

REGIONAL REVIEW NOTIFICATION

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

DATE: March 19, 2018

ARC REVIEW CODE: R1803191

TO: Mayor Pro Tem Donald Mitchell, City of Alpharetta
ATTN TO: Michael Woodman, Senior Planner, Community Development
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review



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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Greenstone Parkway 400 (DRI 2778)

Review Type: DRI

Submitting Local Government: City of Alpharetta

Date Opened: March 19, 2018

Deadline for Comments: April 3, 2018

Date to Close: April 9, 2018

Description: This DRI is in the City of Alpharetta, south of Old Milton Parkway (SR 120) and Ambler Park Drive, east/north of Kimball Bridge Road, and west of Northwinds Parkway. The mixed-use project is proposed to consist of 450,000 SF of office, 325 apartment units, 6,000 SF of retail/restaurant, and a 10,000 SF theater. The local triggers for this DRI review are requests for a land use amendment, rezoning, variance and conditional use permit. The estimated buildout year is 2022. This site was reviewed in 2007 as Parkway 400 (DRI 1307). That DRI included office and retail uses but did not contemplate residential or entertainment uses.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in a Regional Employment Corridor. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for Regional Employment Corridors are listed at the bottom of this report.

This DRI appears to manifest aspects of regional policy in that it converts a previously cleared but unused site to an infill, mixed-use development with significant housing and employment components as well as pedestrian-oriented amenities and uses at street level.

The project can also support alternative transportation modes given its interparcel connectivity with existing office uses to the west and north; and its proximity to the Avalon development north of Old Milton Parkway; MARTA Bus Route 185, which has a sheltered stop at Old Milton Parkway and 2nd Street; and the proposed Alpha Loop bicycle/pedestrian trail, which will connect this site to Avalon to the north and to points south via Northwinds Parkway. Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. Along those lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Regional Employment Corridors. The land use mix appears to be generally consistent with the RDG – specifically in terms of promoting infill development, housing options, and active ground floor, pedestrian-scale design and amenities in new development. City leadership and staff, along with the development team, should collaborate in any case to ensure sensitivity to nearby neighborhoods, land uses and natural resources.

Additional preliminary ARC staff comments, related to transportation and water resources, are included in this report.

Further to the above, Regional Employment Corridors, along with the Region Core (Downtown, Midtown and Buckhead), form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations for Regional Employment Corridors include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and the redevelopment of existing sites

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

ARC COMMUNITY DEVELOPMENT

ARC RESEARCH & ANALYTICS

GEORGIA DEPARTMENT OF TRANSPORTATION

NORTH FULTON COMMUNITY IMPROVEMENT DISTRICT

CITY OF ROSWELL

ARC TRANSPORTATION ACCESS & MOBILITY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CITY OF JOHNS CREEK

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF NATURAL RESOURCES

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

CITY OF MILTON

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Greenstone Parkway 400** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: *April 3, 2018*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1803191

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Name of Proposal: Greenstone Parkway 400 (DRI 2778)

Review Type: Development of Regional Impact

Description: This DRI is in the City of Alpharetta, south of Old Milton Parkway (SR 120) and Ambler Park Drive, east/north of Kimball Bridge Road, and west of Northwinds Parkway. The mixed-use project is proposed to consist of 450,000 SF of office, 325 apartment units, 6,000 SF of retail/restaurant, and a 10,000 SF theater. The local triggers for this DRI review are requests for a land use amendment, rezoning, variance and conditional use permit. The estimated buildout year is 2022. This site was reviewed in 2007 as Parkway 400 (DRI 1307). That DRI included office and retail uses but did not contemplate residential or entertainment uses.

Submitting Local Government: City of Alpharetta

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]

GREENSTONE-PARKWAY 400 DRI
City of Alpharetta
Natural Resources Group Review Comments

March 12, 2018

Water Supply Watershed and Stream Buffer Protection

The proposed project property is located within the Big Creek Water Supply Watershed, which is a small (less than 100 square mile) watershed and is a public water supply source for the City of Roswell. The proposed project is within seven miles 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 Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternative criteria are developed and adopted by the jurisdiction according to the requirements of the Part 5 criteria and are then approved by Georgia EPD and DCA. The minimum criteria in a small water supply watershed include: a limit on impervious surfaces of either 25 percent of the watershed area or the existing amount, whichever is greater; buffer requirements on perennial (blue-line on a USGS 1:24,000 quad sheet) streams that include a 100-foot undisturbed buffer and 150-foot impervious setback on streams that are within 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. However, alternate criteria have been developed for this 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. 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 water supply watershed requirements

The USGS coverage for the project area shows no perennial streams on or near the project 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, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

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.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2778
DRI Title Greenstone Parkway 400 Mixed Use Development
County Fulton County
City (if applicable) City of Alpharetta
Address / Location The site is located south of Old Milton Pkwy. (SR 120) and Ambler Park Dr., east/north of Kimball Bridge Rd., and west of Northwinds Pkwy.

Proposed Development Type:

A 16.63 acre mixed-use project is proposed to consist of 450,000 SF of office, 325 apartment units, 6,000 SF of retail/restaurant, and a 10,000 SF theater

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date March 13, 2018

TRAFFIC STUDY

Prepared by A & R Engineering
Date March 9, 2018

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)*

The traffic analysis includes Appendix with project fact sheets of fiscally constrained projects in the network study area.

☐ NO *(provide comments below)*

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)*

The development proposes one limited movement and two full movement access points on Northwinds Parkway and another access point on Amber Park Drive, both local roadways.

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*)

The development proposes one limited movement and two full movement access points on Northwinds Parkway, a local roadway.

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 Bankhead Marta Station

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) 185

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 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

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 The proposes Inner Loop of Alpha Loop

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*)

Northwinds Parkway and Amber Park Drive, both local roads, provide access to adjacent developments.

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)

The development proposes pedestrian facilities throughout the development which connect to adjacent developments allowing for pedestrian mobility.

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)

The site plan indicates internal sidewalks that connect to existing pedestrian and bicycle facilities along the Northwinds Parkway and Amber Park Drive.

- 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



Developments of Regional Impact

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DRI #2778

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: City of Alpharetta
 Individual completing form: Michael Woodman
 Telephone: 678-297-6072
 E-mail: mwoodman@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: Greenstone Parkway 400, LLLP
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Amber Park Drive (PIN: 12 284008030343, 12 284008030350, 12 284008040250)
 Brief Description of Project: 16.635-acre mixed-use development, immediately south of Avalon, consisting of 450,000 SF office (up to 10% of office can be converted for service retail/restaurant), 325 Apartment units (including 18,000 SF of support office/retail uses on ground floor), 6,000 SF retail/restaurant, 10,000 SF Variety Playhouse (theater). The City's Alpha Loop (multi-use trail project) will run through the subject property.

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.): 450,000 SF office (up to 10% of office can be converted for service retail/restaurant), 325 Apartment

Developer: Greenstone Parkway 400, LLLP

Mailing Address: 3301 Windy Ridge Parkway

Address 2: Suite 320

City: Atlanta State: GA Zip: 30339

Telephone: 404-665-1243

Email: jarnold@pftlegal.com

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

If yes, property owner:

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

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

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☒ Yes ☐ No

If yes, provide the following information: Project Name: Parkway 400
Project ID: 1307

The initial action being requested of the local government for this project: ☒ Rezoning
☒ Variance
☐ Sewer
☐ Water
☐ Permit
☒ Other comprehensive land use plan amendment and conditional use permit

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? Project represents approx. 25% of the land area in the Parkway 400 Master Plan.

Estimated Project Completion Dates: This project/phase: 2022
Overall project: Unknown

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DRI #2778

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: City of Alpharetta
Individual completing form: Michael Woodman
Telephone: 678-297-6072
Email: mwoodman@alpharetta.ga.us

Project Information

Name of Proposed Project: Greenstone Parkway 400, LLLP
DRI ID Number: 2778
Developer/Applicant: Greenstone Parkway 400, LLLP
Telephone: 404-665-1243
Email(s): jarnold@pftlegal.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: \$175,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2,660,000

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: Fulton County

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

0.1502

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:

Fulton County

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

0.1306

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.)

AM: 638 / PM: 648 / DAILY: 6,888

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: Please refer to the traffic impact study for a list of recommended improvements

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

1394

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

70%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: This site drains to an existing stormwater management facility that will be utilized. Additional stormwater quality measures will be addressed throughout the property in smaller BMP's. Some of the BMP's that are envisioned for this project include infiltration under parking lots, bio-retention, enhanced swales and pervious pavers.

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:

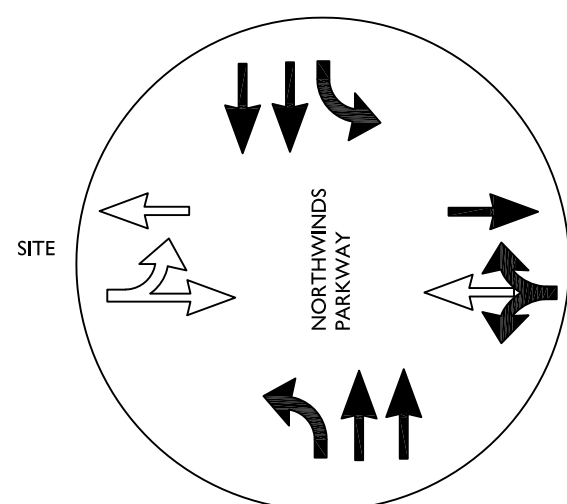
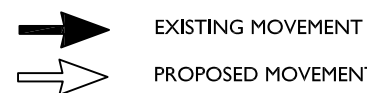
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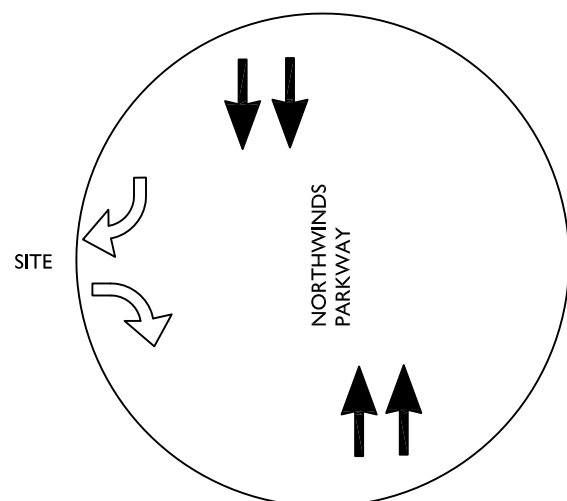
[DRI Site Map](#) | [Contact](#)

DRIVEWAYS

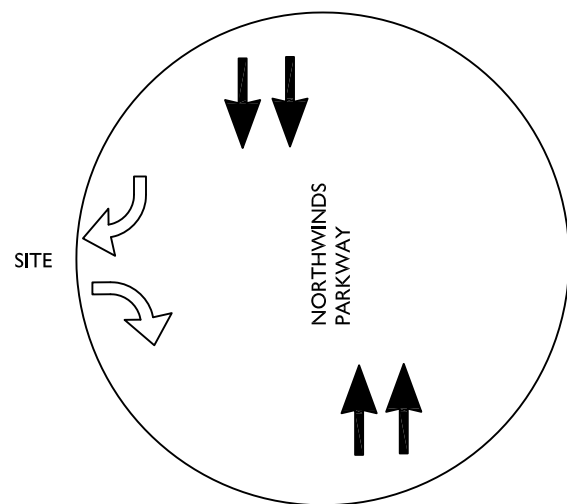
LEGEND



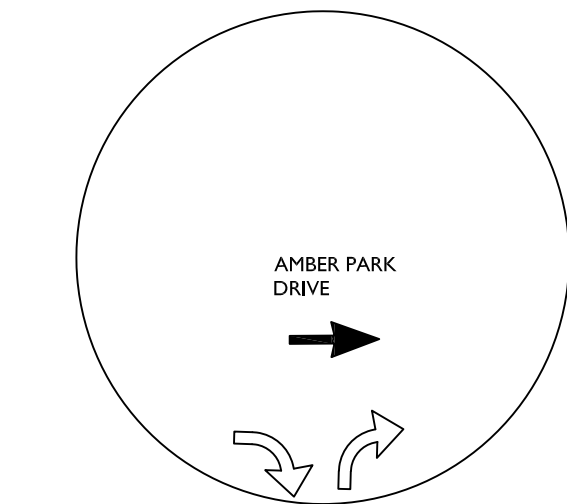
SITE DRIVEWAY # 1



SITE DRIVEWAY # 2



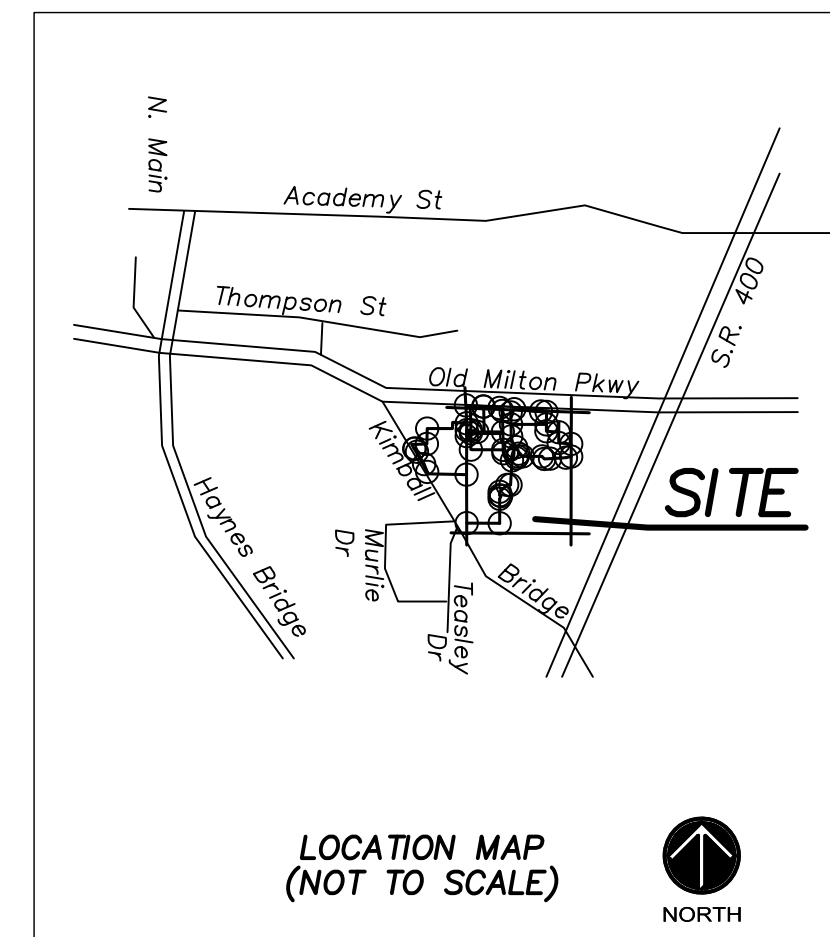
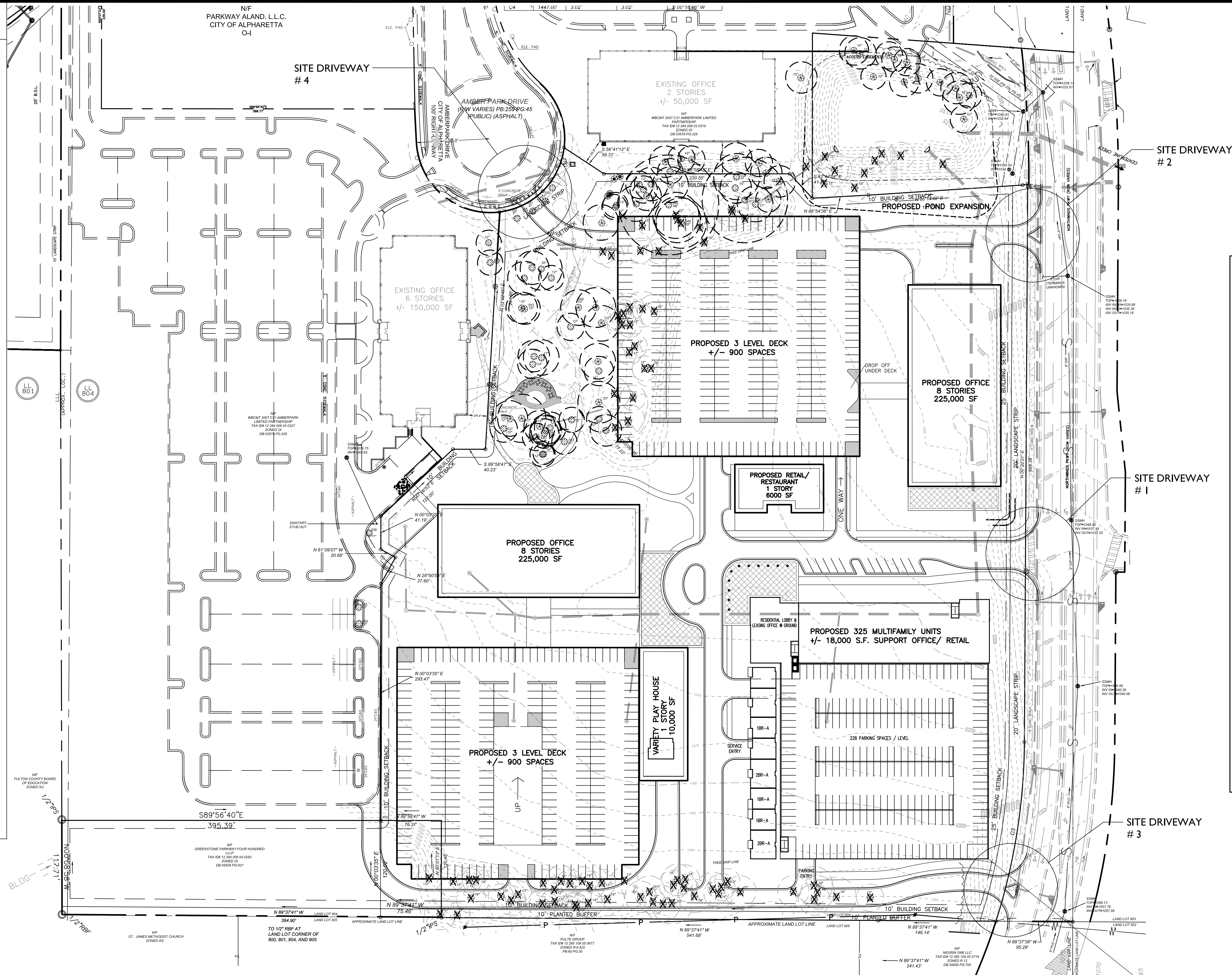
SITE DRIVEWAY # 3



SITE DRIVEWAY # 4

CLIENT:
GREENSTONE PROPERTIES, INC.
3301 WINDY RIDGE PARKWAY
SUITE 320
ATLANTA, GA. 30339
(678) 589-7608

TRAFFIC CONSULTANT:
A&R ENGINEERING, INC.
2160 KINGSTON COURT, SUITE O
MARIETTA, GA. 30067
(770) 690-9255



SITE DATA:

DRI NUMBER: 2778
TOTAL ACREAGE: 724,620 SF / 16.635 AC
LOCATION: LL 804
1st DIST, 2nd SECT
CITY OF ALPHARETTA
FULTON COUNTY, GA
O & I CONDITIONAL

EXISTING ZONING: C-2
PROPOSED ZONING: C-2
MAXIMUM BUILDING HEIGHT: 8 STORIES (125')

SETBACKS:
- FRONT: CONDITIONAL
- SIDE: CONDITIONAL
- REAR: 10'

PROPOSED USE: MIXED USE DEVELOPMENT
- OFFICE *: 450,000 S.F.
- MULTI-FAMILY RESIDENTIAL: 325 UNITS
- RETAIL / RESTAURANT: 6,000 S.F.
- PLAYHOUSE: 10,000 S.F.
* UP TO 10% OF THE OFFICE DENSITY CAN BE CONVERTED TO RETAIL/ RESTAURANT USES.

SITE DENSITY
- NON-RESIDENTIAL: 28,014 SF/ AC. (65 FAR)
- RESIDENTIAL: 19.53 UNITS PER ACRE
OPEN SPACE: 1.7 AC (10%)

REQUIRED PARKING:
- OFFICE (3.2:1000 SF) = 1440
- MULTIFAMILY (2 PER UNIT + 1 PER 20 UNITS) = 667 (455 REQUESTED)
- RETAIL (5: 1000 SF) = 30
- PLAYHOUSE (1 PER 4 SEATS + 1 PER 10 SEATS) = 385 (SHARED WITH OFFICE)

TOTAL REQUIRED: 2,188 SPACES

PROVIDED PARKING: 2,237 SPACES

- OFFICE DECKS: 1,800 SPACES

- MULTI-FAMILY DECK: 455 SPACES

- ON STREET: 13 SPACES

TOTAL PARKING PROVIDED: 2,268 SPACES

IMPERVIOUS COVERAGE: 499,454 S.F. (69.0%)

PERVIOUS COVERAGE: 225,166 S.F. (31.0%)

VARIANCES REQUESTED:

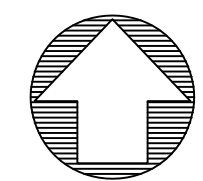
1. REDUCE MULTIFAMILY REQUIRED PARKING FROM 718 TO 455.
2. 20% REDUCTION IN REQUIRED OFFICE PARKING
3. UP TO 20% COMPACT PARKING SPACES
4. RAISE MAXIMUM HEIGHT TO 8 STORIES
5. REDUCE THE BUFFER AGAINST RESIDENTIAL FROM 50' TO A 10' PLANTED LANDSCAPE STRIP.
6. REDUCE THE NUMBER OF BICYCLE PARKING SPACES.
7. REDUCE THE NUMBER OF ELECTRIC VEHICLE CHARGING STATIONS

NOTE:

1. There is no FEMA Flood Plain located on the site.
2. Storm water for the site will be handled within the common detention pond adjacent to the property. The pond may need to be modified to meet the requirements of the current storm water ordinance.



CIVIL ENGINEERING PLANNING LANDSCAPE ARCHITECTURE
50 Warm Springs Circle
Roswell, Georgia 30075
(770) 641-1942 www.aecad.com



60 0 60 120

DRI SITE PLAN
DRI # 2778

GREENSTONE- PARKWAY 400

Alpharetta , Georgia

PROJECT INFORMATION

PROJECT NO.: 15-3799.00

DATE: 12-29-2017; REV 3-8-2018

SCALE: 1" = 60'

FILE NAME: 15-0000 P09.dwg

DESIGN/DRAWN: SCH/SLR