



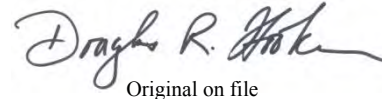
REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: May 19, 2015

ARC REVIEW CODE: R15042401

TO: Chairman Phillip Beard
ATTN TO: Kim Wolfe, City Clerk/Planning Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



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.

Name of Proposal: Broadmoor Business Park

Submitting Local Government: City of Buford

Review Type: Development of Regional Impact **Date Opened:** April 30, 2015 **Date Closed:** May 19, 2015

Description: The proposed Broadmore Business Park is located in the City of Buford, northeast of the intersection of State Route 20 (Buford Drive NE) at State Route 13 (Buford Highway NE). It will consist of 1,295,364 square feet of warehouse, office/service, and light industrial space.

Comments: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located in a Developing Suburb. The UGPM and RDG state that Developing Suburbs are areas in the region where suburban development has occurred and the conventional development pattern is present but not set. These areas are characterized by limited commercial and residential development.

These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. The region should strive to develop these areas in a more sustainable way than the existing development model. To this end, there is a need for additional preservation of critical environmental locations, as well as agricultural and forest uses adjacent to rural areas.

The proposed development is located in an area that is rapidly changing and includes industrial/warehouse uses, commercial uses and residential development. The City of Buford, neighboring Cities and the County should work together to promote compatible uses where possible, as well as identify and mitigate potential land use and transportation conflicts as the area continues to develop.

A failing LOS was identified by the traffic consultant at three intersections in the No Build and Build scenarios. Roadway improvements to mitigate this projected delay were not identified.

Buford Drive/SR 20 at Broadmoor Blvd:

This intersection essentially operates as the site driveway. However, existing traffic currently uses Broadmoor Boulevard northbound and southbound, so entering and exiting traffic from the proposed development will impact this existing traffic

The traffic study stated the following about this intersection:

- This driveway will consist of two entering and two exiting lanes.
- The intersection is controlled by an actuated traffic signal with a permissive+protected phase for the eastbound and westbound left turn movements.

Currently, the exiting (southbound) approach on Broadmoor Boulevard at this intersection consists of a right-turn lane and a shared through/left-turn lane. However, these two lanes on the exiting approach

extend for approximately 120 feet, based on the existing lane striping. The roadway has a one-lane approach beyond 120 feet.

The 95th percentile queues in the southbound left-through lane in the Build alternative are 408 feet before the proposed changes to the signal timing at this intersection, and are 262 feet after the proposed signal timing changes are implemented. To effectively operate as two lanes on this approach, the lanes need to extend beyond the projected queue lengths on this approach. Widening and re-striping of this approach to extend the lanes was not identified as part of the site mitigation, but is necessary for this approach to operate as projected in the traffic study.

The northbound movement on Broadmoor Boulevard, which receives the entering traffic, is striped as one lane. The traffic study stated that there are two northbound entering lanes. The one entering lane is wide (greater than 20 feet) near the intersection with Buford Drive/SR 20. However, the width of this lane is reduced further from Buford Drive/SR 20. This existing northbound receiving lane would need to be re-striped and potentially widened to operate as two lanes.

The traffic study also stated the following:

“The intersection has been found to have a level-of-service “C” in the Existing and Future No-Build conditions. The addition of site traffic at the intersection is anticipated to increase overall delays by approximately 15 seconds in the AM peak period and by approximately 115 seconds in the PM peak period. Because the level-of-service can be improved with timing changes, no mitigation improvements have been identified.”

This text states that signal timing changes will address the delay, but no specific changes were proposed. Therefore, it is unclear how the signal will operate after the signal timing changes are implemented.

Without implementing the unspecified signal timing changes, the following delay is projected for the 2020 Build conditions on the exiting southbound approach on Broadmoor Boulevard:

- AM peak hour LOS F, 161.9 seconds delay
- PM peak hour LOS F, 686.1 seconds delay

If the unspecified signal timing changes are implemented, the following delay is projected for the 2020 Build Improved conditions on the exiting southbound approach on Broadmoor Boulevard:

- AM peak hour LOS F, 161.9 seconds delay
- PM peak hour LOS F, 200.4 seconds delay

In both signal timing scenarios, significant delay is projected on the exiting southbound approach on Broadmoor Boulevard. This delay is significantly greater in the Build scenarios than in the No Build scenario, and will impact traffic exiting the proposed project site as well as traffic existing existing developments. Lane geometry changes, in addition to signal timing changes, should be identified to mitigate the impacts at this intersection.

Buford Drive/SR 20 at Peachtree Industrial Boulevard:

The traffic study identifies this intersection as operating at LOS E or F in the existing and future no build conditions. However, after identifying the existing lane geometry, the study states “No reasonable system improvements have been identified for the intersection.” Recommended improvements (i.e. additional through lanes or additional turn lanes) should be identified for this intersection to operate at LOS D.

Buford Drive/SR 20 at Buford Highway/SR 13:

The traffic study identifies this intersection as operating at LOS E in the existing and future no build conditions. However, after identifying the existing lane geometry, the study states “No reasonable system improvements have been identified for the intersection.” Recommended improvements (i.e. additional through lanes or additional turn lanes) should be identified for this intersection to operate at LOS D.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH AND ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
GWINNETT COUNTY

ARC TRANSPORTATION ACCESS AND MOBILITY
ARC AGING AND HEALTH SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SUGAR HILL

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA MOUNTAINS RC

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: May 13th, 2015

SUBJECT: **Transportation Division Review of DRI # 2491**

Project: Broadmoor Business Park

County: Gwinnett (City of Buford)

Location: North of the intersection of Buford Drive/SR 20 at Buford Highway/SR 13

Analysis:

Expedited

☐

Non-Expedited

☒

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by A&R Engineering Inc. on behalf of Panattoni Development Company. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-Expedited Review Process.

The proposed development is planned for complete build-out by the year 2020. The approximately 139 acre site for the proposed development is located south of downtown Buford, north of Buford Drive/SR 20 and west of Buford Highway/SR 13. The proposed development will have a total size of 1,394,320 SF and consist of:

- Building A, High Cube Warehouse – 1,126,320 sf
- Building B, General Office – 35,000 sf
- Building C, General Light Industrial – 65,000 sf
- Building D, Warehousing – 168,000 sf

INFRASTRUCTURE

Transportation

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

The development proposes to have one access point, Broadmoor Boulevard, as an extension of the existing roadway. Broadmoor Boulevard connects to Buford Drive/SR 20 approximately one half mile

north west of Buford Highway/SR 13. The proposed development consists of four buildings which will be connected via internal site roadways to each other and to Broadmoor Boulevard.

A total of 666 vehicular spaces are proposed for the development, along with 283 trailer parking spaces. These spaces will be spread throughout the development in the following locations:

- Building A – 403 vehicular spaces, 283 trailer spaces
- Building B – 82 vehicular spaces
- Building C – 91 vehicular spaces
- Building D – 90 vehicular spaces

How much average daily traffic will be generated by the proposed project?

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9th edition, was used to conduct trip generation for this development. The trip generation was based on the following ITE Land Uses: 110 – General Light Industrial, 150 – Warehousing, 152 – High Cube Warehouse and 710 – General Office. A total of 3,706 daily trips are projected for the proposed development. The calculated total trip generation for the proposed development is shown in Table 4 in the DRI transportation study.

TABLE 4 – TRIP GENERATION								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
110 – General Light Industrial	65,000 sf	53	7	60	8	55	63	453
150 – Warehousing	168,000 sf	87	23	110	21	62	83	770
152 – High Cube Warehouse	1,126,320 sf	81	51	132	70	73	143	1,892
710 – General Office	35,000 sf	73	10	83	20	98	118	591
Total Trips:		294	91	385	119	288	407	3,706

Source: *DRI Traffic Study for Broadmoor Industrial Development*

Summarize the transportation improvements as recommended by the traffic study consultant

No transportation improvements on the adjacent roadway network are recommended by the traffic study consultant due to the impacts of this proposed development. No transportation improvements are recommended in the future No Build analysis scenarios either.

At the intersection of Buford Drive/SR 20 at Broadmoor Blvd, signal timing changes are recommended to mitigate the increase delay caused by the project traffic. The specific signal timing changes were not identified in the report. All changes to traffic signal timing and phasing on a state route must be approved by GDOT.

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

The improvements in the table below were identified by the traffic consultant in the ARC Regional Transportation Plan (Plan 2040), GDOT TransPi, and/or the local comprehensive transportation plan. These improvements are within the vicinity of the proposed development.

TABLE 5 — PLANNED AND PROGRAMMED IMPROVEMENTS

ARC Number / GDOT Number / Local Number	Route	Type of Improvement	Scheduled Completion Year	Source
ASP-GW-362/ PI 0002393	SR 13 (Buford Hwy) from Sugarloaf Parkway to SR 20	General Purpose Roadway Capacity (2 to 4 lanes)	TBD	Plan 2040
PI 0004430	SR 20 from E of Burnette Trail to Peachtree Ind Blvd	General Purpose Roadway Capacity (2 to 4 lanes)	Let Date: 01-18-13	TransPi

Source: DRI Traffic Study for Broadmoor Industrial Development

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The site is not served by transit, and there are no plans to expand transit in the near future. ARC PLAN 2040 projects ASP-AR-437 and ASP-AR-438 would provide commuter rail service using existing freight rail lines along the northeast corridor, connecting downtown Atlanta to Gainesville. These projects are part of the unconstrained project list, meaning that no funding source or implementation date has been identified. Due to the lack of funding, implementation may be beyond the planning horizon year of 2040.

What other issues should be considered during the traffic study or in general for the proposed development?

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ARC’s Policy and Investment Networks

The applicant should review design guidelines related to ARC’s Policy and Investment Networks. The proposed development is near the following:

- Regional Thoroughfare Network Level 1: Buford Drive/SR 20
- Regional Thoroughfare Network Level 2: Peachtree Industrial Boulevard
- Regional Thoroughfare Network Level 3: Buford Highway/SR 13

PROJECT BROADMOOR DRI
City of Buford
Natural Resources Division Review Comments
April 16, 2015

Stream Buffers and Watershed Protection

The proposed project property is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. The Chattahoochee River watershed upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake.

The USGS coverage for the project area shows one blue line stream in the vicinity of the project site. The proposed project plans show what appears to be this blue line stream running along the southwestern boundary of the property. The plans also show the stream running roughly north–south through the west side of the property. A second stream is also shown running along the eastern boundary of the project property, with both streams meeting at the property’s southern tip. The plans identify both streams as “Suwanee Creek Tributary No. 2”, but are otherwise unnamed. The State Sediment and Erosion Control 25-foot buffer as well as the City’s 50-foot stream buffer and additional 25-foot impervious setback are shown for all streams indicated on the plans. Any unmapped streams on the property may also be subject to the requirements of the Buford stream buffer ordinance. In addition, all state waters on the property are subject to the State 25-foot Erosion and Sedimentation buffer requirement. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD.

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. Based on the proposed use, office/light industrial was used to calculate the numbers for this project. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	138.95	179.25	2380.21	15840.30	98376.60	205.65	26.40
TOTAL	138.95	179.25	2380.21	15840.30	98376.60	205.65	26.40

Total impervious: 70%

There is the potential for major impacts on project area streams from mass clearing and grading and increased impervious surface without proper stormwater management planning. A detailed stormwater plan needs to be developed that fully addresses how stormwater impacts will be controlled, including water quality, downstream channel protection and attenuation of peak flows to prevent downstream flooding. In order to address post-construction stormwater runoff quality, the project should adhere to the applicable Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan's Stormwater and Watershed Protection Ordinances, as adopted by the City of Buford. It should also 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

Jonathan Tuley

From: Giles, Shane <shgiles@dot.ga.gov>
Sent: Monday, May 04, 2015 7:12 AM
To: Jonathan Tuley; jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Crowe, Richard; Govus, Michael; lbeall@grta.org; DRI; 'Jon West'; kwolfe@cityofbuford.com; dpryor@panattoni.com; Abdul Amer; Jeffrey.West@gwinnettcounty.com; lewis.cooksey@gwinnettcounty.com; Vince.Edwards@gwinnettcounty.com; kawana@cityofsugarhill.com; clay.lewis@hainesgipson.com
Cc: Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: RE: DRI Review Notification - Broadmoor Business Park (DRI #2491)

The developer will be required to extend the left turn lanes on SR 20 on both approaches at Broadmoor Blvd. The developer will need to coordinate with the property owner across from Broadmoor Blvd. to improve the signalize intersection to add designated left turn lanes on the side street on both approaches. The signal will need to be upgraded to current standards. Please let me know if you need anything else. Have a great day!

Shane Giles
District Traffic Operations Manager
Georgia Department of Transportation
770-531-5803 (Office) 678-283-5759 (Mobile)

From: Jonathan Tuley [mailto:JTuley@atlantaregional.com]
Sent: Thursday, April 30, 2015 2:13 PM
To: jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; Govus, Michael; lbeall@grta.org; DRI; 'Jon West'; kwolfe@cityofbuford.com; dpryor@panattoni.com; Abdul Amer; Jeffrey.West@gwinnettcounty.com; lewis.cooksey@gwinnettcounty.com; Vince.Edwards@gwinnettcounty.com; kawana@cityofsugarhill.com; clay.lewis@hainesgipson.com
Cc: Community Development; Jim Santo; Daniel Studdard; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Broadmoor Business Park (DRI #2491)

Development of Regional Impact Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for **Broadmoor Business Park (DRI #2491)**. The proposed Broadmoor Business Park is located in the City of Buford, northeast of the intersection of State Route 20 (Buford Drive NE) at State Route 13 (Buford Highway NE). It will consist of 1,295,364 square feet of warehouse, office/service, and light industrial space.

We request that you or a member of your staff review the attached preliminary report, and provide comments to ARC by April 17, 2015.

Review opened on: April 30, 2015
Comments Due: May 15, 2015
Review will close on: May 20, 2015

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP
Principal Planner
Atlanta Regional Commission
regional impact + local relevance
40 Courtland Street, NE
Atlanta, Georgia 30303-2538
P | 404.463.3307
F | 404.463.3254
jtuley@atlantaregional.com
atlantaregional.com

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Georgia DOT has launched a new, more relevant, professional and user-friendly website. Take a look at www.dot.ga.gov. A brief video explaining the new site can be viewed at <https://youtu.be/e3Mu5jW9VKM>. Also, see our Fact Sheet at www.dot.ga.gov/AboutGeorgia/Pages/TravelSmart.aspx. If you have questions and feedback, drop us a line at TravelSmart@dot.ga.gov



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Broadmoor Business Park** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Per the Georgia Department of Transportation Office of Planning's review, the Broadmoor Business Park DRI (#2491) does not appear to affect any GDOT projects currently programmed in the immediate area.

Individual Completing Form: **Julia Billings**

Local Government:

Department: **GDOT Office of Planning**

Telephone: (404) 631-1774

Signature:

Date: 5/11/15

Please return this form to:
Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: **May 15, 2015**

Jonathan Tuley

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, May 01, 2015 9:09 AM
To: Jonathan Tuley
Cc: Matthew.Smith@gwinnettcountry.com; Terry Palmer; Brian, Steve
Subject: RE: DRI Review Notification - Broadmoor Business Park (DRI #2491)
Attachments: Preliminary Report - Broadmoor Business Park (DRI 2491).pdf

Jon,

The proposed Broadmoor Business Park, consisting 1,295,364 sq. feet of warehouse, office/service, and light industrial space, is located approximately 9.5 miles north west of the Gwinnett County Airport – Briscoe Field (LZU) and 15 miles south east of the Lee Gilmer Memorial Airport (GVL), and is located outside of any of their FAA surfaces, and compatible land use areas, and does not appear to impact the airports.

However, if the proposed project's vertical construction, or equipment exceeds 200ft above ground level, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 90 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Matt Smith with the Gwinnett County Airport – Briscoe Field and Mr. Terry Palmer with the Lee Gilmer Memorial Airport on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
T: 404-631-1343 | F: 404-631-1935 | M: 404-660-3394 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/Aviation>

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Sent: Thursday, April 30, 2015 2:13 PM
To: jud.turner@gaepd.org; Fowler, Matthew; VanDyke, Cindy; Ware, Alan; Comer, Carol; Hood, Alan C.; Allen, Patrick; Olson, David W; Giles, Shane; Crowe, Richard; Govus, Michael; lbeall@grta.org; DRI; 'Jon West'; kwolfe@cityofbuford.com; dpryor@panattoni.com; Abdul Amer; Jeffrey.West@gwinnettcountry.com; lewis.cooksey@gwinnettcountry.com; Vince.Edwards@gwinnettcountry.com; kawana@cityofsugarhill.com; clay.lewis@hainesgipson.com
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Atlanta Regional Commission
regional impact + local relevance

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Georgia DOT has launched a new, more relevant, professional and user-friendly website. Take a look at www.dot.ga.gov. A brief video explaining the new site can be viewed at <https://youtu.be/e3Mu5jW9VKM>. Also, see our Fact Sheet at www.dot.ga.gov/AboutGeorgia/Pages/TravelSmart.aspx. If you have questions and feedback, drop us a line at TravelSmart@dot.ga.gov



From: Kaipo Awana, Planning & Development Director
To: Laura F. Beall, Georgia Regional Transportation Authority
Subject: GRTA DRI 2491, Broadmoor Industrial
Date: 5/14/2015

Based upon information provided by GRTA for DRI application 2491, the City of Sugar Hill offers the following comments.

1. In order to promote connectivity and enhance the flow of traffic, we recommend requiring interparcel access easements between Broadmoor Industrial and the properties fronting Heraeus Blvd.
2. In consideration of Broadmoor Blvd.'s condition, age and useful life under the projected increase in traffic, we would require the developer to reconstruct the street to roadway construction standards of the City of Sugar Hill Development Regulations, Article 6.
3. We support the improvements to the intersection of SR 20 and Broadmoor Blvd. required by GDOT.

"The developer will be required to extend the left turn lanes on SR 20 on both approaches at Broadmoor Blvd. The developer will need to coordinate with the property owner across from Broadmoor Blvd. to improve the signalize intersection to add designated left turn lanes on the side street on both approaches. The signal will need to be upgraded to current standards." --Shane Giles, GDOT, 5/4/15.

Developments of Regional Impact

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DRI #2491

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:

City of Buford

Individual completing form:

Kim C. Wolfe

Telephone:

770-945-6761

E-mail:

kwolfe@cityofbuford.com

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

Proposed Project Information

Name of Proposed Project:

Broadmoor Business Park

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

Broadmoor Boulevard

Brief Description of Project:

The project is proposed an industrial development located to the northeast of the intersection of SR 20 (Buford Drive, NE) at SR 13 (Buford Highway NE) in Gwinnett County, Georgia. The proposed development will consist of 1,295,364 sf of warehouse, office/service, and light industrial space.

Development Type:

☐ (not selected)

☐ Hotels

☐ Wastewater Treatment Facilities

☐ Office

☐ Mixed Use

☐ Petroleum Storage Facilities

☐ Commercial

☐ Airports

☐ Water Supply
Intakes/Reservoirs

☐ Wholesale & Distribution

☐ Attractions & Recreational
Facilities

☐ Intermodal Terminals

☐ Hospitals and Health Care
Facilities

☐ Post-Secondary Schools

☐ Truck Stops

<input type="radio"/> Housing <input type="radio"/> Waste Handling Facilities <input type="radio"/> Any other development types	
<input checked="" type="radio"/> Industrial <input type="radio"/> Quarries, Asphalt & Cement Plants	
If other development type, describe:	
<hr/> <hr/>	
Project Size (# of units, floor area, etc.):	1,295,364 sf
Developer:	Panattoni Development Company
Mailing Address:	1230 Peachtree Street, NE
Address 2:	Suite 250
	City:Atlanta State: GA Zip:30309
Telephone:	404-921-2002
Email:	dpryor@panattoni.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:	ST Paul Fire & Marine Insurance Company
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2020 Overall project: 2020
<hr/> <hr/>	
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Developments of Regional Impact

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DRI #2491

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: City of Buford

Individual completing form: Kim C. Wolfe

Telephone: 770-945-6761

Email: kwolfe@cityofbuford.com

Project Information

Name of Proposed Project: Broadmoor Business Park

DRI ID Number: 2491

Developer/Applicant: Panattoni Development Company

Telephone: 404-921-2002

Email(s): dpryor@panattoni.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.)

☐ (not selected) ☐ Yes ☒ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$77,000,000 (77 million)

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	The proposed development is expected to generate \$488,102 annually
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:	City of Buford
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0167 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: 	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.53 miles	
<hr/>	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Buford
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.0167 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: 	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? 0.63 miles	
<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.)

AM Peak Hr: 385 trips / PM Peak Hr: 407 trips / Daily: 3,706 trips

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

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, please describe below:
Please see traffic impact study.

Solid Waste Disposal

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

482 tons

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ 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?

45% of the project is projected to be impervious

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

The development will construct multiple stormwater detention ponds per city and state requirements.

Environmental Quality

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

- | | |
|---|--|
| 1. Water supply watersheds? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 2. Significant groundwater recharge areas? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Wetlands? | <input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No |
| 4. Protected mountains? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 5. Protected river corridors? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 6. Floodplains? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 7. Historic resources? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 8. Other environmentally sensitive resources? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |

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

A portion of a stream will be piped to accommodate the roadway crossing to access the property.

Save Updates to Submitted Form

Save without Submitting

Cancel

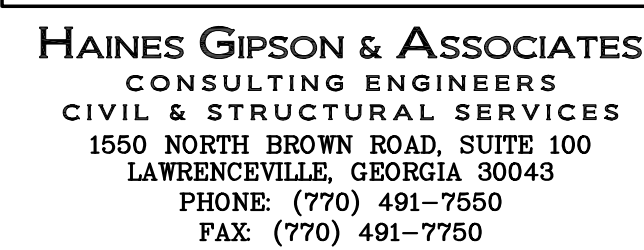
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GEOFF WARR, P.E.

PANATTONI
 PANATTONI DEVELOPMENT COMPANY, INC.
 1230 Peachtree St., Suite 250 Atlanta, Georgia 30326

**PROJECT
BROADMOOR
DRI # 2491**

Print Record

Revisions

<i>Date</i>	<i>Job No.</i>
04-09-2015	

Sheet Title

Sheet Title

SITE PLAN

Sheet No.

C-1

NOT RELEASED FOR CONSTRUCTION

