

DATE: August 23, 2023

TO: Chairman Alfred John, Forsyth County Commission
ATTN TO: Leslie Silas, Planning Manager, Forsyth County
FROM: Mike Alexander, COO, Atlanta Regional Commission
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: 2023 The Gathering at South Forsyth DRI 3967

Submitting Local Government: Forsyth County

Date Opened: August 4, 2023

Date Closed: August 23, 2023

Description: A DRI review of a proposal to build a mixed-use development with 2,400 residential units, 500 hotel rooms, 1,000,000 SF of office space, 600,000 SF of retail, a 20,000-seat arena, a 90,000 SF community center/ice rink and a 15,000 SF fire station on an 84-acre site at the intersection of Union Hill Road and Georgia 400 in Forsyth County.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Regional Employment Corridor growth management designation to the project site. The project is not aligned with the Regional Employment Corridor stated need for more "accessible public greenspace...which affects the overall aesthetics and quality of life for residents and workers."

The project is aligned with Regional Employment Corridor growth policies which support the addition of housing and retail to employment-focused areas.

The project includes a very robust mix of uses including residential, office, retail, entertainment, and recreation on a compact site which is highly supportive of regional placemaking and multi-modal transportation policies.

The project is expected to generate a total of 47,366 daily new vehicular trips; roadway/intersection improvements are proposed to mitigate the impact of these trips.

The project is located within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. The project will need to conform to Forsyth County's water supply watershed requirements.

The corners of three structures, a parking structure, an apartment building and the proposed fire/police substation, all come to the edge of the 75-foot stream buffer setback. Any intrusion into the setback or buffers may require variances.

The project is located within the McFarland – Stoney Point LCI Study area and is consistent with the LCI's designation of the location for mixed use regional development. Relevant LCI study recommendations for the area, particularly those related to the creation of transit options, should be carefully considered and incorporated in the project.

A total of 8,780 parking spaces are proposed utilizing a shared parking system which is substantially less than the 19,120 space that potentially could be allowed and is strongly supportive of regional transportation policies.

The project includes an extensive internal sidewalk network and the provision of a 12-ft wide segment of the Big Creek Greenway along the Ronald Reagan Boulevard frontage which are supportive of regional alt-mode transportation policies.

The project will preserve a significant area of stream buffer greenspace along the northern edge of the site which is supportive of regional environmental and stormwater policies. Retention of additional greenspace and trees would further support these policies and provide heat island mitigation/urban cooling functions for the surrounding area which are becoming more critical as climate concerns increase. Site sensitive clearing and nestling of new structures into the existing landscape, rather than clearcutting and grading the entire site, would further support regional environmental policies.

The project does not appear to include bicycle parking spaces or EV charging spaces; provision of adequate numbers of both would be supportive of regional multi-modal transportation policies.

The South Forsyth CID submitted comments including the need to develop appropriate streetscape designs along the project frontages, conduct additional study of transit options to reduce the project's major traffic impact, and coordinate with the County on the optimal near and long-term connections of the project to the Big Creek Greenway.

Scientific Games, the County's second largest employer, is located directly across the Union Hill overpass from project site and submitted comments about the project's traffic impact of the traffic. The comments address Union Hill Road safety, SR 400 exit considerations, employee access, and potential transit options.

General

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Regional Employment Corridor; corresponding policy recommendations are provided at the end of these comments.

The project is located within the McFarland – Stoney Point LCI Study area. The LCI calls for a mixed use regional development at this location so the project is consistent with the LCI study. Relevant LCI study recommendations for the area, particularly those related to the creation of transit options, should be carefully considered and incorporated in the project. The project is also located near the second most dense node in the County, Halycon. There may be opportunities for linking the two developments at some point to provide a more coherent secondary development node for the County.

Transportation and Mobility Comments

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

The project is expected to generate a total of 47,366 daily new vehicular trips. Significant roadway/intersection improvements are identified to reduce the impact of these new trips on surrounding roadways.

The project does not appear to include bicycle parking spaces and EV charging spaces; provision of adequate numbers of both would be supportive of regional multi-modal transportation policies.

A total of 8,780 parking spaces are proposed utilizing a shared parking system which is substantially less than the 19,120 space that potentially could be allowed and is strongly supportive of regional transportation policies.

Care should be taken to ensure that the development promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC's Natural Resource Group Comments are attached. The proposed project property is located entirely within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water

supply source for the City of Roswell. The proposed project is more than seven miles upstream of the City of Roswell Intake.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternate criteria are developed and adopted by the jurisdiction and then approved by Georgia EPD and DCA. Alternate criteria were developed for this watershed through the Big Creek Watershed Study which was completed in December 2000 and had participation from all jurisdictions then existing in the watershed, including Forsyth County. The Study included proposed alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. It is our understanding that Forsyth County 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 Forsyth County's water supply watershed requirements.

The USGS coverage for the project area shows no blue line streams on the project property. The project site plan shows one stream running north-south along the northeastern and eastern edges of the property. The site plan shows and identifies the Forsyth County 50-foot buffer and 75-foot impervious setback and the 25-foot State Erosion and Sedimentation Act buffer on the entire length of the stream on the property. No intrusions into the buffers are shown, but corners of three structures, a parking structure, an apartment building and the proposed fire/police substation, all come to the edge of the 75-foot setback. Any intrusion into the setback or buffers may require variances. Any other streams on the property may also be subject to the Forsyth County Stream Buffer Ordinance and the 25-foot State Erosion and Sedimentation Act buffer. Any unmapped waters of the state on the property will also be subject to the 25-foot State Erosion and Sedimentation Act buffer.

Other Environmental Comments

About half of the site is currently wooded and provides meaningful heat island mitigation/urban cooling functions for the surrounding area which are becoming more critical as climate concerns increase. The project will preserve a significant area of stream buffer greenspace along the northern edge of the site which is supportive of regional environmental and stormwater policies. Retention of some additional forested greenspace and utilization of site sensitive clearing and nestling of new structures into the existing landscape, rather than clearcutting and grading the entire site, would further support regional environmental policies.

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

South Forsyth Community Improvement District (CID) Comments

The project falls within the South Forsyth CID which submitted the attached comments related to the CID's Vision and Goals, Branding, Landscaping and Beautification, Transit, Union Hill SR 400 Bridge Aesthetics, and the Big Creek Greenway Extension. These comments include the need to develop appropriate streetscape designs along the project frontages, conduct additional study of transit options to reduce the project's major traffic impact, and coordinate with the COunty on the optimal near and long-term connections of the project to the Big Creek Greenway.

Scientific Games Comments

Scientific Games is the second largest employer in Forsyth County with over 1300 employees located at their production and technology center directly across the Union Hill overpass from the proposed development site. The company submitted the attached comments which address their concerns about the impact of the traffic that will be generated by the project on their employees, visitors, suppliers and overall business. The comments specifically recommended: 1. Partially removing the Union Hill concrete divider and creating a new turn lane to allow for direct left-hand access to both of our entrances to reduce the risk caused by the current traffic design; 2. The current traffic design be improved to allow for clearer wayfinding and direction to drivers existing northbound and for south bound access to 400, particularly at Exit 12; 3. Consider the impact of additional employees returning to work which may not have been captured in the Transportation Study; and 4. Include a commitment to public transit, dedicated ride sharing drop-off/pick-up areas and safe access for pedestrian, bicycle and other alternative modes of transportation to accommodate and support future growth and job access in the area.

Unified Growth Policy Considerations: Regional Employment Corridor

According to the Atlanta Region's Plan, Regional Employment Corridors represent the densest development outside of the Region Core. Regional Employment Corridors connect several Regional Centers with the Region Core via existing capacity transportation facilities. These areas contain a large share of the region's jobs in a relatively small land area. These areas are also increasing in both housing and job density and are experiencing increased redevelopment and new uses in traditionally employment-focused areas. There is a lack of accessible public greenspace within Regional Employment Corridors, which affects the overall aesthetics and quality of life for residents and workers.

The intensity and land use of this proposed project partially aligns with The Atlanta Region's Plan's recommendations for Regional Employment Corridors. The project's provision of housing and retail adjacent to existing employment and retail centers is consistent with regional policies. The removal of much of the site's existing wooded area is not supportive of regional environmental policies and the need to provide public greenspace in Regional Employment Corridors. The project could be more supportive of regional policies by preserving more of the wooded site and providing some degree of public access to these areas. Forsyth County staff and leadership, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, stakeholders, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF CUMMING
CITY OF ALPHARETTA	CITY OF MILTON	CITY OF ROSWELL
CITY OF BUFORD	CITY OF SUWANEE	CITY OF SUGAR HILL
CHEROKEE COUNTY	NORTH FULTON CID	CITY OF JOHNS CREEK

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



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DRI #3967

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: Forsyth
Individual completing form: Leslie Silas
Telephone: 770-205-4568
E-mail: ldsilas@forsythco.com

*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: The Gathering at South Forsyth
Location (Street Address, Bounded by Georgia Highway 400, Ronald Reagan Boulevard and Union Hill Road GPS Coordinates, or Legal Land Lot Description):
Brief Description of Project: Approximately 84 acres of mixed-use with 2,400 residential units, 500 hotel rooms, 1,000,000 sq. ft. of office space, 600,000 sq. ft. of retail, a 20,000-seat arena, a 90,000 sq. ft. community center/ice rink and a 15,000 sq. ft. fire station

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): Approximately 2,400 residential units, 500 hotel rooms, 1,000,000 sq. ft. of office space, 600,000 sq. ft. of retail

Developer: Gathering South Forsyth, LLC

Mailing Address: PO Box 1249

Address 2:

City: Alpharetta State: GA Zip: 30009

Telephone: 470-222-0944

Email: gatheringatsouthforsyth@gmail.com

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

Is the proposed project entirely located within your jurisdiction? ☐ (not selected) ☒ Yes ☐ No

local government's jurisdiction?

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)Yes

No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

Rezoning

Variance

Sewer

Water

Permit

Other

Is this project a phase or part of a larger overall project?

(not selected)Yes

No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates:

This project/phase: 2033

Overall project: 2033

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DRI #3967

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: Forsyth
Individual completing form: Leslie Silas
Telephone: 770-205-4568
Email: ldsilas@forsythco.com

Project Information

Name of Proposed Project: The Gathering at South Forsyth
DRI ID Number: 3967
Developer/Applicant: Gathering South Forsyth, LLC
Telephone: 470-222-0944
Email(s): gatheringatsouthforsyth@gmail.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: Approximately \$2,900,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approximately \$14,000,000 County and \$28,000,000 State

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

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

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: Forsyth County Department of Water & Sewer

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

2.07

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Forsyth County Department of Water & Sewer

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

1.39

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

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

47,366 net daily trips, 2,650 AM peak hour trips, 3,176 PM peak hour trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: 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)?

41,500

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

74%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: On-site stormwater controls meeting local and state requirements. This may include the combination of several components (pervious paving, infiltration fields, bioretention areas, or other components) providing runoff reduction (if infiltration rates allow), channel protection and overbank flooding protection per the code requirements. Detention shall be provided within wet detention pond strategically located throughout the site and along Ronald Reagan Boulevard.

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: Wetlands are limited to bed and bank wetlands along the tributary to the north of the project. No impacts to US Jurisdictional Waters will result from the project. All vicinity streams and associated buffers (local and state) will be field determined and located. No encroachments to the buffer areas are planned.

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THE GATHERING AT SOUTH FORSYTH DRI
Forsyth County
Natural Resources Department Review Comments

August 15, 2023

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

Water Supply Watershed Protection

The proposed project property is located entirely within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) public water supply watershed as defined by the Georgia DNR Part 5 Minimum Planning Criteria. It is a public water supply source for the City of Roswell. The proposed project is more than seven miles upstream of the City of Roswell Intake.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternate criteria are developed and adopted by the jurisdiction and then approved by Georgia EPD and DCA. Alternate criteria were developed for this watershed through the Big Creek Watershed Study which was completed in December 2000 and had participation from all jurisdictions then existing in the watershed, including Forsyth County. The Study included proposed alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. It is our understanding that Forsyth County 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 Forsyth County's water supply watershed requirements.

The project site is also in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The Chattahoochee River watershed is a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria. In large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of any public water supply intake.

Stream Buffer Protection

The USGS coverage for the project area shows no blue line streams on the project property. The project site plan shows one stream running north-south along the northeastern and eastern edges of the property. The site plan shows and identifies the Forsyth County 50-foot buffer and 75-foot impervious setback and the 25-foot State Erosion and Sedimentation Act buffer on the entire length of the stream on the property. No intrusions into the buffers are shown, but corners of three structures, a parking structure, an apartment building and the proposed fire/police substation, all come to the edge of the 75-foot setback. Any intrusion into the setback or buffers may require variances. Any other streams on the property may also be subject to the Forsyth County Stream Buffer Ordinance and the 25-foot State Erosion and Sedimentation Act buffer. Any unmapped waters of the state on the property will also be subject to the 25-foot State Erosion and Sedimentation Act buffer.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

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

Comments on 2023 The Gathering at South Forsyth DRI 3967

To: Donald Shockey, ARC, dshockey@atlantaregional.org
From: Jon Antoine, Executive Director, South Forsyth Community Improvement District, administrator@soforsythcid.com
Date: August 8, 2023
Subject: 2023 The Gathering At South Forsyth DRI 3967 - Preliminary Report and Comments Request

Comments:

The South Forsyth Community Improvement District has reviewed the 2023 The Gathering At South Forsyth DRI 3967 - Preliminary Report. A development of this scale will have substantial effects within and beyond the CID area and presents an exciting opportunity for South Forsyth.

The SFCID recently completed the [South Forsyth Community Improvement District Transportation Master Plan](#) (2022), which contains some content and recommendations relevant to the Gathering at South Forsyth, as follows:

1. **Vision and Goals** – The CID's Transportation Master Plan includes the following vision and goals for the CID area.
 - a. Vision: The South Forsyth Community Improvement District will be a beautiful, pedestrian-friendly area with a sense of place.
 - b. Goals:
 - i. Enhance aesthetics
 - ii. Install a branding palette
 - iii. Provide better connectivity
 - iv. Relieve congestion
2. **District Branding** – The CID's plan recommends a timeless, sophisticated, and attractive brand consistent with Forsyth County's Forsyth character area and depicted on pages 12-13 of the plan. Attached is the CID's branding guide for reference.
3. **Landscaping and Beautification** – The CID's plan also recommends landscaping and beautification improvements along McGinnis Ferry Road, which is not immediately along the DRI site but just on the other side of the Union Hill Road at Ronald Reagan Boulevard/McGinnis Ferry intersection. Therefore, the CID recommends promoting a similar streetscaping style between the DRI site and the CID's recommended branding for landscaping and beautification. Attached is a copy of our corridor streetscaping plans for reference.

4. **Transit** – The CID's plan considered the potential for transit to accommodate and support future growth and job access in the area. Specifically, the plan recommends a Mobility on Demand Feasibility Study to determine the service area and operating model for an on-demand transit service. With the size of this development, consideration of future transit service may become more pressing to promote access and reduce future vehicular traffic congestion.
5. **SR 400 at Union Hill Bridge Fencing Replacement** – The CID's plan recommends replacing the fencing on the SR 400 at Union Hill bridge to provide a more aesthetically pleasing appearance and contribute to a sense of place within the CID. This improvement is close to the DRI location and would improve the appearance of the development location as seen from SR 400 and Union Hill Road.
6. **Big Creek Greenway Extension** – The CID's plan recommends a Big Creek Greenway Extension as an off-road bicycle and pedestrian path facility (project 13, page 11 of the plan). The DRI site plan shows this segment of the Big Creek Greenway running directly adjacent to Ronald Reagan Boulevard on the existing sidewalk. This is not necessarily at odds with the CID's plan since there is already a sidewalk in that location, but the CID's plan also recommends a segment of the trail to the south, separated from the roadway.

The SFCID recommends that the DRI applicant review the CID's plan and coordinate with the CID regarding improvements along Ronald Reagan Boulevard, Union Hill Road, and GA 400. For example, while not specifically called out in the CID's plan, streetscaping improvements such as landscaping, streetlights, benches, and sidewalk improvements along Ronald Reagan Boulevard would enhance the appearance of this segment of the roadway, including the pedestrian experience, and would provide consistency with the nearby Halcyon development.

Thank you for the opportunity to comment and for consideration of these suggestions.

Comments on 2023 The Gathering at South Forsyth DRI 3967

To: Donald Shockey, ARC, dshockey@atlantaregional.org
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 - b. Goals:
 - i. Enhance aesthetics
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3. **Landscaping and Beautification** – The CID's plan also recommends landscaping and beautification improvements along McGinnis Ferry Road, which is not immediately along the DRI site but just on the other side of the Union Hill Road at Ronald Reagan Boulevard/McGinnis Ferry intersection. Therefore, the CID recommends promoting a similar streetscaping style between the DRI site and the CID's recommended branding for landscaping and beautification. Attached is a copy of our corridor streetscaping plans for reference.

4. **Transit** – The CID's plan considered the potential for transit to accommodate and support future growth and job access in the area. Specifically, the plan recommends a Mobility on Demand Feasibility Study to determine the service area and operating model for an on-demand transit service. With the size of this development, consideration of future transit service may become more pressing to promote access and reduce future vehicular traffic congestion.
5. **SR 400 at Union Hill Bridge Fencing Replacement** – The CID's plan recommends replacing the fencing on the SR 400 at Union Hill bridge to provide a more aesthetically pleasing appearance and contribute to a sense of place within the CID. This improvement is close to the DRI location and would improve the appearance of the development location as seen from SR 400 and Union Hill Road.
6. **Big Creek Greenway Extension** – The CID's plan recommends a Big Creek Greenway Extension as an off-road bicycle and pedestrian path facility (project 13, page 11 of the plan). The DRI site plan shows this segment of the Big Creek Greenway running directly adjacent to Ronald Reagan Boulevard on the existing sidewalk. This is not necessarily at odds with the CID's plan since there is already a sidewalk in that location, but the CID's plan also recommends a segment of the trail to the south, separated from the roadway.

The SFCID recommends that the DRI applicant review the CID's plan and coordinate with the CID regarding improvements along Ronald Reagan Boulevard, Union Hill Road, and GA 400. For example, while not specifically called out in the CID's plan, streetscaping improvements such as landscaping, streetlights, benches, and sidewalk improvements along Ronald Reagan Boulevard would enhance the appearance of this segment of the roadway, including the pedestrian experience, and would provide consistency with the nearby Halcyon development.

Thank you for the opportunity to comment and for consideration of these suggestions.

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

DRI INFORMATION

DRI Number #3967
DRI Title The Gathering at South Forsyth
County Fulton County
City (if applicable) N/A
Address / Location North of Ronald Reagan Boulevard, south of SR 400, and east of Union Hill Road

Proposed Development Type:

A DRI review of a proposal to build a mixed-use development with 2,400 residential units, 500 hotel rooms, 1,000,000 SF of office space, 600,000 SF of retail, a 20,000-seat arena, a 90,000 SF community center/ice rink and a 15,000 SF fire station on an 84-acre site at the intersection of Union Hill Road and Georgia 400 in Forsyth County.

Build Out: 2033

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date August 9, 2023

TRAFFIC STUDY

Prepared by Kimley-Horn
Date July 3, 2023

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

A list of programmed and planned projects are found on pages 21-22 in the traffic study.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

No site driveway provides access via a road identified as a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

No site driveway provides access via a road identified as a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☐ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☒ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 143

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide sufficient connectivity

☒ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Gaps in the pedestrian network along McGinnis Ferry Road are planned to be closed with the construction of the programmed roadway projects per the traffic study, pg. 15.

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

MARTA

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☒ YES (provide additional information below)

Name of facility Big Creek Greenway

Distance ☐ Within or adjacent to development site (0.10 mile or less)

☒ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

- ☒ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☒ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

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

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER (*Please explain*)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☒ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☒ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN (additional study is necessary)

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

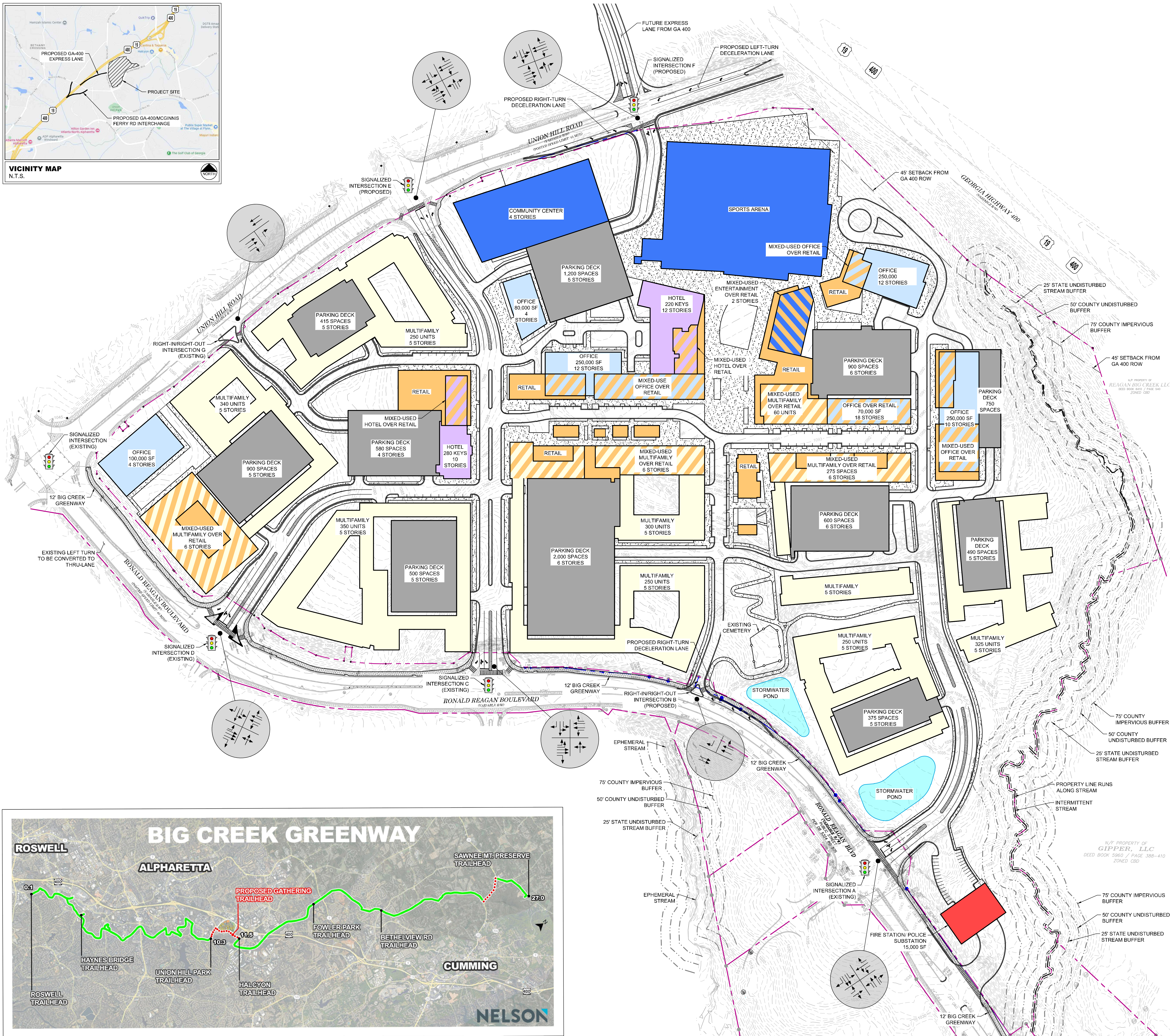
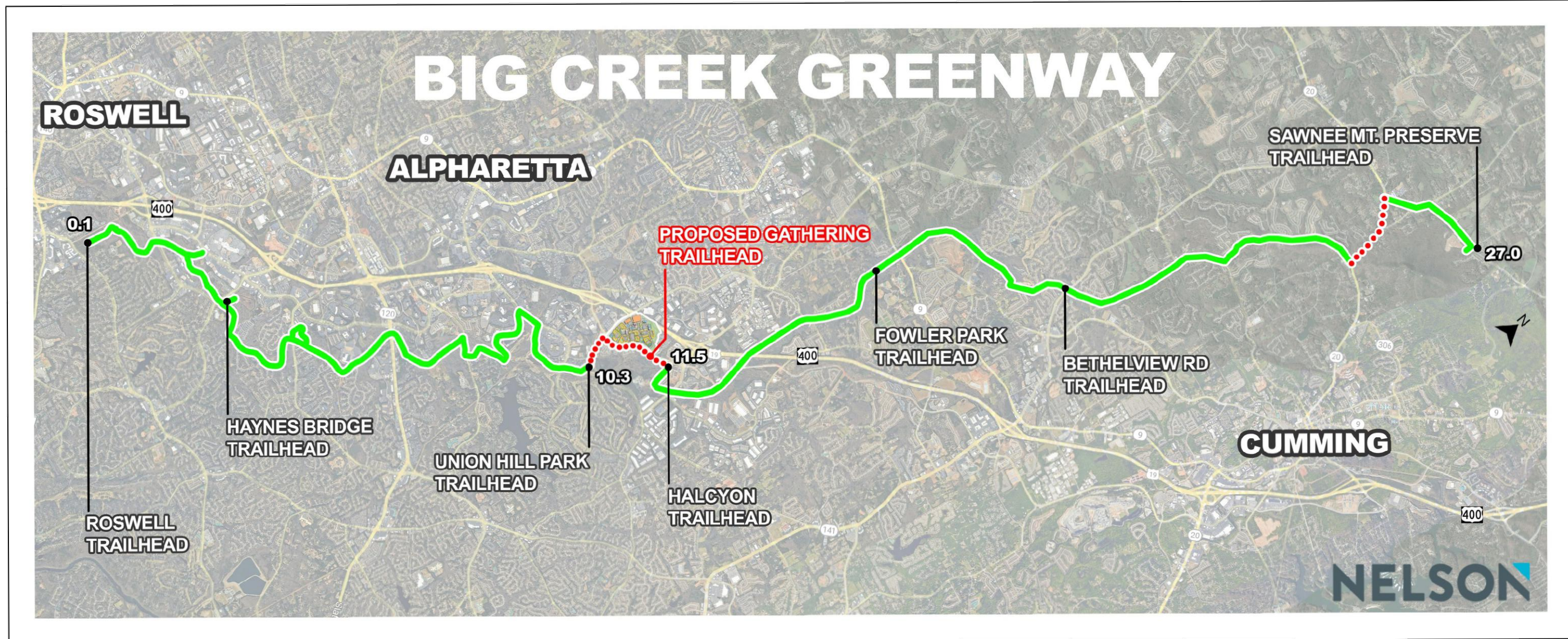
☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

[Click here to enter text.](#)

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

None at this time.



SITE LEGEND

	PROPERTY LINE
	GA HWY 400 SETBACK
	ROW DEDICATION
	ENTERTAINMENT
	RETAIL
	HOTEL
	MULTIFAMILY
	OFFICE
	FIRE STATION/ POLICE SUBSTATION
	TOWNHOME
	PARKING DECK
	ENTERTAINMENT OVER RETAIL
	MULTIFAMILY OVER RETAIL
	OFFICE OVER RETAIL
	HOTEL OVER RETAIL
	12' BIG CREEK GREENWAY
	BIPOWALK/HARDSCAPE

SITE DEVELOPMENT SUMMARY	
CURRENT ZONING	CBD - COMMERCIAL BUSINESS DISTRICT
PROPOSED ZONING	CBD - COMMERCIAL BUSINESS DISTRICT
OVERLAY DISTRICT	RONALD REAGAN/JUNIOR HILL
DRI CASE NUMBER	DRI 3967
SITE AREA:	
SITE AREA	84.49 ACRES
ROW DEDICATION	0.19 ACRES
SETBACKS:	
FRONT SETBACKS	0 FT
SIDE SETBACKS	0 FT
REAR SETBACK	0 FT
GA HWY 400 SETBACK	45 FT

LAND USES & DENSITIES		
TOTAL RESIDENTIAL: 2,400 UNITS (28.39 UNITS/ACRE)		
MULTI-FAMILY	2,400 UNITS	
TOTAL NON-RESIDENTIAL:		
<u>LAND USE</u>	<u>AREA</u>	<u>FLOOR AREA RATIO</u>
RETAIL	600,000 SF	0.163
RETAIL	500 KEYS	
SPORTS ARENA	20,000 SEATS/ 700,000 SF	0.190
COMMUNITY CENTER	90,000 SF	0.024
OFFICE	1,000,000 SF	0.272
FIRE STATION	15,000 SF	

PARKING SUMMARY	
PROPOSED PARKING:	8,780 SPACES (TOTAL)
COMMERCIAL PARKING DECKS	5,430 SPACES (65 ADA/ 11 VAN)
MULTIFAMILY PARKING DECKS	3,280 SPACES (43 ADA/ 8 VAN)
ON STREET PARKING	70 SPACES (3 ADA/ 1 VAN)
EXACT NUMBER OF PARKING SPACES AND PARKING DISTRIBUTION WILL BE DETERMINED BASED ON RESULTS OF A FUTURE SHARED PARKING STUDY.	



BUILDING SUMMARY	
BUILDING HEIGHTS	
MAXIMUM ALLOWABLE	
COMMERCIAL	200 FT
OFFICE	200 FT
MULTIFAMILY	200 FT
MIXED USE	200 FT
ENTERTAINMENT	200 FT
HOTEL	200 FT
PROPOSED BUILDING HEIGHTS	
COMMERCIAL	50 FT
OFFICE	185 FT
MULTIFAMILY	85 FT
MIXED USE	185 FT
ENTERTAINMENT	100 FT
HOTEL	185 FT

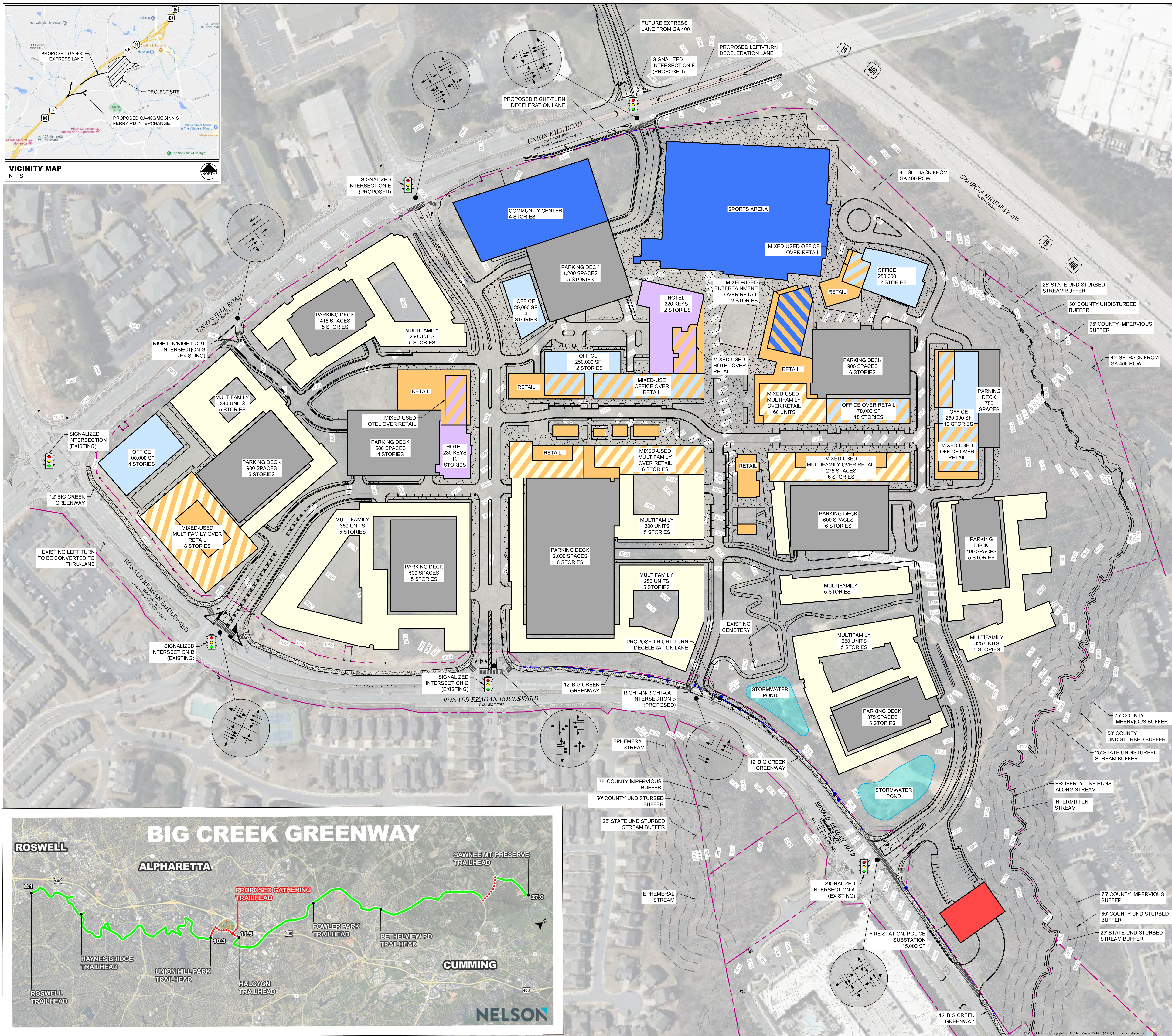
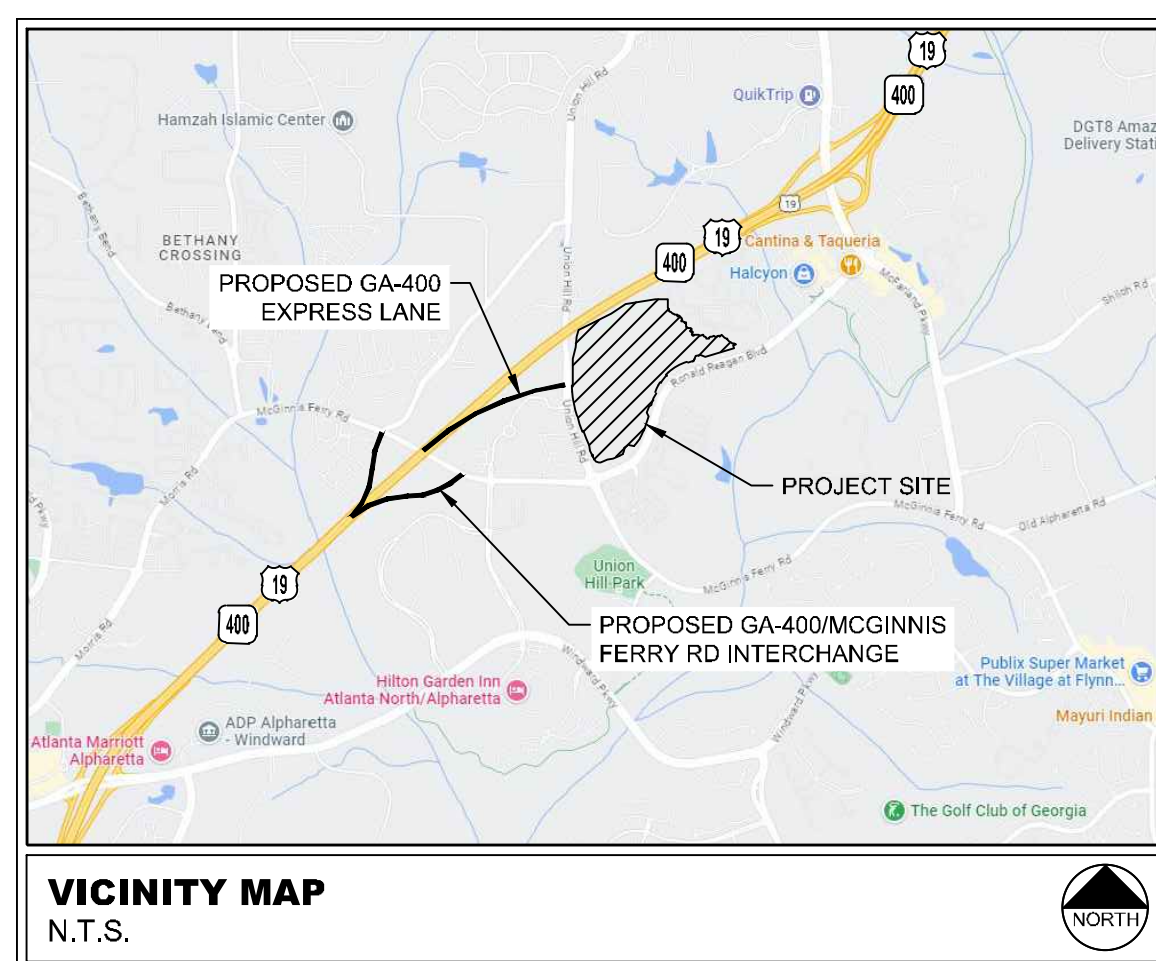
PROJECT NOTES

STORM WATER MANAGEMENT







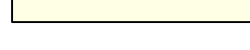






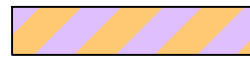

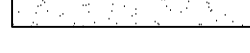

THE SITE WILL CONTAIN ONSITE STORMWATER CONTROLS TO MEET ALL LOCAL AND STATE REQUIREMENTS. THIS MAY INCLUDE THE COMBINATION OF SEVERAL COMPONENTS (PERVIOUS PAVING, INFILTRATION FIELDS, BIORETENTION AREAS, OR OTHER COMPONENTS) PROVIDING RUNOFF REDUCTION OR INFILTRATION (RATES ALLOW), CHANNEL PROTECTION,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

CONTACTS	
TRAFFIC CONSULTANT HARRISON FORDER, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 770-619-4280	APPLICANT CONSULTANT VERNON KRAUSE GATHERING SOUTH CONSULTING, LLC P O BOX 1249 ALPHARETTA, GA 30009 470-222-0944
CIVIL CONSULTANT JIM HAMILTON, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 470-273-3259	MASTER PLANNER/ PROJECT ARCHITECT LAMAR WAKEFIELD NELSON 2500 AVAALON BOULEVARD, ALPHARETTA, GA 30009 678-535-3022

		GATHERING SOUTH FORSYTH, LLC P.O. BOX 1249 ALPHARETTA, GA 30009 PHONE (770) 619-4280 WWW.KIMLEY-HORN.COM	
The Gathering AT SOUTH FORSYTH ROWAN & PECAN BLVD, ALPHARETTA, GA 30405 LAND LOT 965, BK6, 978, 989, 2ND DISTRICT		PROJECT	
		CLIENT	
DRAWN BY: SFP DESIGNED BY: KLS REVIEWED BY: ADS DATE: 7/21/2023 PROJECT NO: 01499/1000		No. REVISION DESCRIPTIONS DATE BY	
TITLE DRI SITE PLAN		SHEET NUMBER DBL 30	



SITE LEGEND

	PROPERTY LINE
	GA HWY 400 SETBACK
	ROW DEDICATION
	ENTERTAINMENT
	RETAIL
	HOTEL
	MULTIFAMILY
	OFFICE
	FIRE STATION/ POLICE SUBSTATION
	TOWNHOME
	PARKING DECK
	ENTERTAINMENT OVER RETAIL
	MULTIFAMILY OVER RETAIL
	OFFICE OVER RETAIL
	HOTEL OVER RETAIL
	12' BIG CREEK GREENWAY
	SIDEWALK/HARDSCAPE

SITE DEVELOPMENT SUMMARY	
CURRENT ZONING	CB0 - COMMERCIAL BUSINESS DISTRICT
PROPOSED ZONING	CB0 - COMMERCIAL BUSINESS DISTRICT
OVERLAY ZONING	RONALD REAGAN/JUNIOR HILL
DRI CASE NUMBER	DRI 3967
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SITE AREA	84.49 ACRES
ROW DEDICATION	0.19 ACRES
SETBACKS:	
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SIDE SETBACKS	0 FT
REAR SETBACK	0 FT
GA HWY 400 SETBACK	45 FT

LAND USES & DENSITIES		
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HOTEL	500 KEYS	
SPORETS ARENA	200,000 SEATS/ 700,000 SF	0.190
COMMUNITY CENTER	60,000 SF	0.054
OFFICE	1,000,000 SF	0.272
FIELD STATION	15,000 SF	

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BUILDING HEIGHTS	
MAXIMUM ALLOWABLE	
COMMERCIAL	200 FT
OFFICE	200 FT
MULTIFAMILY	200 FT
MIXED USE	200 FT
ENTERTAINMENT	200 FT
HOTEL	200 FT
PROPOSED BUILDING HEIGHTS	
COMMERCIAL	56 FT
OFFICE	185 FT
MULTIFAMILY	85 FT
MIXED USE	185 FT
ENTERTAINMENT	100 FT
HOTEL	185 FT

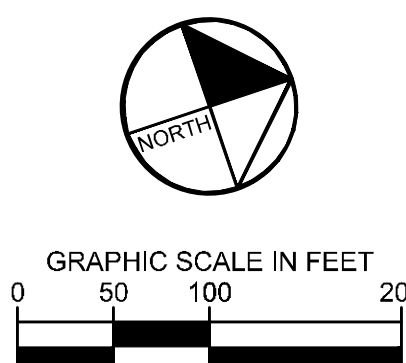
PROJECT NOTES

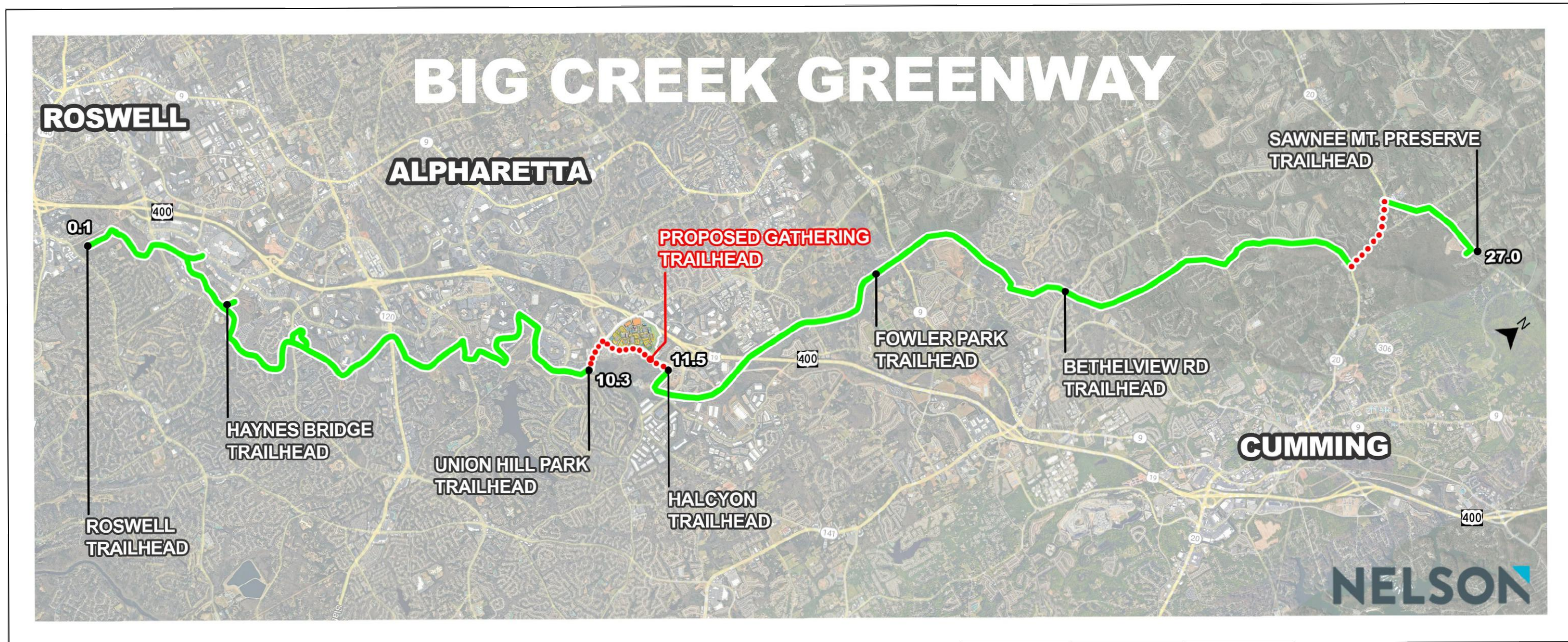
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CONTACTS

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SITE LEGEND

- PROPERTY LINE
- GA HWY 400 SETBACK
- ROW DEDICATION
- SIDEWALK/HARDSCAPE
- BUILDING
- PARKING DECK
- 12' BIG CREEK GREENWAY

SITE DEVELOPMENT SUMMARY	
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MULTIFAMILY	200 FT
MIXED USE	200 FT
ENTERTAINMENT	200 FT
HOTEL	200 FT
PROPOSED BUILDING HEIGHTS	
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OFFICE	185 FT
MULTIFAMILY	85 FT
MIXED USE	185 FT
ENTERTAINMENT	100 FT
HOTEL	185 FT

PROJECT NOTES

STORM WATER MANAGEMENT

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

CONTACTS	
<p>TRAFFIC CONSULTANT HARRISON FORDER, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 470-618-6280</p>	<p>APPLICANT CONSULTANT VERNON KRAUSE GATHERING SOUTH FORTSMYTH, LLC P.O. BOX 1248 ALPHARETTA, GA 30009 470-222-0984</p>
<p>CIVIL CONSULTANT JIM HAMILTON, P.E. KIMLEY-HORN AND ASSOCIATES 11720 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GEORGIA 30009 470-273-3299</p>	<p>MASTER PLANNER/ PROJECT ARCHITECT NELSON LAMAR WAKEFIELD 5200 AVAION BOULEVARD, ALPHARETTA, GA 30009 678-535-3202</p>

Kimley»Horn
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**GATHERING SOUTH
FORSYTH, LLC**
P.O. BOX 1249 ALPHARETTA, GA 30009

[illegible]

**The
Gathering**
AT SOUTH FORSYTH

RONALD REGAN BLVD, ALPHARETTA, GA 30005
LAND LOT 965, 966, 979, 980, 2ND DISTRICT

DRAWN BY	SFP
DESIGNED BY	KLS
REVIEWED BY	ADS
DATE	7/21/2023
PROJECT NO.	014991000
TITLE	
DRI PEDESTRIAN ACCESS PLAN	
SHEET NUMBER	
DRI.02	