

# 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:** October 2, 2018

**ARC REVIEW CODE:** R1810021

**TO:** Mayor Jim Gilvin, City of Alpharetta  
**ATTN TO:** Brian Borden, Zoning Administrator  
**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:** Equinox Corporate Campus (DRI 2809)

**Review Type:** DRI

**Submitting Local Government:** City of Alpharetta

**Date Opened:** October 2, 2018

**Deadline for Comments:** October 17, 2018

**Date to Close:** October 22, 2018

**Description:** This DRI is in the City of Alpharetta on the south side of McGinnis Ferry Road, east of GA 400 and west of Windward Concourse. The development plan proposes 600,000 SF of office space in three buildings on approximately 26 acres. Site access is proposed via three full access driveways on Alderman Drive, two right-in/right out driveways on Windward Concourse, and one existing full access driveway on McGinnis Ferry Road – to be converted to right-in/right out operation with the construction of the planned GA 400/McGinnis Ferry Road interchange. The local trigger for this DRI review is a land disturbance permit application. The estimated buildout year is 2020.

**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 Center and a Regional Employment Corridor. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. RDG general information and recommendations for Regional Centers and Regional Employment Corridors, are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy. The plan contemplates a 600,000-sq. ft. office development, supporting regional economic development efforts. The development also features access to multiple area roadways, preventing a cul-de-sac/pod scenario in terms of site access. Care should be taken to ensure that the development promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The site plan proposes pedestrian pathways connecting all office buildings and parking decks, as well as a new sidewalk on the project's Windward Concourse frontage. This new sidewalk will support pedestrian circulation in the area in general. Specifically it will allow MARTA Bus Route 143 riders to walk north from the stop (on Windward Concourse just north of Alderman Drive), enter at Driveway 4 or 5, and navigate through Parking Deck B or C to reach the office buildings. However, ARC also recommends that the development team provide a sidewalk along the project's Alderman Drive frontage, such that bus users can walk west from the stop to access the DRI site via Driveways 2 and 3. This is likely a shorter and less circuitous route to the project's office buildings than entering on foot at Driveways 4 or 5.

In terms of bicycling, striping and/or signage for bike use is already present on Windward Concourse, Alderman Drive and Windward Pkwy., and the project is within a relatively short biking distance from nearby residential and commercial areas. The development team is therefore encouraged to ensure that end-of-trip facilities (bicycle racks, showers, etc.) are provided for workers at key locations on site. This framework can offer the potential for workers to commute by bike, and it can offer those workers access to certain daytime needs (meals, goods, etc.) without adding car trips to the road network. The project can further 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., 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 for Regional Centers and Regional Employment Corridors. The DRI's land use is also generally consistent with its surroundings given the site's location in an existing office park. City leadership and staff, along with the development team, should collaborate to ensure maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources – including those in areas outside the City of Alpharetta (e.g., Forsyth County to the north across McGinnis Ferry Road, and the City of Milton to the west across GA 400). Significant collaboration will also be required regarding the planned new full diamond interchange at GA 400 and McGinnis Ferry Rd. (GDOT project PI No. 0007526), immediately adjacent to the DRI on the west; the project also contemplates widening McGinnis Ferry Rd. on the east side of GA 400 to a six-lane, median-divided roadway with auxiliary lanes in the vicinity of the DRI site. The DRI and the GDOT project are on similar buildout timelines (2020 for the DRI and 2022 for the GDOT project). Therefore it will be critical that the development team, GDOT and the City of Alpharetta maintain close, ongoing coordination regarding the GDOT project's design, right-of-way and construction as they relate to this DRI's design and construction.

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

Further to the above, Regional Centers are metro Atlanta's centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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 NATURAL RESOURCES  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY  
CITY OF MILTON

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
NORTH FULTON CID  
GEORGIA MOUNTAINS REGIONAL COMMISSION

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF JOHNS CREEK  
FORSYTH COUNTY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto: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: **Equinox Corporate Campus** *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](mailto:asmith@atlantaregional.org)

Return Date: *October 17, 2018*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1810021

**FROM:** Andrew Smith, 470-378-1645

**Reviewing staff by Jurisdiction:**

**Transportation Access and Mobility:** Mangham, Marquitrice

**Research and Analytics:** Skinner, Jim

**Aging and Health Resources:** Perumbeti, Katie

**Name of Proposal:** Equinox Corporate Campus (DRI 2809)

**Review Type:** Development of Regional Impact

**Description:** This DRI is in the City of Alpharetta on the south side of McGinnis Ferry Road, east of GA 400 and west of Windward Concourse. The development plan proposes 600,000 SF of office space in three buildings on approximately 26 acres. Site access is proposed via three full access driveways on Alderman Drive, two right-in/right-out driveways on Windward Concourse, and one existing full access driveway on McGinnis Ferry Road - to be converted to right-in/right-out operation with the construction of the planned GA 400/McGinnis Ferry Road interchange. The local trigger for this DRI review is a land disturbance permit application. The estimated buildout year is 2020.

**Submitting Local Government:** City of Alpharetta

**Date Opened:** October 2, 2018

**Deadline for Comments:** October 17, 2018

**Date to Close:** October 22, 2018

**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]



## Developments of Regional Impact

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### DRI #2809

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

#### Local Government Information

Submitting Local Government: Alpharetta

Individual completing form: Eric Graves

Telephone: 678-297-6220

E-mail: [egraves@alpharetta.ga.us](mailto:egraves@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: Equinox Corporate Campus

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1275 McGinnis Ferry Road, Alpharetta, Ga; LL 976, 1040, & 1041, 2nd District, 1st Sec.

Brief Description of Project: Construction of three (3) separate multi-story buildings, three (3) multi-story parking deck structures, as well as supporting infrastructure.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input checked="" type="radio"/> Office                    | <input 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.): 3 multi-story units (600,000-sf total), Site Density=22,953 sf/ac, Site Area=26.14 ac

Developer: Pope & Land Enterprises, Inc

Mailing Address: 3330 Cumberland Blvd SE

Address 2: Suite 300

City: Atlanta State: Ga Zip: 30339

Telephone: 770-980-0808

Email: [tbarranco@popeandland.com](mailto:tbarranco@popeandland.com)

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

If yes, property owner: Equifax, Inc.

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

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

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

If yes, provide the following information: Project Name:  
Project ID:

The initial action being requested of the local government for this project: ☐ Rezoning  
☐ Variance  
☐ Sewer  
☐ Water  
☒ Permit  
☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

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

Estimated Project Completion: This project/phase: N/A  
Dates: Overall project: N/A

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## Developments of Regional Impact

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### DRI #2809

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Alpharetta  
Individual completing form: Eric Graves  
Telephone: 678-297-6220  
Email: egraves@alpharetta.ga.us

#### Project Information

Name of Proposed Project: Equinox Corporate Campus  
DRI ID Number: 2809  
Developer/Applicant: Pope & Land Enterprises, Inc  
Telephone: 770-980-0808  
Email(s): tbarranco@popeandland.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: \$210,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$293,000

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): State and local property taxes calculated based on 2017 millage rate for Alpharetta/Fulton County and 40% assessment.

#### Water Supply

Name of water supply: Fulton County

provider for this site:

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

0.063

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)?

0.063

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: 578 / PM: 612 / 24-HR: 5,912

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 study for recommended improvements

### Solid Waste Disposal

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

1,170

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

35%



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: In order to meet regulatory stormwater requirements, the site will also utilize five (5) stormwater ponds with embedded bio-retention areas, as well as a dry detention pond, large stormwater pond, and six (6) infiltration trenches. With exception to a proposed road crossing, the existing stream buffers and wetlands are slated to remain.

### 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:  
Approximately 0.03-acres of existing jurisdictional wetlands is slated to be infilled. However, an ACOE Permit is not required as this does not meet the 0.08-acre threshold to require a Section 404 Permit.

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**EQUINOX CORPORATE CAMPUS – DRI 2809**  
**City of Alpharetta**  
**ARC Natural Resources Group Review Comments**

**September 27, 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 streams, (defined in the Criteria as streams that have normal stream flow consisting of base flow or both base flow and direct runoff during any period of the year) 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, the Criteria allow for alternate criteria to be developed by local governments within a watershed. Alternate criteria have been developed for the Big Creek water supply 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

In addition to the water supply watershed requirements, the City of Alpharetta has a stream buffer ordinance that requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams in the City. The USGS coverage for the project area shows no perennial streams on or near the project property. However, the submitted site plan shows a stream running from east to west across the western portion of the property and the headwaters of a second stream in the northwest corner of the property. The required City buffers, as well as the 25-foot State Erosion and Sedimentation buffers, are shown on both streams. A road crossing and other grading is shown in the stream buffers on the site plan. This work, along with any other work in the buffers, may require a variance from both the City and State buffers. A wetlands area shown on the site plan to the northeast of the stream running across the property shows no buffers and shows partial grading within its existing limits. The 25-foot State buffer should be shown if applicable and a variance may be required for this work. Any unmapped streams on the property may be subject to City of Alpharetta stream buffer requirements and any unmapped 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](http://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** #2809  
**DRI Title** Equinox Corporate Campus  
**County** Fulton County  
**City (if applicable)**  
**Address / Location** Southwest corner of intersection of McGinnis Ferry Road and Windward Concourse  
**Proposed Development Type:**  
26.14 acres of office use

**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** September 28, 2018

### TRAFFIC STUDY

**Prepared by** A&R Engineering  
**Date** September 25, 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*)

☒ NO (*provide comments below*)

The traffic analysis includes a list of programmed projects on page 14. The analysis does not include project FN 170, a programmed project on Windward Parkway, in the network study area.

## **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*)

Site access is provided by six access points on Alderman Drive, Windward Parkway and McGinnis Ferry Road.

**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*)

[Click here to provide comments.](#)

**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)

[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

**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 Trail

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)

Adjacent land uses are accessible by local roadways.

### **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 sidewalks internal to the site connecting pedestrians to uses within the development. Existing sidewalks are along Windward Concourse and McGinnis Ferry.

**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 development proposes sidewalks internal to the site connecting pedestrians to uses within the development. No bicycle facilities are proposed.

**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?**

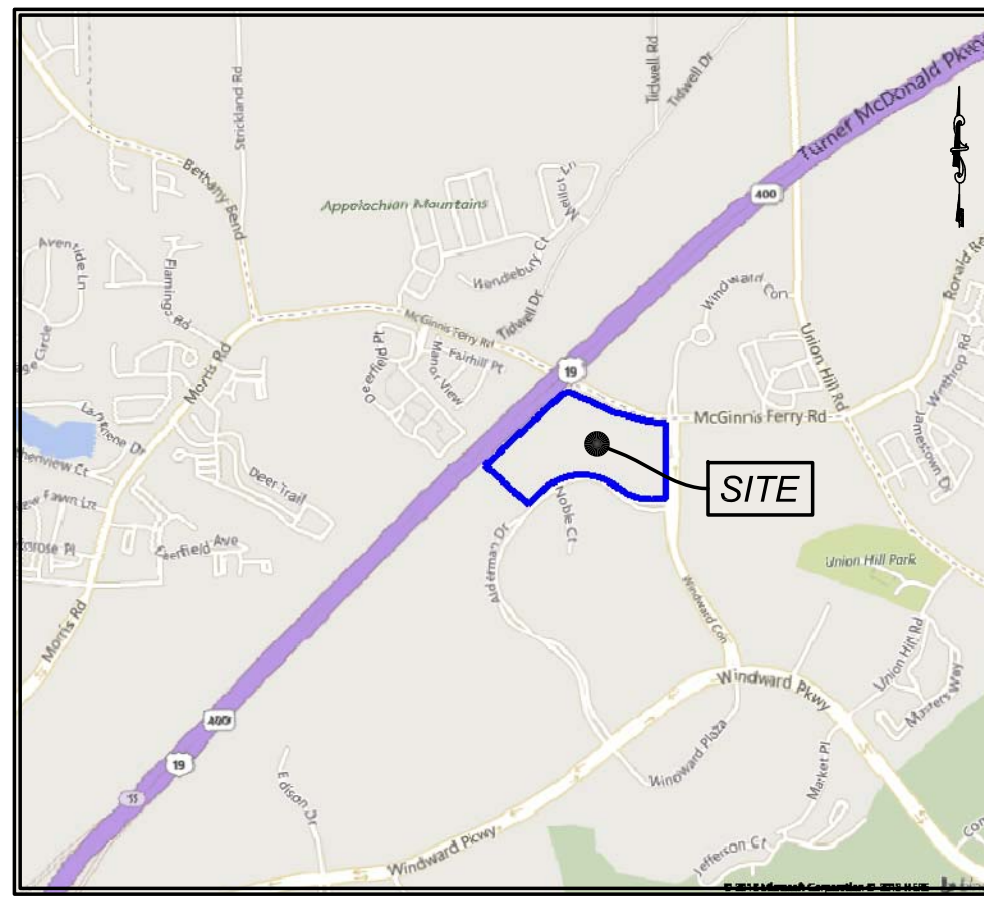
- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

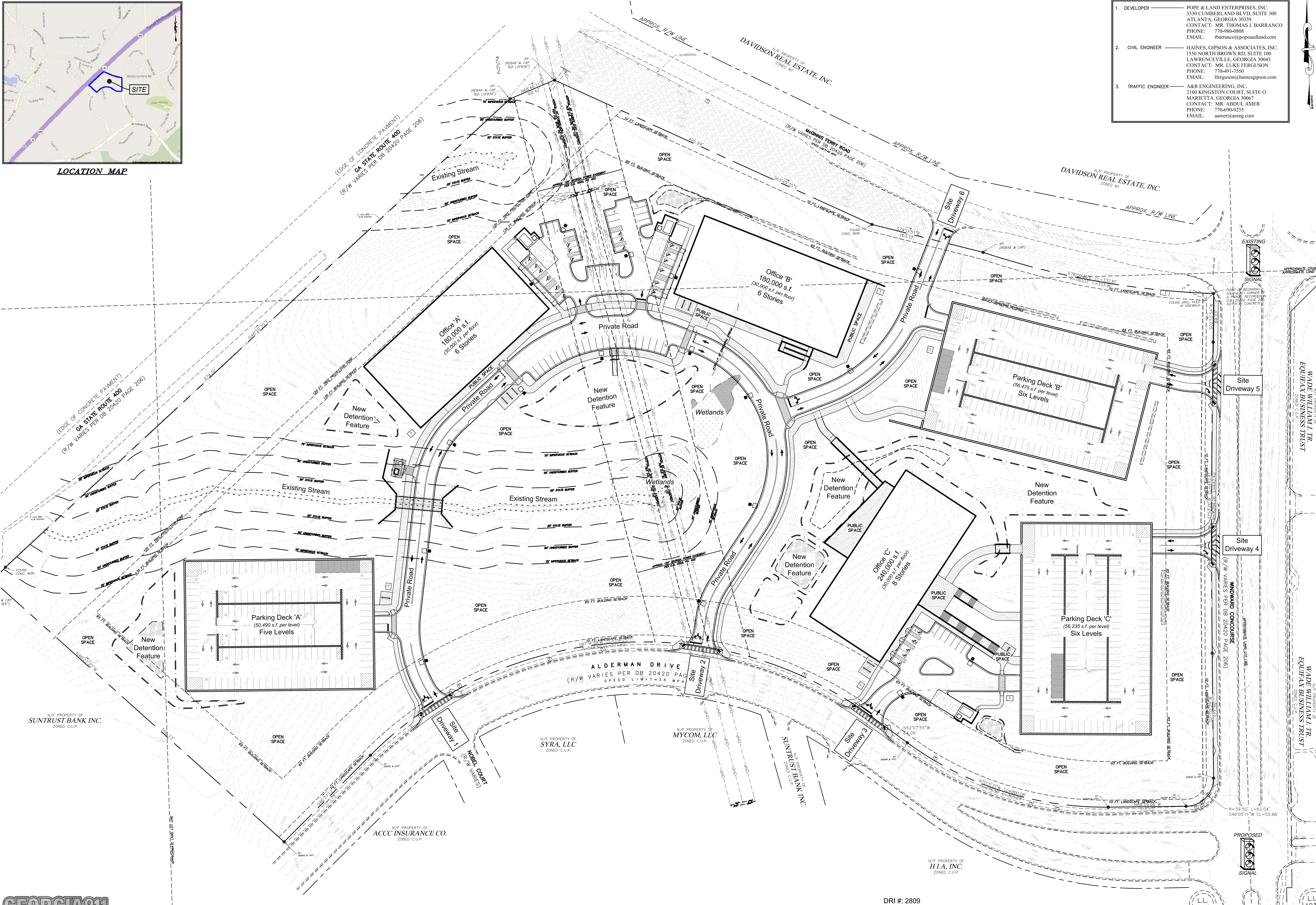
**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

None



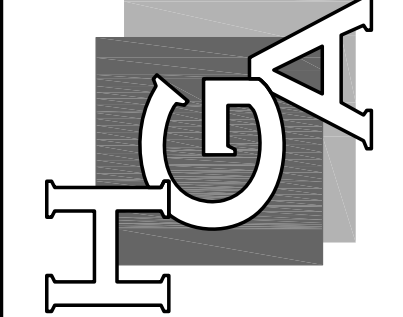


LOCATION MAP



1. DEVELOPER — POPE & LAND ENTERPRISES, INC.  
3330 CUMBERLAND BLVD, SUITE 300  
ATLANTA, GEORGIA 30339  
CONTACT: MR. THOMAS J. BARRANCO  
PHONE: 770-980-0808  
EMAIL: tbarranco@popeandland.com
2. CIVIL ENGINEER — HAINES, GIPSON & ASSOCIATES, INC.  
1550 NORTH BROWN RD, SUITE 100  
LAWRENCEVILLE, GEORGIA 30043  
CONTACT: MR. LUKE FERROUSON  
PHONE: 770-491-7550  
EMAIL: lferruson@hainesgipson.com
3. TRAFFIC ENGINEER — A&R ENGINEERING, INC.  
2160 KINGSTON COURT, SUITE O  
MARIETTA, GEORGIA 30067  
CONTACT: MR. ABDUL AMER  
PHONE: 770-690-9255  
EMAIL: amamer@areng.com

HAINES GIPSON & ASSOCIATES  
CONSULTING ENGINEERS  
CIVIL & STRUCTURAL SERVICES  
1550 NORTH BROWN ROAD, SUITE 100  
LAWRENCEVILLE, GEORGIA 30043  
PHONE: (770) 491-7550  
FAX: (770) 491-7750



POPE & LAND  
ENTERPRISES, INC.  
3330 CUMBERLAND BLVD., SUITE 300  
ATLANTA, GEORGIA 30339

PROJECT EQUINOX  
CORPORATE CAMPUS  
1275 MCGINNIS FERRY ROAD  
FULTON COUNTY, ALPHARETTA, GEORGIA 30005

DESCRIPTION  
DATE  
NO. BY  
DRAWN BY  
CHECKED BY  
DATE  
SHEET TITLE  
GRTA DRI  
SITE PLAN  
SHEET NUMBER  
DRI-1



CAUTION-NOTE TO CONTRACTOR  
THE CONTRACTOR IS RESPONSIBLY ADVISED THAT THE LOCATION AND/OR ELEVATION OF UTILITIES SHOWN ON THIS PLAN IS BASED ON RECORDS OF THE UTILITY PROVIDER. THE CONTRACTOR SHALL VERIFY THE LOCATION AND/OR ELEVATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES DURING CONSTRUCTION.

Site Data												
Building	No. of Stories	Area sq.ft.	Required Parking Ratio	Provided Parking			Handicap Parking		Bicycle Parking		Electric Vehicle Parking	
				Total	Parking Deck	Surface	Required	Provided	Required	Provided	Required	Provided
Office "A"	6	180,000	1 Space per 250 sq.ft.	720	724	68						
Office "B"	6	180,000		720	830	-			1/25 spaces		1/25 spaces	
Office "C"	8	240,000		960	890	-						
TOTAL		600,000		2,400	2,444	68	35	35	100	111	100	112

MINIMUM PARKING REQUIREMENTS TO BE PROVIDED BY JURISDICTIONAL REQUIREMENTS.

DRI #: 2809  
TRACT ACREAGE 26.14 AC  
GREEN SPACE 8.7 ACRES 33.3%  
UNDISTURBED BUFFER 4.9 ACRES 18.7%  
PRESERVED OPENSACE 3.4 ACRES 13.0%  
TOTAL GREENSPACE 17.0 ACRES 65.0%  
PUBLIC SPACE 1.0 ACRES 3.8%  
TOTAL BUILDING AND PARKING DECK AREA 253,200 S.F. - 5.8 AC.  
TOTAL BUILDING AND PARKING DECK COVERAGE 22.2%

