

DRI REGIONAL REVIEW FINDING

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

DATE: March 7, 2025

TO: Mayor Jim Gilvin, City of Alpharetta

ATTN TO: Michael Woodman, Planning, Development Services Manager, City of Alpharetta

FROM: Mike Alexander, COO, Atlanta Regional Commission

RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below 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 final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Brookside Mixed-Use DRI 4317 Submitting Local Government: City of Alpharetta

<u>Date Opened</u>: February 19, 2025 <u>Date Closed:</u> March 7, 2025

<u>Description</u>: A DRI review of a proposal to construct a mixed-use development with new construction of 350 multifamily residential units, 90 townhomes, and 60,000 SF of retail/commercial space along with redevelopment of an existing 130,000 SF office building on a 19.7 - acre previously developed site west of Brookside Parkway and south of Old Milton Parkway in the city of Alpharetta in Fulton County.

Key Comments:

The project is substantially aligned with applicable Established Suburbs growth policy recommendations which emphasize the importance of preserving single-family neighborhoods with appropriate infill development.

The project's mix of residential, retail, and office uses is strongly supportive of regional placemaking and multi-modal transportation policies.

The project's reuse of a previously developed site with a large amount of underutilized surface parking is highly supportive of regional placemaking and environmental policies.

The project is expected to generate approximately new 5,598 user trips of which 4,029 are classified as new vehicular trips; a number of roadway improvements to mitigate these trips are proposed.

The project's proximity to the adjacent 30-acre City of Alpharetta Brookside Park offers valuable recreational opportunities for residents and visitors. The final design of the project's visual and physical connection to this premiere amenity should serve as a gateway that invites project residents and patrons into this natural area of the site and the park beyond.

The proposed project property is located entirely within the Big Creek Water Supply Watershed. The City of Alpharetta has adopted water supply watershed protection criteria in Section 3.3.6., Water Supply Watershed Protection, under the City's Unified Development Code. This project will need to meet all applicable requirements of the City's ordinance.

The proposal is highly consistent with ARC's Metropolitan Transportation Plan due to its proximity to existing transit services and regional trails, mix of residential and commercial uses that provide transit ridership, minimum provision of parking spaces, and strong pedestrian network.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 11-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation, or designations, to all areas in the region. This location is designated as Established Suburbs; corresponding growth policy recommendations are detailed at the end of these comments.

The project's mix of residential, retail, and office uses is supportive of regional placemaking and multi-modal transportation policies.

The project's proximity to the adjacent 30-acre City of Alpharetta Brookside Park and trail offers valuable recreational and enjoyment of nature opportunities for residents and visitors. The existing terraced feature extending from the site down to the trail is a principal urban design feature of the existing development that is visually compromised by the narrow opening in between the two existing office buildings. The demolition of the northern office building offers the opportunity to make this much more of an inviting visual and functional portal to the natural amenity. However, the site plan shows a service driveway to the new multi-family building taking up much of this newly opened up space. The inclusion of a large roundabout typically utlized in higher traffic locations and intersections as a traffic management mechanism also diminishes this key pedestrian connection.

Ideally, the site design could be refined to create a stronger visual and pedestrian connection from the natural area to the retail/food plaza buildings flanking driveway B. Patrons of the restaurant/retail area would be invited by the design to stroll to the amphitheatre area with its views and steps down to the trails.

The overall ambiance of the driveway B pedestrian area would also substantially be improved by shfting the surface parking spaces away from the front of the north building so that it mirrors the configuration of the south side. This would allow for outdoor seating facing a greenspace rather than parked cars.

Transportation and Mobility Comments

ARC's Transportation and Mobility comments are attached.

The proposal is highly consistent with ARC's MTP. The project is located close to existing transit services and along regional trails. The projects' mix of residential and commercial uses will support transit ridership. Sidewalks connect to existing sidewalks and trails and have ample designated crossings. To support bike riders, bike sharrows could be implemented on the streets in the development. The minimum amount of parking locally allowed is provided as are EV charging spaces.

A 12' pedestrian path is proposed to align with required life safety (fire) access along the northwestern frontage of the site. The proposed pedestrian connection will provide improved connectivity between the western edge of the site and Old Milton Parkway sidewalks as well as a connection to the Brookside Trail network and the commercial village on the site.

The project is expected to generate approximately 5,598 new user trips of which 4,029 are classified as new vehicular trips; 285 trips are allocated to alternative transportation modes, 920 trips are removed due to the ability to obtain goods or services within the development, and 1,364 vehicular trips are assumed to be already existing (pass-by) but will visit the new destination. A number of roadway improvements to mitigate these trips are proposed.

ARC Natural Resources Group Comments

ARC's Natural Resource comments are attached.

Watershed Protection

The proposed project property is located entirely within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the City of Roswell. The proposed project is less 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. Alternate criteria were 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. The City of Alpharetta has adopted water supply watershed protection criteria in Section 3.3.6., Water Supply Watershed Protection, under the City's Unified Development Code. This project will need to meet all applicable requirements of the City's ordinance.

The project site is also in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The Chattahoochee River watershed 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 on the Chattahoochee.

Stream Buffers

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Big Creek is located to the west of the project property but is roughly 450 feet from the closest property line, so no buffers extend onto the property.

Floodplain

Both the FEMA coverage for the project area and the site plan show small areas of Flood Zone X, which includes is the 500-year floodplain along the western edge of the project property. The submitted site plan shows no proposed development in this area.

Environmental Comments

The development will provide water runoff reduction and treatment for stormwater quality using onsite green infrastructure such as permeable pavers, bioretention ponds and swales, stormwater planters, and/or underground infiltration – which are all supportive of regional environmental policies – pending coordination and approval with the City during design.

GDOT Aviation

Comments received from GDOT Aviation are attached.

Atlanta Region's Plan Growth Policy Considerations: Established Suburbs

According to the Atlanta Region's Plan, Established Suburbs are areas where suburban development has occurred and are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development. These areas represent the part of the region that has recently reached "build-out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas. While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years.

Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.

The project is strongly aligned with Established Suburbs recommendations in that it provides a substantial amount of new housing that doesn't negatively impact existing single–family neighborhoods. The project's reuse of an existing site with extensive vacant surface parking and robust mix of housing, office, and retail restaurant uses is highly supportive of regional transportation, placemaking, and environmental policies. City of Alpharetta leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, neighborhoods, land uses and natural systems.

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

ATLANTA REGIONAL COMMISSION
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CITY OF ROSWELL

GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
FORSYTH COUNTY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
CITY OF JOHNS CREEK

For questions, 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.





Developments of Regional Impact

DRI Home Tier Map **Apply View Submissions** <u>Login</u>

DRI #4317

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: George Doyle

Telephone: 678-297-6220

E-mail: gdoyle@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: Brookside Mixed-Use

Location (Street Address, 3625 Brookside Pkwy, Alpharetta, GA

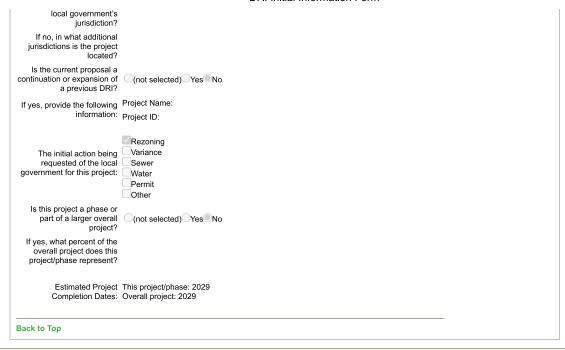
If yes, property owner: BOF II GA Brookside, LLC Is the proposed project (not selected) Yes No

GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project: Proposed redevelopment of an existing surface-parked office complex that currently

includes 260 000 SE of office that will be converted into a mixed-use deve

with res existing.	dential, office, and retail land uses. App occupied office will remain on site with multifamily, and townhome residential u	roximately 130,000 SF of the addition of new retail/commercial
Development Type:		
(not selected)	Hotels	Wastewater Treatment Facilities
Office	Mixed Use	Petroleum Storage Facilities
Commercial	Airports	Water Supply Intakes/Reservoirs
Wholesale & Distribution	OAttractions & Recreational Facilitie	s Ontermodal Terminals
OHospitals and Health Care Facilitie	Post-Secondary Schools	Truck Stops
Housing	Waste Handling Facilities	Any other development types
Industrial	Quarries, Asphalt & Cement Plants	S
If other development type, describe:		
Project Size (# of units, floor Infill dev area, etc.): retail/co	relopment includes 350 multifamily units mmercial	s, 90 townhomes, and 60,000 SF
Developer: Portmar	n Holdings	
Mailing Address: 303 Pea	achtree Center Ave NE Suite #575	
Address 2:		
City:Atla	anta State: GA Zip:30303	
Telephone: 404-614	-5252	
Email: mgreen	e@portmanholdings.com	
Is property owner different (not s	elected) Yes No	



GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page

DRI Site Map | Contact



Developments of Regional Impact

DRI Home

Tier Map

<u>Apply</u>

View Submissions

<u>Login</u>

DRI #4317

Per FEMA MAP 13121C0067F, Western Portions of the site lie within the 100 year flood plain of Big Creek. There will be no rise to the flood plain caused by this development.

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

Local Government Information

Submitting Local Government:

Alpharetta

Individual completing form: George Doyle

Telephone: 678-297-6220

Email: gdoyle@alpharetta.ga.us

Project Information

Name of Proposed Project: Brookside Mixed-Use

DRI ID Number: 4317

Developer/Applicant: Portman Holdings Telephone: 404-614-5252

Email(s): mgreene@portmanholdings.com

Additional Information Requested

Has the RDC identified any additional information

required in order to proceed

with the official regional (not selected) Yes No review process? (If no,

proceed to Economic

Impacts.)

If yes, has that additional information been provided (not selected) Yes No to your RDC and, if

applicable, GRTA?

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

Economic Development

Estimated Value at Build-

\$310M

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

Is the regional work force sufficient to fill the demand created by the proposed

(not selected) Yes No

project?

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

If yes, please describe (including number of units, square feet, etc): The existing office complex includes 260,000 SF approximately 130,000 SF of the existing office is occupied and will remain. The vacant remaining 130,000 SF will be

removed and replaced with the infill development proposed.

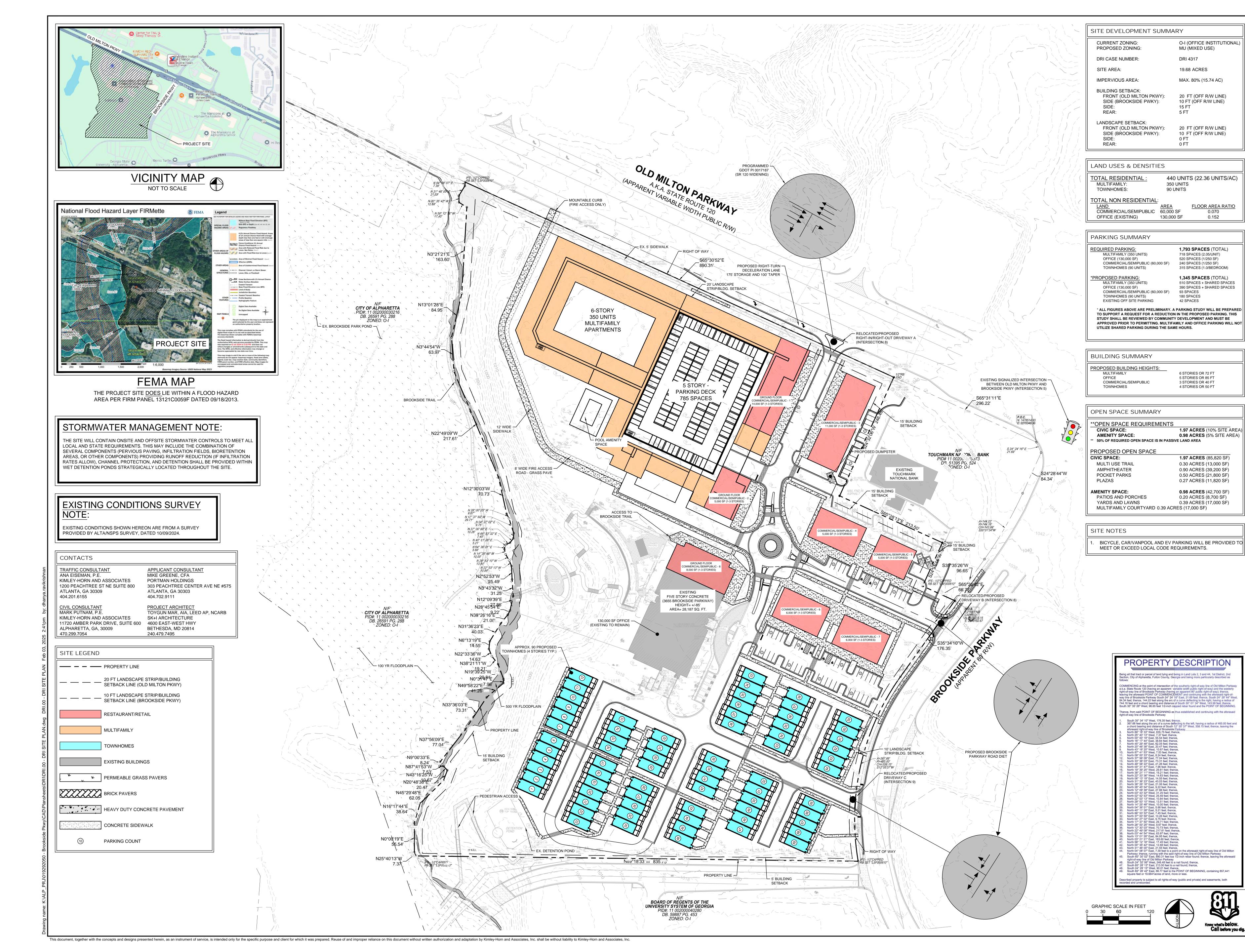
Water Supply					
Name of water supply provider for this site:	Fulton County Water Services				
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.22 MGD				
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No				
If no, describe any plans to e	xpand the existing water supply capacity:				
Is a water line extension required to serve this project?	uired to serve this (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)?	0.18 MGD				
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No				
If no, describe any plans to e	xpand existing wastewater treatment capacity:				
Is a sewer line extension required to serve this project?	(not selected) Yes No				
If yes, how much additional li	ne (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.)	Net New Trips: 4,029 Daily 303 AM 290 PM (including existing office traffic: 441 AM 434 PM)				
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:See traffic study performed by Kimley-Horn					
Solid Waste Disposal					
How much solid waste is the project expected to generate annually (in tons)?	3616 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 ~56% proposed development has been constructed?					
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Due to proximity to the adjoining floodplain and big creek, a timing analysis will be analyzed on the need for onsite detention. During the land disturbance review phase hydraulic studies will be analyzed of the downstream existing underground stormwater pipes to confirm capacity. Runoff reduction/ water quality shall be achieved using onsite green infrastructure such as permeable pavers, bioretention ponds/swales, stormwater planters, underground infiltration, etc.					
Environmental Quality					
Is the development located within, or likely to affect any of the following:					
Water supply watersheds?	(not selected) Yes No				
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:					
Back to Top					

GRTA DRI Page | ARC DRI Page | RC Links | DCA DRI Page

DRI Site Map | Contact

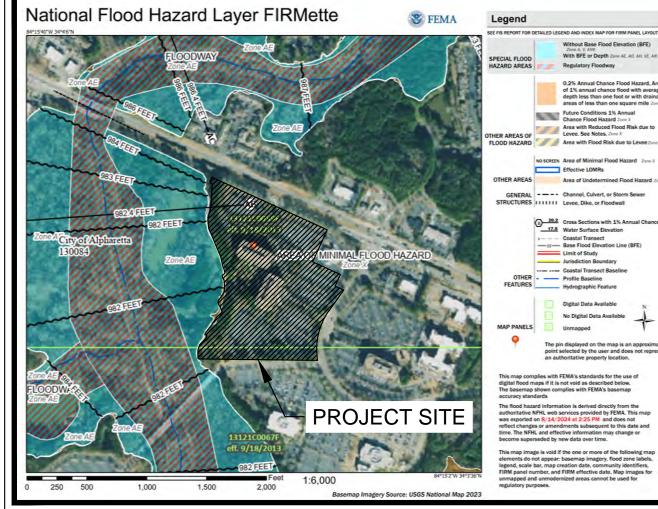


0000076495

GSWCC CERT. (LEVEL II) DRAWN BY DESIGNED BY REVIEWED BY 12.02.2024 PROJECT NO. 019292050

DRI SITE PLAN HEET NUMBER

VICINITY MAP



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0059F DATED 09/18/2013.

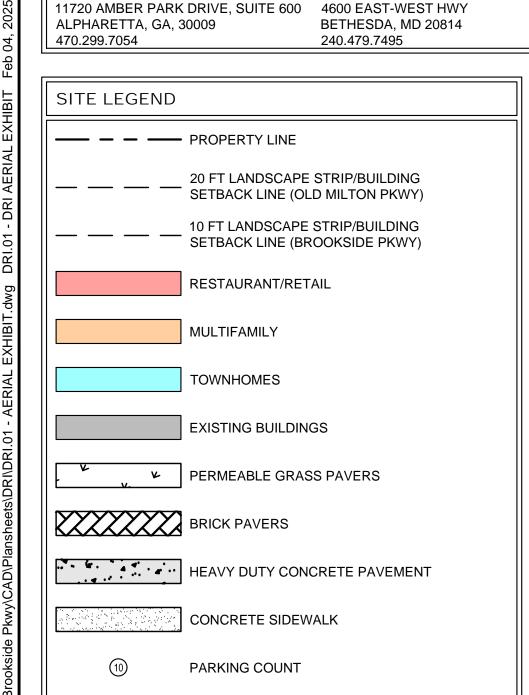
STORMWATER MANAGEMENT NOTE:

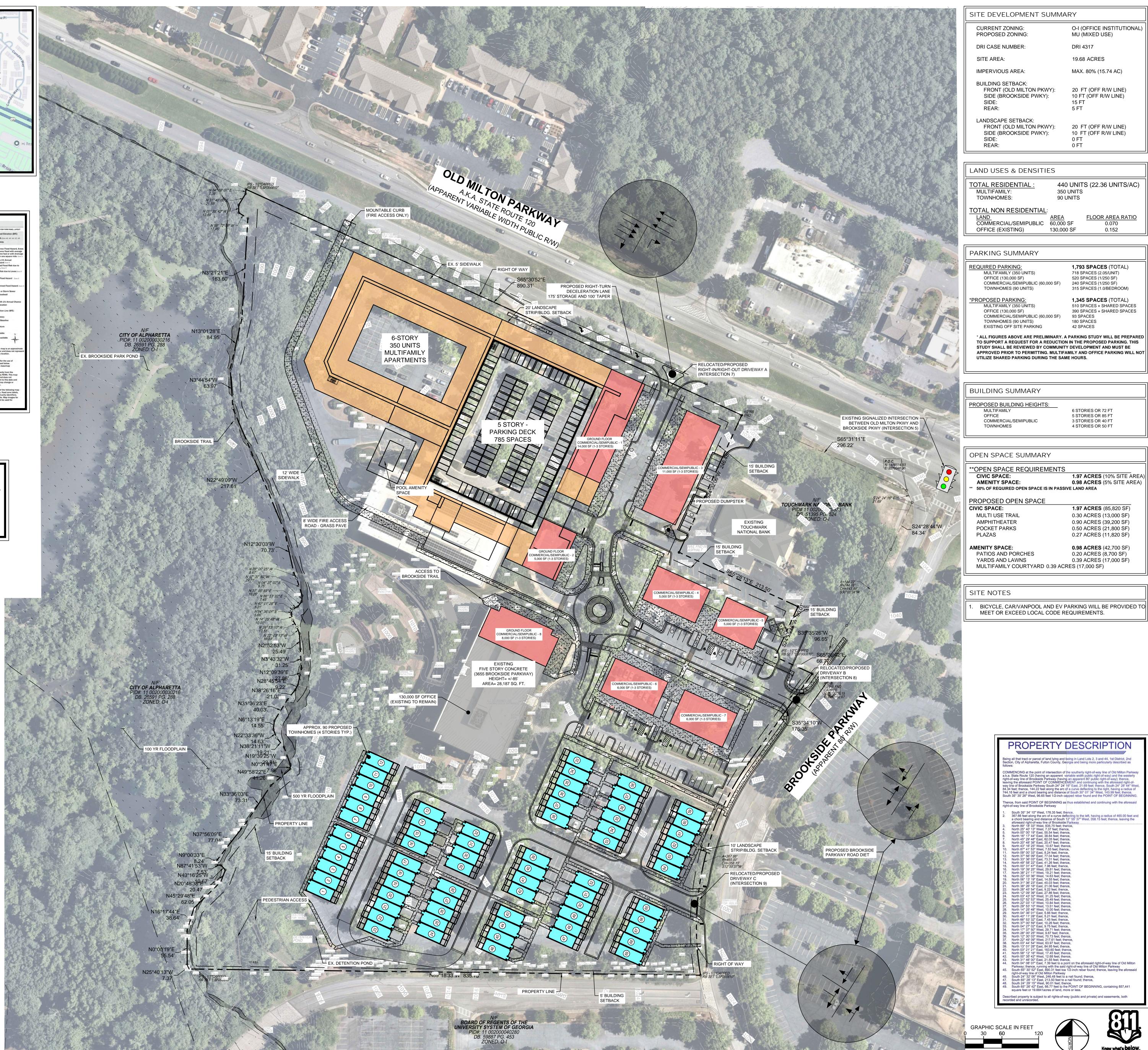
THE SITE WILL CONTAIN ONSITE AND OFFSITE STORMWATER CONTROLS TO MEET AL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION (IF INFILTRATION RATES ALLOW), CHANNEL PROTECTION, AND DETENTION SHALL BE PROVIDED WITHIN WET DETENTION PONDS STRATEGICALLY LOCATED THROUGHOUT THE SITE.

EXISTING CONDITIONS SURVEY

EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY PROVIDED BY ALTA/NSPS SURVEY, DATED 10/09/2024.

CONTACTS TRAFFIC CONSULTANT ANA EISEMAN, P.E. PORTMAN HOLDINGS KIMLEY-HORN AND ASSOCIATES 303 PEACHTREE CENTER AVE NE #575 1200 PEACHTREE ST NE SUITE 800 ATLANTA, GA 30303 ATLANTA, GA 30309 404.201.6155 404.702.9111 MARK PUTNAM, P.E. TOYGUN MAR, AIA, LEED AP, NCARB KIMLEY-HORN AND ASSOCIATES SK+I ARCHITECTURE





O-I (OFFICE INSTITUTIONAL)

MU (MIXED USE)

19.68 ACRES

MAX. 80% (15.74 AC)

20 FT (OFF R/W LINE)

10 FT (OFF R/W LINE)

20 FT (OFF R/W LINE) 10 FT (OFF R/W LINE)

440 UNITS (22.36 UNITS/AC)

FLOOR AREA RATIO

0.152

1,793 SPACES (TOTAL) 718 SPACES (2.05/UNIT)

315 SPACES (1.0/BEDROOM)

1,345 SPACES (TOTAL) 510 SPACES + SHARED SPACES

390 SPACES + SHARED SPACES

520 SPACES (1/250 SF)

240 SPACES (1/250 SF)

93 SPACES

42 SPACES

6 STORIES OR 72 FT 5 STORIES OR 85 FT

3 STORIES OR 40 FT

1.97 ACRES (10% SITE AREA) **0.98 ACRES** (5% SITE AREA)

1.97 ACRES (85,820 SF)

0.30 ACRES (13,000 SF)

0.90 ACRES (39,200 SF)

0.50 ACRES (21,800 SF)

0.27 ACRES (11,820 SF)

0.98 ACRES (42,700 SF) 0.20 ACRES (8,700 SF)

0.39 ACRES (17,000 SF)

PROPERTY DESCRIPTION

Being all that tract or parcel of land lying and being in Land Lots 2, 3 and 44, 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as

COMMENCING at the point of intersection of the southerly right-of-way line of Old Milton Parkwa a.k.a. State Route 120 (having an apparent variable width public right-of-way) and the westerly right-of-way line of Brookside Parkway (having an apparent 80 public right-of-way); thence, leaving the aforesaid POINT OF COMMENCEMENT and continuing with the aforesaid right-of-way line of Brookside Parkway South 24° 24′ 16″ East, 21.69 feet; thence, South 24° 26′ 44″ We 84.34 feet; thence, 144.22 feet along the arc of a curve deflecting to the right, having a radius of 744.16 feet and a chord bearing and distance of South 30° 01′ 34′ West, 143.99 feet; thence, South 35° 35′ 26″ West, 96.65 feet 1/2-inch capped rebar found and the POINT OF BEGINNING

Thence, from said POINT OF BEGINNING as thus established and continuing with the aforesaid right-of-way line of Brookside Parkway

1. South 35° 34' 10" West, 176.35 feet; thence,
367.66 feet along the arc of a curve deflecting to the left, having a radius of 465.00 feet and a chord bearing and distance of South 12' 55' 37" West, 358.15 feet; thence, leaving the aforesaid right-of-way line of Brookside Parkway

3. North 89° 18' 33" West, 335.75 feet; thence,
4. North 25° 40' 13" West, 73.7 feet; thence,
5. North 00° 00' 19" East, 55.54 feet; thence,
6. North 16° 17' 44" East, 38.64 feet; thence,
7. North 45° 29' 48" East, 62.05 feet; thence,
8. North 20° 48' 38" East, 20.47 feet; thence,
9. North 43° 16' 25" West, 10.67 feet; thence,
10. North 87° 41' 53" West, 7.53 feet; thence,
11. North 09° 00' 33" East, 8.24 feet; thence,
12. North 33° 36' 03" East, 73.31 feet; thence,
13. North 33° 36' 38" East, 20.47 feet; thence,
14. North 49° 58' 22" East, 7.96 feet; thence,
15. North 00° 31' 47" East, 7.96 feet; thence,
16. North 19° 39' 25" West, 19.21 feet; thence,
17. North 38° 21' 11" West, 19.21 feet; thence,
18. North 22° 33' 36" West, 14.63 feet; thence,
19. North 36' 32" East, 14.03 feet; thence,
10. North 38° 26' West, 29.81 feet; thence,
11. North 38° 26' 16" East, 21.06 feet; thence,
12. North 38° 26' 16" East, 21.06 feet; thence,
13. North 28' 45' 54" East, 9.22 feet; thence,
14. North 28' 45' 54" East, 9.22 feet; thence,
15. North 38° 26' 16" East, 21.06 feet; thence,
16. North 12' 09' 39" East, 71.86 feet; thence,
17. North 38' 25' West, 11.86 feet; thence,
18. North 12' 09' 39" East, 77.86 feet; thence,
19. North 12' 09' 39" East, 77.86 feet; thence,
19. North 12' 09' 39" East, 77.86 feet; thence,
19. North 12' 09' 39" East, 77.86 feet; thence,
19. North 12' 09' 39" East, 77.86 feet; thence,
19. North 13' 30' 23" West, 31.26 feet; thence,
19. North 13' 30' 23" West, 31.26 feet; thence,
19. North 13' 30' 23" West, 31.26 feet; thence,
19. North 12' 09' 39" East, 77.86 feet; thence,
20. North 12' 09' 39" East, 77.86 feet; thence,
21. North 13' 30' 23" West, 31.26 feet; thence,
22. North 13' 30' 23" West, 31.26 feet; thence,

3. North 12° 09' 39" East, 27.86 feet; thence,
4. North 02° 43' 32" West, 31.25 feet; thence,
5. North 02° 52' 53" West, 10.84 feet; thence,
6. North 22° 03' 13" West, 10.84 feet; thence,
7. North 22° 53' 10" West, 13.51 feet; thence,
8. North 14° 25' 48" West, 10.00 feet; thence,
9. North 40° 36' 01" East, 5.66 feet; thence,
9. North 40° 11' 28" East, 5.66 feet; thence,
1. North 66° 53' 32" East, 7.45 feet; thence,
1. North 37° 00' 59" East, 10.26 feet; thence,
1. North 37° 00' 59" East, 10.26 feet; thence,
1. North 17° 37' 50" West, 29.71 feet; thence,
1. North 28° 00' 25" West, 9.76 feet; thence,
1. North 28° 00' 25" West, 9.76 feet; thence,
1. North 28° 00' 25" West, 9.76 feet; thence,
1. North 28° 00' 25" West, 9.76 feet; thence,
1. North 22° 49' 09" West, 21.76.16 feet; thence,
1. North 30° 44' 54" West, 63.97 feet; thence,
1. North 33° 01' 25" East, 84.95 feet; thence,
1. North 33° 01' 25" East, 84.95 feet; thence,
1. North 33° 12' 16" West, 17.45 feet; thence,
1. North 33° 12' 12" East, 163.60 feet; thence,
1. North 33° 14' 24" West, 12.68 feet; thence,
1. North 31° 46' 00" East, 21.55 feet; thence,
1. North 31° 46' 00" East, 21.55 feet; thence,
1. North 04° 08' 07" East, 7.39 feet to a point on the aforesaid right-of-way line of Old Milton Parkway
1. South 65° 30' 52" East, 80.31 feet to a 1/2-inch rebar found; thence, leaving the aforesaid right-of-way line of Old Milton Parkway
1. South 65° 26' 13" East, 246.48 feet to a nail found; thence,
1. South 65° 26' 13" East, 21.50 feet to a nail found; thence,
1. South 65° 26' 13" East, 21.50 feet to a nail found; thence,
1. South 65° 26' 13" East, 246.48 feet to a nail found; thence,
1. South 65° 26' 12" East, 67.7 feet to the POINT OF BEGINNING, containing 857,441 square feet or 19.6841acres of land, more or less.

Described property is subject to all rights-of-way (public and private) and easements, both

4 STORIES OR 50 FT

DRI 4317

15 FT 5 FT

0 FT

90 UNITS

GSWCC CERT. 0000076495 (LEVEL II) DRAWN BY DESIGNED BY 12.02.2024

REVIEWED BY PROJECT NO. 019292050 DRI AERIAL

EXHIBIT HEET NUMBER

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

BROOKSIDE MIXED-USE DRI

City of Alpharetta Natural Resources Review Comments February 25, 2025

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Department 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 entirely within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the City of Roswell. The proposed project is less 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. Alternate criteria were 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. The City of Alpharetta has adopted water supply watershed protection criteria in Section 3.3.6., Water Supply Watershed Protection, under the City's Unified Development Code. This project will need to meet all applicable requirements of the City's ordinance.

The project site is also in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The Chattahoochee River watershed 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 on the Chattahoochee.

Stream Buffers

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Big Creek is located to the west of the project property but is roughly 450 feet from the closest property line, so no buffers extend onto the property. Any unmapped streams identified on the property may be subject to the City of Alpharetta's stream buffer ordinance and, if any unmapped stream is identified as perennial stream, it may be subject to the buffers required under. Any unmapped State waters identified on the property, included unmapped streams, will be subject to the State 25-foot Sediment and Erosion Control buffer.

BROOKSIDE MIXED-USE DRI ARC Natural Resources Comments Page Two February 25, 2025

Floodplain

Both the FEMA coverage for the project area and the site plan show small areas of Flood Zone X, which includes is the 500-year floodplain (0.2% annual flood chance hazard) as well as areas of 1% annual chance flood {100-year floodplain} with average depth less than one foot or with drainage areas of less than one square mile, along the western edge of the project property. The submitted site plan shows no proposed development near this portion of the project property.

Stormwater/Water Quality

Except for an existing detention pond on the already develop site, no stormwater management system design is shown on these conceptual plans. The application form states: "Runoff reduction/water quality shall be achieved using onsite green infrastructure such as permeable pavers, bioretention ponds/swales, stormwater planters, underground infiltration, etc." The final project design 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 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.

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



regional impact + local relevance

Development of Regional Impact

Assessment of Consistency with the ARC Metropolitan Transportation Plan

Prepared by: Shelby Stamback, ARC Transportation Access and Mobility Division February 25, 2025

DRI INFORMATION

2025 Brookside Mixed Use DRI 4317 - Alpharetta, Fulton County, GA

Metropolitan Transportation Plan Projects

Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

No, the project did not include AR-470. This is the GA 400 Corridor BRT from North Springs MARTA Station to Windward Parkway. Connections to this project from the DRI site are important to consider as the AR-470 project will connect to other jurisdictions. The DRI location is around 1 mile from AR-470.

REGIONAL NETWORKS

1. Will the project be directly served by any roadways identified as Regional Thoroughfares? Any access points between the development and a Regional Thoroughfare, combined with the development's onsite 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			
	Regional Throughfare capacity and safety needs have been met through the turn lane into the development and right-in right-out turn movements along SR 120.			
An de	Will the development site be directly served by any roadways identified as Regional Truck Routes? y access points between the development and a Regional Truck Route, combined with the velopment's on-site circulation patterns, must be designed with the goal of preserving the highest ssible level of capacity and safety for all users of the roadway			
	NO ⋈ YES (SR 120, existing site access point to be utilized)			
	Regional Truck Route capacity and safety needs have been met through the turn lane into the development and right-in right-out turn movements along SR 120.			
3.	If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.			
	NOT APPLICABLE ■			

4.	If the project is within one mile of existing or planned fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions				
		NOT APPLICABLE X Yes			
		MARTA Route 185; several stops in vicinity of site			
		Distance*	~250 feet		
		Walking Access to stops*	Stops are very accessible via walking, no improvements needed		
		Bicycling Access to stops *	No dedicated bike infrastructure to stops		
		MARTA Route 140			
		Distance*	.44 miles		
			Stops are accessible via walking along SR 120, safety improvements at Creek Greenway is a safer but less direct route to stops.		
	Bicycling Access to stops * No dedicated bike infrastructure to stops via SR 120. Big Greenway is a safe but less direct route to stops.				
	BRT TOD Comments - Proposed development program uses strongly support transit ridership. Both commercial and residential uses are incorporated into the site. Transit stops are very accessible.				
5.	If the development site is within one mile of an existing or planned multi-use path or trail, provide information on accessibility conditions				
		NOT APPLICABLE			
	\boxtimes	YES			
		Big Creek Greenway Trail; multiuse trail that runs along Big Creek and connects Roswell, Alpharetta, and Cumming.			
		Distance ~	600 feet		
	Brookside Trail; connects to the Big Creek Greenway and Brookside Park				
		Distance ~	200 feet		
		Walking Access* Both trail the project to the trails.	ls are highly accessible via walking. No dedicated bike facilities connect		

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

1. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections, or bike/pedestrian connections, with adjacent parcels?

The site plan provides connections with adjacent parcels, but proposed streets should be better aligned with existing streets. Proposed new intersections may be too close to the southern street intersection that connects to Brookside Pkwy.

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

Pedestrians are able to move between destinations within the development safely and conveniently. Dedicated bike facilities are not provided. Streets could have bike sharrow markings to allow for bike movements within the site and to surrounding areas.

3. 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?

Proposed uses will not generate a significant amount of truck movement. Otherwise, the site separates truck movements from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network.

4. Does the site plan include provisions for electric vehicle charging?

Yes, the site plan includes provisions for electric vehicle charging.

RECOMMENDATIONS

1. Do the transportation network recommendations outlined in the transportation study adequately mitigate the project's vehicular impact?

The proposal is highly consistent with ARC's MTP. The project is located close to existing transit services and along regional trails. The projects' mix of residential and commercial uses will support transit ridership. Sidewalks connect to existing sidewalks and trails and have ample designated crossings. To support bike riders, bike sharrows could be implemented on the streets in the development. The minimum amount of parking locally allowed is provided as are EV charging spaces.

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

None at this time.

From: Hood, Alan C.

To: Donald Shockey

Subject: RE: 2025 Brookside Mixed-Use DRI 4317 - Preliminary Report and Comments Request

Date: Tuesday, March 4, 2025 1:00:44 PM

Attachments: image001.png

image002.png image003.png image004.png image005.png image006.png

Donald,

This proposal to construct a mixed-use development with 20,000 SF of office space, 350 multifamily residential units, 90 townhomes, and 60,000 SF of retail/commercial space on a 19.7 – acre previously developed site west of Brookside Parkway and south of Old Milton Parkway in the city of Alpharetta in Fulton County, is more than 10 miles from any civil airport. It is located outside of the FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?
action=showNoNoticeRequiredToolForm). Those submissions for any associated cranes may be done online at https://oeaaa.faa.gov. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

Website: https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx

From: Donald Shockey < DShockey@atlantaregional.org>

Sent: Wednesday, February 19, 2025 3:49 PM