

DATE: JUNE 16, 2022

TO: Mayor Jim Gilvin, City of Alpharetta
ATTN TO: Michael Woodman, Planning/Development Services Manager, City of Alpharetta
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

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

Name of Proposal: Project Eco DRI 3469

Submitting Local Government: City of Alpharetta

Date Opened: May 25, 2022

Date Closed: June 16, 2022

Description: A DRI review of a proposal to redevelop approximately 44 acres of the North Point Mall in Alpharetta as a highly walkable mixed-use project with 36 townhomes, 900 multi-family residential units, 150 hotel rooms, 120,000 SF of office, 244,560 SF of retail, and 71,140 SF of restaurant space. The project will include pocket parks, a multi-use trail, and a connection to future BRT station.

Comments:

Key Comments

The project optimally aligns with the Atlanta Region's Plan's growth policies and recommendations for Regional Centers which call for: "These centers should be connected...with existing or planned high-capacity transit service... housing options should be expanded ...especially around existing or planned transit ... need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project's reuse of a previously developed site for a wide mix of complementary new housing, office, hotel, retail, and restaurant uses in a walkable layout is highly supportive of the Plan's Regional Center goals and recommendations.

The project's robust sidewalk network, bike lanes, multi-use trail and connectivity to MARTA local and future BRT routes are all highly aligned with regional transportation goals.

The proposed project is located within the Big Creek Water Supply Watershed, a small (less than 100 square mile) watershed which is a public water supply source for the City of Roswell, and will need to conform to the City of Alpharetta's water supply watershed requirements.

The inclusion of EV charging stations and bike parking spaces directly advance regional transportation and EV infrastructure priorities.

Careful attention will need to be taken to ensure that the project's highly walkable internal sidewalk and trail system optimally connects to the existing Big Creek Greenway trail and planned Alpha Loop trail as well as anticipated sidewalk system improvements along North Point Parkway.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located within an area designated Regional Center. The Plan details general information and policy recommendations for Regional Centers which are discussed at the end of these comments.

The wide range of uses proposed, including 36 townhomes, 900 multi-family units, 150 hotel rooms, 120,000 SF of office space, 244,560 SF of retail space, and 71,140 SF of restaurant space, arranged around a new street grid with sidewalks, trails and pocket parks, will create a truly walkable community for residents or visitors.

Transportation and Mobility Comments

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

The project is expected to generate a total of 24,000 gross vehicular trips which is reduced to 9,960 net new trips after mixed-use, alternative mode and pass-by reductions are applied. Connections to existing MARTA stops and a planned BRT station on GA 400 will provide transit access.

A highly walkable design and street grid is proposed for project. Since the site was developed as an automobile focused mall, providing safe and welcome pedestrian connections into the site from Encore Parkway and North Point Parkway will be critical to establishing walking trips as a meaningful mode for the project.

There is an entrance to the existing Big Creek Greenway regional trail just south of the site on North Point Parkway. The planned Alpha Loop trail will extend along Encore Parkway just to the west of the site. Providing safe and easy access to these important regional trail connections will be critical to establish bike trips as a meaningful alternative mode for the project.

In addition to standard vehicle parking, the proposed development will include a minimum of 1 bicycle space per 2 residential units and 1 bicycle space per 25 vehicle spaces for all other uses. A to be

determined number of EV charging spaces are proposed; ideally the number of charging spaces will be maximized in support of regional EV infrastructure goals.

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

MARTA Comments

MARTA submitted a comment on the need to ensure that the pedestrian connection between the planned BRT station on GA-400 and the existing local service on North Point Parkway is designed to be as direct as possible to serve patrons who are transferring from the BRT system to the local system. The connection should also be fully ADA-accessible to accommodate the needs of all riders.

ARC Natural Resource Group Comments

ARC's Natural Resources Group full comments are attached.

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 appears to be within seven miles upstream of the City of Roswell intake.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternate criteria are developed and adopted by the jurisdiction and then approved by Georgia EPD and DCA. 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 that include a 75-foot undisturbed buffer and 150-foot impervious setback on streams that are within 7 miles upstream of the closest public water supply intake; a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. Alternate criteria have been developed for this watershed through the Big Creek Watershed Study which was completed in December 2000 and had participation from all jurisdictions then existing in the watershed, including the City of Alpharetta. The Study included proposed alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. It is our understanding that 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 the City of Alpharetta's water supply watershed requirements.

Both the site plan and the USGS coverage for the project area shows one blue-line stream running along the northeastern side of the project property. The stream is crossed by two existing entrance road that were

built when the original mall was developed in the 1990s. Lines that appear to correspond to the State 25-foot Erosion and Sedimentation Act and the City of Alpharetta's 50-foot stream buffer and 75-foot impervious setback are shown along the stream, but they are not labelled. No new structural intrusions are shown in the buffers, but two areas identified as "stormwater parks" are shown within the buffers. Whether these are intrusions that require variances will depend on the parks' designs. Any proposed intrusions in these buffers may require variances. Any other unmapped streams on the property may be subject to City of Alpharetta stream buffer requirements. All state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

Other Environmental Comments

The re-use of the existing large surface parking areas is highly supportive of regional stormwater and redevelopment goals. Ensuring maximum tree canopy in remaining surface area parking and proposed pocket parks would further advance regional goals regarding heat island effect mitigation and carbon retention. Retaining existing tree canopy in the two proposed stormwater parks would also be supportive of these goals.

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., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Atlanta Region's Plan Growth Policy Recommendations: Regional Center

According to the Atlanta Region's Plan, Regional Centers reflect concentrated uses that have generally defined boundaries and typically included areas of concentrated employment. People travel from around the region to these 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.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing residential neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The intensity and land use of this proposed project optimally aligns with The Atlanta Region's Plan's recommendations for Regional Centers. The project's creation of a mixed-use highly walkable center, reuse of an existing site, provision of a substantial amount of housing, inclusion of a multiuse trail and bus rapid transit stop all directly respond to Regional Center policy recommendations. Careful attention will

need to be paid to ensuring that the site's robust internal pedestrian and bike system is optimally connected to the existing Big Creek Grenway trail and planned Alpha Loop trail as well as anticipate sidewalk system improvements along North Point Parkway. City of Alpharetta staff and leadership and staff, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

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

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org . This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews .
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Thank you for submitting your application. The DRI Application Number is 3469. To view the application at any time, you can go to <http://apps.dca.ga.gov/DRI/AppSummary.aspx?driid=3469>. Please contact your RDC if you have any questions or need to change any of the information on this form.

DRI #3469

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: 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: Project Eco

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 6000 North Point Circle, Alpharetta, GA 30022

Brief Description of Project: Approximately 44-acre mixed-use development consisting of approximately 36 townhomes, 900 multifamily residential units, 150 hotel rooms, 120,000 SF of Office, 244,560 SF of retail, and 71,140 SF of restaurant.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): Approximately 44-acre mixed-use development consisting of approximately 36 townhomes, 900 multifamil

Developer: Trademark Property Company

Mailing Address: 1701 River Run, Suite 500

Address 2:

City: Fort Worth State: TX Zip: 76107

Telephone: 817-810-5319

Email: wgraves@trademarkproperty.com

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

If yes, property owner: REEP-RTL NPM GA, LLC

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

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

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

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

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

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

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

Estimated Project Completion This project/phase: 2030
Dates: Overall project: 2030

[Back to Top](#)

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DRI #3469

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: Michael Woodman
Telephone: 678-297-6072
Email: mwoodman@alpharetta.ga.us

Project Information

Name of Proposed Project: Project Eco
DRI ID Number: 3469
Developer/Applicant: Trademark Property Company
Telephone: 817-810-5319
Email(s): wgraves@trademarkproperty.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: Approx. \$500,000,000 - \$600,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$7,000,000

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): 512,000 SF of vacant and leased mall space will be demolished.

Water Supply

Name of water supply: Fulton County Water Dept

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)?

0.48 MGD

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

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County Water Dept.

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

0.40 MGD

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

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

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.)

9,960 net daily trips, 862 net AM peak trips, 560 net PM peak trips (net zero compared to trip generation potential of vacant retail space)

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 prepared by Kimley-Horn & Associates

Solid Waste Disposal

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

16,034 tons

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

80%

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: The site will utilize surface detention ponds, natural vegetated buffers, and infiltration practices.

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: A creek with floodplain is adjacent to the site but will not be disturbed or affected.

[Back to Top](#)

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

DRI INFORMATION

DRI Number #3469
DRI Title Project Eco
County Fulton County
City (if applicable) City of Alpharetta
Address / Location Located on North Point Mall site, bounded by SR 400 north and Haynes Bridge Road on the east

Proposed Development Type: It is proposed to redevelop the mall and its parking to 36 townhome units, 900 multifamily residential units, 150 room hotel, 120,000 sf office space, 244,560 sf of retail, and 71,140 sf of restaurant space.

Build Out: 2030

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date June 1, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn and Associates, Inc.
Date May 24, 2022

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)*

Tables 7 and 8 references a list of programmed or planned projects identified in the fiscally constrained RTP.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

REGIONAL NETWORKS

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

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

☐ NO

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

There are three driveways located at North Point Drive, North Point Mall Access (north), and North Point Center. From the three driveways, Regional Thoroughfare SR 400 can be accessed from North Point Pkwy and Mansell Rd, North Point Pkwy and Haynes Bridge Rd, and North Point Dr and Haynes Bridge Rd.

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*)

There are three driveways located at North Point Drive, North Point Mall Access (north), and North Point Center. From the three driveways, Regional Truck Route SR 400 can be accessed from North Point Pkwy and Mansell Rd, North Point Pkwy and Haynes Bridge Rd, and North Point Dr and Haynes Bridge Rd.

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) Route 140, Route 141, and MARTA Mansell Road Park/Ride Lot

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)

Dedicated bike lanes are on Haynes Bridge Rd. and Encore Pkwy. Big Creek Greenway is accessible from the development. Project FN-179 will incorporate bicycle side paths on North Point Parkway from Mansell Rd to Haynes Bridge Rd.

* 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 provides fixed route bus service within the jurisdiction which will ultimately connect to its train stations.

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

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

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

☒ YES (provide additional information below)

Name of facility Big Creek Greenway

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

☒ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

The redevelopment will keep the existing connections to adjacent parcels and there will be internal connections.

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

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

- ☒ YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- ☐ PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- ☐ NO (*walking and bicycling facilities within the site are limited or nonexistent*)

- ☐ NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- ☐ OTHER (*Please explain*)

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

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

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

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

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

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

RECOMMENDATIONS

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

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

Click here to enter text.

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

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

Click here to enter text.

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

PROJECT ECO DRI
City of Alpharetta
Natural Resources Group Review Comments

May 24, 2022

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

Watershed 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 appears to be within seven miles upstream of the City of Roswell intake.

Under the Georgia Planning Act of 1989, all development in a public water supply watershed is subject to the DNR Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01, Criteria for Water Supply Watersheds) unless alternate criteria are developed and adopted by the jurisdiction and then approved by Georgia EPD and DCA. 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 that include a 75-foot undisturbed buffer and 150-foot impervious setback on streams that are within 7 miles upstream of the closest public water supply intake; a 50-foot undisturbed buffer and 75-foot impervious setback on streams that are more than 7 miles upstream of the closest intake; and requirements for hazardous materials and hazardous waste. Alternate criteria have been developed for this watershed through the Big Creek Watershed Study which was completed in December 2000 and had participation from all jurisdictions then existing in the watershed, including the City of Alpharetta. The Study included proposed alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. It is our understanding that 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 the City of Alpharetta's water supply watershed requirements.

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

Stream Buffers

Both the site plan and the USGS coverage for the project area shows one blue-line stream running along the northeastern side of the project property. The stream is crossed by two existing entrance road that were built when the original mall was developed in the 1990s. Lines that appear to correspond to the State 25-foot Erosion and Sedimentation Act and the City of Alpharetta's 50-foot stream buffer and 75-foot impervious setback are shown along the stream, but they are not labelled. No new structural intrusions are shown in the buffers, but two areas identified as "stormwater parks" are shown within the buffers. Whether these are intrusions that require variances will depend on the parks' designs. Any proposed intrusions in these buffers may require variances. Any other unmapped streams on the property may be subject to City of Alpharetta stream buffer requirements. All state waters on the property will be subject to the 25-foot State Erosion and Sedimentation Act buffers.

PROJECT ECO DRI – CITY OF ALPHARETTA
Natural Resources Group Review Comments
May 24, 2022
Page Two

Storm Water/Water Quality

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

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

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

From: Auguin, Corentin <cauguin@itsmarta.com>
Sent: Thursday, June 9, 2022 3:36 PM
To: Donald Shockey <DShockey@atlantaregional.org>
Cc: Nussr, David <danussr@itsmarta.com>
Subject: RE: 2022 Project Eco DRI 3469 - Preliminary Report/Comments Request

Hello Donald,

I just have a couple of comments for the Transportation and Mobility Comments:

- Without detailed site plans it is hard to provide specifics but I would like to ensure the connection between the back of the mall (nearest to GA-400) and North Point Pkwy (where current bus service is) is fully ADA accessible. The mall property is currently the only link between the future BRT station on 400 and the local bus service on N Point Pkwy so it needs to be usable by all riders.
- Small typo: There's a sentence on page 2 that says there's a planned trail called the Alpha Loop trail that "[...] will extend along Encore Pkwy just to the **east** of the site." However Encore Pkwy is actually west of the site.

That is it for me.

Thank you.

Corentin Auguin

Senior Transit Systems Planner, Planning Department



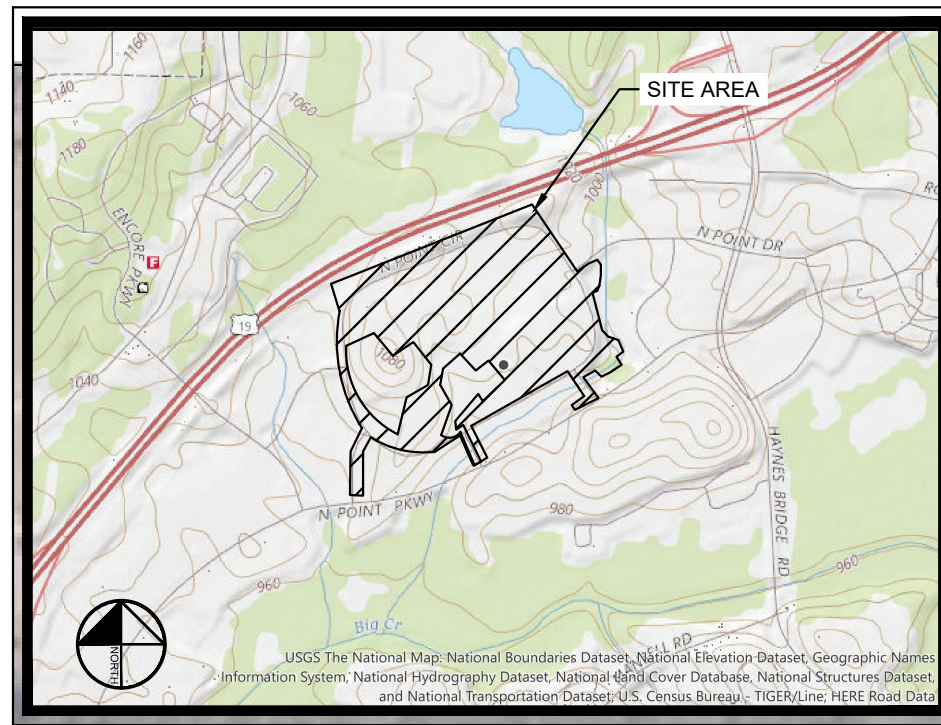
2424 Piedmont Road NE

Atlanta, GA 30324

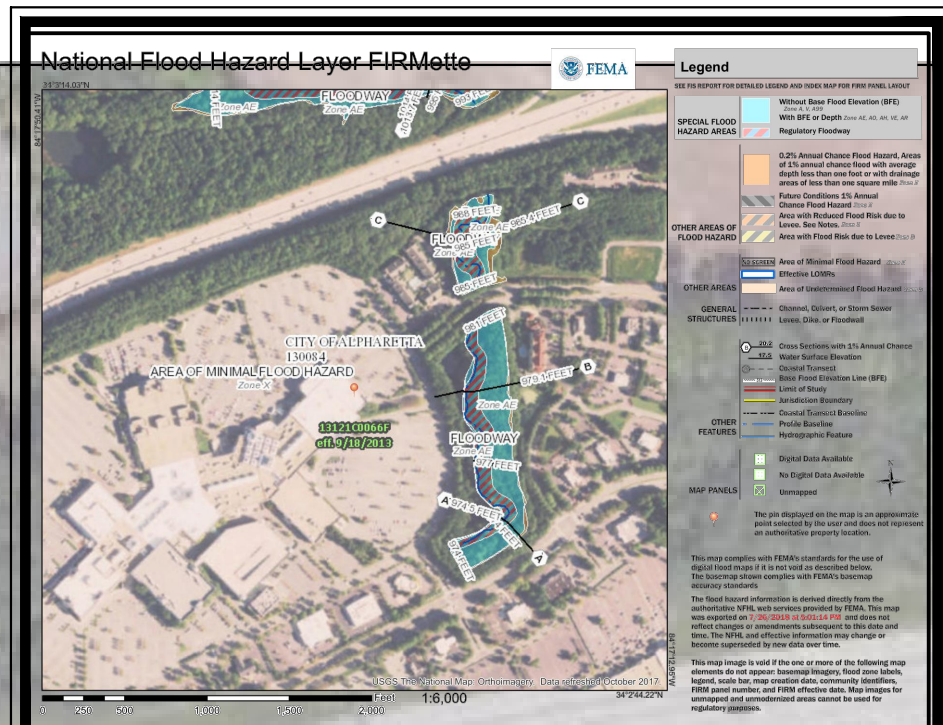
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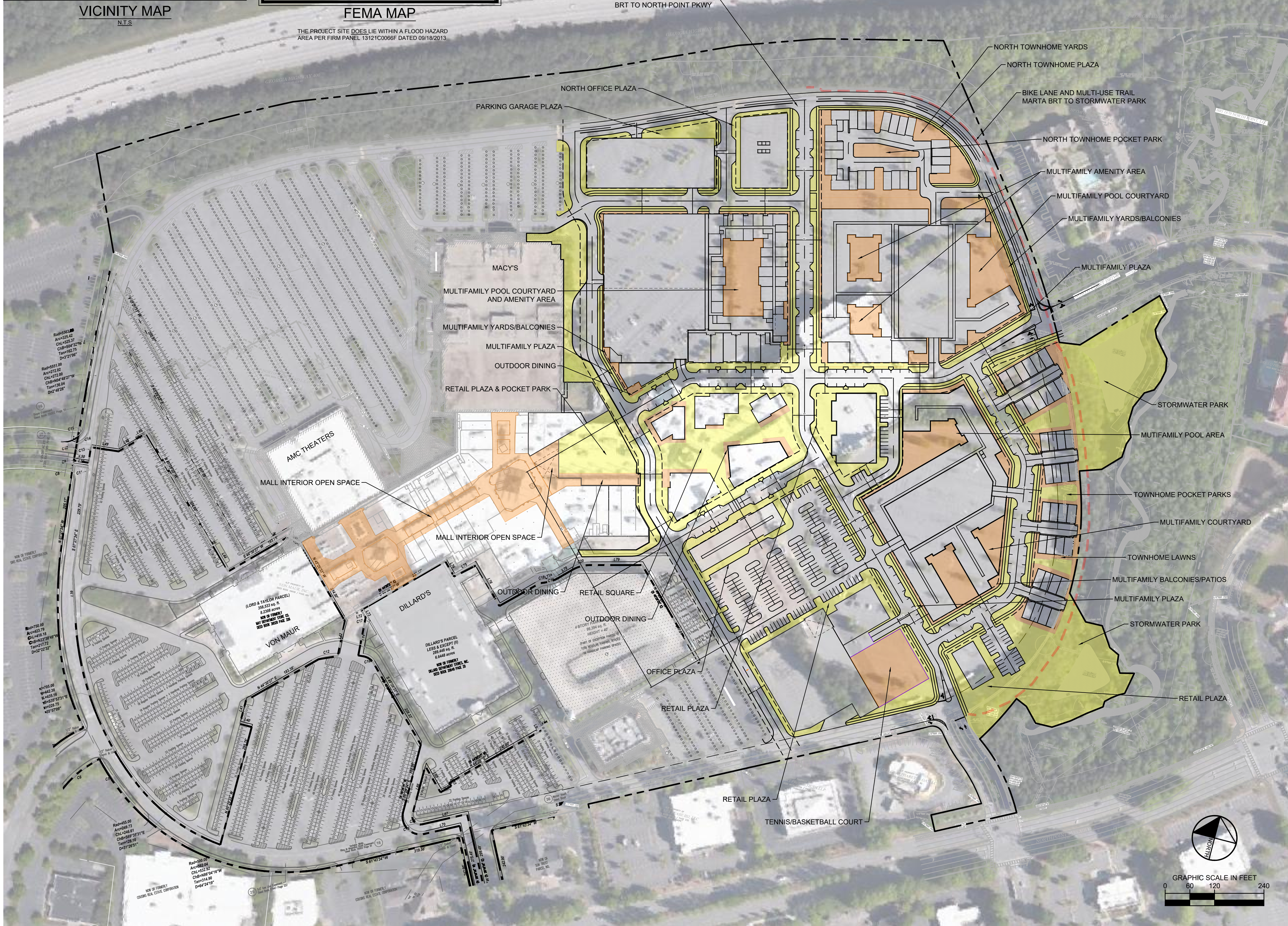
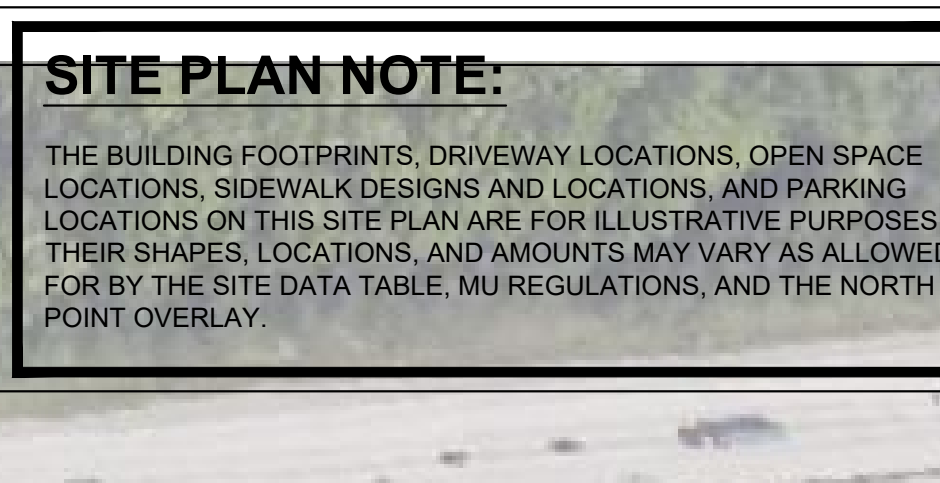
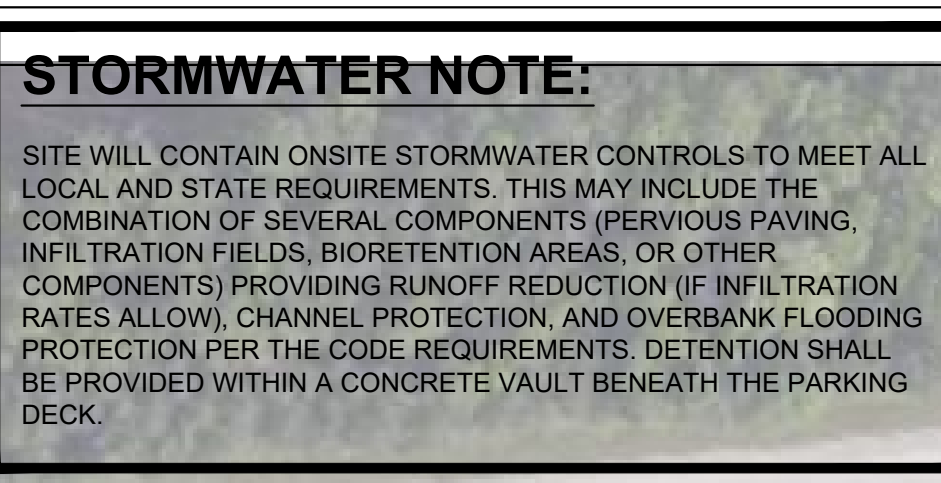
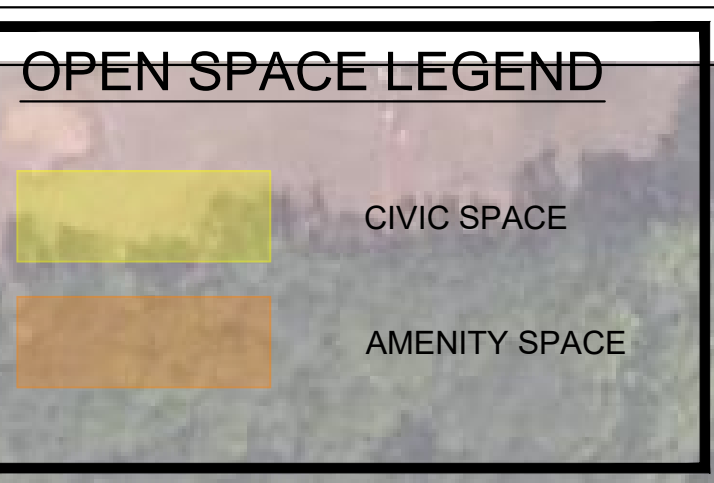


VICINITY MAP
N.T.S.



FEMA MAP

THE PROJECT SITE DOES LIE WITHIN A FLOOD HAZARD AREA PER FIRM PANEL 13121C0066F DATED 09/18/2013



DEVELOPMENT SUMMARY:	
SITE SUMMARY:	
CURRENT ZONING:	PSDMU
PROPOSED ZONING:	MU
OVERLAY DISTRICT:	NORTH POINT OVERLAY
SITE AREA:	
Existing Mall Total Area	98.57 ACRES
Proposed Area to be Rezoned	83.67 ACRES (Excludes Dillard's / Von Maur)
SETBACKS & BUFFERS:	
BUILDING SETBACKS	NONE
LANDSCAPE SETBACKS	NONE
UNDISTURBED BUFFERS	120' GA 400 BUFFER *
LAND USES & DENSITIES:	
Note: Areas exclude Dillard's and Von Maur. All areas are gross areas.	
EXISTING	
MALL INTERIOR AREA	1,151,800 SF
RESTAURANT (Cheesecake Factory)	10,300 SF
PROPOSED	
REMAINING MALL INTERIOR AREA	653,700 SF
EXISTING RESTAURANT (Cheesecake Factory)	71,140 SF
PROPOSED RESTAURANT	244,560 SF
OFFICE	120,000 SF
MULTIFAMILY TOWNHOMES	900 UNITS
HOTEL	36 UNITS
BUILDING HEIGHTS:	
MAXIMUM ALLOWABLE	
COMMERCIAL	4 STORIES
OFFICE	4 STORIES OR 60'
MULTIFAMILY	4 STORIES OR 60'
TOWNHOME	4 STORIES OR 60'
HOTEL	4 STORIES OR 60'
PROPOSED MAXIMUM	
COMMERCIAL	4 STORIES OR 60'
OFFICE	6 STORIES OR 85' *
MULTIFAMILY	5 STORIES OR 85' *
TOWNHOME	4 STORIES OR 60'
HOTEL	6 STORIES OR 85' *
PARKING SUMMARY:	
Note: Parking calculations include the 20% reduction allowed for the North Point Overlay.	
Note: Excludes Dillard's and Von Maur parking lots.	
REQUIRED PARKING:	
REMAINING MALL AREA	1,831 SPACES (1 / 285 SF*0.80)
RETAIL (244,560 SF)	783 SPACES (1 / 250 SF*0.80)
RESTAURANT (71,140 SF)	570 SPACES (1 / 100 SF*0.80)
OFFICE (180,000 SF)	576 SPACES (1 / 250 SF*0.80)
MULTIFAMILY (900 UNITS)	1,116 SPACES (1.55 / UNIT*0.80) *
TOWNHOMES (36 UNITS)	72 SPACES (2 / UNIT)
(ASSUMES ALL 3 BEDROOM TOWNHOMES)	
HOTEL (150 KEYS)	126 SPACES (1.05 / UNIT*0.80)
PROPOSED PARKING:	
REMAINING SURFACE PARKING	6,188 SPACES (TOTAL)
EXISTING PARKING DECK	1,175 SPACES
MULTIFAMILY PARKING DECKS	1,200 SPACES
TOWNHOMES	120 SPACES
SURFACE PARKING	170 SPACES
ON STREET PARKING	100 SPACES
OPEN SPACE REQUIREMENTS	
CIVIL SPACE:	10.71 ACRES (12.8% SITE AREA)
AMENITY SPACE:	4.18 ACRES (5% SITE AREA)
PROPOSED OPEN SPACE	
CIVIC SPACE:	
SQUARE	1.20 ACRES (52,225 SF)
PLAZA	5.52 ACRES (240,360 SF)
POCKET PARKS	1.28 ACRES (55,730 SF)
PARK	2.49 ACRES (108,250 SF)
MULTI-USE TRAILS	0.37 ACRES (16,000 SF)
AMENITY SPACE:	
OUTDOOR DINING	0.33 ACRES (14,240 SF)
PATIOS AND PORCHES	0.24 ACRES (10,650 SF)
YARDS AND LAWNS	1.38 ACRES (60,300 SF)
ENHANCE HARDSCAPE	3.51 ACRES (153,050 SF)
BALCONIES	0.16 ACRES (6,800 SF)
POOL AREA	0.91 ACRES (39,500 SF)
SPORTS COURTS	0.45 ACRES (19,800 SF)

VARIANCES:	
Note: An asterisk (*) in the notes above denotes a variance is required	
1. BUILDING HEIGHT VARIANCE TO UDC SEC 2.10.3.D.	
2. ENCROACHMENT INTO THE GA 400 120' BUFFER FOR THE MARTA BRT R/W ACQUISITION AND THE MULTI-USE TRAIL.	
3. PARKING RATIO REDUCTION FOR THE MULTIFAMILY USE.	

PREPARED BY

Kimley»Horn

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OWNER COMPANY

STREET ADDRESS, SUITE NUMBER
CITY, STATE ZIP
PHONE: 000.000.0000

PROJECT

PROJECT NAME
PROJECT STREET ADDRESS, PROJECT CITY STATE ZIP

GSWCC NO.
(LEVEL II)

0000072899

DRAWN BY

SPG

DESIGNED BY

JTR

REVIEWED BY

JTR

DATE

11/15/2021

PROJECT NO.

01XXXXXX

TITLE

ZONING SITE PLAN

SHEET NUMBER

ZP-01