



REGIONAL REVIEW NOTIFICATION

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

DATE: Jan 31 2007

ARC REVIEW CODE: R701312

TO: Mayor Donnie Henriques
ATTN TO: Richard McLeod, Planning Director
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Breezy Hill Farm

Review Type: Development of Regional Impact

Description: Breezy Hill Farm is a mixed use development on 87.19 acres in the City of Woodstock. The proposed development will consist of 54,980 square feet of retail, 94,080 square feet of office, and 456 residential units. The residential component will consist of 266 condominiums and townhomes, and 190 single family homes. The development proposed four access point along Main Street.

Submitting Local Government: City of Woodstock

Date Opened: Jan 31 2007

Deadline for Comments: Feb 14 2007

Earliest the Regional Review can be Completed: Mar 2 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CHEROKEE COUNTY
CITY OF HOLLY SPRINGS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
COBB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CHEROKEE COUNTY SCHOOLS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-02-14 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: <http://www.atlantaregional.com/landuse> .



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Breezy Hill Farm** *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:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

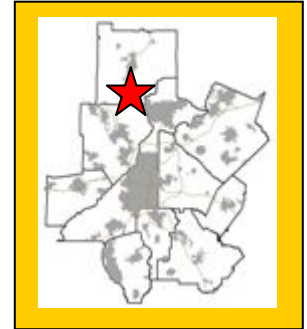
Return Date: Feb 14 2007

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

Breezy Hill Farm is a mixed use development on 87.19 acres in the City of Woodstock. The proposed development will consist of 54,980 square feet of retail, 94,080 square feet of office, and 456 residential units. The residential component will consist of 266 condominiums and townhomes, and 190 single family homes. The development proposed four access point along Main Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned commercial and residential. No rezoning is being request. The DRI trigger for this development is a permit request. The proposed zoning is consistent with the City of Woodstock's Future Land Use Plan.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

The ARC has not reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a two mile radius of the proposed project.

2007	Woodstock West
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Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently occupied by residential and retail uses.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

Breezy Hill is a mixed use development that continues the revitalization of downtown Woodstock. The proposed development meets many of ARC's Regional Development Policies. The proposed development promotes sustainable economic growth in a central business district while protecting the character and nature of historic Woodstock and the context of existing adjoining development. The proposed development is helping Woodstock meet the needs of the community to grow while preserving the character of existing neighborhoods. The proposed development features a variety of housing options in both density and price range in a mixed use environment that encourages individuals to live, work, shop, and recreate without the use of the automobile.

According to the Unified Growth Policy Map, Breezy Hill is located in an area designated as town center. Town Centers are low-intensity centers that serve a local area. They have a mix of residential and commercial land uses. The proposed development is consistent with the Unified Growth Policy Map.

The proposed development is located within the Woodstock LCI Study area, completed in 2002. The LCI Study calls for creating a walkable, historic community that brings together a mix of new housing, jobs, shopping, entertainment, and greenspace. The proposed development encompasses the New South Town District. The New South Town District is defined as a transitional district that provides a barrier between Highway 92 commercial corridor and the Historic Core District. The mix of uses, internal block parking, rear alleyways, and proposed greenspace proposed with Breezy Hill Farm development meet the goals set forth in the Study and help to continue the City's efforts in implementing the LCI Study.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
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PRELIMINARY REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.
2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.
4. At strategic regional locations, plan and retain industrial, and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.
8. Encourage a variety of home styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy-efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, connectivity and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources.
14. Through regional infrastructure planning, discourage growth in undeveloped areas.
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies.
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located south of along the west side of Main Street, across from Serenade Lane in Woodstock.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is located entirely within the City of Woodstock; however, the proposed development is less than a mile from Cherokee County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The site is surrounded by the central business district for the City of Woodstock which includes retail, office, civic, and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$`170,000,000. Expected annual local tax revenues were not submitted for the review.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

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

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection and Stream Buffers

The project property is located in the Allatoona Lake Water Supply watershed, which classified as a large (greater than 100 square mile area) water supply watershed under the DNR Part 5 Minimum Planning Criteria. Because Allatoona is a Corps of Engineers lake, it is exempt from the Part 5 criteria, so no additional requirements apply. Based on the site plan and the USGS coverage for the area one blue line stream is located along the western edge of the property. Two dashed lines apparently representing the buffers required under the Woodstock Tributary Buffer Zone Ordinance are shown but are not identified. All buffers should be identified. Any unmapped streams on the property under the Woodstock ordinance's jurisdiction will also need to meet the relevant requirements of the ordinance.

Any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual pollutant loadings will vary based on actual use and the amount of impervious surface in the final project design. The single-family lots have been classified as townhouse/apartment because no loading factors were developed for single-family lots of less than 1/4-acre. Open space is

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

not included in the calculations because no acreage was identified. The following table summarizes the results of the analysis.

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	12.36	21.14	215.06	1334.88	12149.88	15.20	2.72
Townhouse/Apartment	74.83	78.57	801.43	5013.61	45272.15	56.87	10.48
TOTAL	87.19	99.71	1016.49	6348.49	57422.03	72.07	13.20

Total % impervious 53%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

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

Breezy Hill will include four access points along the west side of Main Street.

- The northern access point will continue as an extension of Ingram Street.
- Road J will be a new access point that aligns with Bowles Drive.
- Road B will meet Main Street between Bowles Drive and Serenade Lane.
- Road A will align with signalized Serenade Lane.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Marc R. Acampora, PE, LLC performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			SAT Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
54,980 sq ft Retail Space	83	54	137	234	253	487	371	342	713	5596
94,080 sq ft Office Space	181	24	205	45	218	263	21	19	40	1492
182 Condominiums	16	79	95	75	36	111	74	64	138	1184
84 Town Homes	9	42	51	39	20	59	59	50	109	612
190 Single Family Homes	36	106	142	120	71	191	97	83	180	1876
Reductions	-45	-36	-81	-153	-159	-312	-174	-162	-336	-3191
TOTAL NEW TRIPS	280	269	548	361	439	800	448	396	844	7569

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

V/C Ratios



2005 AM Peak



2005 PM Peak



2010 AM Peak



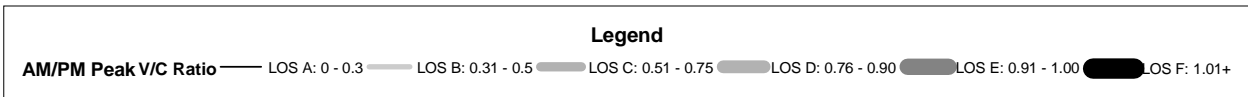
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
CH-AR-259	WOODSTOCK PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2009
CH-AR-260	I-575	Interchange Upgrade	2008
CH-AR-BP010	MAIN STREET	Pedestrian Facility	2007

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-917	I-575	Roadway Capacity	2025
AR-H-005	I-575 HOV LANES	HOV Lanes	2015
CH-167	ARNOLD MILL ROAD EXTENSION/CONNECTOR	Roadway Capacity	2020
CH-AR-225	I-575	Interchange Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Breezy Hill.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Towne Lake Parkway at Woodstock Parkway

- Widen Towne Lake Parkway to include two westbound travel lanes from Woodstock Parkway west.
- Stripe the second lane on the southbound approach of Woodstock Parkway to allow left-turns, through movement and right-turns and stripe the curb lane to be an exclusive right-turn lane.

Towne Lake Parkway at Mill Street

- Add an eastbound exclusive right-turn lane on Towne Lake Parkway.
- Prohibit westbound left-turns from Towne Lake Parkway at Mill Street.

Towne Lake Parkway at Street B

- Signalize this intersection.
- Add left and right-turn lanes on Towne Lake Parkway at both Street A and Street B.
- Include separate left and right-turn lanes on the northbound approach of Streets A and B.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

Towne Lake Parkway at Main Street

- Widen the eastbound approach of Towne Lake Parkway to provide a short right-turn lane.

Main Street at Oak Street

- The eastbound approach of Oak Street should include separate left and right-turn lanes.
- The northbound approach of Main Street has an existing left and right-turn lane at both Oak and Elm. The striping should be refreshed at each.

Main Street at Noonday Street

- The newly re-aligned east leg should have a shared left/through and exclusive right turn lane on the westbound approach.
- The eastbound approach should be widened to mirror the above configuration.
- The southbound approach on Main Street should include an exclusive left-turn lane which would oppose the existing northbound left-turn lane.
- The northbound left-turn lane should be extended and the striping should be refreshed.
- Add a northbound right-turn lane on Main Street.

Dupree Road at Main Street

- Add a second eastbound lane on Dupree Road to provide separate left and right-turn lanes.
- Add a southbound right-turn lane on Main Street.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Cobb Community Transit (CCT) express route #575 currently provides service to the Woodstock Community Church Park and Ride Lot, located approximately ¼ of a mile from the proposed site. GRTA Xpress bus route #490 will begin providing service to this park and ride lot on January 29, 2007.

- CCT express bus route #575 provides service, Monday through Friday, from the Woodstock Community Church Park and Ride Lot to Downtown Atlanta with connections to MARTA's Civic Center and Five Points rail stations. Southbound service is available in the morning at 6:05 a.m. and at 6:35 a.m. Northbound service is available in the evening at 5:15 p.m. and at 6:00 p.m.
- GRTA Xpress bus route #490 will provide service, Monday through Friday, from the Woodstock Community Church to Downtown Atlanta with a connection to the MARTA Civic Center Rail Station. Southbound service will be provided in the morning at 6:05 a.m., 6:35 a.m., and at 7:05 a.m. Northbound service will be provided in the evening at 4:00 p.m., 5:15 p.m., and at 6:00 p.m.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		23%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

According to the impact analysis in the traffic study, 13 intersections will operate below the acceptable level of service in the future year total condition without implementing the recommended improvements. Implementing the recommended improvements allows 6 of the 13 identified intersections to operate at an acceptable level of service. It is suggested that all recommended improvements be implemented prior to construction completion.

The City of Woodstock is experiencing tremendous residential and commercial growth in its downtown core. Express bus service, connecting to Downtown Atlanta, is available within 1/4 mile of the northern portion of the site, at the Woodstock Community Church Park and Ride Lot. The southern portion of the site extends to a distance of just under 1 mile from this park and ride lot, a distance exceeding the 1/4 mile distance generally considered to be acceptable to the majority of pedestrians. In order to reduce the impact this development will have on the surrounding roadway network and to encourage residents to use alternative modes of transportation, it is encouraged that the City of Woodstock explore ways to provide convenient and safe access to the Park and Ride Lot for individuals without the use of the automobile.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1603 mgd.

Which facility will treat wastewater from the project?

The Woodstock facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

The capacity of Woodstock Site is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	12	11	16	-4	Expansion to 20mgd under construction	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has not reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .1886 MPD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1095 tons of solid waste per year and the waste will be disposed of in the City of Canton.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Breezy Hill Farm #1271
Final Report Due:	February 14, 2007		Comments Due By:	March 2, 2007

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 456 new housing units.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 910.01. This tract had a 39.3 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 75 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: **1271**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 11/16/2006 8:41:09 AM

DEVELOPMENT OF REGIONAL IMPACT

Cherokee County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Woodstock
*Individual completing form and Mailing Address:	Richard McLeod Director of Planning and Economic Development 103 Arnold Mill Rd Woodstock, GA 30188
Telephone:	(770)592-6037
Fax:	(770)926-1375
E-mail (only one):	rmcleod@woodstockga.gov

*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:	Breezy Hill Farm	
Development Type	Description of Project	Thresholds
Mixed Use	900000 Gross Sq Ft 87.5 Acres	View Thresholds
Developer / Applicant and Mailing Address:	Traditional Neighborhood Development, LLC Tad Braswell One West Court Square Suite 160 Decatur, GA 30030	
Telephone:	404-373-9575	
Fax:	404-373-3941	
Email:	tad@tnddevelopment.com	
Name of property owner(s) if different from developer/applicant:	Barbara and Dean Drinkard	
Provide Land-Lot-District Number:	1140, 1141, 1142, 15th Dist. 2nd Sec	
What are the principal streets or roads providing vehicular access to the site?	Main Street (GA State Rout 5)& GA Hwy 92	
Provide name of nearest street(s) or intersection:	Main St & Serenade Ln	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://maps.google.com/maps?oi=map&q=Main+Street+Hwy+29,+30188	
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	Approx. 1 Mile
If no, provide the following information:	
In what additional jurisdictions is the project located?	City of Woodstock
In which jurisdiction is the majority of the project located? (give percent of project)	Name: City of Woodstock (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100%
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	Rubes Creek, Ctiy of Woodstock
What is the name of the wastewater treatment supplier for this site?	Rubes Creek, City of Woodstock
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 6/1/2012 Overall project: 6/1/2012

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	<input checked="" type="checkbox"/> Y
If no, does the local government intend to amend the plan/map to account for this development?	<input type="checkbox"/>
If amendments are needed, when will the plan/map be amended?	<input type="checkbox"/>

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	<input checked="" type="checkbox"/> Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	<input type="checkbox"/>

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	<input checked="" type="checkbox"/> N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	<input type="checkbox"/>
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	<input type="checkbox"/>
Included in an official Transportation Improvement Plan (TIP)?	<input type="checkbox"/>
Developer/Applicant has identified needed improvements?	<input type="checkbox"/>
Other (Please Describe):	<input type="checkbox"/>

Submitted on: 1/30/2007 4:43:29 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Woodstock
Individual completing form:	Richard McLeod
Telephone:	770-592-6037
Fax:	770-926-1375
Email (only one):	rmcleod@woodstockga.gov

Proposed Project Information

Name of Proposed Project:	Breezy Hills
DRI ID Number:	1271
Developer/Applicant:	Traditional Neighborhood Development LLC
Telephone:	404-373-9575
Fax:	404-373-3941
Email(s):	tad@tnddevelopment.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	170,000,000
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 project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): 1 single family house, barn with horse stables.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Woodstock
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.1886
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Woodstock
--	-------------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.1603
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	800
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See traffic study.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1095
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	50%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Noonday Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stream buffers will be protected as regulations require.	

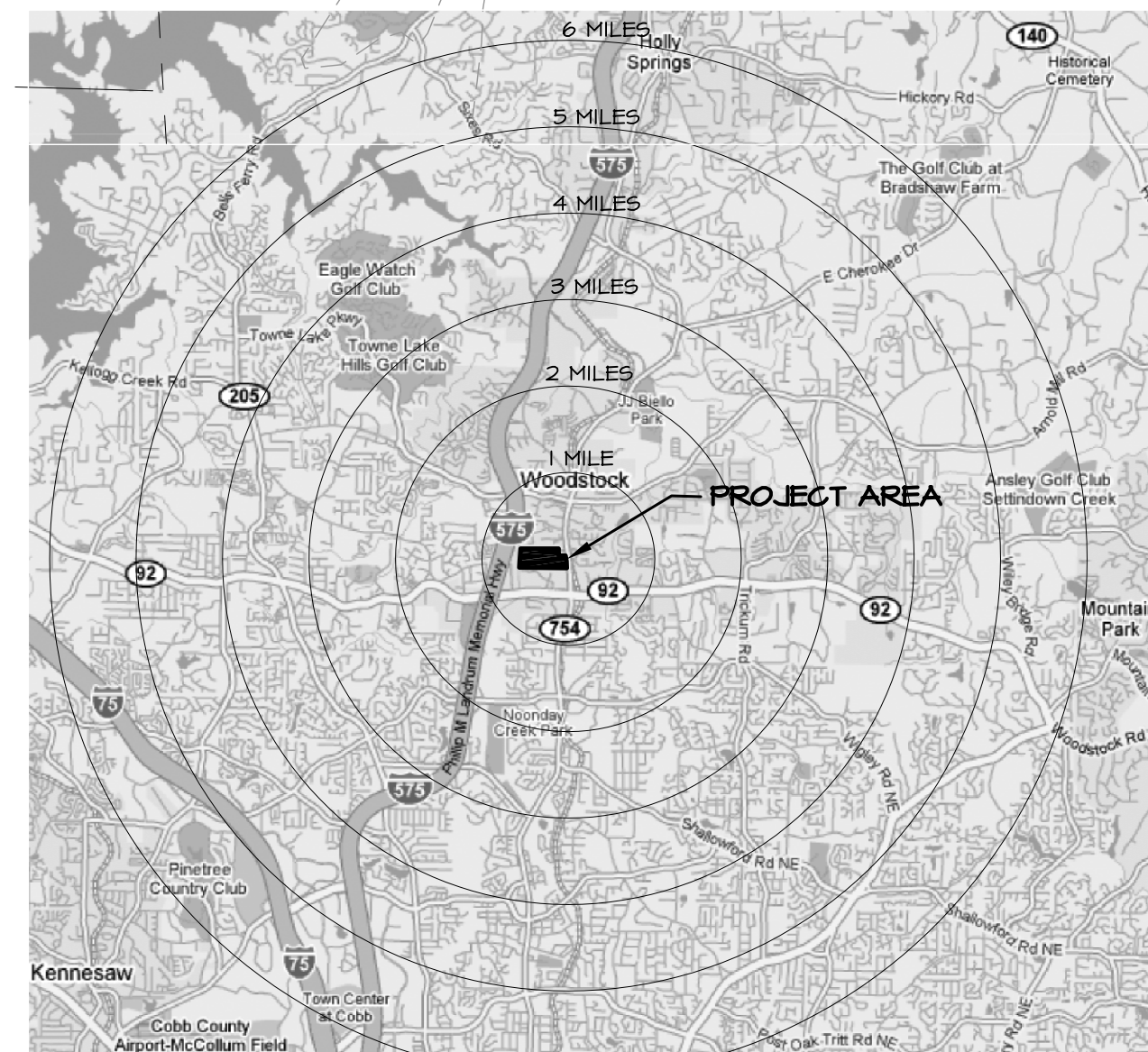
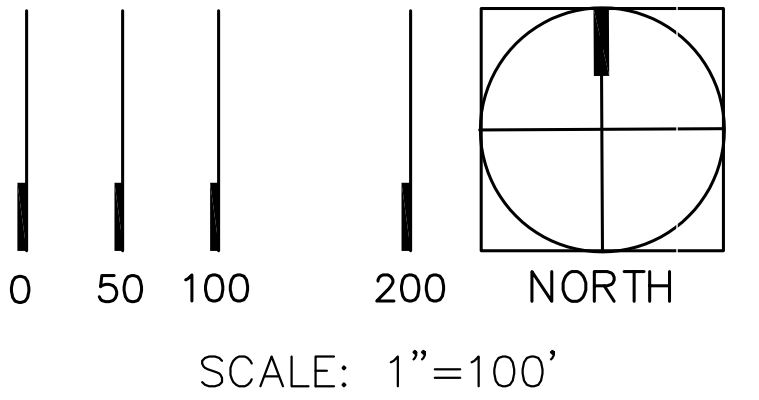
Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Detention and water quality standards will be met.	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

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

1. Floodplains?	Y
2. Historic resources?	N
3. Other environmentally sensitive resources?	N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:
Floodplains will be protected as required.



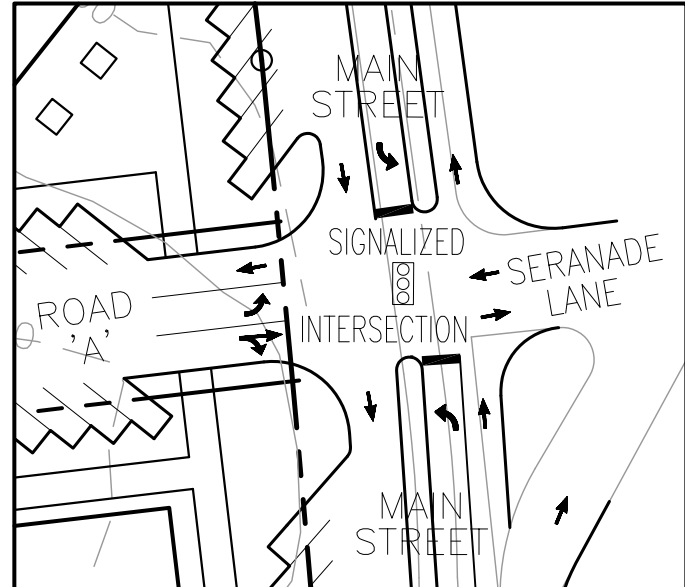
LOCATION MAP SCALE: 1"=2 MILES

SITE SUMMARY

SITE INFORMATION		12.36 AC.	14.83 AC.	87.19 AC.
AREA OF COMMERCIAL				
AREA OF RESIDENTIAL				
TOTAL SITE AREA				
RETAIL		(141 FAR)	54,980 SF	
PARKING REQUIRED (1 PER 300 SF)			183 SPACES	
PARKING PROVIDED			240 SPACES	
OFFICE- ABOVE RETAIL		(113 FAR)	44,080 SF	
PARKING REQUIRED (1 PER 300 SF)			147 SPACES	
PARKING PROVIDED			150 SPACES	
OFFICE- STAND ALONE		(128 FAR)	50,000 SF	
PARKING REQUIRED (1 PER 300 SF)			150 SPACES	
PARKING PROVIDED			164 SPACES	
RESIDENTIAL		661,200 SF		
TOWNHOMES (26'X50')			51 UNITS	
TOWNHOMES (40'X60')			33 UNITS	
40' LOTS			31 UNITS	
45' LOTS			28 UNITS	
48' LOTS			16 UNITS	
50' LOTS			83 UNITS	
60' LOTS			32 UNITS	
CONDOS 'A'			78 UNITS	
PARKING PROVIDED	126 SPACES			
CONDOS 'B'			104 UNITS	
PARKING PROVIDED	116 SPACES			
TOTAL			456 UNITS	
OVERALL DENSITY		456 UNITS/ 87.19 ACRES = 5.23 UN/ACRE		
20% OPEN SPACE REQUIREMENT MET				

INTERSECTION AT ROAD 'A' AND MAIN STREET

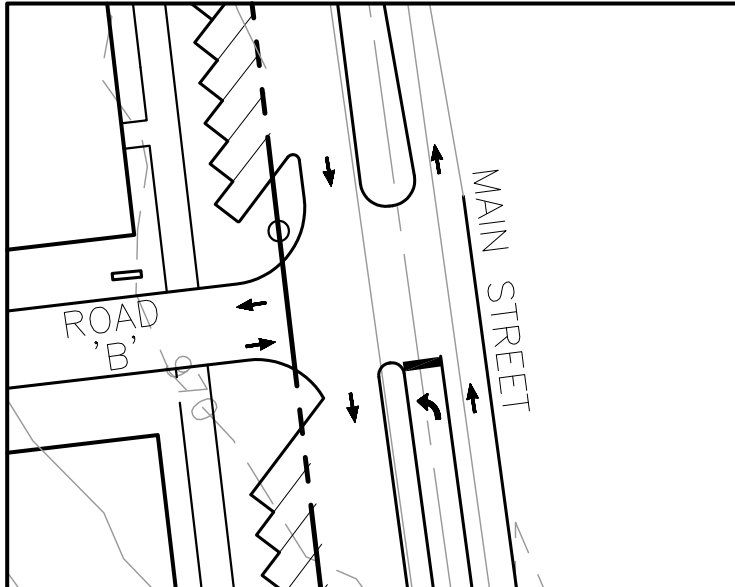
SCALE 1" = 60'



3 LANE 36' WIDE ENTRANCE W/ SIDEWALKS, RAMPS, AND CROSSWALKS. W/ SIGNALIZED INTERSECTION. CURB & GUTTER

INTERSECTION AT ROAD 'B' AND MAIN STREET

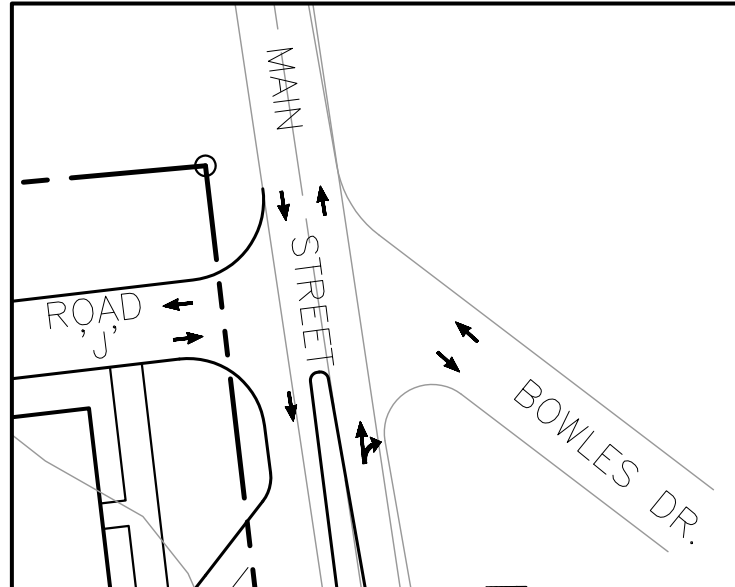
SCALE 1" = 60'



2 LANE 24' WIDE ENTRANCE W/ SIDEWALKS, RAMPS, AND CROSSWALKS. CURB & GUTTER

INTERSECTION AT ROAD 'J' AND MAIN STREET

SCALE 1" = 60'



2 LANE 24' WIDE ENTRANCE W/ SIDEWALKS, RAMPS, AND CROSSWALKS. CURB & GUTTER

TND
DEVELOPMENT CORPORATION
TRADITIONAL NEIGHBORHOOD DEVELOPMENT

DATE: 1/18/07
REVISED: 1/23/07
REVISED: 1/25/07

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BREEZY HILL

CONCEPT PLAN