



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: April 17, 2017

ARC REVIEW CODE: R1704171

TO: Mayor David Belle Isle, City of Alpharetta
ATTN TO: Michael Woodman, Senior Planner, Community Development
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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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 its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Northwinds Summit (DRI 2669)

Review Type: DRI

Submitting Local Government: City of Alpharetta

Date Opened: April 17, 2017

Deadline for Comments: May 2, 2017

Date to Close: May 8, 2017**

**If no significant issues are identified during the comment period, the review will close on May 2, 2017 per LCI Expedited Review process in ARC DRI Rules.

Description: This DRI is located in the City of Alpharetta on the east side of Haynes Bridge Road between Northwinds Parkway and US 19/GA 400. The project is a mixed-use development consisting of 1,230,000 SF of office space, 30,000 SF of retail/restaurant space, 140 apartments, 32 stacked condominiums and a 140-room hotel on approximately 20 acres. Access is proposed via two full-movement site driveways, one on Haynes Bridge Road and one on Northwinds Parkway. The DRI review trigger for this project is a rezoning and variance application. The project's estimated build-out year is 2019. This site comprises a portion of a previous DRI known as "Northwinds," reviewed by ARC in 1993.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), a component of The Atlanta Region's Plan, this DRI is located in a Regional Employment Corridor as well as a Regional Center. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Regional Employment Corridors and Regional Centers are listed at the bottom of this report.

This DRI appears to manifest many aspects of regional policy in that it supports the existing North Point LCI plan; converts an underutilized site to an infill, mixed-use development with a significant housing component; supports transit use given its proximity to MARTA Bus Route 140; includes ground floor retail and civic and pedestrian amenities; and provides interparcel connectivity to the parking area of the adjacent property to the north.

Many of these characteristics collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors.

The proposed development is located in the North Point LCI study area and is generally consistent with the study's recommendations. The development team should continue to work in close collaboration with the City of Alpharetta to ensure that the project, as constructed, is consistent with the recommendations of the LCI plan.

Additional preliminary comments are included in this report.

Further to the above, Regional Employment Corridors, along with the Region Core (Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites

Further to the above, Regional Centers are metro Atlanta's 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. Regional policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
NORTH FULTON CID

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

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 Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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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 scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Northwinds Summit** *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:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *May 2, 2017*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: April 17, 2017

ARC REVIEW CODE: R1704171

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Name of Proposal: Northwinds Summit (DRI 2669)

Review Type: Development of Regional Impact

Description: This DRI is located in the City of Alpharetta on the east side of Haynes Bridge Road between Northwinds Parkway and US 19/GA 400. The project is a mixed-use development consisting of 1,230,000 SF of office space, 30,000 SF of retail/restaurant space, 140 apartments, 32 stacked condominiums and a 140-room hotel on approximately 20 acres. Access is proposed via two full-movement site driveways, one on Haynes Bridge Road and one on Northwinds Parkway. The DRI review trigger for this project is a rezoning and variance application. The project's estimated build-out year is 2019. This site comprises a portion of a previous DRI known as "Northwinds," reviewed by ARC in 1993.

Submitting Local Government: City of Alpharetta

Date Opened: April 17, 2017

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**If no significant issues are identified during the comment period, the review will close on May 2, 2017 per LCI Expedited Review process in ARC DRI Rules.

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

NORTHWINDS SUMMIT DRI
City of Alpharetta
Natural Resources Division Review Comments

April 11, 2017

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 an unnamed blue line stream running across the rear of the property from Northwinds Parkway to Georgia 400. It is identified on the submitted site plan as "Big Creek Tributary 11". A portion of the stream is an existing detention pond associated with the neighboring development and is partially located on this property, which is identified on the site plan as "Existing Master Detention Feature".

No buffers are shown on the stream, only a 15-foot building setback that is presumably the property line setback. A proposed walking trail is shown paralleling the creek and the detention pond, with another that ends at the property line and presumably will cross the stream. Behind the walking trail are parking structures E and D, which are shown on the site plan as approximately 40 -50 feet from the edge of the pond and 60-70 feet from the indicated stream channel. These impervious surfaces, as well as associated land disturbance, are subject to the requirements of 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 and may require a variance. Any unmapped 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

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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #2669
DRI Title Northwinds Summit Mixed Use Development
County Fulton County
City (if applicable) Alpharetta
Address / Location South side of Riverside Drive between Fulton Industrial Blvd and Campbellton Road
Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied David Haynes
Date April 11, 2017

TRAFFIC STUDY

Prepared by A & R Engineering Inc.
Date April 7, 2017

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES (provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)

The mixed-use development proposes office, accessory retail, multifamily units and a hotel. The traffic analysis report identifies planned and/or programmed projects for the study area on page 18. One project (listed below) was taken from Plan 2040 and identified in the analysis. Further review shows this project information is consistent with the current Atlanta Regions Plan.

AR-ML-300 Roadway SR 400 Managed Lanes From I 285 N to McFarland Road

☐ NO (provide comments below)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (identify the roadways and existing/proposed access points)

The site plan and traffic analysis indicate the site will be served by access points on Haynes Bridge Road and Northwind Parkway. Neither roadway is identified as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The site plan and traffic analysis indicate the site will be served by access points on Haynes Bridge Road and Northwind Parkway. Neither roadway is identified as a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line Click here to enter name of operator and rail line

Nearest Station Click here to enter name of station.

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (*rail service already exists*)
- ☐ NOT APPLICABLE (*accessing the site by transit is not consistent with the type of development proposed*)
- ☒ NO (*no plans exist to provide rail service in the general vicinity*)
- ☐ YES (*provide additional information on the timeframe of the expansion project below*)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) Marta Bus Service

Bus Route(s) Route #141 Haynes Bridge Road at Northwinds

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

The development is adjacent Haynes Bridge Road and Northwinds Parkway. Sidewalks and pedestrian facilities currently exist along both roadways.

Bicycling Access* ☒ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

Bike lanes are present along Haynes Bridge Road adjacent to the site.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

Yes. See question 6 above.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☒ YES (provide additional information below)

Name of facility Rock Mill Park, Big Creek Greenway

Distance ☐ Within or adjacent to development site (0.10 mile or less)
 ☒ 0.15 to 0.50 mile
 ☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide connectivity
 ☐ Sidewalk and crosswalk network is incomplete
 ☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity
 ☒ Low volume and/or low speed streets provide connectivity
 ☐ Route uses high volume and/or high speed streets
 ☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

The proposed development is within a quarter mile of Rock Mill Park and the Big Creek Greenway. Sidewalks provide pedestrian connectivity. Bicycle lanes currently do not exist adjacent to the park. The site depicts a proposed semicircular walking trail being provided on site as an amenity.

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

The development proposes a mixture of neighborhood uses including, office, accessory commercial and residential uses. Office and commercial uses currently bound the property on the west. The site plan does not depict consideration is being taken for future vehicular connectivity to adjacent parcels.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☒ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

The site plan depicts a private drive providing vehicle access to onsite parking. While no crosswalks are depicted on the plan, sidewalks are provided along the exterior and interior roadways and driveways throughout the development and pedestrian connectivity is provided to neighboring uses. The site plan is unclear as to whether bicycle lanes are provided along the interior driveway.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

Existing pedestrian and bicycle facilities along Haynes Bridge Road and Northwind Parkway provide access to adjacent uses. Proposed sidewalks interior to the site also provide for inter parcel connectivity and access to adjacent uses for pedestrians.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The proposed uses should not generate a significant amount of truck traffic. Motorist and cyclist may share lanes internal to the site. Separate pedestrian, vehicular and freight movement facilities that are proposed should provide adequate safety for all modes of transportation.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None.



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2669

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 Alpharetta

Individual completing form: Michael Woodman

Telephone: 678-297-6072

E-mail: mwoodman@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: Northwinds Summit

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Fulton County PIN: 12 285007520648

Brief Description of Project: Northwinds Summit Mixed-use development is proposed at the northwest corner of Haynes Bridge Road and Georgia 400 and will consist of 140 apartments, 32 stacked condominiums, 140-room hotel, 30,000 SF retail/restaurant, and 1,230,000 SF of office.

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.): 140 apartment units, 32 stacked condominium units, 140-room hotel, 30,000 SF retail/restaurant, 1,230,000 SF of office.

Developer: Pope and Land Real Estate/Kerry Armstrong

Mailing Address: 3330 Cumberland Blvd. SE, Suite 300

Address 2:

City: Atlanta State: GA Zip: 30339

Telephone: 770-980-0808

Email: karmstrong@popeandland.com

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

☒ Rezoning
☒ Variance
☐ Sewer
☐ Water
☐ Permit
☐ Other

Is this project a phase or part of a larger overall project?
☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2022
Overall project:

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Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2669

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 Alpharetta
Individual completing form: Michael Woodman
Telephone: 678-297-6072
Email: mwoodman@alpharetta.ga.us

Project Information

Name of Proposed Project: Northwinds Summit
DRI ID Number: 2669
Developer/Applicant: Pope and Land Real Estate/Kerry Armstrong
Telephone: 770-980-0808
Email(s): karmstrong@popeandland.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: \$567,200,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$9,527,024

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

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)? 0.283

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:
n/a

Is a water line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?
+/- 0.4 miles (approx. 2,105 linear feet)

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)? 0.274

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity: n/a

Is a sewer line extension required to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? +/- 0.275 miles (approx 1,455 linear feet)

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: 1,647 / PM: 1,772 / DAILY: 12,356

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 refer to Traffic Impact Study for recommended improvements

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 34.4

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

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

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? +/- 66%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Jurisdictional buffers required along Trib. #11 to Big Creek. Pervious parking in some low traffic areas. Water quantity and quality requirements per the Georgia Stormwater Management Manual.

Environmental Quality

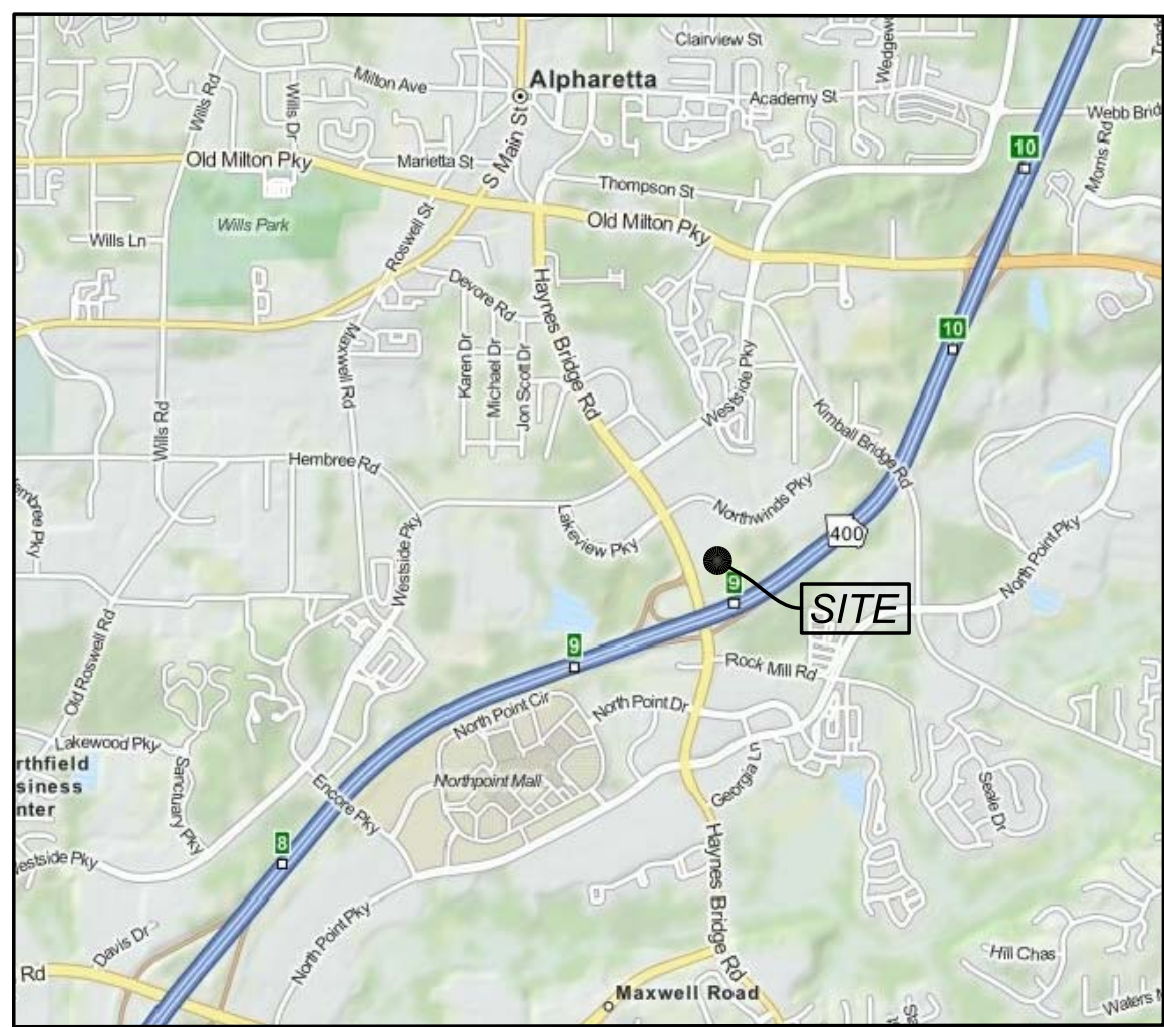
Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☒ Yes ☐ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
100-yr floodplain to studied elevation of 1025. No proposed impacts from this development. Site stormwater discharges to Trib. #11 of Big Creek. Big Creek flows into the Chattahoochee River. Site development should not affect local water supply.

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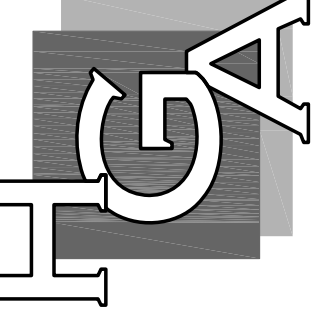


LOCATION MAP

1. OWNER/DEVELOPER — POPE & LAND ENTERPRISES, INC.
3330 CUMBERLAND BLVD, SUITE 300
ATLANTA, GEORGIA 30339
CONTACT: MR. KERRY ARMSTRONG
PHONE: 770-980-0808
2. CIVIL ENGINEER — HAINES, GIPSON & ASSOCIATES, INC.
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GA 30043
PHONE: (770) 491-7650
FAX: (770) 491-7750



HAINES GIPSON & ASSOCIATES
CONSULTING ENGINEERS
CIVIL & STRUCTURAL SERVICES
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GEORGIA 30043
PHONE: (770) 491-7650
FAX: (770) 491-7750



SEAL

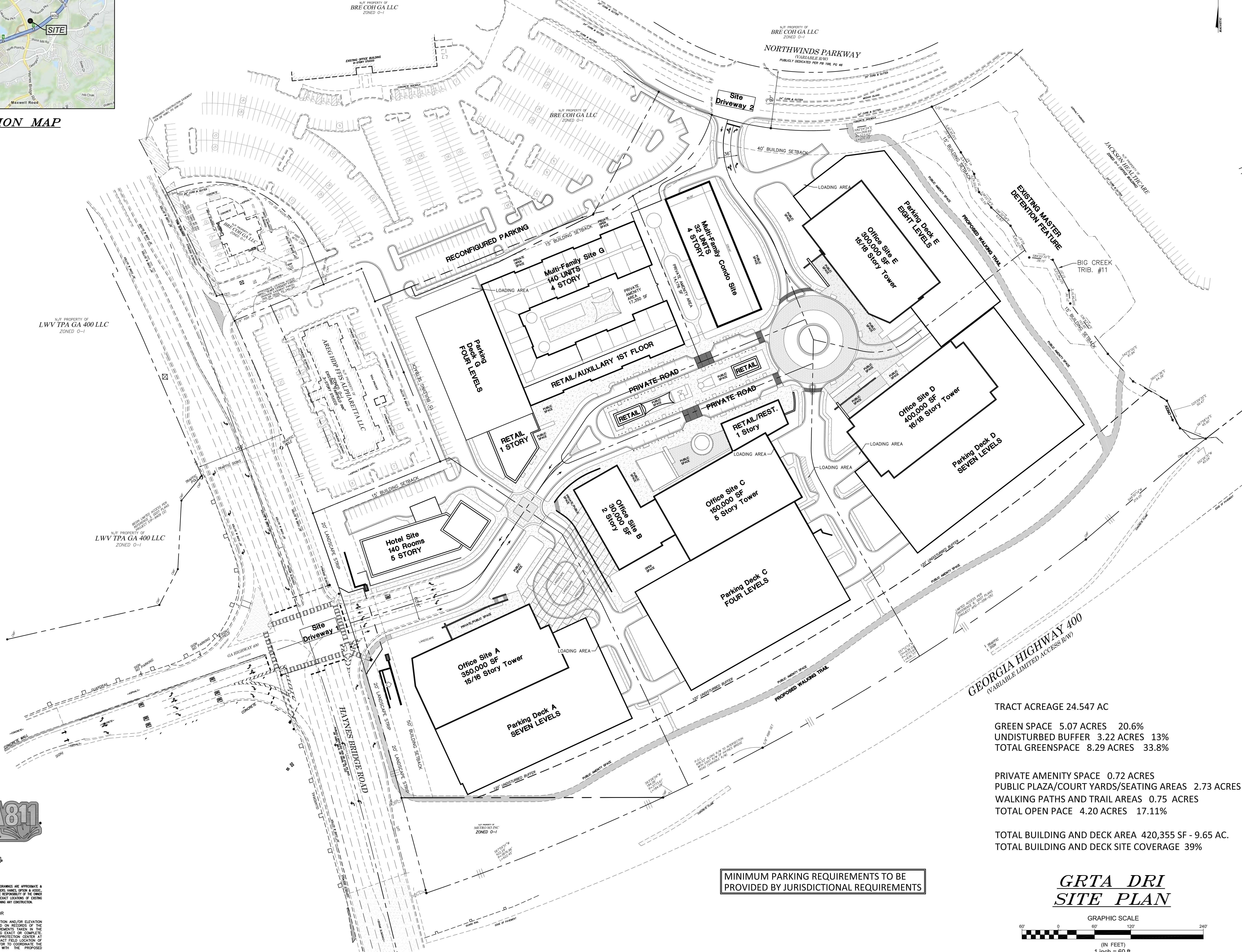
POPE & LAND
ENTERPRISES, INC.
3330 CUMBERLAND BLVD, SUITE 300
ATLANTA, GEORGIA 30339

NORTHWINDS SUMMIT
GEORGIA HWY. 400 AT HAYNES BRIDGE ROAD
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA
ZONED O & I
LL's 752, 753, 798, 799 DISTRICT 1, SEC. 2

NO.	DESCRIPTION	DATE

DRAWN BY	CHECKED BY
RCL	RCL
DATE	04/07/2017
SHEET TITLE	GRTA DRI SITE PLAN
SHEET NUMBER	DRI-1

HGA JOB No. 2016-333



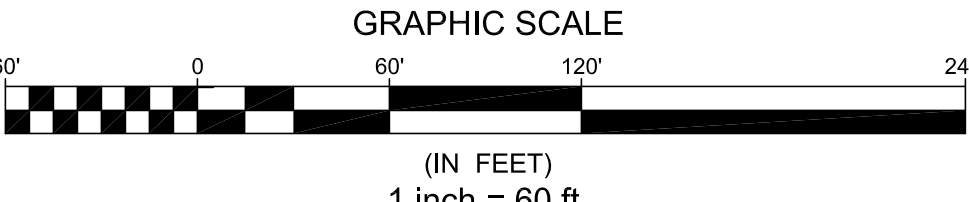
TRACT ACREAGE 24.547 AC
GREEN SPACE 5.07 ACRES 20.6%
UNDISTURBED BUFFER 3.22 ACRES 13%
TOTAL GREENSPACE 8.29 ACRES 33.8%

PRIVATE AMENITY SPACE 0.72 ACRES
PUBLIC PLAZA/COURT YARDS/SEATING AREAS 2.73 ACRES
WALKING PATHS AND TRAIL AREAS 0.75 ACRES
TOTAL OPEN SPACE 4.20 ACRES 17.11%

TOTAL BUILDING AND DECK AREA 420,355 SF - 9.65 AC.
TOTAL BUILDING AND DECK SITE COVERAGE 39%

MINIMUM PARKING REQUIREMENTS TO BE
PROVIDED BY JURISDICTIONAL REQUIREMENTS

GRTA DRI
SITE PLAN



Know what's below.
Call before you dig.
Dial 811
Or Call 800-282-7411

THE LOCATION OF ALL UTILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE & ARE BASED ON RECORDS OF THE UTILITY OWNERS. HAINES, GIPSON & ASSOCIATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATION OF EXISTING UTILITIES HAVING OR BELOW GROUND & TO NOTIFY UTILITY OWNERS BEFORE BEGINNING ANY CONSTRUCTION.

CAUTION-NOTE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. GA. LAW REQUIRES THE CONTRACTOR TO CALL THE UTILITY PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE RELOCATION OF ALL UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.