



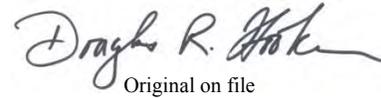
REGIONAL REVIEW NOTICE

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

DATE: July 10, 2015

ARC REVIEW CODE: R15071001

TO: Mayor David Belle Isle
ATTN TO: Kathy Cook, Community Development Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review



Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Innovation Mixed Use

Review Type: DRI

Submitting Local Government: City of Alpharetta

Date Opened: July 10, 2015

Deadline for Comments: July 24, 2015

Date to Close: July 24, 2015

Description: The proposed development will be located in the City of Alpharetta, at the intersection of Haynes Bridge Road and Lakeview Parkway. It is proposed to include 751,500 square feet of office space, 105,800 square feet of retail/restaurant space, 439 residential units, and a 200 room hotel. This development site was previously reviewed as Metlife Tract (Georgia 400 Center), DRI #1566, in 2007.

PRELIMINARY COMMENTS: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed development is within a Regional Center. Additionally, the development is located within the North Point LCI study area, as such, the development should be consistent with the recommendations of the LCI plan, as well as any plan updates or supplemental studies.

Regional Centers have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

Some regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

Recommendations:

In order to encourage employees and guests of the site to use alternative modes, bicycle and pedestrian facilities should be improved or provided where appropriate. Additionally, the developer should investigate the possibility of providing shared parking, parking for carpooling, space for car sharing or bicycle sharing services, as well as bicycle parking and other related facilities.

Care should be taken throughout the design process to ensure that the development promotes visually interesting, functional, and comfortable pedestrian experience on all streets in and around the project. Where parking garages are proposed, they should be located away from the street, behind or beside buildings, and screened from view. The current plan proposes a large garage facing Lakeview Parkway. Additionally, the existing office development across Lakeview Parkway from the proposed development is surrounded by a large surface parking lot that fronts public roads on all sides. The developer and the City of Alpharetta should explore strategies for minimizing the visual impact of the garage and any existing or planned surface parking on the community.

Additionally, stormwater runoff from these facilities should be considered and mitigated with the use of pervious materials, water collection systems or other strategies.

See additional staff comments included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ALPHARETTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ROSWELL

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/landuse>.



REGIONAL REVIEW NOTIFICATION

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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission 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 RC on or before the specified return deadline.

Preliminary Findings of the RDC: **Innovation** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

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: *July 24, 2015*



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: July 8, 2015

SUBJECT: **Transportation Division Review of DRI # 2499**
Project: Innovation Mixed-Use
County: Fulton, City of Alpharetta
Location: Northwest of GA 400 at Haynes Bridge Road and Lakeview Parkway
Analysis:
Expedited
Non-Expedited

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn and Associates, Inc., on behalf of Lincoln Property Company and MetLife Real Estate Investors, the developer of Innovation Mixed-Use. The following input is provided for the Infrastructure section of the DRI Report. The Innovation Mixed-Use development lies within the bounds of the *North Point Activity Center Livable Centers Initiative Study* (April 2008). Based on that, this DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process, based on compliance with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI).

The proposed 55.09-acre site is located just northwest of GA 400, bordered by Lakeview Parkway to the north, GA 400 to the south, Haynes Bridge Road to the east, and an existing office complex and lake to the west in the City of Alpharetta. Build-out of the proposed redevelopment project is expected to be completed by 2019. The proposed site consists of the following land uses and densities:

Apartments:	414 Dwelling Units
Condominiums:	25 Dwelling Units
Hotel:	200 Rooms
Office Building:	751,500 SF
Retail Shopping:	65,800 SF
Restaurant:	40,000 SF

INFRASTRUCTURE

Transportation

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

The proposed development will be served by four total driveways. Three driveways will be new along Lakeview Parkway: two (2) full-movement driveways and one (1) right-in-right-out driveway. The fourth driveway will be a connection made to the Existing Office Driveway 1, a full-movement driveway approximately 315' south of the intersection of Lakeview Parkway at Morrison Parkway.

Proposed Site Driveway #1 will be a new full-movement driveway connection along Lakeview Parkway, approximately 760' southeast of the intersection of Lakeview Parkway and Morrison Parkway. Based on the site plan, this driveway connection is proposing a new median opening/break along Lakeview Parkway and the relocation of the Existing Office Driveway #2 approximately 140' east of its current location.

Proposed Site Driveway #2 will be a new full-movement driveway connection along Lakeview Parkway, approximately 750' southwest of the intersection of Haynes Bridge Road and Lakeview Parkway. Based on the site plan, this driveway connection is proposed at an existing median opening and will also serve the Existing Offices via a new driveway connection. As shown on the site plan, this intersection is being proposed as a future signalized intersection. The DRI transportation analysis evaluated this intersection as a signalized intersection (Alt. 1) as well as a roundabout (Alt. 2).

Proposed Site Driveway #3 will be a new right-in-right-out (RIRO) driveway along Lakeview Parkway, approximately 335' southwest of the intersection of Haynes Bridge Road and Lakeview Parkway.

The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. Parking will be provided throughout the development as follows:

Parking Provided:	2,950 spaces
Parking Required by code:	2,925 spaces

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

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. Trip generation for this proposed development was calculated based upon the following land uses: Apartment (220), Residential Condominium (230), Hotel (310), Office (710), Retail (820), and High-Turnover (Sit-Down) Restaurant (932).

A total of 20,582 gross daily trips are projected. Mixed-use reductions, alternative transportation mode, (walking, bicycle, and transit), and pass-by trip reductions were applied for this study. This resulted in a projected 9,764 net new daily trips. The total (net) trips generated and analyzed were listed in Table 6 of the DRI traffic report.

Table 6 Innovation Mixed-Use DRI						
Net Trip Generation						
	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Gross Project Trips	10,291	10,291	1,266	578	842	1,309
<i>Mixed-Use Reduction</i>	<i>-4,533</i>	<i>-4,533</i>	<i>-244</i>	<i>-244</i>	<i>-346</i>	<i>-346</i>
<i>Alternative Mode Reduction</i>	<i>-288</i>	<i>-288</i>	<i>-51</i>	<i>-17</i>	<i>-25</i>	<i>-48</i>
<i>Pass-By Reduction</i>	<i>-633</i>	<i>-633</i>	<i>-0</i>	<i>-0</i>	<i>-64</i>	<i>-64</i>
Net New Trips	4,837	4,837	971	317	407	851

Summarize the transportation improvements as recommended by the traffic study consultant

The consultant recommended no roadway improvements based on the existing condition analysis.

The 2019 No Build analysis showed one intersection with a failing LOS. The following recommendations were made.

- Intersection #6 – Haynes Bridge Road at GA 400 NB Ramps – operates at a LOS E during the PM Peak hour
 - Provide one (1) additional southbound left-turn lane (creating dual southbound left-turn lanes) along Haynes Bridge Road onto the 400 NB on-ramp by restriping the northbound inside through-lane.
 - Improve the existing eastbound 400 NB on-ramp from one (1) receiving lane to two (2) receiving lanes.

The 2019 Build analysis identified the following recommendations:

- Intersection #4 – Haynes Bridge Road at Lakeview Parkway / Northwinds Parkway – operates at a LOS E and F during the AM and PM Peak hour, respectively.
 - Construct one (1) additional northbound left-turn lane along Haynes Bridge Road onto Lakeview Parkway (creating dual northbound left-turn lanes).
 - Construct one (1) additional eastbound right-turn lane along Lakeview Parkway onto Haynes Bridge Road (creating dual eastbound right-turn lanes).
- Intersection #6 – Haynes Bridge Road at 400 NB Ramps – operates at a LOS E during the PM Peak hour. Note: The following were also recommended as 2019 No-Build recommended improvements (Section 6.2).
 - Provide one (1) additional southbound left-turn lane along Haynes Bridge Road onto the 400 NB on-ramp by restriping the northbound inside through-lane.
 - Improve the existing eastbound 400 NB on-ramp from one (1) receiving lane to two (2) receiving lanes.

The 2019 Build Ingress/Egress analysis identified the following recommendations:

- Intersection #8 – Lakeview Parkway at Relocated Existing Office Driveway #2 / Proposed Site Driveway #1

- Construct a two (2) lane roundabout. Refer to Figure 9 for a more complete laneage depiction.
- Provide two (2) northbound and two (2) southbound entry lanes into the roundabout.
- Provide two (2) lanes exiting the roundabout in the northbound and southbound directions.
- Construct Proposed Site Driveway #1 to have one ingress lane and one egress lane, aligned with Relocated Existing Driveway via the proposed roundabout.
- Relocate the Existing Office Driveway#2 approximately 140 feet south of its current location to be aligned with Proposed Site Driveway #1 via the proposed roundabout.
- Intersection #9 – Lakeview Parkway at Proposed Driveway for Existing Office / Proposed Site Driveway #2
 - Alternative 1 (shown on site plan)
 - Install a traffic signal (when warranted).
 - Construct one (1) northbound left-turn lane and one (1) northbound shared through/right-turn lane from Proposed Site Driveway #2 onto Lakeview Parkway.
 - Construct one (1) southbound left-turn lane and one (1) southbound shared through/right-turn lane from Proposed Driveway for Existing Office onto Lakeview Parkway.
 - Convert the existing eastbound U-turn lane into a left-turn lane into Proposed Driveway for Existing Office.
 - Convert the existing westbound U-turn lane into a left-turn lane into Proposed Site Driveway #2.
 - Alternative 2
 - Construct a two (2) lane roundabout.
 - Provide two (2) eastbound entry lanes and two (2) westbound entry lanes into the roundabout.
 - Provide two (2) lanes exiting the roundabout in the eastbound and westbound directions.
 - Construct Proposed Site Driveway #2 to have one ingress lane and one egress lane, aligned with Proposed Driveway for Existing Office via the proposed roundabout.
 - Construct Proposed Driveway for Existing Office to have one ingress lane and one egress lane, aligned with Proposed Site Driveway #2 via the proposed roundabout.
- Intersection #10 – Lakeview Parkway at Existing Office Driveway #3 / Proposed Site Driveway #3
 - Close the median along Lakeview Parkway.
 - Convert the Existing Office Driveway #3 from a full-movement driveway into a right-in/right-out driveway.
 - Construct Proposed Site Driveway #3 to have one ingress lane and one egress lane as a right-in/right-out driveway.

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

The transportation study stated that the consultant researched ARC’s Transportation Improvement Program (TIP), the GDOT Statewide TIP (STIP), the Plan 2040 Regional Transportation Plan (RTP), GDOT’s Construction Work Program, the North Fulton Community Improvement District (CID) and the North Fulton County Comprehensive Transportation Plan (CTP). The identified projects are listed in Table 12 of the DRI Transportation Analysis, shown below.

Table 12 Programmed Improvements			
#	Completion Year	Project ID	Project Description
1	2040	AR-ML-300	SR 400 Managed Lanes from I-285 north to SR 20
2	2040+	ASP-AR-426	North Corridor High Capacity Rail Service from North Point Mall area to Windward Parkway
3	2030	FN-067A	SR 9 (Alpharetta Highway/Main Street) widening from Upper Hembree Road to Windward Parkway
4	2020	FN-067B	SR 9 (Alpharetta Highway/Main Street) operational improvements from Upper Hembree Road to Academy Street
5	2017	FN-259	Encore Parkway Corridor Improvements will widen Encore Parkway between Westside Parkway and North Point Parkway
6	2020	FN-299	Encore Parkway Greenway Connection for pedestrian and bicycle use between the Alpharetta Big Creek Greenway and the North Point Activity Center
7	2020	FN-278	Windward Parkway auxiliary lane from SR 400 to Deerfield Parkway
8	*	NF CID Project # 3	Northwinds Parkway Extension between Kimball Bridge Road and Old Milton Parkway

Source: Innovation Mixed-Use DRI #2499 - Transportation Analysis

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 one direct transit route located within the vicinity of the project site; MARTA bus route 140 stops along eastbound Haynes Bridge Road, just west of Lakeview Parkway and along northbound Northwinds Parkway, just north of Haynes Bridge Road. Therefore, a 5% alternative mode reduction is applied. Additionally, there is a long-range plan for the MARTA rail extension to the North Point Mall area.

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

Section 6.1 of the transportation analysis states “As described in Section 2.2 of this report, a 0.5% growth factor was applied to all 2015 counts to represent Existing 2015 conditions.” This adjustment is not described in Section 2.2 as indicated, and it is unclear why a growth rate was applied to the count

data for the 2015 existing conditions. A growth rate would only be applied for an existing conditions analysis if count data is from a previous year. The applicant should ensure that the counts used for the analysis meet the requirements of the GRTA Letter of Understanding, which states “Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA.”

The 2019 Build analysis included the following recommendation:

- Intersection #4 – Haynes Bridge Road at Lakeview Parkway / Northwinds Parkway – Construct one (1) additional eastbound right-turn lane along Lakeview Parkway onto Haynes Bridge Road (creating dual eastbound right-turn lanes).

Based on an aerial of this intersection, it appears that a channelized right-turn with a large turning radius was recently removed from this approach. This removal helps to facilitate pedestrian crossings at this intersection, but slows right-turn traffic on the eastbound approach. The proposed addition of a second right-turn lane would be detrimental to pedestrian crossings at this intersection. The applicant should consider other options, such as the addition of a right-turn overlap phase on the eastbound approach to move more vehicular traffic without adding another lane.

The proposed roundabouts shall provide adequate pedestrian crossing facilities, including sidewalks, crosswalks, signage, lighting, and splitter islands with pedestrian refuge locations. They shall also meet appropriate ADA requirements. Stamped concrete, red or other non-white paint colors, or other design features that help to enhance the pedestrian path should also be considered, particularly since multilane roundabouts can be challenging for pedestrians to cross.

Adequate truck parking and loading zones should be provided on-site for all uses, particularly all retail and restaurant uses. Additionally, the site design and access points should provide adequate space and turning radii for trucks to enter and exit the site without creating turning conflicts with vehicles on the adjacent roadways or impacting the curbs or streetscape features at the access points.

**INNOVATION DRI
City of Alpharetta
Natural Resources Division Review Comments**

July 8, 2015

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Roswell. The proposed project is within seven miles of the City of Roswell intake.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line on a USGS 1:24,000 quad sheet) streams that include a 100-foot undisturbed buffer and 150-foot impervious setback on streams that are within 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. However, alternate criteria have been developed for this watershed.

The Big Creek Watershed Study was completed in December 2000 with participation by all jurisdictions in the basin. It includes alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. It is our understanding that the City of Alpharetta has adopted protection requirements consistent with those proposed in the Study and that DCA has accepted those requirements in lieu of the Part 5 minimum criteria. This project will need to conform to Alpharetta's water supply watershed requirements

The USGS coverage for the project area shows a short length of an unnamed blue line stream running from the lake on the property to the southern property boundary of the property with the Georgia 400 right-of-way. No buffers are shown for that stream, although it is outside the proposed development area of the property. The State 25-foot Sedimentation and Erosion Control buffer, as well as the City stream buffer ordinance's 50-foot undisturbed buffer and 75-foot impervious surface setback are shown on both the lake and an unmapped tributary to the blue-line stream. If the blue-line has not been piped, all required buffers should be shown along its length on this property. Any other waters of the State on this property will also be subject to the State 25-foot Sediment and Erosion Control Buffer.

Storm Water/Water Quality

All projects should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, projects 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 produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Region. Where the actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. 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	55.09	71.07	943.69	6280.26	39003.72	81.53	10.47
TOTAL	55.09	71.07	943.69	6280.26	39003.72	81.53	10.47

Total Percent 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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas and other paved open areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Developments of Regional Impact

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DRI #2499

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:	Alpharetta
Individual completing form:	Kathi Cook
Telephone:	678-297-6073
E-mail:	kcook@alpharetta.ga.us

*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:	Innovation Mixed Use
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	(-84.290, 34.058); northwest quadrant of Haynes Bridge Road and Georgia 400.
Brief Description of Project:	Mixed-use development along Lakeview Parkway, near Haynes Bridge Road.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> 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:					
Project Size (# of units, floor area, etc.):		751,500 sf office, 75,100 sf retail, 30,700 sf restaurant, 414 apartments, 25 condominiums, 200 room			
Developer:		Metlife and Lincoln Property Company			
Mailing Address:		2400 Lakeview Parkway			
Address 2:		Suite 400			
		City:Alpharetta State: GA Zip:30004			
Telephone:		678-319-3422			
Email:		pfolger@metlife.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:		Metlife			
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 checked="" type="radio"/> Yes <input type="radio"/> No			
If yes, provide the following information:		Project Name: Metlife Tract (Georgia 400 Center)			
		Project ID: 1566			
The initial action being requested of the local government for this project:		<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input 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: 2019 Overall project: 2019			
Back to Top					

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Developments of Regional Impact

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DRI #2499

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:	Alpharetta
Individual completing form:	Kathi Cook
Telephone:	678-297-6073
Email:	kcook@alpharetta.ga.us

Project Information

Name of Proposed Project:	Innovation Mixed Use
DRI ID Number:	2499
Developer/Applicant:	Metlife and Lincoln Property Company
Telephone:	678-319-3422
Email(s):	pfolger@metlife.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 type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input 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:	\$500 million
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$2,875,000
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): 414 for rent units 25 condo units Office space: 751,500 GSF Retail: 105,800 GSF (40,000 of that is restaurant) Hotel: 120,000 GSF Public space: 7.8 acres Park space: 16.5 acres	

Water Supply

Name of water supply provider for this site:	Fulton County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.02467 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? .5 miles into project from existing adjacent lines.	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.2145 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?.5 miles into projects from existing adjacent lines.	

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.)	Daily trips: 9,674, AM Peak hour trips (net, new) 1288, PM peak hour trips (net, new) 1258
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: See DRI Traffic Study prepared by Kimley-Horn.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	2486 tons per 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?	45.7%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Storm water will be routed into existing lake on property after being treated for water quality.	
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 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: Tract is within 7 miles of Roswell Intake, which is why water quality measures will be used. Wetland disturbance of less than .5 acres is anticipated.	
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