



REGIONAL REVIEW FINDING

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

DATE: Aug 30 2007

ARC REVIEW CODE: R78011

TO: Mayor Joe Lockwood
ATTN TO: Abbie Jones, Transportation
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Milton
Name of Proposal: Deerfield Place

Review Type: Development of Regional Impact

Date Opened: Aug 1 2007

Date Closed: Aug 30 2007

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed development is located in an area designated as a mega corridor according to the Unified Growth Policy Map. Mega corridors are defined as the most intensely developed radial corridors in the region. Cumming Highway is also defined as an urban redevelopment corridor. These corridors are defined as corridors that have potential to be redeveloped into an activity corridor. The proposed development is a single use commercial development. The development is being proposed in two phases. The first phase was approved by Fulton County before the incorporation of the City of Milton and is currently under construction. ARC promotes, through the Regional Development Policies, increased opportunities for mixed use development where appropriate along principal transportation corridors, activity centers, and town centers. Cumming Highway is defined as an urban redevelopment corridor expected to emerge as an activity corridor through redevelopment that will include a mix of residential, commercial, and office uses. Due to single use nature of the development, the proposed development meets the minimum requirements for ARC's review.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ALPHARETTA
GEORGIA MOUNTAINS RDC

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

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

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

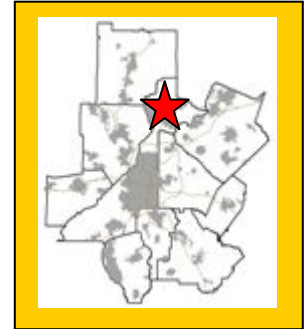
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	August 1, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Deerfield Place # 1470
Final Report Due:	August 30, 2007		Comments Due By:	August 15, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Deerfield Place is a proposed 47.4 acre commercial development located in the City of Milton. The proposed development will consist of 440,804 square feet of commercial/retail space. The proposed development is located at the intersection of Cumming Highway (State Route 9) and Webb Road with access proposed along Cumming Highway and Deerfield Parkway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

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 C-1 and AG. Proposed zoning for the site is C-1. According to information submitted for the review, one acre of the site is currently zoned A (apartments). Phase I of the proposed development, which consist of 299, 293 has been approved and is moving forward with permitting. The addition of 16.07 acres and 141, 511 square feet is the trigger for the DRI review. Information submitted for the review states that the proposed zoning is consistent with the City of Milton's Future Land Use Map which designates the area for neighborhood live-work. The neighborhood live-work designation encourages mixed use; however, the City of Milton has no mixed use zoning district at this time.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region?

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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?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2005	D7 Webb Road
1999	Carson Webb Road MUD
1996	Orkin Hines MUD
1989	Oxford Green
1984	Piedmont Properties

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 undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located in an area designated as a mega corridor according to the Unified Growth Policy Map. Mega corridors are defined as the most intensely developed radial corridors in the region. Cumming Highway is also defined as an urban redevelopment corridor. These corridors are defined as corridors that have potential to be redeveloped into an activity corridor.

The proposed development is a single use commercial development. The development is being proposed in two phases. The first phase was approved by Fulton County before the incorporation of the City of Milton and is currently under construction. ARC promotes, through the Regional Development Policies, increased opportunities for mixed use development where appropriate along principal transportation corridors, activity centers, and town centers. Cumming Highway is defined as an urban redevelopment corridor expected to emerge as an activity corridor through redevelopment that will include a mix of residential, commercial, and office uses. Due to single use nature of the development, the proposed development meets the minimum requirements for ARC's review.

ARC worked with the developer to address several concerns raised during the review about the pedestrian environment and experience across the site. The site is surrounded by residential

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development that could result in increased pedestrian traffic. It is important to create a safe and inviting pedestrian experience within and immediately surrounding the development. This includes a pedestrian oriented street edge, wide sidewalk, pedestrian oriented main street, clearly defined pedestrian paths and crossing, landscaping, and street furniture. The proposed development includes sidewalks throughout the parking areas and sidewalk connections from State Route 9 directly to buildings entrances. The development also proposes pedestrian connections directly to the residential areas located behind the development along Webb Road and Deerfield Parkway.

Other issues raised during the review concerned building orientation, particularly along State Route 9. It is recommended that revisions to the site plan made during the permitting process include orientation of the buildings to the street rather than to the parking lot to create a street edge along State Route 9.

The developer is also working with MARTA to revise existing routes to loop by the shopping center to better serve individuals who ride transit. At such time, the developer plans to provide bus shelters along the site. The developer is also working with the surrounding senior/assisted living facilities to coordinate shuttle service. It is recommended that designated parking within close proximity to building entrances be provided for shuttles and carpooling.

The proposed development is also located in the State Route 9 overlay district. The proposed Milton Trail is planned along Cumming Highway. The proposed development should work with the City of Milton to ensure the implementation of the trail within the site. The proposed development should meet requirements of the overlay district.

ARC staff recommends the City of Milton develops a clear vision and plan for the State Route 9 corridor in the development of the City's comprehensive plan. The ARC forecasts population and employment growth in the north Fulton area over the next 25 years. ARC forecasts a population of over 144,000 residents within the north Fulton area and an employment base greater than 170,000 jobs. It is important for the City to work with other regional and local planning partners to develop plan that meets the needs of the community as well as the needs of the region.

The proposed project is located partly within the Big Creek watershed, a small water supply watershed, and is more than seven miles upstream of the City of Roswell's water supply intake. Under the Georgia Planning Act, all development in the watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01 Criteria for Water Supply Watersheds) unless alternative criteria are developed in a study with participation by all jurisdictions in the watershed. The minimum criteria include a limit of 25 percent impervious surface in the watershed, or the existing amount, whichever is greater, unless alternate criteria are developed.

The Big Creek Watershed Study was completed in December 2000. It was a cooperative study including all jurisdictions in the basin to provide for the protection of water quality in the watershed. The recommended watershed management plan was based on projected 2020 land use based on each jurisdiction's land use plan and proposed BMPs to control stormwater flows and pollutant loads resulting from increased development. If the proposed project is within the amounts of impervious surface projected for 2020 for unincorporated Fulton (now the City of Milton) in the Big Creek Study and it uses BMPs consistent with Water District Post Development Stormwater Management Ordinance and Georgia Stormwater Manual criteria, it should provide protection equal to the minimum

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water supply watershed criteria. If the project is consistent with the Fulton County Land Use Plan at the time of the incorporation of the City, it should be within the amounts of impervious surface projected for 2020, since the impervious surface projections were based on land use categories.

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FINAL 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 retail 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 homes 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 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.

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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.

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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 in the City of Milton to the northeast of the intersection of Cumming Highway (SR 9) and Webb Road.

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 entirely within the City of Milton's boundaries; however, it is a mile from the City of Alpharetta and Forsyth 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.

None were determined during the review.

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 \$65,439,750 with an expected \$866,517 in annual local tax revenues.

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



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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?

None were determined during the review.

NATURAL RESOURCES

Watershed Protection

The proposed project is located partly within the Big Creek watershed, a small water supply watershed, and is more than seven miles upstream of the City of Roswell's water supply intake. Under the Georgia Planning Act, all development in the watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01 Criteria for Water Supply Watersheds) unless alternative criteria are developed in a study with participation by all jurisdictions in the watershed. The minimum criteria include a limit of 25 percent impervious surface in the watershed, or the existing amount, whichever is greater, unless alternate criteria are developed.

The Big Creek Watershed Study was completed in December 2000. It was a cooperative study including all jurisdictions in the basin to provide for the protection of water quality in the watershed. The recommended watershed management plan was based on projected 2020 land use based on each jurisdiction's land use plan and proposed BMPs to control stormwater flows and pollutant loads resulting from increased development. If the proposed project is within the amounts of impervious surface projected for 2020 for unincorporated Fulton (now the City of Milton) in the Big Creek Study and it uses BMPs consistent with Water District Post Development Stormwater Management Ordinance and Georgia Stormwater Manual criteria, it should provide protection equal to the minimum water supply watershed criteria. If the project is consistent with the Fulton County Land Use Plan at the time of the incorporation of the City, it should be within the amounts of impervious surface projected for 2020, since the impervious surface projections were based on land use categories.

No perennial streams are shown on the property; therefore the water supply watershed buffers do not apply. Any state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based

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on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. The estimates are for both Phase I and Phase II. 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	47.40	81.05	824.76	5119.20	46594.20	58.30	10.43
TOTAL	47.40	81.05	824.76	5119.20	46594.20	58.30	10.43

Total % impervious 85%

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?

There will be three full access driveways and two right-in/right-out driveways along SR 9 (Cumming Highway). Along Deerfield Road, there will be one full access driveway and one right-in/right-out driveway. In addition, there will also be one right-in/right-out driveway along Webb Road.

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

A&R Engineering 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	P.M. Peak Hour			Saturday Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Shopping Center <i>257,667 square feet</i>	561	608	1,169	833	768	1,601	12,564
Free Standing Superstore <i>178,598 square feet</i>	481	501	982	466	448	914	9,261
<i>Pass-By Reductions</i>	-249	-266	-515	-373	-348	-720	-5,147
TOTAL NEW TRIPS	793	843	1,636	926	868	1,794	16,678

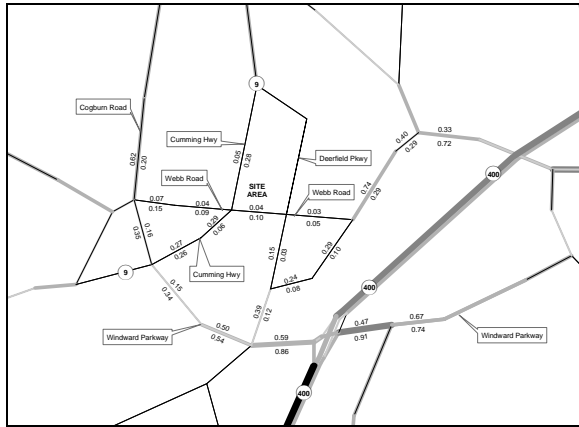
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

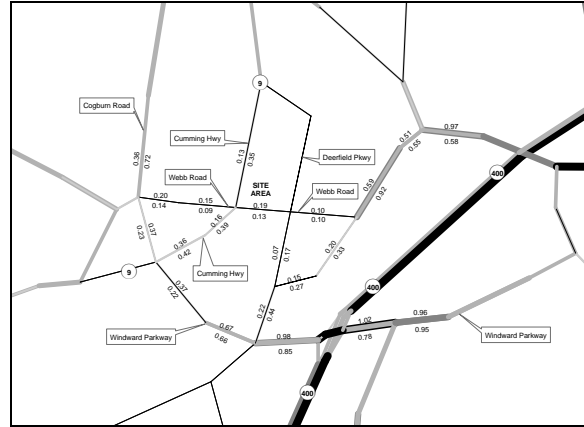
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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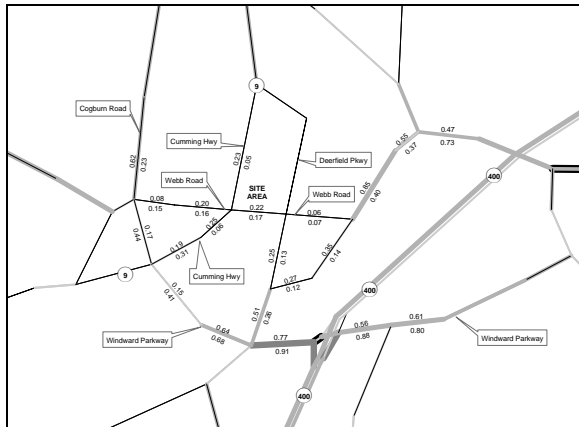
V/C Ratios



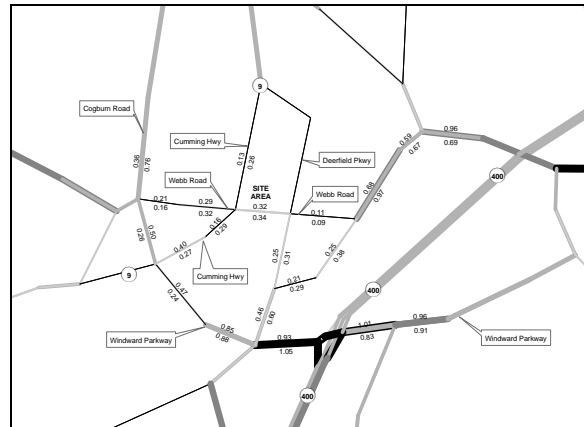
2005 AM Peak



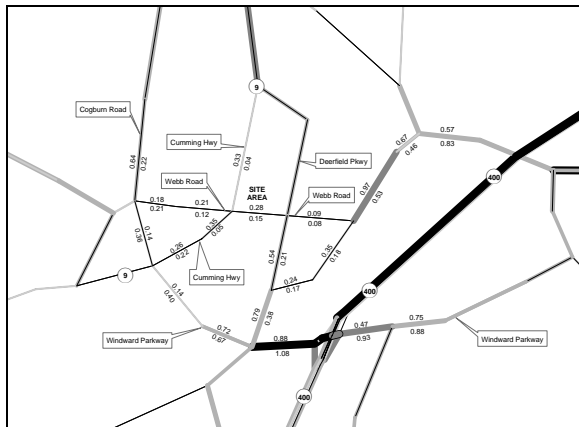
2005 PM Peak



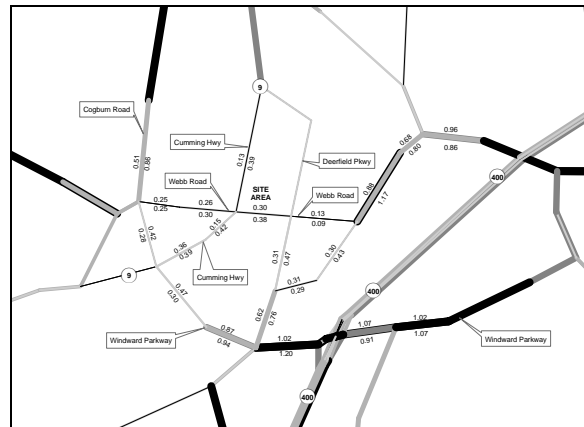
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3
	LOS B: 0.31 - 0.5
	LOS C: 0.51 - 0.75
	LOS D: 0.76 - 0.90
	LOS E: 0.91 - 1.00
	LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

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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.

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
FN-224	Westside Parkway: Segment 3 from SR 120 (Old Milton Parkway) to South of Cumming Street [See also FN-173]	General Purpose Roadway Capacity	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-400	SR 400 HOV lanes from I-285 to McFarland Road in Forsyth County	HOV Lanes	2015
FN-067A	SR 9 (North Main Street/Cumming Highway) from Academy Street to Windward Parkway	General Purpose Roadway Capacity	2030
FN-222	SR 9 (Cumming Highway) from Windward Parkway to Forsyth County line	General Purpose Roadway Capacity	2030

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Deerfield Place.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

SR 9 / Windward Parkway

- Add an additional westbound left turn lane on SR 9 creating dual left turn lanes per Georgia DOT standards with protected only signal phasing.
- Add a dedicated southbound right turn lane on Windward Parkway.

SR 9 / Deerfield Parkway / New Homes Private Driveway

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant will be met at this intersection for the base conditions. The results meet the requirements for installation of a traffic signal for the Base 2009 volumes, therefore, a traffic signal is recommended at this intersection. A detailed signal warrant analysis should be completed for the intersection prior to the installation of a traffic signal.
- Restripe the existing westbound approach on Deerfield Parkway to include a dedicated left turn lane and a shared through / right turn lane.

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SR 9 / Webb Road

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant will be met at this intersection for the base conditions. The results meet the requirements for installation of a traffic signal for the Base 2009 volumes, therefore, a traffic signal is recommended at this intersection. A detailed signal warrant analysis should be completed for the intersection prior to the installation of a traffic signal.
- Restripe the existing westbound approach on Webb Road to include a dedicated left turn lane and a shared through / right turn lane.

Bethany Road / Morris Road / McGinnis Ferry Road

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant will be met at this intersection for the base conditions. The results meet the requirements for installation of a traffic signal for the Base 2009 volumes, therefore, a traffic signal is recommended at this intersection. A detailed signal warrant analysis should be completed for the intersection prior to the installation of a traffic signal.

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.

SR 9 / Bethany Road

- Add dedicated northbound and southbound right turn lanes on SR 9.
- Add a dedicated westbound right turn lane on Bethany Road.

Webb Road / Deerfield Parkway

- Add a dedicated eastbound left turn lane on Webb Road.

SR 9 / Windward Parkway

- Add an additional westbound left turn lane on SR 9 creating dual left turn lanes with protected only signal phasing.
- Add an additional northbound left turn lane on Windward Parkway creating dual left turn lanes with protected only signal phasing.
- Add an additional eastbound through lane creating two through lanes on SR 9 and change the existing striping of the northbound right turn movement from free to yield to accommodate the additional eastbound through lane.
- Change the northbound right turn phasing from free to permissive overlap phasing.
- It should be noted that the ARC TIP includes a plan to widen SR 9 to 4 lanes by 2030.

Windward Parkway / GA 400 Southbound Ramps

- Add an additional eastbound right turn lane on Windward Parkway creating dual right turn

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lanes.

Windward Parkway / GA 400 Northbound Ramps

- Convert the inner dual right turn lane (closest to the left turn lane) to a shared left / right turn lane.

SR 9 / Deerfield Parkway / New Homes Private Driveway

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant is met at this intersection for the future conditions. The results meet the requirements for installation of a traffic signal for the Future 2009 volumes, therefore, a traffic signal is recommended at this intersection. A detailed signal warrant analysis should be completed for the intersection prior to the installation of a traffic signal.
- Restripe the existing westbound approach on Deerfield Parkway to include a dedicated left turn lane and a shared through / right turn lane.

SR 9 / Webb Road

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant is met at this intersection for the future conditions. The results meet the requirements for installation of a traffic signal for the Future 2009 volumes, therefore, a traffic signal is recommended at this intersection. A detailed signal warrant analysis should be completed for the intersection prior to the installation of a traffic signal.
- Restripe the existing westbound approach on Webb Road to include a dedicated left turn lane and a shared through / right turn lane.

Bethany Road / Morris Road / McGinnis Ferry Road

- A signal warrant analysis for the peak hours was performed to determine if the peak hour warrant will be met at this intersection for the future conditions. The results meet the requirements for installation of a traffic signal for the Future 2009 volumes, therefore, a traffic signal is recommended at this intersection. A detailed signal warrant analysis should be completed for the intersection prior to the installation of a traffic signal.

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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?

MARTA Route 143 offers express bus service from the North Springs MARTA Rail Station to the Windward Park and Ride lot. The alignment operates along Deerfield Road and Webb Road which is less than ½-mile from the proposed development. Service is available only on weekdays and operates every 20 minutes. MARTA Route 185 offers local bus service from the North Springs MARTA Rail Station to the Windward Park and Ride lot as well. However, route 185 operates along Cumming Highway and Windward Parkway which is about a ½-mile from the proposed development. In addition, Route 185 offers off-peak stops along Deerfield Parkway similar to Route 143. Service for Route 185 is offered daily every 30 minutes.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
PMP= reserved spaces for carpool vehicles, and conduit for electric vehicles	3%	3%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks connecting to land uses within and adjoining the site	4%	4%
Total		10%

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

Since Deerfield Place is a retail development that will be a major trip attractor and most trips will occur during the PM and Saturday peak hours, there is concern over the impact the development will have on existing traffic circulation, most especially trips to and from the Windward Parkway and GA 400 interchange as well as trips along Cumming Highway/SR 9. Although the recommendations presented by the traffic consultant mitigate some traffic operations issues, it is suggested that those recommendations should be carefully considered with respect to the needs of the site area and ensure appropriate efficiency in traffic flow among surrounding roadways that service the area outside the immediate vicinity of the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.044 MGD.

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Which facility will treat wastewater from the project?

Big Creek will provide wastewater treatment for the proposed development.

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

The capacity of Big Creek 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
24	24	25	26	-2	Planned expansion to 36 or 48 mgd by 2008, subject to permitting	

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 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 0.050 MGD 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 1,990 tons of solid waste per year and the waste will be disposed of in Fulton County.

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

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No.

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

None stated.

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.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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 116.04. This tract had a 54.1 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 64 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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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.



Haley Fleming
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30309

RE: Deerfield Place – DRI#1470

Dear Haley,

This letter serves as a follow up to discussions between ARC, GRTA, City of Milton, City of Alpharetta and Sembler during the August 15, 2007 DRI Preliminary Report meeting held at ARC's office. This letter will also address your August 20th email regarding Deerfield Place.

The following is a brief overview of topics discussed:

Pedestrian Connectivity to Residential Property to the East:

- Sembler is not opposed to installing pedestrian connectivity to these properties.
- The attached colored site plan shows two (2) locations for pedestrian connectivity to the east, one (1) for Camden Deerfield Apartments and one (1) for Villages of Devinshire Condominiums.
- The proposed pedestrian connections will meander through 25 – 35 feet of a natural undisturbed buffer that currently separates the properties. This area is required to remain undisturbed per the zoning and local ordinances. Ultimately, the City of Milton would have to provide approval for the paths to be built through an administrative variance or a formal zoning variance that would go through the City approval process.

Marta:

- Marta bus route 143 operates a bus stop ~1/4 mile from the property. Marta bus route 185 operates a bus stop ~1/2 mile from the property.
- Sembler is not opposed to installing bus stops on the property if/when a Marta bus route changes to pass by the property.
- I have spoken with Charles Rosa who is a Service Planner with Marta. Charles indicated that Marta evaluates all their bus routes 3 times per year.
- I emailed Charles a copy of our site plan and asked him to let me know if Marta would consider altering either Route 143 or Route 185 to loop the shopping center property in the future.

Senior/Assisted Living Facilities

- Sembler has identified approximately 13 facilities in the general area of the shopping center using the Department of Human Resources website to search zip codes 30004, 30005 and 30022.
- The capacity of these facilities range from 7 beds to 119 beds.
- Sembler will work with these facilities to coordinate Shuttle Service to the shopping center. The facilities we have been able to contact indicated they provide shuttle or carpooling for their residents and would visit the shopping center once open. Most of these facilities currently make regular trips to banks, grocery stores, Wal-Mart, pharmacies, etc. and would include the proposed shopping center into their route as needed.

Village Concept:

- Sembler has made an effort to create a pedestrian friendly atmosphere with wide sidewalks, public patio and seating areas, benches, etc. I have included some renderings of our shopping center that focus on the main street area.

Building Orientation

- Phase 1 has been permitted and is currently under construction with the buildings as shown. Utilities such as sanitary and storm have been installed and can not be relocated.

Please feel free contact me if you have any questions.

Sincerely,



Brian Snelling
Development Manager

Encl.



DEPARTMENT OF HEALTH AND WELLNESS

Environmental Health Services

99 Jesse Hill Jr. Drive, Suite 101

Atlanta, Georgia 30303

Telephone (404) 730-1301, Fax (404) 730-1462

MEMORANDUM

Fulton County Board of Health

Phoebe Bailey, PhD, Chair
Lynne P. Meadows, RN, MS
Harrison Rogers, MD
Monica Ryan, BS
Khaatim S. El
Samantha P. Williams, PhD

Steven R. Katkowsky, MD, Director

TO: Haley Fleming, Review Coordinator
Atlanta Regional Commission

CC: Dr. Steven R. Katkowsky, Director
Janet Adams, Chief of Staff
John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: August 15, 2007

SUBJECT: Comments for Buckhead Avenues Parcel I

ARC REVIEW CODE	ZONING COMMENTS
R7073101	<p>The Fulton County Department of Health Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This facility must comply with the Fulton county Clean Indoor Air Ordinance.</p> <p>If this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.</p> <p>If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p> <p>Plans of this facility must be submitted to this department for review and approval.</p> <p>This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be bated prior to demolition.</p>

Developments of Regional Impact

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DRI #1470

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: Milton

Individual completing form: Abbie Jones

Telephone: 678.242.2559

E-mail: abbie.jones@cityofmiltonga.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: Deerfield Place

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 13045-75 Cumming Hwy and unassigned Cumming Hwy

Brief Description of Project: Retail, Commercial, Service, Office, and Accessory Use Development. The Development intends a portion to have a "Main St" feel.

Development Type:

(not selected)	Hotels	Wastewater Treatment Facilities
Office	Mixed Use	Petroleum Storage Facilities
Commercial	Airports	Water Supply Intakes/Reservoirs
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops
Housing	Waste Handling Facilities	Any other development types
Industrial	Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	Phase 1: 299253SF and Phase 2:141511SF		
Developer:	Sembler Alpharetta I, LLC		
Mailing Address:	1450 S. Johnson Ferry Rd		
Address 2:			
	City:Atlanta State: ga Zip:30319		
Telephone:	404.847.1800		
Email:	brian.snelling@sembler.com		
Is property owner different from developer/ applicant?	(not selected) Yes No		
If yes, property owner:	WB Holdings-Windward LLC		
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?	32 by SF 34 acerage		

Estimated Project Completion Dates:

This project/phase: oct 08-mar09
Overall project: mar 09

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DRI #1470

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:	Milton
Individual completing form:	Abbie Jones
Telephone:	678.242.2559
Email:	abbie.jones@cityofmiltonga.us

Project Information

Name of Proposed Project:	Deerfield Place
DRI ID Number:	1470
Developer/Applicant:	Sembler Alpharetta I, LLC
Telephone:	404.847.1800
Email(s):	brian.snelling@sembler.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:	\$65,439,750
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$866,517

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): 650 s.f. b			
Water Supply			
Name of water supply provider for this site:	Fulton County - Big Creek WRF		
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.050 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? Water is available along Cumming Highway (Hwy. 9); however, the developer is installing a larger water line along the east side of Cumming Highway, and the DRI's western property line. See Supplemental Information... for details.			
Wastewater Disposal			
Name of wastewater treatment provider for this site:	Fulton County-Big Creek WWTP		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.044 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: Ongoing expansion from 24 to 36 MGD in 2008, subject to permitting. See Supplemental Information... for details.			
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? Sewer line is available at the site. See Supplemental Information... for details.			
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.)	1624 Saturday Peak Hr Trips, 1241 p.m. peak hr 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: All developer recommended transportation improvements are described in a traffic study as a required supplement to this form. Initial City Comments: 1. MARTA does not provide a route along SR9---only within Deerfield development 2. Westside Parkway opening does not seem to be included (planned opening Oct. 07)			

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,990 tons/year
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?	74%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Site plan includes buffers, detention ponds, and landscaped areas which result in 26% open space to mitigate stormwater impacts. See Supplemental Information... for details.	

Environmental Quality

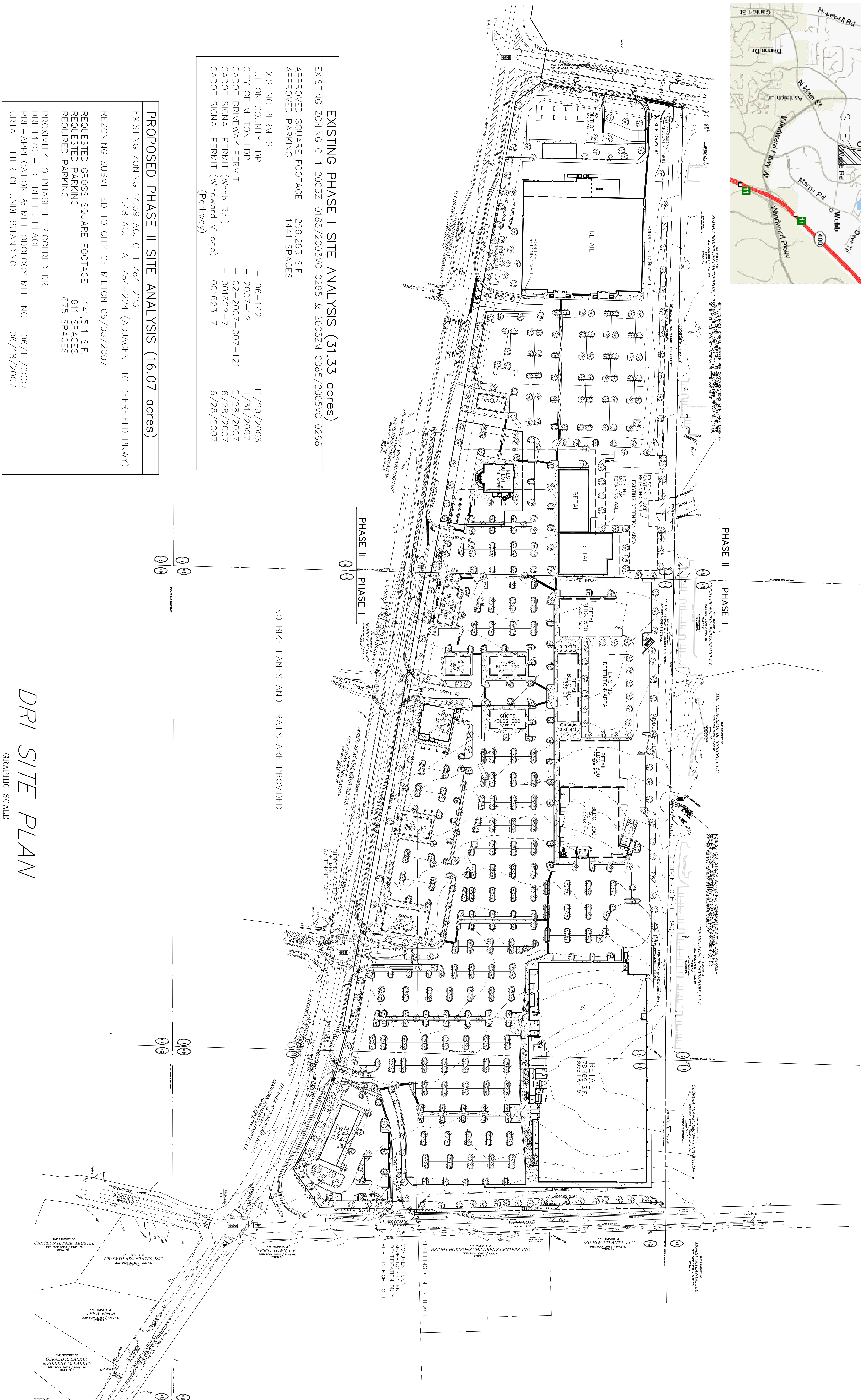
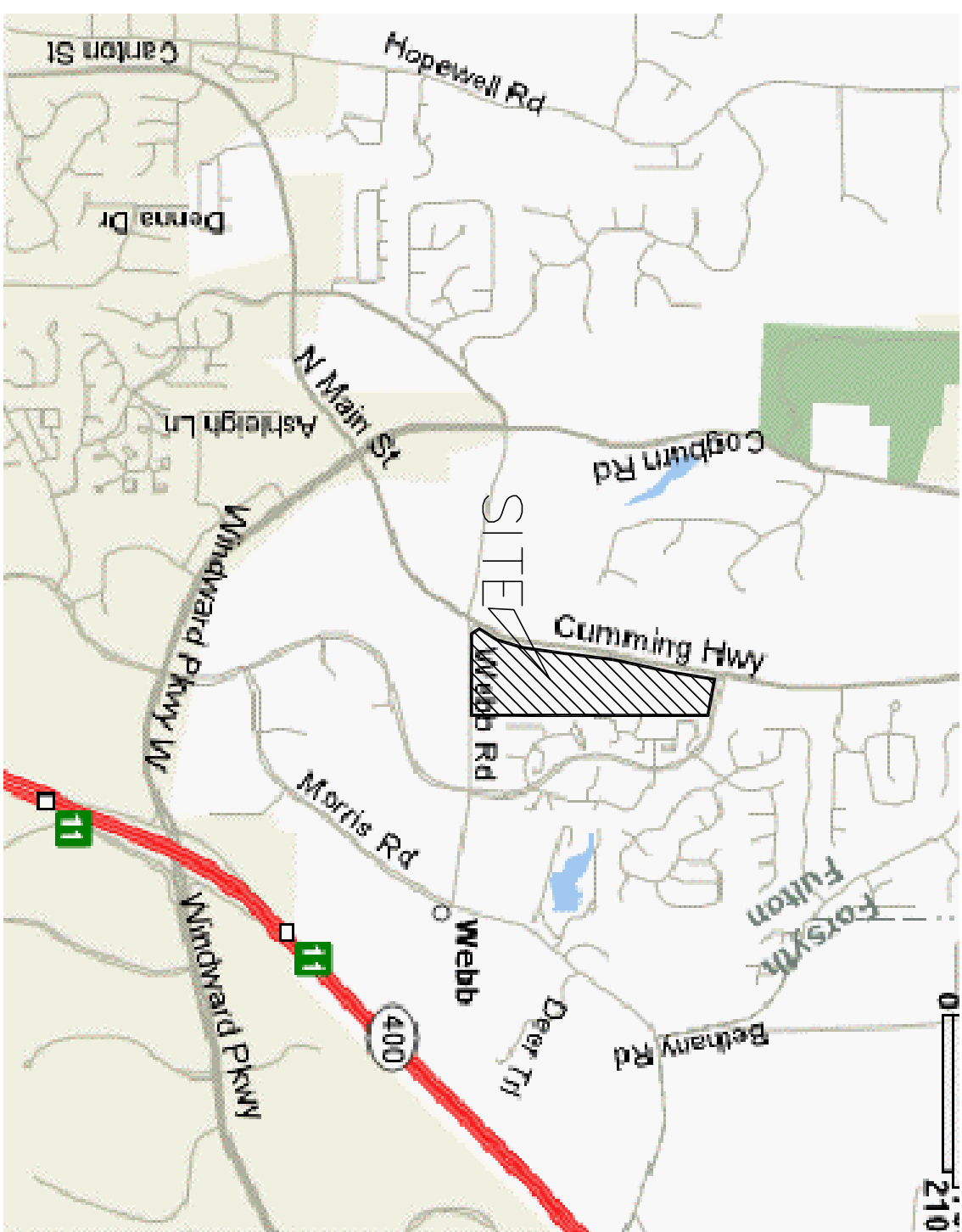
Is the development located within, or likely to affect any of the following:			
1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(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: Wetland impacts were permitted for phase 1, and no additional impacts are anticipated. See Supplemental Information... for details.			

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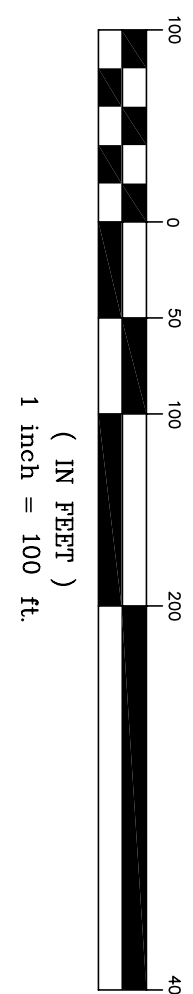
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NO BIKE LANES AND TRAILS ARE PROVIDED

DR/ SITE PLAN

GRAPHIC SCALE



EXISTING PHASE I SITE ANALYSIS (31.33 acres)	
EXISTING ZONING C-1 2003Z-0185/2003VC 0265 & 2005ZM 0085/2005VC 0268	
APPROVED SQUARE FOOTAGE – 299,293 S.F.	
APPROVED PARKING – 1441 SPACES	
EXISTING PERMITS	
FULTON COUNTY LDP	– 06-142
CITY OF MILTON LDP	– 2007-12
GADOT DRIVEWAY PERMIT	– 02-2007-007-121
GADOT SIGNAL PERMIT (Webb Rd.)	– 001622-7
GADOT SIGNAL PERMIT (Windward Village)	– 001623-7
(Parkway)	
	11/29/2006
	1/31/2007
	2/28/2007
	6/28/2007
	6/28/2007