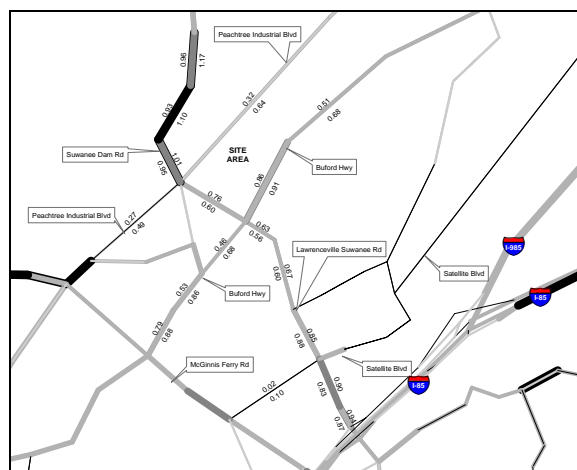
2005 AM Peak



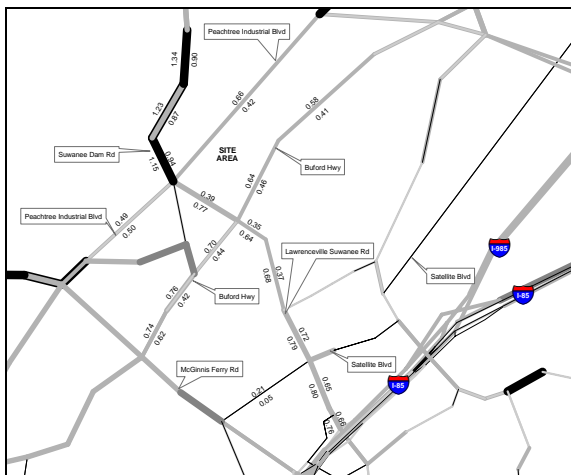
2005 PM Peak



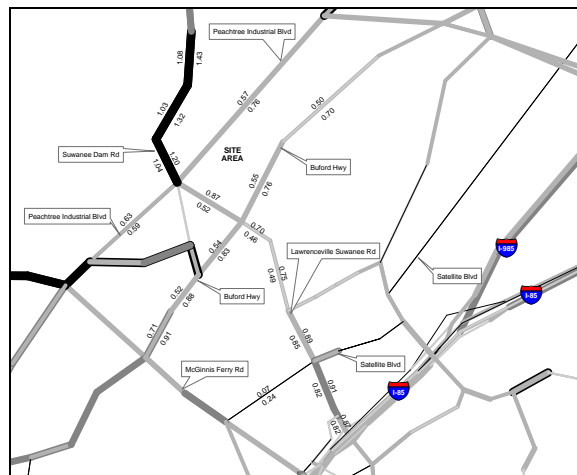
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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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 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*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
GW-119	McGinnis Ferry Road Extension from Satellite Boulevard to SR 317 (Lawrenceville Suwanee Road) [See also GW-AR-250]	Roadway Capacity	2010
GW-303	Satellite Boulevard ATMS From SR 378 (Beaver Run Road) to SR 317 (Lawrenceville Suwanee Road)	ITS – Smart Corridor	2009
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
GW-AR-191A	I-985 at I-85 North Interchange Improvements Including Collector-Distributor Lanes and New Interchange at McGinnis Ferry Road from I-985 to South of Old Peachtree Road	Interchange Capacity	2010
GW-AR-243	Pedestrian Improvements and Railroad Underpass from Main Street to Buford Highway (US 23/SR 13)	Pedestrian Facility	2007

2030 RTP*

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

**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 Sugar Hill Market Place.

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 / Suwanee Dam Road

- Add an additional northbound left turn lane on Peachtree Industrial Boulevard creating a dual left turn lanes with protected only phasing.
- Change the existing northbound right turn phase from permissive to permissive + overlap.

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Suwanee Dam Road / Brogdon Road / Main Street

- Add dedicated northbound and southbound right turn lanes on Peachtree Industrial Boulevard.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Peachtree Industrial Boulevard / Suwanee Dam Road

- Add additional northbound and southbound left turn lanes on Peachtree Industrial Boulevard creating dual left turn lanes with protected only phasing.
- Change the existing eastbound and northbound right turn phases from permissive to permissive + overlap.

Peachtree Industrial Boulevard / Tench Road

- Install traffic signal; conduct detailed signal warrant analysis prior to installation of traffic signal.
- Restripe the existing westbound approach on Tench Road to include a dedicated left turn lane and a shared through / right turn lane. Re-striping will not require any additional pavement.

Suwanee Dam Road / Brogdon Road / Main Street

- Add dedicated northbound and southbound right turn lanes on Main Street and Brogdon Road respectively.

The intersection of Peachtree Industrial Boulevard / Tench Road will be negatively impacted if no median break is provided on Peachtree Industrial Boulevard at Retail Site Driveway 1. Traffic operations in the AM, PM and Saturday peak hours will operate at LOS D with the allowance of a median break. Without the median break, delays will increase and the intersection will operate at LOS E and F in the AM, PM and Saturday peak hours, respectively. It should also be noted that Gwinnett County DOT has already agreed to the allowance of a median break on Peachtree Industrial Boulevard at Retail Site Driveway 1.

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 is no transit service within immediate vicinity of the site area. However, Gwinnett County Transit offers express bus service nearby from park and ride lots along I-985 at SR 20 and another at the Mall of Georgia. Gwinnett County Transit Route 101 (from I-985 P&R lot) to Downtown Atlanta operates service Monday through Friday during the AM and PM peak periods only. Gwinnett County Transit Route 101A (to Mall of Georgia) operates a reverse commute service originating from Downtown Atlanta. Service is available Monday through Friday during AM and PM peak periods only.

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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
Clean-fueled vehicles 2% per ea.10% of fleet		10%
PMP= reserved spaces for carpool vehicles, and monthly discount voucher raffles		3%
Bike/ped networks connecting uses w/in the site		2%
Total		15%

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

The roadway network surrounding the proposed site area currently experiences moderate to heavy levels of congestion. Existing conditions along Peachtree Industrial Boulevard are of primary concern due to inadequate levels of service and operations inefficiencies. The traffic consultant's recommended improvements along with supplemental analysis conducted that included additional lane geometric improvements may prove useful in enhancing traffic flow to mitigate potential issues along Peachtree Industrial Boulevard. Suwanee Dam Road is another problem area that must be taken into account to ensure proper operations efficiency around the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.069 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

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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.
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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 0.080 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 1,807 tons of solid waste per year.

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:

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

None were determined during the review.

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 53 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 83 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?

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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.

Developments of Regional Impact

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DRI #1411

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:

Sugar Hill

Individual completing form:

Kaipo Awana

Telephone:

770-945-6734

E-mail:

kawana@cityofsugarhill.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:

Sugar Hill Marketplace

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

Northeast corner of Peachtree Industrial Blvd and Tench Rd

Brief Description of Project:

Modification of a previous DRI (Brogden Road Mixed Use DRI 759). The previous DRI included 82,000 s.f. of retail, 148,800 s.f. of office and 600,000 s.f. of light industrial. The retail component will now include 275,000 s.f. of retail space and 3 retail outparcels. The office will be 80,000 s.f. and the light industrial will remain the same.

Development Type:



(not selected)



Hotels



Wastewater Treatment Facilities



Office



Mixed Use



Petroleum Storage Facilities



Commercial



Airports



Water Supply Intakes/Reservoirs

<input type="radio"/> Wholesale & Distribution	<input type="radio"/> Attractions & Recreational Facilities	<input type="radio"/> Intermodal Terminals
<input type="radio"/> Hospitals and Health Care Facilities	<input type="radio"/> Post-Secondary Schools	<input type="radio"/> Truck Stops
<input type="radio"/> Housing	<input type="radio"/> Waste Handling Facilities	<input type="radio"/> Any other development types
<input type="radio"/> Industrial	<input type="radio"/> Quarries, Asphalt & Cement Plants	
If other development type, describe: <div></div>		
<hr/>		
Project Size (# of units, floor area, etc.):	275,000 s.f. of retail space, 80,000 s.f. of office and 600,000 s.f. of light industrial	
Developer:	North American Properties	
Mailing Address:	1080 Holcomb Bridge Road	
Address 2:	Building 200, Suite 150	
	City: Roswell	State: GA Zip: 30076
Telephone:	770-645-6566	
Email:	Scott.Hundley@naproperties.com	
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If yes, property owner:	NRCT	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If no, in what additional jurisdictions is the project located?	<div></div>	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If yes, provide the following information:	Project Name: Brogden Road Mixed Use	
	Project ID: 759	
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Connect Sewer <input type="checkbox"/> Connect Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other	

Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2009 Overall project: 2009
<hr/>	
<div><div>Save Updates to Submitted Form</div><div>Save without Submitting</div><div>Cancel</div></div>	
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DRI #1411

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
Local Government Information	
Submitting Local Government:	Sugar Hill
Individual completing form:	Kaipo Awana
Telephone:	770-945-6734
Email:	kawana@cityofsugarhill.com
Project Information	
Name of Proposed Project:	Sugar Hill Marketplace
DRI ID Number:	1411
Developer/Applicant:	North American Properties
Telephone:	770-645-6566
Email(s):	Scott.Hundley@naproperties.com
Additional Information Requested	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$75,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,077,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): <hr/>	
Water Supply	
Name of water supply provider for this site:	Gwinnett County - Lake Lanier
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.080 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: <hr/>	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? N/A Water is available at the site. See "Supplemental Information for RDC's DRI Review" for details. <hr/>	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Gwinnett County - F. Wayne Hill WRC
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.069 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: <hr/>	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? Not Applicable. Sewer is available at the site. See Supplemental Information for details. <hr/>	
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.)	17,419 24 hr. 2-way trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: All recommended transportation improvements are described in the required Traffic Study for the project, as a supplement to this form.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	1,807 tons/year
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	67%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Site plan includes buffers and 27.6 acres of open space. Water quality elements will be considered, and if required, detention will be provided by at grade and/or underground storage facilities. See Supplemental Information for details.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	

	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
<p>If you answered yes to any question above, describe how the identified resource(s) may be affected: The site includes a portion of Brushy Creek and associated wetland areas. While the site maintains the stream buffers, appropriate permits will be obtained for approximately 568 l.f. of stream and 0.382 acres of wetland impacts within the commercial/office development tract. Impacts on the light industrial development portion of the site have already been permitted. See Supplemental Information for details.</p>	
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