



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: December 20, 2021

TO: Mayor Jim Gilvin
ATTN TO: Michael Woodman, Senior Planner, City of Alpharetta
FROM: Douglas R. Hooker, Executive Director
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'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: Continuum Alpharetta DRI 3508

Review Type: DRI

Submitting Local Government: City of Alpharetta

Date Opened: Dec 20, 2021

Deadline for Comments: Jan 10, 2022

Date to Close: Jan 14, 2022

Description:

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 Regional Center. The Plan's Regional Development Guide (RDG) details general information and policy recommendations for Regional Centers which are listed at the bottom of these comments.

The proposal appears to advance some general aspects of regional policy including promoting economic development, reusing existing buildings and sites, preserving natural wooded areas, and supporting alternative transportation modes. The project proposes to build a mixed-use development on approximately 52 acres in the City of Alpharetta consisting of approximately 82 townhomes, 488 multifamily residential units, 218 hotel rooms, 1,028,500 SF of new office space, and 77,600 SF of restaurant/retail space. The 517,399 SF of existing office space will remain. Two wooded natural areas at the southern edge of the site will be preserved as wilderness parks with trails. A 60-foot wooded buffer will be retained along SR 400.

The project site at 5555 Windward Parkway is bounded by Westside Parkway on the west, Windward Parkway on the north, and SR 400 on the east. Approximately two-thirds of the site is currently developed as two two-story office buildings with a large amount of surface parking. The other one-third of the site is currently wooded.

Transportation and Mobility

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

The project is expected to generate a substantial amount of new vehicular traffic which can be mitigated somewhat by encouraging the use of alternative transportation modes. Site vehicular access is proposed via an existing signalized intersection on Windward Parkway (Driveway B), an existing unsignalized intersection on Westside Parkway (Driveway A), and two proposed right-in/right-out driveways on Windward Parkway (Driveway C toward the west and Driveway D toward the east). Transit access is available via MARTA bus routes 141 and 143 to North Springs rail station and downtown Alpharetta. Additional transit is envisioned via bus connection to potential future MARTA Bus Rapid Transit (BRT) service on SR 400. Pedestrian access will be provided via a new sidewalk/trail route through the interior of the site that connects to the edges of the site and the surrounding pedestrian network. Sidewalks exist on the both the Windward Parkway and Westside Parkway site frontages.

Care should be taken to create a clear and inviting pedestrian path from the site to the existing MARTA bus stop on Windward Parkway near the NW corner of the project and from the site to a planned future BRT connection between Driveways D and C. Ideally the existing bus stop could be upgraded to better serve the project and invite use.

The wide breezeway in between the retail buildings at the NW corner of the site creates an inviting pedestrian access point; ideally it should extend all the way to the sidewalk at the Windward/Westside Parkways intersection. Widening of the sidewalk around this corner could further emphasize this important pedestrian connection and placemaking element. The intersection of the internal 12 ft wide trail with Westside Parkway provides a similar key pedestrian entrance and placemaking opportunity. Ideally there could be a third similar pedestrian access point/feature at Driveway D along Windward Parkway.

The interior access road and perpendicular parking proposed along the Windward Parkway frontage seem more suited to a retail strip mall than to a large mixed-use development. Ideally this area could be revised to create a better street edge and pedestrian environment along Windward Parkway.

The project proposes approximately 7,875 parking spaces which is 210 spaces over the 7,665 minimum number of spaces required. Given the alternative transportation options available and mixed-use nature of the project, a reduction in parking spaces would be highly desirable. The transportation study notes that a 25% parking reduction is a possibility if a shared parking program is utilized; such a reduction would further support and encourage the use of transportation alternatives.

The 12-foot-wide multi-use trail linking the center of the site with the Windward and Westside Parkway frontages is a highly desirable aspect of the project. There are several opportunities for connecting this segment of trail within the project to the evolving nearby regional trails. There is a planned project to extend the Big Creek Greenway from its current access point at Marconi Drive and Windward Parkway to the intersection of Cogburn Road and Bethany Bend. This extension would cross Morris Road just north of Old Morris Road; from that point it would be short distance to connect to Windward Parkway and the project via the crosswalk at Driveway B. Another connection opportunity would be to the south from the Driveway A along Westside Parkway to Academy Street/Webb Bridge Road which is the site of the future outer loop segment of the Alpharetta Loop Trail. These short extensions would dramatically increase the span and connectivity of both the Alpharetta Loop and Big Creek Greenway trails.

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

Detailed comments from ARC's Natural Resources Group are **attached**.

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. 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 unless alternate criteria are developed and adopted by the jurisdiction. This project will need to conform to the adopted alternate City of Alpharetta water supply watershed requirements.

The USGS coverage for the project area shows no blue-line streams on the project property. The submitted site plan shows two segments of a tributary to the blue-line stream crossing the project property. No intrusions are shown in the mapped buffers. Any intrusions proposed in these buffers may require variances. The proposed preserved natural areas around the stream tributary are highly in keeping with regional stormwater management, tree preservation, and carbon management goals. There are several areas on the plan noted as "stormwater management area" but seem to fall within a building footprint of the Block H and I parking decks. Ideally the parking can be reduced through the shared parking reduction option and the size of some the parking decks can be reduced accordingly.

The re-use of the existing large surface parking areas is also highly supportive of regional stormwater and redevelopment goals. There are large areas of existing trees that are proposed for clearing and development in the areas of Blocks D, J2, and K; ideally the bio-retention and parking area shown in the surface parking at Block D could incorporate existing trees. Additional retention of existing stands of trees would be desirable and in keeping with regional goals regarding carbon sequestration and climate change/heat island effect mitigation.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Regional Center

The majority of this DRI site falls under the Regional Center category of ARC's Unified Growth Policy Map (UGPM). Regional Centers reflect concentrated uses that have generally defined boundaries and typically included areas of concentrated employment. People travel from around the region to these centers for employment, shopping, and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

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

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing residential neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The intensity and land use of this proposed project generally aligns with The Atlanta Region's Plan's recommendations for Regional Centers. City of Alpharetta 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, City of Alpharetta 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:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	CITY OF ALPHARETTA	CITY OF MILTON
FULTON COUNTY	FORSYTH COUNTY	METRO ATLANTA RAPID TRANSIT AUTHORITY
NORTH FULTON COMMUNITY IMPROVEMENT DISTRICT	CITY OF ROSWELL	CITY OF JOHNS CREEK

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: **Continuum Alpharetta DRI 3508** *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: *Jan 10 2022*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Dec 20 2021

ARC REVIEW CODE:

#

TO: ARC Group Managers

FROM: Donald Shockey, 470-378-1531

Reviewing staff by Jurisdiction:

Community Development: Andrew Smith

Transportation Access and Mobility: Aries Little

Natural Resources: Jim Santo

Research and Analytics: Jim Skinner

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Continuum Alpharetta DRI 3508

Review Type: DRI

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use development on approximately 52 acres in the City of Alpharetta. The project site at 5555 Windward Parkway is bounded by Westside Parkway on the west, Windward Parkway on the north, and SR 400 on the east. Approximately two-thirds of the site is currently developed as two two-story office buildings with a large amount of surface parking. The other one-third of the site is currently wooded. The proposed development will consist of approximately 82 townhomes, 488 multifamily residential units, 218 hotel rooms, 1,028,500 SF of new office space, and 77,600 SF of restaurant/retail space. The roughly 517,399 SF of existing office space will remain. Approximately 7,900 parking spaces will be provided, of which about 7,620 will be in structured garages. Two wooded natural areas at the southern edge of the site will be preserved as wilderness parks with trails. A 60-foot wooded buffer will be retained along SR 400. Site access is proposed via an existing signalized intersection on Windward Parkway, an existing unsignalized intersection on Westside Parkway, and two proposed right-in/right-out driveways on Windward Parkway. Transit access is available via MARTA bus routes 141 and 143 to North Springs rail station and downtown Alpharetta. Additional transit is envisioned via bus connection to potential future MARTA Bus Rapid Transit (BRT) service on SR 400. Pedestrian access will be provided via a new sidewalk/trail route through the interior of the site that connects to the edges of the site and the surrounding pedestrian network. There is no existing bicycle infrastructure around the site. The local DRI review trigger is an application for rezoning from Office-Institutional to Mixed-Use. The expected build out year 2027.

Submitting Local Government: City of Alpharetta

Date Opened: Dec 20 2021

Deadline for Comments: Jan 10 2022

Date to Close: Jan 14 2022

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:

[illegible]



Developments of Regional Impact

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DRI #3508

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Alpharetta
 Individual completing form: Michael Woodman
 Telephone: 6782976072
 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: Continuum Alpharetta
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 5555 Windward Parkway, Alpharetta, GA 30004
 Brief Description of Project: Approximately 51.8-acre mixed-use development consisting of approximately 82 townhomes, 488 multifamily residential units, 218 hotel rooms, 1,028,500 SF of office, and 77,600 SF retail/restaurant space. 517,399 SF of existing office is proposed to remain on-site.

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.): Approximately 82 townhomes, 488 multifamily residential units, 218 hotel rooms, 1,028,500 SF of office

Developer: Southwest Value Partners

Mailing Address: 161 Rosa L. Parks Boulevard

Address 2:

City: Nashville State: TN Zip: 37203

Telephone: 9016190165

Email: jbucher@swvp.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: 2027

Overall project: 2027

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Developments of Regional Impact

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DRI #3508

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government: Alpharetta
Individual completing form: Michael Woodman
Telephone: 6782976072
Email: mwoodman@alpharetta.ga.us

Project Information

Name of Proposed Project: Continuum Alpharetta
DRI ID Number: 3508
Developer/Applicant: Southwest Value Partners
Telephone: 9016190165
Email(s): jbucher@swvp.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: Approx. \$800 million - \$1 billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approx. \$10 million - \$14 million

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 Water Services

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

0.49 MGD

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 site: Fulton County Water Services

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

0.41 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.)

Approx. 16,612 net daily trips, 1,273 AM Peak Hour trips, 1,390 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 refer to 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)?

6,299 tons

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

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

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? Approx. 80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater management facilities will be designed to meet local and state requirements. This will be accomplished in the form of various best management practices (BMPs) approved in the Georgia Stormwater Management Manual and the Alpharetta Stormwater Ordinance. BMPs that will likely be implemented are detention measures, pervious pavement, bioretention, and buffers to state waters.

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:

Local streams have been identified on the subject site which will require state and City buffers. At this time, impacts to these streams or buffers are not anticipated.

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

DRI INFORMATION

DRI Number #3508
DRI Title Continuum Alpharetta
County Fulton County
City (if applicable) Alpharetta
Address / Location South of Windward Parkway, west of SR 400, and east of Westside Parkway

Proposed Development Type: It is proposed to develop 82 townhome units, 488 multifamily residential units, a hotel with 218 rooms, office space totaling 1,545,899 SF, retail space totaling 38,800 SF, and restaurant space totaling 38,800 SF.

Build Out: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date December 20, 2021

TRAFFIC STUDY

Prepared by Kimley Horn
Date December 13, 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*)

☒ NO (*provide comments below*)

In addition to the projects referenced on page 14, there is a multiuse trail project (FN-302) north of the project area. The trail project will ultimately connect to the proposed project area.

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 project site proposes four access points which are located on Windward Parkway (Driveways B, C, and D) and Westside Parkway (Driveway A). The project site's access points adjacent to Windward Parkway is bounded by two Regional Thoroughfares, which are SR 9 and SR 400.

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 project site's access points adjacent to Windward Parkway is bounded by two Regional Truck Routes, which are SR 9 and SR 400.

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

Long-range project (AR-470) proposes to provide high-capacity premium transit service from North Springs MARTA Station to Windward Parkway.

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 Route(s) Routes 141 and 143

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

MARTA operates within the jurisdiction of the proposed development.

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):

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While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

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 appears to be approximately 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 75-foot undisturbed buffer and 150-foot impervious setback on streams that are within 7 miles upstream of the closest public water supply intake; 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 the City of Alpharetta. 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 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 the City of Alpharetta'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 Chattahoochee River public water supply intake.

Stream Buffers

The USGS coverage for the project area shows no blue-line streams on the project property. The USGS coverage does show a blue line stream just to the west of the project property. The submitted site plan shows two segments of a tributary to the blue-line stream crossing the project property. While it appears that portions of the stream are piped, it is evident from aerial photo coverage that the piped areas are already developed. The visible portions of the stream show the State 25-foot Erosion and Sedimentation Act buffer as well as the City of Alpharetta's 50-foot stream buffer and 75-foot impervious setback. No intrusions are shown in the mapped buffers. Any intrusions proposed in these buffers may require variances. Any other unmapped streams on the property may be subject to City of Alpharetta stream buffer requirements. All state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

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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.

