



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: November 1, 2021

ARC REVIEW CODE: R2111011

TO: Forsyth County Commission Chairperson Laura Semanson
ATTN TO: Leslie Silas, Planning Manager
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review

Digital signature
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's 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: Kennemore DRI 3404

Review Type: DRI

Submitting Local Government: Forsyth County

Date Opened: Nov. 1, 2021

Deadline for Comments: Nov. 16, 2021

Date to Close: Nov. 21, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on an approximately 140-acre site in unincorporated Forsyth County, north of Union Hill Road, east of Fowler Road, and south of Fowler Hill Road except for a small tract extending north of said road. The site is mostly undeveloped with about two-thirds previously cleared for agriculture and the remaining third natural forest. There are several wetlands and streams located within the site. The plan of development includes 234 single family detached residential lots, 272 attached townhome residential units, 22,211 SF of restaurant/retail space, and 32,080 SF of office space. Approximately 1,370 parking spaces are proposed. Forty-two acres will be retained as open space. Site access is proposed via two full-movement driveways on Union Hill Road, one full-movement driveway on Fowler Road, one right-in/right-out driveway on Mullinax Road, and aligning full-movement driveways to serve portions of the project on the north and south sides of Fowler Hill Road. The nearest state route is US 19/GA 400, approximately 1.5 miles to the south via McFarland Parkway. The eastern edge of the site is within several blocks of the regional Big Creek Greenway which spans 26 miles and connects Cumming, Alpharetta and Roswell. The local DRI trigger action is an application for rezoning from A1 Agricultural (existing) to MPD Master Planned District (proposed). The expected buildout year is 2031.

PRELIMINARY COMMENTS: General

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located within an area designated Developing Suburbs. The Plan's Regional Development Guide (RDG)

details general information and policy recommendations for Developing Suburbs which are listed at the bottom of these comments.

The proposal appears to advance some general aspects of regional policy including promoting economic development and mixed-use development. The project proposes to build 234 single family detached residential lots, 272 attached townhome residential units, 22,211 SF of restaurant/retail space, and 32,080 SF of office space on a 140-acre site. Existing nearby uses are primarily residential and industrial with limited restaurant and retail options. The project's restaurant/retail and office uses can therefore support both the new residential being created and the numerous existing residential areas nearby.

The commercial and office component is appropriately located along Mullinax Road with buildings fronting the street and surface parking behind them. This will create a neighborhood-scale development node with an associated placemaking impact. Residential densities are logically organized with the most dense townhomes (272 units) placed within easy walking distance to the commercial/office. The 234 single-family units are placed to the north of the townhomes but still within walking distance of the commercial district. The project is also located only two miles from the burgeoning Halcyon regional mixed-use development which will be a popular destination for project residents.

Transportation and Mobility

ARC's Transportation Access and Mobility Group comments are attached.

In general, the project is expected to generate a modest amount of new vehicular traffic that can be mitigated through minor lane and intersection improvements as well as ensuring robust pedestrian connectivity within the site.

The project proposes approximately 1,370 parking spaces which is close to the 1,300 minimum number of spaces required. This is consistent with the provision of measures that would allow adjacent destinations to be reached on foot or by bike and with regional and local policies promoting walkable development. To these ends, some further reduction in required parking is worth considering.

Pedestrian sidewalk facilities around the project site are currently available only along the Mullinax Road frontage so pedestrian and bicycle routes within the project should connect seamlessly to Mullinax Road.

Denmark High School is only a few blocks away from the project along Fowler Hill Road. This school will likely be attended by most of the high school age residents of the project. There are no existing sidewalks along Fowler Hill Road; ideally sidewalks could be included along at least one side of the project's Fowler Hill Road frontage and extending the additional block or two to Fowler Road so that students could easily walk or bike to school. A critical, related issue for consideration is providing a safe crossing of Fowler Road and a sidewalk to cover the short distance northward to the existing sidewalks at the high school's entrance driveway.

The Big Creek Greenway is a 12-foot-wide paved trail that stretches 26 miles and connects Cumming, Alpharetta, and Roswell. The applicant team indicated during the pre-review meeting for this project that plans are underway to potentially connect to the Greenway via a multi-use path or sidewalk along Fowler Hill Road to its eastern terminus, to a new path entrance point. This plan is indicated on the DRI site plan,

sheet 2. ARC supports this effort to enhance connectivity to this regional amenity. There is also an existing Greenway entrance located just a few blocks from the southeastern edge of the project site on Union Hill Road, but there is limited sidewalk infrastructure that connects to it from the closest DRI site driveways (C and D). Ideally the project's Union Hill frontage would include a sidewalk that could eventually link to the Greenway which provides a safe, off-road connection to dozens of destinations within biking and walking distance, including Forsyth County's 85-acre Fowler Park to the north and the mixed-use Halcyon community to the south.

Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

Natural Resources and Environment

Comments from ARC's Natural Resources Group are attached. They note that the project will need to comply with Forsyth County's water supply watershed requirements which were developed in part to address specific needs of the Big Creek Watershed.

The USGS coverage for the project area shows a blue-line tributary to Big Creek crossing the center of the project property which is not shown on the plan. Four wetland areas and three intermittent streams are generally located on the plan, but their exact limits and the buffer areas associated with them are not shown. As a result, it is unclear if elements of the proposed project intrude into the buffers. All riparian elements and their associated buffers should be shown in a clear manner, and any intrusions into buffers should be noted. The proposed road crossing connecting the two halves of the property is exempt from the County buffer requirements. Any other buffer intrusion not exempted under the County stream buffer ordinance may require a variance from the County. Any other unmapped streams on the property may be subject to County stream buffer requirements.

The project is commendably preserving almost 42 acres of open space including some environmentally sensitive wetland and stream buffer areas. Although the project is proposing to retain a substantial amount of open space, it should be noted that the portion of the site on the east side of the medium-density residential district as well as part of the townhome district will require significant clearing and loss of tree canopy. Overall, the project can be substantially enhanced by the retention of as much of the extensive existing tree canopy and natural vegetation as is feasible. These areas can also retain a portion of the site's existing carbon storage/sequestration capacity and resulting positive effects on local air quality. Retaining tree canopy will additionally help moderate the heat island effect and create a more pleasant environment for residents and visitors. As is the case with providing biking and walking infrastructure, protecting the tree canopy and the site's natural resources represents an opportunity to build in long-term value for the development and the broader area.

Unified Growth Policy: Developing Suburbs

The majority of this DRI site falls under the Developing Suburbs category of ARC's Unified Growth Policy Map (UGPM). These are areas of largely residential development that were constructed from about 1995 to today and are projected to remain suburbs through 2040. Associated recommendations from The Atlanta Region's Plan include:

- New development should connect to the existing road network and adjacent developments and use of cul-de-sacs or other means resulting in disconnected subdivisions should be discouraged
- Maximize the usefulness of existing recreational facilities in addition to providing new recreational opportunities
- Eliminate vacant or under-utilized parking areas through mechanisms such as outparceling or conversion to community open space
- Use rain gardens, vegetated swales or other enhanced water filtration design to enhance the quality of stormwater run-off
- Identify other opportunities to foster a sense of community by developing town centers, village centers or other places of centralized location

The intensity and land use of this proposed project generally aligns with The Atlanta Region's Plan's recommendations for Developing Suburbs. It should be noted that this project is relatively close to multiple existing residential neighborhoods. Forsyth County leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources. To fully capitalize on the DRI's potential, Forsyth County staff should also ensure that the project supports its most current vision for the area

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

ARC COMMUNITY DEVELOPMENT	ARC TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	SRTA/GRTA
GEORGIA ENV. FINANCE AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION	MARTA
CHEROKEE COUNTY	CITY OF MILTON	CITY OF ALPHARETTA
CITY OF CUMMING	FORSYTH COUNTY	FULTON COUNTY

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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: **Kenmore DRI 3404** *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:

Donald Shockey
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1531
dshockey@atlantaregional.org

Return Date: *Nov 16 2021*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Nov 1 2021

ARC REVIEW CODE: R2111011

TO: ARC Group Managers

FROM: Donald Shockey, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Little, Aries

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Kennemore DRI 3404

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on an approximately 140-acre site in unincorporated Forsyth County, north of Union Hill Road, east of Fowler Road, and south of Fowler Hill Road except for a small tract extending north of said road. The site is mostly undeveloped with about two-thirds previously cleared for agriculture and the remaining third natural forest. There are several wetlands and streams located within the site. The plan of development includes 234 single family detached residential lots, 272 attached townhome residential units, 22,211 SF of restaurant/retail space, and 32,080 SF of office space. Approximately 1,370 parking spaces are proposed. Forty-two acres will be retained as open space. Site access is proposed via two full-movement driveways on Union Hill Road, one full-movement driveway on Fowler Road, one right-in/right-out driveway on Mullinax Road, and aligning full-movement driveways to serve portions of the project on the north and south sides of Fowler Hill Road. The nearest state route is US 19/GA 400, approximately 1.5 miles to the south via McFarland Parkway. The eastern edge of the site is within several blocks of the regional Big Creek Greenway which spans 26 miles and connects Cumming, Alpharetta and Roswell. The local DRI trigger action is an application for rezoning from A1 Agricultural (existing) to MPD Master Planned District (proposed). The expected buildout year is 2031.

Submitting Local Government: Forsyth County

Date Opened: Nov 1 2021

Deadline for Comments: Nov 16 2021

Date to Close:

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:



Developments of Regional Impact

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

DRI #3404

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: Forsyth

Individual completing form: Leslie Silas

Telephone: 770-205-4568

E-mail: ldsilas@forsythco.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: Kennemore

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): -84.221 34.145 degrees, -84.222 34.144 degrees, -84.227 34.136 degrees, -84.227 34.135 degrees

Brief Description of Project: Approximately 140 acre mixed use development with 234 residential lots, 272 attached residential units and 54,291 sq. ft. of commercial

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.): 506 units (234 residential lots and 272 attached residential units) and 54,291 sq. ft. of commercial

Developer: Northpoint Capital Investment Holdings LLC

Mailing Address: 4080 McGinnis Ferry Road

Address 2: Suite 704

City: Alpharetta State: GA Zip: 30005

Telephone: 404-518-2750

Email: dme.odyssey@gmail.com

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

If yes, property owner: Kennemore Family Limited Partnership, Larry Kennemore, Kathy Kennemore, Kennemore Wholesale Nursery,

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 This project/phase: 2030
Dates: Overall project: 2030

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

[DRI Site Map](#) | [Contact](#)



Developments of Regional Impact

[DRI Home](#)

[Tier Map](#)

[Apply](#)

[View Submissions](#)

[Login](#)

DRI #3404

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: Forsyth

Individual completing form: Leslie Silas

Telephone: 770-205-4568

Email: lsilas@forsythco.com

Project Information

Name of Proposed Project: Kennemore

DRI ID Number: 3404

Developer/Applicant: Northpoint Capital Investment Holdings LLC

Telephone: 404-518-2750

Email(s): dme.odyssey@gmail.com

Additional Information Requested

Has the RDC identified any ☐ (not selected) ☐ Yes ☒ No

additional information
required in order to proceed
with the official regional
review process? (If no,
proceed to Economic
Impacts.)

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: \$337,600,000

Estimated annual local tax
revenues (i.e., property tax,
sales tax) likely to be
generated by the proposed
development: \$4,400,000

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: Forsyth County

What is the estimated water
supply demand to be
generated by the project,
measured in Millions of
Gallons Per Day (MGD)? 0.12

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:

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?

Wastewater Disposal

Name of wastewater
treatment provider for this Forsyth County

site:

What is the estimated
sewage flow to be
generated by the project, .10
measured in Millions of
Gallons Per Day (MGD)?

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:

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?

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.) 488 AM peak hour trips, 487 PM peak hour 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 the Traffic Study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the
project expected to
generate annually (in tons)? 1,575

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 ☐ (not selected) ☐ Yes ☒ No

be generated by the development?

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 69.99%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed project will include multiple retention ponds along with green infrastructure practices to reduce the proposed stormwater flows to less than the existing.

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:
There are existing wetlands and floodplains onsite that will be minimally impacted. All appropriate permitting and mitigation will be done for any impacts. There is also an existing brownfield onsite that will be remediated in accordance with State requirements.

[Back to Top](#)

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

DRI INFORMATION

DRI Number #3404

DRI Title Kennemore Tract

County Forsyth County

City (if applicable)

Address / Location East of Fowler Road, south of Fowler Hill Road, and north of Union Hill Road

Proposed Development Type: It is proposed to develop 16,040 SF of office space and 227 units of townhomes during Phase I. During Phase II, it is anticipated to develop 16,040 SF of office space, 45 units of townhomes, 234 single family units, 16,658 SF of restaurant space, and 5,553 SF of retail space.

Build Out: Phase I completion is anticipated by 2030 and Phase 2, which is referenced as the full build-out, is anticipated to be completed by 2035.

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Aries Little

Copied Marquitrice Mangham

Date October 28, 2021

TRAFFIC STUDY

Prepared by Kimley Horn

Date October 25, 2021

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

In addition to referenced project FT-001C (pg. 14), there is a proposed widening on McFarland Parkway from SR 400 to Union Hill Road. The intersection of McFarland and Union Hill Road is part of the traffic study.

☐ 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)*

Although the proposed project site is not directly served SR 9/Atlanta Highway, which is identified as a regional thoroughfare, SR 9/Atlanta Highway can be accessed from Mullinax Road.

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*)

Although the proposed project site is not directly served SR 9/Atlanta Highway, which is identified as a regional truck route, SR 9/Atlanta Highway can be accessed from Mullinax Road.

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

Nearest Station

[Click here to enter name of operator and rail line](#)

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*)

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) [Click here to enter name of operator\(s\).](#)

Bus Route(s) [Click here to enter bus route number\(s\).](#)

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 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)

* 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

[Click here to provide comments.](#)

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 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)

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*)

* *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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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*)
- ☐ OTHER (*Please explain*)

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*)
- ☐ OTHER (*Please explain*)

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)

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)

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):

KENNEMORE TRACT DRI
Forsyth County
Natural Resources Group Review Comments

October 29, 2021

Watershed 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 more than seven miles upstream 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 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternate criteria are developed and adopted by the jurisdiction and 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 streams that include a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. Alternate criteria have been developed for this watershed through the Big Creek Watershed Study which was completed in December 2000 and had participation from all jurisdictions then existing in the watershed, including Forsyth County. The Study included proposed 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 Forsyth County 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 Forsyth County's water supply watershed requirements.

The project site is also in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The Chattahoochee River watershed upstream of Peachtree Creek is a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria. In 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. This property is more than seven miles upstream of any public water supply intake.

The USGS coverage for the project area shows a blue-line tributary to Big Creek crossing the center of the project property. While the stream is not shown on the site plan, the stream floodplain and associated wetlands are delineated. No stream buffers are shown. While the floodplain appears to extend beyond the Forsyth County 50-foot stream buffer and 75-foot impervious setback, they should be shown on the plans, along with the 25-foot State erosion and sedimentation buffer. The only intrusion into the floodplain that may affect the buffers is the proposed road crossing connecting the two halves of the property. Transportation crossings are exempt from the County buffer requirements. Any other buffer intrusion not exempted under the County stream buffer ordinance may require a variance from the County. Any other unmapped streams on the property may be subject to Forsyth County stream buffer requirements. All state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

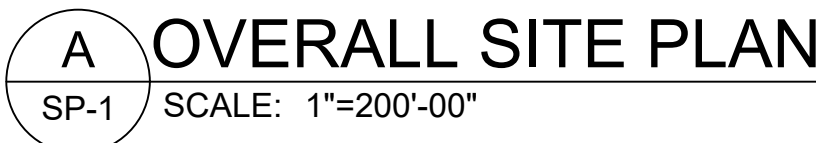
KENNEMORE TRACT DRI – FORSYTH COUNTY
Natural Resources Group Review Comments
October 29, 2021
Page Two

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.



NOT RELEASED FOR CONSTRUCTION

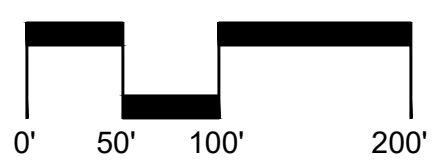
PROJECT TITLE:

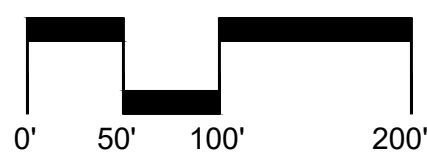
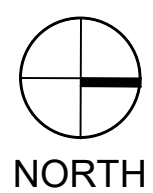
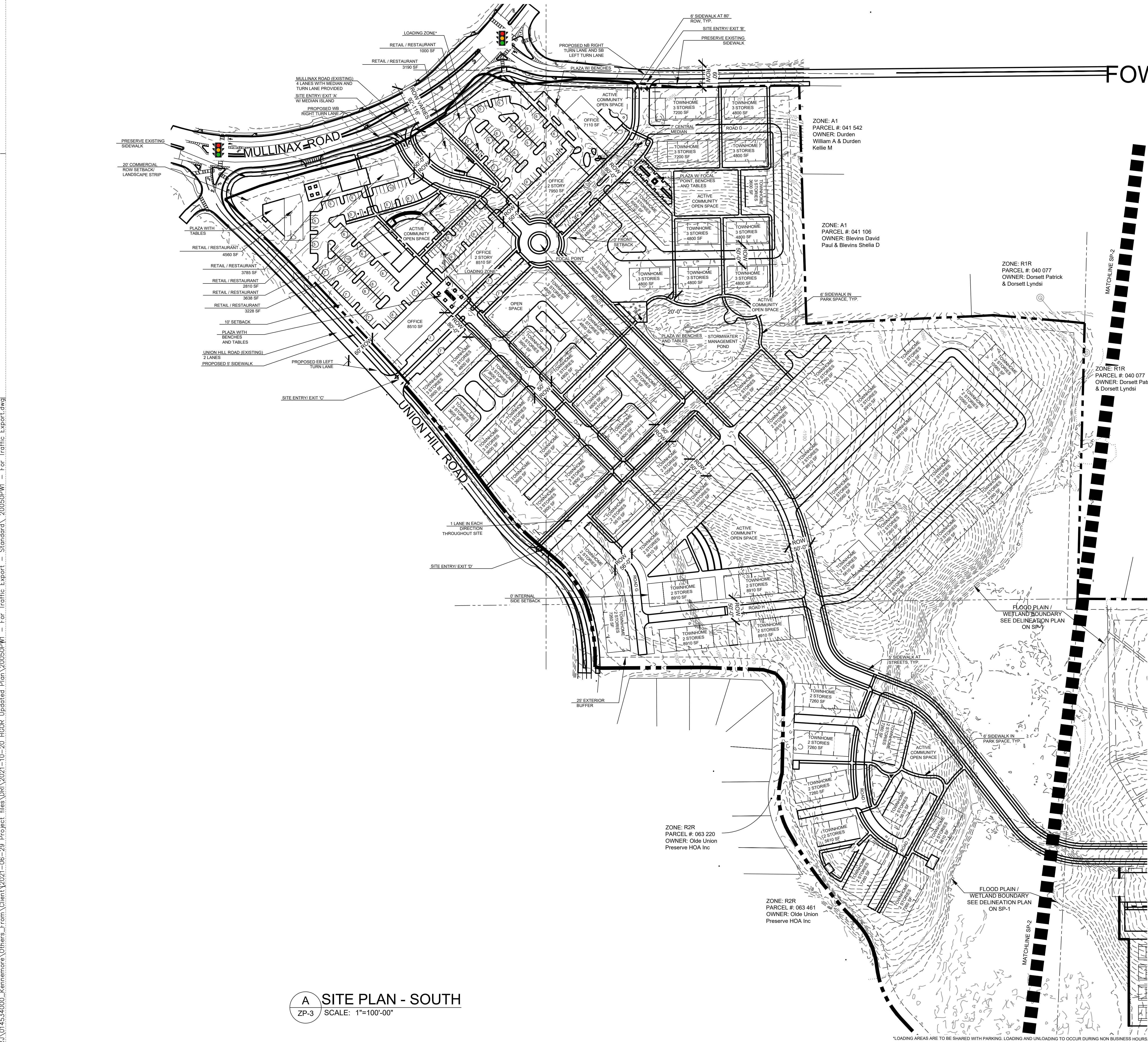
ODYSSEY DEVELOPMENT GROUP
1080 PEACHTREE STREET, NE #2909
ATLANTA, GA. 30309

REVISIONS:		
NO.	DATE	DESCRIPTION

SP-2

NOT RELEASED FOR CONSTRUCTION





HGOR

3445 Peachtree RD NE
Suite 1425
Atlanta, Georgia 30326
www.hgor.com
p. 404-248-1960
f. 404-248-1092

CONSULTANT LOGO:

PROJECT TITLE:

KENNEMORE TRACT

1175 MULLINAX ROAD,
ALPHARETTA GA. 30004
ODYSSEY DEVELOPMENT GROUP
1080 PEACHTREE STREET, NE #2909
ATLANTA, GA 30309

PROJECT NO:
20050

PRINCIPAL IN CHARGE: TF
PROJECT ARCHITECT: CS
DRAWN BY: CS

ISSUE AND DATE:
OCTOBER 13, 2021
DRI SITE PLAN

NO.	DATE	DESCRIPTION
-----	------	-------------

SEAL:

SHEET TITLE:
ZONING PLAN

SHEET NO:
SP-3