



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: Nov 14 2007

ARC REVIEW CODE: R7710172

TO: Mayor Arthur Letchas
ATTN TO: kathi Cook, City of Alpharetta
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 Alpharetta
Name of Proposal: Windward Mill

Review Type: Development of Regional Impact

Date Opened: Oct 17 2007

Date Closed: Nov 14 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 project is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as the most intensely developed radial corridors in the region. After site plan review, the proposed development meets the minimum requirements and ARC staff encourages revisions to the site plan to better address the existing Windward Mill Park and Ride Lot.

The development has taken a 4% reduction in auto trips due to the close proximity of the Windward Mill P&R Lot. However, the current site plan illustrates intent to ignore, at best, the presence of this transit facility. The choice of locating three seven story parking decks directly across the street from the P&R facility will discourage pedestrian use by residents and workers of the development. The site plan provides no direct pedestrian access from the P&R facility to the office and commercial land uses.

Also, the north line rail extension from the current terminus at North Springs Rail Station is one of the priority projects identified by the MARTA Board. Therefore, there is the potential for the expansion of the rail system to and beyond Windward Mill Road. Given the fact that MARTA already owns the property of the P&R facility, there is a strong case that the P&R facility could become a future rail station. It is strongly encouraged that the proposed development and the City of Alpharetta take into consideration eventual connection of this development to a future rail station. This includes prohibiting development that would preclude a rail connection from occurring and providing the land uses, intensities, and alternative mode facilities, such as pedestrian and bicycle, which encourages transit ridership. Therefore, it is recommended that the site plan be revised to include active street uses along Dryden Road particularly where currently three parking decks are proposed.

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 MILTON
FULTON COUNTY SCHOOLS
FULTON COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF JOHNS CREEK
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ROSWELL
GEORGIA CONSERVANCY

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.

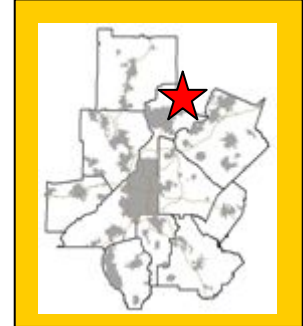
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	October 17, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Windward Mill #1558
Final Report Due:	November 15, 2007		Comments Due By:	October 30, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Windward Mill is a proposed multiple-use development on 47.65 acres in the City of Alpharetta. The proposed development will include 850,000 square feet of office space, 80,000 square feet of retail space, a 5,000 square foot bank, 500 high-rise residential condominiums and a 225-room hotel. The proposed development is located along North Point Parkway between Windward Parkway and Morris Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2015.

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 CUP (Community Unit Plan). The information submitted for the review states that the proposed development is seeking master plan amendment approval from the City. The Future Land Use Plan for the City of Alpharetta designates the area as Office Center and the development is consistent with the plan; however, currently residential uses are not allowed under this designation.

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? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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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
2007	Parkway 400
2007	Deerfield Place
2006	Offices at Prospect Park
2005	Forum at Alpharetta
2003	Cousins Westside Master Plan
1999	Milton Park MUD
1997	North Point Commons
1997	Brookside
1996	Orkin-Hines MUD
1994	North Point Square
1993	Northwind
1992	Windward
1989	Oxford Green
1989	North Atlanta Mall
1988	Millennium 400
1987	Pace Office Park
1986	North Meadow
1986	Royal 400
1986	Brookside

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 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 development is adding to a mix of uses within the area that will allow individuals the opportunity to live and work within close proximity. The proposed development also is ideally located adjacent to the regional transportation network that will provide sufficient transportation connections to other

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areas in the region. The project is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as the most intensely developed radial corridors in the region. The area around GA 400 is specifically identified as an example of a mega corridor. After site plan review, the proposed development meets the minimum requirements and ARC staff encourages revisions to the site plan to better address the existing Windward Mill Park and Ride Lot.

The development has taken a 4% reduction in auto trips due to the close proximity of the Windward Mill P&R Lot. However, the current site plan illustrates intent to ignore, at best, the presence of this transit facility. The choice of locating three seven story parking decks directly across the street from the P&R facility will discourage pedestrian use by residents and workers of the development. The site plan provides no direct pedestrian access from the P&R facility to the office and commercial land uses.

Also, the north line rail extension from the current terminus at North Springs Rail Station is one of the priority projects identified by the MARTA Board. Therefore, there is the potential for the expansion of the rail system to and beyond Windward Mill Road. Given the fact that MARTA already owns the property of the P&R facility, there is a strong case that the P&R facility could become a future rail station. It is strongly encouraged that the proposed development and the City of Alpharetta take into consideration eventual connection of this development to a future rail station. This includes prohibiting development that would preclude a rail connection from occurring and providing the land uses, intensities, and alternative mode facilities, such as pedestrian and bicycle, which encourages transit ridership. Therefore, it is recommended that the site plan be revised to include active street uses along Dryden Road particularly where currently three parking decks are proposed.

It is also recommended by ARC staff that the site plan be revised to consist of a more vertical integration of uses to provide for a greater mix and intensity on the site to reduce the amount of impervious surface on the site and maximize transit ridership potential.

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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 development is located in the City of Alpharetta, along the south side of Windward Parkway and west side of North Point Parkway. SR 400 and the MARTA Windward Parkway Park and Ride Lot are located to the west of the site.

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 Alpharetta's boundaries and it is within 2 miles of the City of Milton.

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.

No land uses in other jurisdictions that would be negatively impacted by the project were identified.

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 \$244,140,000 with an expected \$5,069,590 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?

The proposed development is located adjacent to a MARTA Park and Ride lot and will have impacts on the transit ridership. The Park and Ride lot provides transit service to existing neighborhoods and employment centers. It is important that the proposed development encourages transit ridership by creating an environment immediately surrounding the lot that is pedestrian friendly so that the land uses within the development are easily accessible to the transit service.

NATURAL RESOURCES

Watershed Protection

The proposed project is located within the Big Creek watershed, a small water supply watershed, and is within seven miles 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 Big Creek Watershed Study was completed in December 2000 with participation by all jurisdictions in the basin. It includes alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. The study was submitted to Georgia EPD in 2001 and was not been officially approved when modifications to the criteria were considered in 2001-2003. Since that time, the local governments have been working to develop a formal watershed agreement, which has not been finalized. It is our understanding that the City of Alpharetta has adopted protection requirements consistent with those proposed in the Study and that DCA has accepted those requirements in lieu of the Part 5 minimum criteria. This project will need to conform to Alpharetta's requirements.

The USGS coverage for the project area shows no perennial streams on or near the property. Any unmapped streams on the property may be subject to City of Alpharetta stream buffer requirements. Any state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

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. The loading factor used for this project is office/light industrial, based on the impervious coverage shown on the submitted plans. Actual loading factors will depend on the uses and the amount of impervious surface in the final project design. 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
Office/Light Industrial	47.65	61.47	816.24	5432.10	33736.20	70.52	9.05
TOTAL	47.65	61.47	816.24	5432.10	33736.20	70.52	9.05

Total % impervious 70%

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?

Access to the development is proposed at thirteen locations via thirteen driveways. Nine driveways are proposed along Dryden Road, three along North Point Parkway, and one along Windward Parkway.

- Site Driveway # 1, located along Windward Parkway, is approximately 600 feet west of the intersection of Windward Parkway and North Point Parkway. The site access is proposed to a right-in / right-out driveway.

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- Site Driveway # 2, located along North Point Parkway, is proposed at an existing driveway to the office park east of the North Point Parkway. The access is located approximately 500 feet south of Dryden Road, and is proposed to be a full-movement unsignalized driveway.
- Site Driveway # 3, located along North Point Parkway, is proposed at an existing driveway to the office park east of the North Point Parkway. The access is located approximately 740 feet south of the Site Driveway # 2, and is proposed to be a full-movement signalized driveway.
- Site Driveway # 4, located along North Point Parkway, is proposed to be a full-movement unsignalized driveway located approximately 975 feet south of the Site Driveway # 3
- Site Driveway # 5, located along Dryden Road, is approximately 165 feet west of the intersection of North Point Parkway and Dryden Road. The site access is proposed to a right-in / right-out access point.
- Site Driveway # 6, located along Dryden Road, is approximately 150 feet west of the proposed Site Driveway # 5. This driveway provides access to the property east of Dryden Road and is proposed to be a full-movement unsignalized driveway.
- Site Driveway # 7, located along Dryden Road, is approximately 150 feet west of the proposed Site Driveway # 5. This driveway provides access to the property west of Dryden Road and is proposed to be a full-movement unsignalized driveway.
- Site Driveway # 8, located along Dryden Road, is proposed to be a full-movement unsignalized driveway located approximately 180 feet west of the Site Driveway # 6 / Site Driveway # 7.
- Site Driveway # 9, located along Dryden road, is proposed to be a full-movement unsignalized driveway located approximately 250 feet north of the existing MARTA North Driveway.
- Site Driveway # 10, located along Dryden road, is proposed to be a full-movement unsignalized driveway at the existing MARTA North Driveway, serving as an access to the proposed development east of Dryden Road.
- Site Driveway # 11, located along Dryden Road, is proposed to be a full-movement unsignalized driveway located approximately 300 feet south of the existing MARTA North Driveway / Site Driveway # 10.
- Site Driveway # 12, located along Dryden road, is proposed to be a full-movement unsignalized driveway at the existing MARTA South Driveway, serving as an access to the proposed development east of Dryden Road.
- Site Driveway # 13, located along Dryden Road, is proposed to be a full-movement unsignalized driveway located approximately 425 feet south of the existing MARTA South Driveway / Site driveway # 12.

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

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Kimley-Horn and Associates, Inc. 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			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
High-Rise Residential Condominiums 500 Units	33	141	174	115	70	185	2,109
Hotel 225 Rooms	68	44	112	70	63	133	1,641
General Office 850,000 SF	914	125	1,039	175	856	1,031	6,932
Shopping Center 85,000 SF	87	55	142	270	292	562	6,110
<i>Internal Capture Reductions</i>	-0	-0	-0	-77	-77	-154	-1,762
<i>Alternative Mode Reductions</i>	-44	-45	-59	-23	-48	-71	-600
<i>Pass-By Reductions</i>	-0	-0	-0	-96	-96	-192	-2,080
TOTAL NEW TRIPS	1,058	350	1,408	434	1,060	1,494	12,350

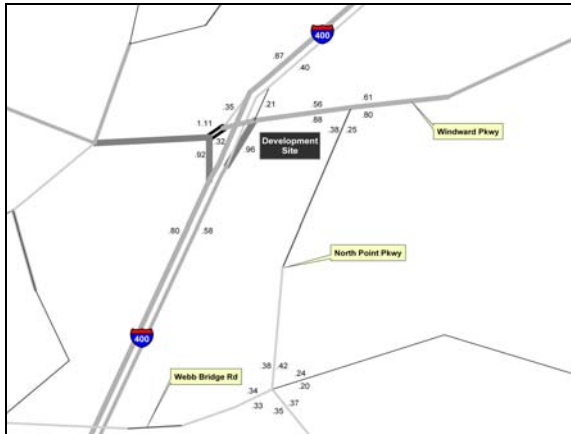
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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



2010 AM Peak



2010 PM Peak



2015 AM Peak



2015 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
AR-435	SR 400 from SR 120 (Old Milton Prkwy) in Fulton County to SR 20 in Forsyth County	ITS – Smart Corridor	2008
AR-H-400	SR 400 from I-285 to McFarland Road in Forsyth County	HOV Lanes	2015
FN-201	Windward Parkway from SR 9 (Alpharetta Rd) to McGinnis Ferry Rd	ITS – Other	2010
FN-202	North Point Parkway from Mansell Rd to Windward Parkway	ITS – Other	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	None		

**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 Windward Mill.

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.

Windward Parkway @ North Point Parkway

- Install an eastbound right-turn lane along Windward Parkway with a right-turn overlap phase (green arrow).
- Install an additional eastbound through lane and westbound through lane along Windward Parkway (three through lanes eastbound and westbound).

Webb Bridge Road @ North Point Parkway

- Install an additional eastbound left-turn lane along Webb Bridge Road to create triple left-turn lanes. Construct a third northbound receiving lane and taper to the existing two northbound through lanes. (Note: The opening of the Morris Road Extension to the north of Webb Bridge Road may alleviate the need for triple left turn-lanes at this intersection.)

Webb Bridge Road @ Morris Road

- Install an eastbound through lane along Webb Bridge Road.

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- Convert the westbound right turn-lane along Webb Bridge Road to a shared through/right-turn lane.

Old Milton Parkway @ Morris Road

- Install an additional eastbound left-turn lane (creating dual left-turn lanes) along Old Milton Parkway and provide a protected-only left-turn signal phase (green arrow). Construct a second northbound receiving lane and taper to the existing single northbound through lane.
- Install an additional westbound through lane along Old Milton Parkway.
- Install an additional southbound right-turn lane (creating dual right-turn lanes) with a right-turn overlap phase (green arrow).

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 400 SB Ramps at Windward Parkway

- Install an additional westbound through lane along Windward Parkway.
- (Note: Deerfield Place DRI #1470 recommended an improvement at the intersection).

Windward Parkway at North Point Parkway

- Restripe the northbound through lane to a shared northbound left-turn / through lane along North Point Parkway.
- Lengthen northbound left-turn lane storage by reconstructing median (300 foot minimum storage).

North Point Parkway at Dryden Road

- Install a traffic signal, when warranted. Provide split-phase traffic signal operation for the side-street approaches (eastbound and westbound).
- Install an additional eastbound left-turn lane along Dryden Road when a traffic signal is installed.
- Provide a protected-permitted (green arrow) signal phase for the northbound left-turn movement.

THE FOLLOWING INTERSECTION GEOMETRY AND IMPROVEMENTS ARE RECOMMENDED AT THE PROPOSED SITE DRIVEWAYS:

Windward Parkway at Proposed RIRO Driveway #1

- Install an eastbound right-turn lane along Windward Parkway.
- Install a northbound right-turn only egress lane along the proposed driveway #1.

North Point Parkway at Existing Driveway B / Driveway #2

- Install a northbound left-turn lane along North Point Parkway.
- Install a southbound right-turn lane along North Point Parkway.

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- Install an eastbound shared left-turn / through lane and a separate right-turn lane along the proposed driveway #2.

North Point Parkway at Existing Driveway C / Driveway #3

- Install a northbound left-turn lane along North Point Parkway.
- Install a southbound right-turn lane along North Point Parkway.
- Install an eastbound shared left-turn / through lane and a separate right-turn lane along the proposed driveway #3.
- Install a traffic signal, when warranted.
- Provide a protected-permitted (green arrow) signal phase for the northbound left-turn movement.

North Point Parkway at Existing Driveway D / Driveway #4

- Install a northbound left-turn lane along North Point Parkway.
- Install a southbound right-turn lane along North Point Parkway.
- Install an eastbound shared left-turn / through lane and a separate right-turn lane along the proposed driveway #4.

Dryden Road at Proposed RIRO Driveway #5

- Install a westbound right-turn lane along Dryden Road.

Dryden Road at Proposed Driveway #8

- Install a separate left-turn lane and right-turn lane southbound along driveway.

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?

The MARTA Windward Parkway Park and Ride Lot is adjacent to the development and is served by Routes 140, 143, and 185. Routes 140 and 185 operate two buses per hour during the peak periods and Route 143 operates with 20 minute headways during the peak period. Route 140 begins at the North Springs MARTA Station and continues north along SR 400 to the Mansell Park and Ride. It then continues to the Windward Parkway Park and Ride located adjacent to the project site. Route 143 begins at the North Springs MARTA Station and travels north along SR 400 to Deerfield Parkway, where it continues to the Windward Parkway Park and Ride. Route 185 also serves the North Springs MARTA Station and travels north along SR 400 to Holcomb Bridge Road, and then continues north along SR 9 to the Windward Parkway Park and Ride.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac	4%	4%
Where Office is dominant, 10% Residential and 10% Retail	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks connecting uses w/in the site	2%	2%
Total		18%

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

The ARC concludes that most of the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development. The exceptions are detailed below.

- Windward Parkway at Proposed RIRO Driveway #1
 - The ARC has reservations about creating an additional driveway intersection on Windward Parkway just over 1/8 mile from the interchange with GA 400 and less than 1/8 mile from the signalized intersection with North Point Parkway. *As such, the ARC recommends following the alternative analysis of the driveway provided at the request of GRTA and making the driveway right-out only.*
- Webb Bridge Road @ North Point Parkway
 - The ARC also has reservations over creating triple left turn lanes due to potential safety issues for motorists, pedestrians and bicyclists. *Other safer options should be explored.*

The ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Windward Park and Ride Lot
 - The development has taken a 4% reduction in auto trips due to the close proximity of the Windward Mill P&R Lot. However, the current site plan illustrates intent to ignore, at best, the presence of this transit facility. The choice of locating three seven story

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parking decks directly across the street from the P&R facility will discourage pedestrian use by residents and workers of the development. The site plan also provides no direct pedestrian access from the P&R facility to the office and commercial land uses. It would be irresponsible for both the developer and the City of Alpharetta to ignore potential of this P&R facility to become a future MARTA rail station or at least a focal point of expanded local bus service.

- *The ARC recommends altering the current site plan to incorporate the P&R facility into the development and encourage its use.*
- MARTA bus routes
 - The City of Alpharetta Comprehensive Plan states that “in anticipation of expanded service, new developments are required to locate bus shelters at appropriate locations.”
 - The site plan shows no bus shelters along public or private roads adjacent to the sight.
 - *The ARC recommends that the developer coordinate with MARTA to assess the appropriate locations along North Point Parkway for said shelters and incorporate them into the development.*
- Pedestrian facilities
 - It is unclear from the sight plan whether sidewalks are proposed adjacent to Dryden Road.
If not, the ARC recommends that sidewalks be installed along Dryden Road with 4’-5’ width and a vegetative strip separating them from the roadway.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.216 MGD.

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.



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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 0.216 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 2565 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?

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?

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- **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, the proposed development will add 500 new housing units.

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

Yes.

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

The site proposed for the development is located in Census Tract 116.06. This tract had an 11.3 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 69 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.

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.

October 30, 2007

Mr. LeVar Rice, Planner – Land Use Division
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

**RE: Review of Development of Regional Impact (DRI) #1558
Windward Mill – City of Alpharetta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1558 – Windward Mill – located in the City of Alpharetta.

The project abuts the entire eastern boundary of the MARTA park-ride facility at SR 400 and Windward Mill Road. Three MARTA Bus Routes – 85, 140, and 143 – operate out of the park-ride facility, connecting to surrounding neighborhoods, employment and commercial centers, and to the MARTA rail system. MARTA supports this project and believes it will benefit from the proximity of these bus routes.

Also, the north line rail extension from the current terminus at North Springs Rail Station is one of the priority projects identified by the MARTA Board. While our near-term plans have focused on the extension to the North Point Mall area, we do recognize that eventual regionalization of the rail system will see further rail extension to and beyond Windward Mill Road. We therefore hold open the possibility of the park-ride facility becoming a future rail station. Of course, an Alternatives Analysis would need to be conducted to identify actual station locations, but the fact that MARTA already owns the property will make a compelling case for having a future rail station at the park-ride location. We will suggest, therefore, that these possibilities be taken into consideration in the project concept and that eventual connection of this development to a future rail station next door is not precluded.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa, Ph.D.
Office of Transit System Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com

cc: Haley Fleming, Principal Planner



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JAMES WILSON, SUPERINTENDENT

October 30, 2007

Haley Fleming, Review Coordinator
Atlanta Regional Commission
40 Courtland Street NE
Atlanta, Georgia 30303

Dear Haley,

We at the Fulton County School System appreciate the opportunity to review and provide comment regarding the Windward Mill zoning case. We believe that intergovernmental cooperation is a fundamental component of successful regional planning. We utilize the information you provide us to forecast student enrollment and plan for their instructional needs.

The attached table details our estimates regarding the numbers of students the proposed developments may generate as well as the state capacity and projected enrollment of schools that currently serve the area.

Please feel free to call me at my office (404) 763-5525 if you have any questions regarding this or any other matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Burke', is written over a horizontal line.

Patrick Burke
Director of Planning

Rezoning Impact Statement: ATLANTA REGIONAL COMMISSION Fulton County School System

PEITION: WINDWARD MILL

USE	# UNITS
SF	0
Condo	500
MF	0

2006-07 HOME SCHOOL	ESTIMATED # STUDENT GENERATED	CAPACITY ^a	ENROLLMENT ^b	UNDER/OVER CAPACITY ^c	# PORTABLE CLASSROOMS	CAN FACILITY MEET DEMAND?
CREEK VIEW ES	19 to 25	850	1,010	160	8	NO
WEBB BRIDGE MS	6 to 7	1,125	1,337	212	7	NO
ALPHARETTA HS	13 to 21	1,875	2,207	332	3	NO
TOTAL	38 to 53					

HS REGION: ALPHARETTA HS

One single family unit generates:

0.32708	to	0.49019	elementary school students per unit
0.13974	to	0.23834	middle school students per unit
0.16624	to	0.28974	high school students per unit

One multifamily or apartment unit generates:

0.09877	to	0.14027	elementary school students per unit
0.04327	to	0.06476	middle school students per unit
0.04929	to	0.07845	high school students per unit

One mid-/high-rise condo unit generates:

0.0379	to	0.0502	elementary school students per unit
0.012	to	0.014	middle school students per unit
0.0259	to	0.0423	high school students per unit

AVERAGE OPERATIONAL COST PER STUDENT:

TOTAL COST: \$9,002 PORTION LOCAL REVENUE SOURCES: \$5,843 PORTION STATE AND OTHER REVENUE SOURCES: \$3,159

^a Updated Georgia Department of Education state capacity.

^b Based upon the FCSS 1st month enrollment count.

^c Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of students a facility is under state capacity.

* State capacity indicates space. However due to the number of special programs at the school, portable classrooms are needed to accommodate the instructional needs of the school.



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
Mary Long, RN

Dr. Steven R. Katkowsky, 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: November 8, 2007

SUBJECT: Comments to Regional Review for Windward Mill

ARC REVIEW CODE	COMMENTS
R7710172	<p>The Fulton County 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>Since this proposed development includes a tourist accommodation as defined in the DHR rules and regulations for tourist accommodations, the owner or contractor must submit plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a tourist accommodation permit prior to opening.</p>

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1558**

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
Local Government Information	
Submitting Local Government:	Alpharetta
Individual completing form:	Kathi Cook
Telephone:	678-297-6073
Email:	kcook@alpharetta.ga.us
Project Information	
Name of Proposed Project:	Windward Mill; Pod 66, Tract D
DRI ID Number:	1558
Developer/Applicant:	Windward Mill, LLC
Telephone:	6787629950
Email(s):	dphodge@earthlink.net
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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$244,140,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$3,439,640 = property tax, \$1,629,950 = sales tax
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	
Water Supply	
Name of water supply provider for this site:	Fulton County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.216
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.216
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1,058 entering and 350 exiting AM peak hour trips, 434 entering and 1,060 exiting PM peak hour trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below: Please refer to the traffic study prepared by Kimley-Horn and Associates.	
Solid Waste Disposal	

How much solid waste is the project expected to generate annually (in tons)?	2,565 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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?	approximately 60%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Various stormwater management facilities will be constructed to handle and treat storm water runoff and the Georgia Stormwater Manual will be the basis for the design of these structures.	
Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: (1)The site is located in the Big Creek Basin which serves as the City of Roswell water supply. This project will implement the proper BMP's to protect the water supply. (3) The wetlands impacted by this development will be permitted and properly mitigated through the U.S. Army Corps of Engineers.	
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #1558**

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government:

Alpharetta

Individual completing form:

Kathi Cook

Telephone:

678-297-6073

E-mail:

kcook@alpharetta.ga.us

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:

Windward Mill;Pod 66, Tract D

Location (Street Address, GPS Coordinates, or Legal Land Lot Description):

Southern intersection of Windward Parkway and North Point Parkway

Brief Description of Project:

Mixed use project consisting of 500 multi-family units, 850,000 square feet of office, 80,000 square feet retail, 5,000 square foot bank and a 225 room hotel.

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.):	500 multi-family, 850,000 sf office, 80,000 sf retail, 5,000 sf bank, 225 room hotel
Developer:	Windward Mill, LLC
Mailing Address:	4080 McGinnis Ferry Road, Suite 1402
Address 2:	
	City:Alpharetta State: ga Zip:30005
Telephone:	6787629950
Email:	dphodge@earthlink.net
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input checked="" type="checkbox"/> Other Master Plan Amendment
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: Spring 2010 Overall project: Spring 2010
<hr/>	
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