



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Dec 21 2009

ARC REVIEW CODE: R911301

TO: Mayor Arthur Letchas
ATTN TO: Kathi Cook, Boards Administrator
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Alpharetta
Name of Proposal: Sanctuary Park

Review Type: Development of Regional Impact
Date Opened: Nov 30 2009

DRI Checklist Summary:

Regional Policies and Adopted Plans: 100%
Development Project Score: 88%
Open Space Preservation/Environmental Quality Score: 96%

Overall Score: 92.4%
Overall Weighted Score: 96%

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Comments: According to the Unified Growth Policy Map, the proposed development is located in an area designated as a Mega Corridor and Regional Center. Mega Corridors are defined as the most intensely developed radial corridors in the region and Regional Centers are defined as an area of intense retail, office, and residential uses. The proposed development is also located within the North Point LCI study area and should meet the goals set forth in the study.

This area of North Fulton County is a rapidly developing area that is primarily dominated by office and retail development with some multifamily residential as well. As the area continues to develop, careful planning should be given to how these various uses connect in order to preserve infrastructure investments and ensure that workers, residents, and visitors have multiple options for travel to, from, and within the area.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ALPHARETTA
FULTON COUNTY SCHOOLS

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

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3309 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

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

General Project Information			
Project name:		Sanctuary Park	
DRI number:		2057	
Local jurisdiction:		City of Alpharetta	
Local government action requested:		Variance	
Project description (include acreage):		Sanctuary Park is a proposed office development, on 14.65 acres in the City of Alpharetta, that will consist of 600,000 square feet of office space and a parking deck with 2,265 spaces. The development is located at the intersection of Westside Parkway and Sanctuary Parkway.	
Project phasing/buildout:		2014	
Project location:		Corner of Westside Pkwy and Sacnturrry Pkwy	
Current description of the site:		Development site is undeveloped but is surrounded by and part of an existing office development	
Is any portion of the project built or under construction?		No	
If you answered the previous question with "Yes", please describe.		N/A	
Affected local governments (3 miles of project site):		City of Roswell	
Adjacent/surrounding land uses and development:		Office, Retail, Residential	
Expected annual local tax revenues:		\$322,000	
Expected value at build out:		\$140,000,000	
Site access roads:		Sanctuary Parkway and Westside Parkway	
Number of site driveways proposed:		2	
Total traffic volume to be generated by the proposed development:		5,301 vehicles/day	
Estimated water supply demand to be generated by project:		71,000 gal/day	
Sufficient water capacity available:		Yes	
Estimated sewage flow to be generated by project:		62,000 gal/day	
Sufficient wastewater capacity available:		Yes	
Estimated solid waste generated by the project annually:		1,132 tons/year	
Sufficient landfill capacity available:		Yes	
Number of students expected to be generated by the project:		0	
Schools expected students to attend and capacity:			
School 1:	N/A	Capacity:	N/A
School 2:	N/A	Capacity:	N/A
School 3:	N/A	Capacity:	N/A

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
1. Unified Growth Policy Map			
A. Is the development consistent with the Unified Growth Policy Map and the Developments Type Matrix? • 3 points: Yes		3	(Indicate Regional Place Type shown on Map) The proposed development is located within the North Point Activity Center and within an area designated a Mega Corridor
B. Is the development consistent with the Regional Development Plan Policies? • 3 points: Yes		3	
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance			
A. Is there adequate water provisions available and accessible to the site? • 3 points: Yes	N/A	3	
B. Is there adequate sewer capacity available and accessible to the site? • 3 points: Yes	N/A	3	
C. Does the development incorporate stormwater best management practices from the State of Georgia Manual? • 3 points: Yes	N/A	3	Information not submitted for the review although the developer has indicated that the development will incorporate best practices
3. Regional Transportation Plan (RTP) Goals & Objectives			
A. Is the development located on or within half a mile of a roadway designated on the Regional Strategic Transportation System (RSTS)? • 3 points: Located on the RSTS or within 1/2 mile and all access points align with existing or planned median breaks. If no median exists or is planned, all access points align with existing opposing access points.		3	The development is near GA 400 and Mansell Road
4. RTP and Transportation Improvement Program (TIP)			
A. Are the transportation impacts identified consistent with the TIP/RTP? • 3 points: Yes		3	(List all TIP/RTP projects located within the surrounding network and identify any inconsistencies)
5. Livable Centers Initiative (LCI)			
A. Is the development located in an LCI Study area? • 3 points: The project is located in an LCI Study Area and meets the intent of the Study.		3	(Including any LCI transportation projects) The proposed development is located in the North Point LCI study area and is consistent

	GRTA Criteria	ARC Score	Comments
A. Regional Plans and Policies			
6. Regionally Adopted Plans			
A. If the development is located within a transportation study area, indicate which study area.	N/A	N/A	(Provide the name of the study in which the development is located)
B. Is the development consistent with the recommendations set forth in any sub-area or multi-modal corridor study? • 3 points: Yes		N/A	
C. Is the proposed development consistent with the Atlanta Regional Freight Mobility Plan? • 3 points: Yes		N/A	
7. Locally Adopted Plans			
A. Is the development consistent with the host local government's Future Development Map or other comparable document? • 3 points: Yes		3	
B. Is the development consistent with the local government's transportation plans? • 3 points: Yes		3	
C. Is the development consistent with any local government sub area plans? • 3 points: Yes		N/A	
D. Is the development consistent with any adjacent or potentially affected local government's Future Development Map? • 3 points: Yes		3	
E. Do local regulations impact the ability of the project to meet GRTA's DRI Review Criteria?		N/A	(List any local regulations that impact the ability of the project to meet GRTA's DRI Review Criteria)
F. Is the development consistent with other regional and/or local policies/adopted plans that have not been fully addressed?		N/A	
Possible Score (Standard is 42)	N/A	33	
Components Score	N/A	33	
Percentage	N/A	100%	

	GRTA Criteria	ARC Score	Comments
B. Project			
1. Mixture of Uses			
<p>A. Does the development incorporate a mixture of complementary land uses?</p> <ul style="list-style-type: none"> • 3 points: There are 3 or more complementary uses within the development. • 2 points: There are 2 complementary uses within the development and is located within a short walking distance (less than 1/2 mile) to external complimentary land uses. • 1 points: The development is located within a short walking distance (less than 1/2 mile) to external complementary land uses. 	N/A	N/A	
<p>B. Does the development have vertically mixed uses?</p> <ul style="list-style-type: none"> • 3 points: The development contains three or more vertically mixed uses. • 2 point: The development contains two or more vertically mixed uses. 	N/A	N/A	
<p>C. The development contains or is in close proximity to active or passive greenspace?</p> <ul style="list-style-type: none"> • 3 points: The development contains both an active and passive greenspace. • 2 points: The development is adjacent to active or passive greenspace with connections. • 1 point: The development is within 1/2 mile of an active or passive greenspace. 	N/A	3	The development will contain approximately 7.8 acres of open space
2. Jobs to Housing Balance			
<p>Is the development located in close proximity to a metro job center (as defined and listed in the Guidebook)?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development is located within 1/2 mile of a defined metro job center. • 2 points: Yes, the development is located within 1 mile of a defined metro job center. 	N/A	3	Located within the North Point Activity Center
3. Housing Diversity and Affordability			
<p>A. For developments with a residential component, are at least 10% of the residential units of differing housing type? (See guidebook for definition of housing types).</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	
<p>B. For developments with a residential component, does the development add a new housing type to the immediate (1/4 mile) surrounding neighborhood?</p> <ul style="list-style-type: none"> • 3 points: Yes. 	N/A	N/A	
<p>C. For developments with a multifamily rental component, does the development achieve certain affordability levels?</p> <ul style="list-style-type: none"> • 3 points: At least 30% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 2 points: At least 20% of the residential rental units provided are affordable to those making 80% or less of the area median income. • 1 points: At least 10% of the residential rental units provided are affordable to those making 80% or less of the area median income. 	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
D. For developments with a multifamily senior rental component, does the seniors component achieve certain affordability levels? • 3 points: 100% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 2 points: 60% of the residential senior units provided are affordable to those at 60% or below of the area median income. • 1 point: 40% of the residential senior units provided are affordable to those at 60% or below of the area median income.	N/A	N/A	
E. For developments with a homeownership component, does the development achieve certain affordability levels? • 3 points: At least 20% of the for-sale units are affordable to those making 110% or less of area median income. • 2 points: At least 10% of the for-sale units are affordable to those making 110% or less of area median income. • 1 point: At least 5% of the for-sale units are affordable to those making 110% or less of area median income.	N/A	N/A	
F. For developments without a residential component, does the development add a new use that is not prevalent in the immediate (1/4 mile) surrounding neighborhood? • 3 points: Yes.	N/A	N/A	
4. Aging in Place			
F. If the development includes a senior housing component, does the development include accessibility features and location to services and transportation alternatives? • 3 points: Yes, the development includes accessibility measures and is located within 1/4 mile of basic services and transportation alternatives. • 2 points: Yes, the development includes accessibility measures and is located within 1/2 mile of basic services and transportation alternatives. • 1 point: Yes, the development includes accessibility measures.	N/A	N/A	
A. For developments with multifamily senior rental component, does the development offer services and/or facilities to accommodate aging in place (see Guidebook for more details). • 3 points: Yes	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
5. Accessibility - Non-motorized			
<p>A. Are there sidewalks within the development?</p> <ul style="list-style-type: none"> • 3 points: There are sidewalks on both sides of all streets. • 2 points: There are sidewalks on both sides of all internal collector streets and one side on all other streets . • 1 point: There are sidewalks on one side of all streets. 		2	
<p>B. Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?</p> <ul style="list-style-type: none"> • 3 points: Yes 		3	
<p>C. Is bicycle parking provided at all non-residential, multi-family buildings and other key destinations?</p> <ul style="list-style-type: none"> • 3 points: Yes and includes 'end of trip' facilities such as covered shelters, secure parking, shower facilities, etc. • 2 points: Yes. 		3	
<p>D. Does the development include construction of multi-use trails?</p> <ul style="list-style-type: none"> • 3 points: Trails will be constructed at least 10 feet wide within the development that will shorten walking distances between complimentary uses and/or the external sidewalk/trail network. • 2 points: Trails at least 10 feet wide are constructed within the DRI boundary only. 		N/A	
<p>E. Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and pedestrian actuation devices?</p> <ul style="list-style-type: none"> • 3 points: Yes, all intersections are designed for pedestrian safety and include all of the above listed. • 2 points: Yes, all intersections are designed for pedestrian safety and include 3 of the above listed. • 1 point: Yes, all intersections are designed for pedestrian safety and include 2 of the above listed. 		3	
<p>F. Are pedestrian connections between building entrances and the internal and external sidewalk network provided?</p> <ul style="list-style-type: none"> • 3 points: All building entrances are connected to the sidewalk network and pedestrian entrances are provided at street level along abutting public roads. • 2 points: All building entrances are connected to the sidewalk network. 		3	
<p>G. Do the provided non-motorized facilities shorten the distance between land uses that are on and off-site?</p> <ul style="list-style-type: none"> • 3 points: Yes, both on and off site. • 2 points: Yes, for on site land uses only. 		3	

	GRTA Criteria	ARC Score	Comments
B. Project			
H. Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level? • 3 points: Yes.		3	
I. Is the development's parking located where it does not visually dominate the development from the street and allows for easy and safe pedestrian access to buildings? • 3 points: Parking associated with the development is located in the rear and or includes structured parking. • 2 points: Parking associated with the development is located to the side of the buildings and/or includes on-street parking. • 1 points: If industrial, all trailer parking is screened from the view of the adjacent roadways.		3	
J. Are buildings oriented to existing or proposed public roads with minimum setbacks? • 3 points: Yes, buildings are oriented to the public roads with minimum setbacks. • 2 points: Yes, buildings are oriented to the public roads.		2	
K. Where there are sidewalks, is the width adequate? • 3 points: All sidewalks meet regional Pedestrian LOS goals. • 2 points: All sidewalks meet the local government's minimum width requirement.	N/A	3	(PLOS B or above in LCI areas and regional places, PLOS C or above outside of those areas)
6. Accessibility - Transit			
A. Is there a fixed guideway transit station available ? • 3 points: Currently available within 1/4 mile of the DRI boundary. • 2 points: Currently available within 1/2 mile of the DRI boundary. • 1 point: There is a transit station planned near the DRI and the DRI is compatible with that plan.		N/A	
B. Is local bus service currently available? • 3 points: Available on/adjacent to the site. • 2 points: Available within 1/4 mile of the DRI boundary. • 1 point: Available within 1/2 mile of the DRI boundary.		N/A	MARTA bus service is available on North Point Parkway and Mansell Road
C. Is the applicant providing transit services such as dedicated park and ride facility or shuttle service (for at least 2 years)? • 3 points: Yes, the development is providing facilities.		N/A	
D. Is the applicant providing amenities at existing or proposed transit facilities, such as covered bus shelters, trash receptacles, benches, landing pads, lighting, or bicycle parking? • 3 points: Providing three or more amenities. • 2 points: Providing two or more amenities. • 1 point: Providing one amenity		N/A	

	GRTA Criteria	ARC Score	Comments
B. Project			
E. Is the development proposed at "transit ready" densities, based on potential future service? • 3 points: Yes		N/A	
F. For developments earning at least 1 point under Affordability Levels, is the development located in proximity to transit? • 3 points: Yes, the development is located within 1/4 mile to transit. • 2 points: Yes, the development is located within 1/2 mile to transit. • 1 point: Yes, the development is located within 1 mile to transit.	N/A	N/A	
G. Is transit available beyond peak-hours of travel?		N/A	
H. Is the proposed development consistent with other transit related issues not fully addressed above?		N/A	(List of other transit related issues and describe developments consistency)
7. Access Management			
A. Is access provided from internal roadways, access road, or shared driveways only? • 3 points: Access is provided from internal roadways or access road connecting to side streets with minimum curb cuts along the arterial road and share driveways are proposed. • 2 points: Shared driveways are proposed with an internal roadway.		3	
B. If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway? • 3 points: The development proposes all access via the lowest functionally classified roadway. • 2 points: The development proposes primary access from the lowest functionally classified roadway.		3	
C. Do access points align with opposing access points or with existing median, planned, or likely location of future median breaks? • 3 points: All access points align with existing median breaks. If no median exists, all access points align with existing opposing access points. • 2 points: All full access points align with existing median breaks. If no median breaks exists, all full access points align with existing opposing access points. • 1 point: Access points align with likely locations of future median breaks.		3	
D. Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site and serve as many properties and interests as possible? • 3 points: Yes.		3	
E. Does the proposed development provide an adequate, uninterrupted driveway throat length for the corridor? • 3 points: Yes.		3	(Minimum 200 feet on state routes and major arterials. Minimum of 100 feet on all other roadway corridors.)
F. Are all proposed access points outside of the functional area of any adjacent intersections? • 3 points: All proposed access points are outside of the functional area of any adjacent intersections. • 2 points: Access points within the functional area of any adjacent intersections are right in/right out.	N/A	3	

	GRTA Criteria	ARC Score	Comments
B. Project			
G. If the development is adjacent to a designated scenic byway, the development maintains the natural vegetative character of the scenic byway. • 3 points: The development is not proposing any access onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 2 points: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 200 feet from the right-of-way. • 1 point: The development is proposing no more than one access point onto the scenic byway and is preserving the natural vegetation for at least 100 feet from the right-of-way.	N/A	N/A	
H. Do the proposed access points meet minimum spacing requirements established by GDOT or other permitting agency?		N/A	
I. Is the development consistent with other access management related issues not fully addressed above?		N/A	(List of other access management related issues and describe developments consistency)
8. Connectivity			
A. Does the development provide multiple ingress/egress points and have access to multiple roadways? • 3 points: There are separate ingress/egress points in 3 or more cardinal directions. • 2 points: There are separate ingress/egress points in 2 cardinal directions. • 1 point: There are separate ingress/egress points.		2	
B. Do internal streets within the development connect to adjacent parcels at stub outs or dead end streets? • 3 points: There are connections to all adjacent stub outs or dead ends. • 2 points: There are stub outs to adjacent developable land (either undeveloped or underdeveloped) and cross access easements are provided. • 1 point: There are stub outs to adjacent developable land (either undeveloped or underdeveloped).		0	
C. Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site? • 3 points: All proposed land uses within the development are connected via the internal street network. • 2 points: Most of the proposed land uses within the development are connected via the internal street network.		N/A	
D. Can the internal street network be reasonably anticipated to add to the public roadway? • 3 points: No restricted access • 2 points: Internal restricted access with multiple access points		N/A	
E. Is the development consistent with other connectivity related issues not fully addressed above? • 3 points: Yes		N/A	(List of other connectivity related issues and describe developments consistency)

	GRTA Criteria	ARC Score	Comments
B. Project			
9. Project Character and Design			
<p>A. Is the development a redevelopment site?</p> <ul style="list-style-type: none"> • 3 points: The development is a redevelopment site that requires environmental remediation. • 2 points: The development is located in a tax abatement zone, enterprise zone, or other governmentally supported redevelopment zones. • 1 point: The development is a redevelopment site. 	N/A	N/A	
<p>B. Does the development re-use or rehabilitates existing and/or historic structures?</p> <ul style="list-style-type: none"> • 3 points: Yes, a majority of the existing and/or historic structures will remain on the site and incorporated into the development. • 2 points: Yes, some of the existing and/or historic structures will remain on the site and incorporated into the development. 	N/A	N/A	
<p>C. Does the development create or enhance community spaces such as public plazas, squares, parks, etc?</p> <ul style="list-style-type: none"> • 3 points: Yes and on-site community spaces are open to the general public. • 2 points: Yes. 	N/A	N/A	
<p>D. Does the development provide no more parking than the minimum required by the local jurisdiction?</p> <ul style="list-style-type: none"> • 3 points: A parking variance is being requested to provide less than the minimum required. • 2 points: Yes. 	N/A	3	The site plan indicates that the development is seeking a variance to provide less parking than required. Required: 2400 Providing: 2265
<p>E. Does the site design incorporate alternative design principles, including but not limited to reduced lot sizes, rear access via alleyway network, shared driveway, reduced building setbacks, architectural compatibility, screening of equipment?</p> <ul style="list-style-type: none"> • 3 points: Yes, the development includes a 4 of the above listed and other alternative design principles. • 2 points: Yes, the development includes 3 of the above listed. • 1 point: Yes, the development includes 2 of the above listed. 	N/A	1	

	GRTA Criteria	ARC Score	Comments
B. Project			
10. Community Facilities			
A. Does the development require new and/or additional services and/or facilities (fire, police, school)? • 3 points: No, new facilities are not needed. • 2 points: New facilities are needed and are being provided for within the development or by the applicant.	N/A	3	
11. Infrastructure Adequacy			
A. Is the development located in an area where adequate infrastructure is in place? • 3 points: Yes, the development is located in an area where there is existing infrastructure in place to meet the service needs of residents, employees, and visitors of the development. • 2 points: There will be infrastructure in place by development build-out to meet the service needs of residents, employees, and visitors of the development.	N/A	2	
B. If the development is predominately industrial, what is the proximity to the nearest intermodal station or other freight transfer location? • 3 points: Rail is on site and the development is connecting to the rail. • 2 points: A rail transfer, airport transfer or intermodal transfer station is located within 2 miles. • 1 point: A rail transfer, airport transfer or intermodal transfer station is located within 3 miles.	N/A	N/A	
C. If the development is predominately industrial, what is the proximity to interstate access? • 3 points: The development has interstate access within 1 mile. • 2 points: The development has interstate access within 2 miles. • 1 points: The development has interstate access within 3 miles.	N/A	N/A	
D. Does the development propose clean-fueled vehicles? • 3 points: Development is proposing 5% per each 10% of fleet. • 2 points: Development is proposing 3% per each 10% of fleet. • 1 point: Development is proposing 2% per each 10% of fleet.	N/A	N/A	
E. Is the development consistent with other infrastructure related issues not fully addressed above? • 3 points: Yes		N/A	(List of other infrastructure related issues and describe developments consistency)
Possible Score	N/A	72	
Component Score	N/A	63	
Percentage	N/A	88%	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
1. Protection of Critical Environmental Areas			
A. Does the development avoid critical historical and environmental areas (State Planning Part V Criteria, small water supply watersheds, etc)? • 3 points: Yes, the development avoids critical historical and environmental areas	N/A	3	
B. Does the development encroach upon habitat currently under or flagged for conservation under a local, regional, state conservation or green infrastructure plan? • 3 points: No.	N/A	3	
C. Is the development located on land physically suitable for development (avoids steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands) ? • 3 points: Yes, the development is located on land physically suitable for development. • 2 points: The development is avoiding land on the site that is not suitable for development and is taking the appropriate mitigation measures.	N/A	3	
2. Conservation			
A. How much land is being preserved as open space? • 3 points: 50% of the site is preserved as open space • 2 points: 40% of the site is preserved as open space • 1 points: 30% of the site is preserved as open space.	N/A	2	30-40% of the site to be preserved as open space
B. Does/will the development incorporate native plant and drought tolerant landscaping? • 3 points: All landscaping is drought tolerant and native. • 2 points: All landscaping is drought tolerant. • 2 points: No invasive plant species are used as identified by the local Cooperative Extension Service.	N/A	3	The developer has indicated that all landscaping will be drought tolerant and native.
D. Does the development exclude ornamental water features and fountains? • 3 points: The applicant will not install or facilitate installations of any ornamental water features or fountains.	N/A	3	
E. Does the development include permeable pavement in driveways and parking areas? • 3 points: 75% of driveways and parking areas use permeable pavement. • 2 points: 50% of driveways and parking areas use permeable pavement. • 1 point: All driveways use permeable pavement.	N/A	N/A	

	GRTA Criteria	ARC Score	Comments
C. Open Space and Preservation/ Environmental Quality			
3. Stormwater Management			
<p>A. Does the development have a stormwater management plan?</p> <ul style="list-style-type: none"> • 3 points: The stormwater management plan will result in a 25% decrease in the rate and quantity of post-development development stormwater runoff when compared with pre-development stormwater rates and quantities. • 2 points: The development maintains stormwater volume rates such that post-development development does not exceed the pre-development development (based on the 2 year, 24 hour peak discharge volume) 	N/A	3	The developer has indicated that there is a stormwater management plan and that the post developed flow will not exceed the pre-developed rates.
4. Buffers			
<p>A. Will the proposed development require a stream buffer variance under any applicable ordinances?</p> <ul style="list-style-type: none"> • 3 points: The development does not require a stream buffer variance. 	N/A	3	
5. Environmental Protection			
<p>C. Is the development seeking a LEED certification?</p> <ul style="list-style-type: none"> • 3 points: The development is seeking LEED-ND certification or all buildings are seeking LEED certification for non residential developments. • 2 points: At least half of the non-residential buildings are seeking LEED certification. • 1 point: One non residential buildings is seeking LEED certification. 	N/A	3	The developer has indicated that there is a commitment to pursue LEED certification.
<p>D. Is the development seeking an EarthCraft certification?</p> <ul style="list-style-type: none"> • 3 points: The development is seeking Earthcraft Communities certification. • 2 points: At least half the residential homes will be certified an Earthcraft Home. 	N/A	N/A	
Possible Score	N/A	27	
Component Score	N/A	26	
Percentage	N/A	96%	

ARC Score Sheet

Enter the values for the appropriate numbered section.

A. Regional Development Plans and Policies (50% of the Total Score)

1. Unified Growth Policy Map	Section Score:	6
2. Metro North Georgia Water Planning District (MNGWPD) Plan Compliance	Section Score:	9
3. Regional Transportation Plan (RTP) Transportation	Section Score:	3
4. RTP and Transportation Improvement Program (TIP)	Section Score:	3
5. Livable Centers Initiative (LCI)	Section Score:	3
6. Regionally Adopted Plans	Section Score:	0
7. Locally Adopted Plans	Section Score:	9
	A. Component Points:	33
	B. Points Possible Points:	33
	C. Component Percentage	100%

B. Project (30% of the Total Score)

1. Mixture of Uses	Section Score:	3
2. Jobs to Housing Balance	Section Score:	3
4. Housing Diversity and Affordability	Section Score:	0
5. Aging in Place	Section Score:	0
6. Accessibility-non motorized	Section Score:	28
7. Accessibility- transit	Section Score:	0
8. Access Management	Section Score:	18
9. Connectivity	Section Score:	2
10. Project Character and Design	Section Score:	4
11. Community Facilities	Section Score:	3
12. Infrastructure Adequacy	Section Score:	2
	A. Component Points:	63
	B. Points Possible Points:	72
	C. Component Percentage	88%

C. Open Space and Preservation/Environmental Quality (20% of the Total Score)

1. Protection of Critical Environmental Areas	Section Score:	9
2. Conservation	Section Score:	8
3. Stormwater Management	Section Score:	3
4. Buffers	Section Score:	3
5. Environmental Protection	Section Score:	3
	A. Component Points:	26
	B. Points Possible Points:	27
	C. Component Percentage	96%

A. Total Points:	122
B. Total Possible Points:	132
C. Unweighted Score	92.4%

**Overall Project
Score**

96%



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Lyubov Zuyeva, Transportation Planning Division

DATE: November 25, 2009

SUBJECT: **TPD Review of DRI # 2057**
Project: Sanctuary Place
County: Fulton (North)
Location: In Alpharetta, at the intersection of Westside Parkway (Rock Mill Road) and Sanctuary Parkway
Analysis:
Expedited ☐
Non-Expedited ☒

cc: David Hanes

The Transportation Planning Division has reviewed the traffic study performed by Croy Engineering on behalf of the developer of the above referenced proposed project. The following input is provided for the Infrastructure section of the DRI Report.

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The proposed 14 acre office development is projected to add 600,000 square feet (SF) of office space (in the form of two 12 story buildings) and a parking deck that would have capacity of 2,265 spaces. The new office buildings would be added within the context of an existing Sanctuary Park office development.

INFRASTRUCTURE **Transportation**

How many site access points will be associated with the proposed development? What are their locations?

Site access via two full-access driveways is anticipated: a full access driveway that would tie into existing First Driveway on Sanctuary Parkway; and another driveway that would be added on Westside Parkway.

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

A&R Engineering performed the transportation analysis and used 3% growth rate through the year 2014 (expected build-out) to project background traffic. ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the Institute of Transportation Engineers (ITE) Trip Generation report.

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour 2-Way
	Enter	Exit	2-Way	Enter	Exit	2-Way	
Office (Category 710)	692	94	786	128	623	751	5,301
<i>Total Reductions</i>	--	--	--	--	--	--	--
TOTAL NEW TRIPS	692	94	786	128	623	751	5,301

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AR-936	SR 400 Flexible Shoulder Lane	General Purpose Roadway Capacity	2011
FN-173A	Westside Pkwy Segment 2, Rock Mill Rd/Old Roswell Rd	General Purpose Roadway Capacity	2009
FN-173B	Westside Pkwy Segment 2, Rock Mill Rd/Old Roswell Rd (at Foe Killer Creek)	Bridge Capacity	2009
FN-174	Hembree Rd (at Foe Killer Creek)	Bridge Upgrade	2009
FN-199	SR 9 (Alpharetta Hwy) ATMS	ITS Smart Corridor	2011
FN-202	North Point Pkwy Traffic Signal Interconnections	ITS-Other	2011
FN-246	SR 9 (Atlanta Rd/Alpharetta Hwy) Repaving	Roadway Maintenance/Operations	2010

Envision6 RTP (Long Range Projects)*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AR-H-400	SR 400 Managed Lanes	Managed Lanes	2020
FN-067B	SR 9 (Alpharetta Hwy/South Main St)	General Purpose Roadway Capacity	2030
FN-145	Commerce Parkway Extension	General Purpose Roadway Capacity	2020

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Note: North Fulton CTP study is ongoing, and the final list of projects has not been identified yet.

Summarize the transportation improvements as recommended by consultant in the traffic study for Sanctuary Place.

According to the traffic study findings, under the base conditions at 2014, with the widening project finished, the following two interchanges are expected to fall below the LOS of “D” to “E”:

- Mansell Road and Old Roswell Road (“E” both in the AM and in the PM peak)
- Sanctuary Parkway and First Driveway (“E” in the PM peak on the eastbound approach)

Mansell Road and Old Roswell Road interchange *base conditions* recommendations are as follows:

- Add an additional southbound left turn lane creating dual left turn lanes with protected phasing on Mansell Road
- Extend the island in the southwest corner of the intersection to allow the phasing for the eastbound right movement to change from a yield condition to free-flow
- Provide permissive and overlap signal phasing for westbound right turn movement on Old Roswell Road

Sanctuary Parkway and First Driveway (Commercial) interchange *base condition* recommendations are as follows:

- The intersection is stop-controlled, and does not have the necessary volumes to warrant a traffic signal. No improvements are recommended that could improve the LOS. Left and right turn lanes currently exist for the eastbound approach to this intersection and there is already a left turn lane in place on Sanctuary Parkway.

In addition to the base condition recommendations, the Sanctuary Place office towers would not require any further improvements to the Mansell Road and Old Roswell Road interchange. The Sanctuary Parkway and First Driveway (Commercial) interchange received the following additional recommendations:

- Until traffic volumes increase significantly, the intersection does not warrant a traffic signal; it is recommended that Sanctuary Parkway remain free-flow, with stopped-controlled First Driveway (Commercial) and Sanctuary Park Driveway 1
- Add a dedicated northbound right turn lane on Sanctuary Parkway for traffic entering the new office development
- Restripe the existing southbound U-turn lane on Sanctuary Parkway to a shared left/U-turn lane
- Provide separate right and shared through/ left turn lanes for the Sanctuary Park Site Driveway 1 westbound approach for traffic exiting the development

The westbound approach to the intersection will operate at LOS F during both the AM and PM peak hours; and in the eastbound approach at LOS E during the PM peak hour even with the recommended improvements. This could not be resolved without signalization.

The proposed interchange of Westside Parkway and Sanctuary Park Site Driveway 2 (only 600 feet west of the Westside Parkway and Sanctuary Parkway) received the following recommendations:

- Study this intersection for signalization; based on current volumes, the intersection would meet the MUTCD warrant for the peak hour condition
- Restripe the existing eastbound U-turn lane on Westside Parkway to include a shared left/U-turn lane
- Add a dedicated westbound right turn lane on Westside Parkway for traffic entering Driveway 2
- Provide separate left and right turn lanes for the Sanctuary Park Site Driveway 2 approach for traffic exiting the development

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Currently, the immediate vicinity of the site area is not serviced by local transit. The closest MARTA bus stop (on bus route 85) is located approximately 1 mile away, at the intersection of Old Roswell Road and Mansell Road. The drawings submitted indicate that sidewalks will be added along Roswell Road and Westside Drive as part of the FN-173A road widening. However, a 1-mile walking distance to a bus stop would likely discourage most potential transit riders. The sidewalks that are being added along Old Roswell Road and Westside Parkway as part of FN-173A could enhance the transit viability of the Westside Parkway corridor in the future.

The safety of transit riders who might be disembarking or getting on the bus at the Old Roswell Road and Mansell Road should be taken into consideration when recommending that the dual left turn lanes be added on Mansell Road in southbound direction. Protected pedestrian phase would be desirable, to avoid conflicts between the southbound vehicles turning left onto Old Roswell Road and the pedestrians crossing Old Roswell Road.

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

None mentioned

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

Based on the traffic analysis completed by A&R Engineering, the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections, without improvements.

ARC concludes that the improvements recommended in the traffic analysis are needed, with the following additions and changes:

- Intersection of Old Roswell Road and Mansell Road
 - Ensure the safety of pedestrian crossing when adding the dual southbound left turn lanes by adding a protected pedestrian crossing phase across Old Roswell Road (if not already in place)
- Intersection of Westside Parkway and Driveway 2
 - The ARC recommends that this driveway be eliminated from the plans, based on preferred Access Management techniques, and based on proximity (600 feet) to the nearest signalized intersection of Westside Parkway and Sanctuary Parkway
- Intersection of Sanctuary Parkway and Driveway 1 (Commercial)
 - Account for additional volume created with the elimination of Driveway 2
 - Consider signalizing the intersection to resolve the currently expected LOS “F”
- Connectivity to surrounding developments:
 - Provide driveway and sidewalk stub-out connection to the future office development north of proposed two office towers (owned by Sanctuary Park Realty Holding Company)
 - Consider driveway and sidewalk stub-out connection to the John Wieland Homes and Neighborhoods property to the east
- Pedestrian Connectivity
 - Provide additional ADA-compliant pedestrian link (sidewalk) from the sidewalk along Westside Parkway to the southern office tower proposed. Exception could be made if elevation change requires extreme zigzagging of an ADA-compliant sidewalk.

SANCTUARY PARK DRI
City of Alpharetta
Environmental Planning Division Review Comments
November 24, 2009

Watershed Protection

The proposed project is located within the Big Creek watershed, a small water supply watershed, and is within seven miles of the City of Roswell's water supply intake. Under the Georgia Planning Act, all development in the watershed is subject to the DNR Part 5 Water Supply Watershed Minimum Criteria (Chapter 391-3-16-.01 Criteria for Water Supply Watersheds) unless alternative criteria are developed in a study with participation by all jurisdictions in the watershed.

The Big Creek Watershed Study was completed in December 2000 with participation by all jurisdictions in the basin. It includes alternative protection measures to the DNR Part 5 Water Supply Watershed Criteria, including structural and non-structural control measures. The study was submitted to Georgia EPD in 2001. In addition, 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 requirements.

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

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	14.36	18.52	245.99	1637.04	10166.88	21.25	2.73
TOTAL	14.36	18.52	245.99	1637.04	10166.88	21.25	2.73

Total % impervious

70

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as 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 on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Sanctuary Park** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed): Please see attachment.

Individual Completing Form:

Kaycee Mertz

Local Government:

Georgia Department of Transportation

Department:

Office of Planning

Telephone: (404) 347-0245

Signature:

Date: 12/11/2009

Please Return this form to:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3309 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *Dec 14 2009*

DRI 2057 -Comments from Affected Parties—Sanctuary Park (Fulton County)

Name of Commenting Organization:

Georgia Department of Transportation (GDOT)
600 West Peachtree Street
One Georgia Center
Atlanta, GA 30308

Contact Person: Kaycee Mertz (404) 347-0245

Comments from Affected Party:

Sanctuary Park will consist of 600,000 square feet of office space on 18.01 acres at the intersection of Westside Parkway/Rock Mill Road and Sanctuary Parkway in Fulton County. Westside Parkway/Rock Mill Road, classified as an urban collector, is a four lane divided roadway with a speed limit of 45 mph at this location. Just south of its intersection with Sanctuary Parkway, Westside Parkway/Rock Mill Road reduces to a two-lane roadway. Sanctuary Parkway is a private four lane divided roadway that provides access to office developments between Old Roswell Road and Westside Parkway/Rock Mill Road. The current (2008) AADT on Westside Parkway/Rock Mill Road is 22,300 in this area, which corresponds to a Level of Service "B". This DRI is scheduled to be completed in 2014.

This analysis presents the expected Level of Service on Westside Parkway/Rock Mill Road for both the no-build and build scenarios for the completion year (2014) and design year (2035). The proposed development of DRI # 2057 is anticipated to generate an additional 5,301 daily trips, which is not expected to have a significant impact on Westside Parkway/Rock Mill Road.

Build year (2014) and Design Year (2035) traffic volumes were forecasted based upon an applied 3% growth rate for Westside Parkway/Rock Mill Road, which was established in the traffic study accompanying DRI #2057. It is anticipated that Westside Parkway/Rock Mill Road will have a 2014 AADT of 25,113 (LOS B). With the addition of the expected 5,301 trips per day, the LOS is expected to decline to "C". This level of service is still an acceptable traffic condition. It is anticipated that Westside Parkway/Rock Mill Road will have a 2035 AADT of 38,064 (LOS D). Considering the anticipated 5,301 additional trips per day, the LOS is expected to remain "D".

Westside Parkway/Rock Mill Road				
	No Build		Build	
Year	Daily Volume	LOS	Daily Volume	LOS
2014	25,113	B	30,414	C
2035	38,064	D	43,365	D

There is currently one GDOT project that is under construction and no future projects programmed on Westside Parkway/Rock Mill Road in the project area. GDOT Project ID #752970 is the widening of Westside Parkway/Rock Mill Road/Old Roswell Road, from two lanes to four, south of the Sanctuary Parkway intersection to Mansell Road. It also includes a bridge replacement and an intersection realignment to improve traffic flow in this area. For more information about this project, you may contact the project manager, Mike Lobdell, at (770) 986-1257.



December 10, 2009

Mr. Jonathan Tuley
Senior Planner
Atlanta Regional Commission
Land Use Planning Division
40 Courtland Street, NE
Atlanta, Georgia 30303

50 Warm Springs Circle
Roswell, GA 30075-4937
770-641-1942
770-998-6924 facsimile
www.aecatl.com

Re: Stormwater Best Management Practices for
Sanctuary Park – DRI #2057
City of Alpharetta, Georgia

Civil
Engineering

Dear Mr. Tuley,

Landscape
Architecture

AEC, Inc. (AEC) is submitting this letter to confirm our intent to incorporate stormwater best management practices (BMPs), from the Georgia Stormwater Management Manual, into this project.

Land
Planning

The project site plan identifies areas on the property which are anticipated to be utilized for stormwater detention storage. Water quality treatment will also be provided through the use of a combination of approaches. The water quality BMPs may include bioretention areas, infiltration trenches, enhanced swales, grassed channels and proprietary structural controls.

Please accept this letter as confirmation that the project will incorporate best management practices from the State of Georgia Manual.

Feel free to call me if you have any questions or comments.

Sincerely,
AEC, Inc.

A handwritten signature in blue ink, appearing to read 'Chris J. Finke', with a stylized flourish at the end.

Christopher J. Finke, P.E., LEED AP
Vice President

Developments of Regional Impact

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

DRI #2057

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local
Government:

Alpharetta

Individual completing form:

Kathi Cook, Boards Administrator

Telephone:

678-297-6073

E-mail:

kcook@alpharetta.ga.us

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

Proposed Project Information

Name of Proposed Project:

Sanctuary Park

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

Corner of Westside Parkway and Sanctuary Parkway

Brief Description of Project:

Two - 12 story office buildings on a 14.36 acre site. Total square footage proposed is 620,000 square feet.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	620,000 square feet of office
Developer:	Clint Howell
Mailing Address:	Sanctuary Park Realty Holding Company
Address 2:	1165 Sanctuary Parkway
	City:Alpharetta State: GA Zip:30004
Telephone:	770-569-1124
Email:	Clint.Howell@am.jll.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input checked="" type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	25%
Estimated Project Completion Dates:	This project/phase: not provided Overall project: not provided
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Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2057**

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information	
This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.	
Local Government Information	
Submitting Local Government:	Alpharetta
Individual completing form:	Kathi Cook, Boards Administrator
Telephone:	678-297-6073
Email:	kcook@alpharetta.ga.us
Project Information	
Name of Proposed Project:	Sanctuary Park
DRI ID Number:	2057
Developer/Applicant:	Clint Howell
Telephone:	770-569-1124
Email(s):	Clint.Howell@am.jll.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
Economic Development	
Estimated Value at Build-Out:	\$140,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$322,000 based on 2009 Millage Rate of \$5.75/\$1000 for Alpharetta
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace	

any existing uses?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe (including number of units, square feet, etc): N/A	
Water Supply	
Name of water supply provider for this site:	Fulton County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.071 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: N/A	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required? N/A	
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)?	.062 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: N/A	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?N/A	
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.)	5,301 vehicles per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:Please refer to the traffic study performed by A&R Engineering, Inc.	

Solid Waste Disposal

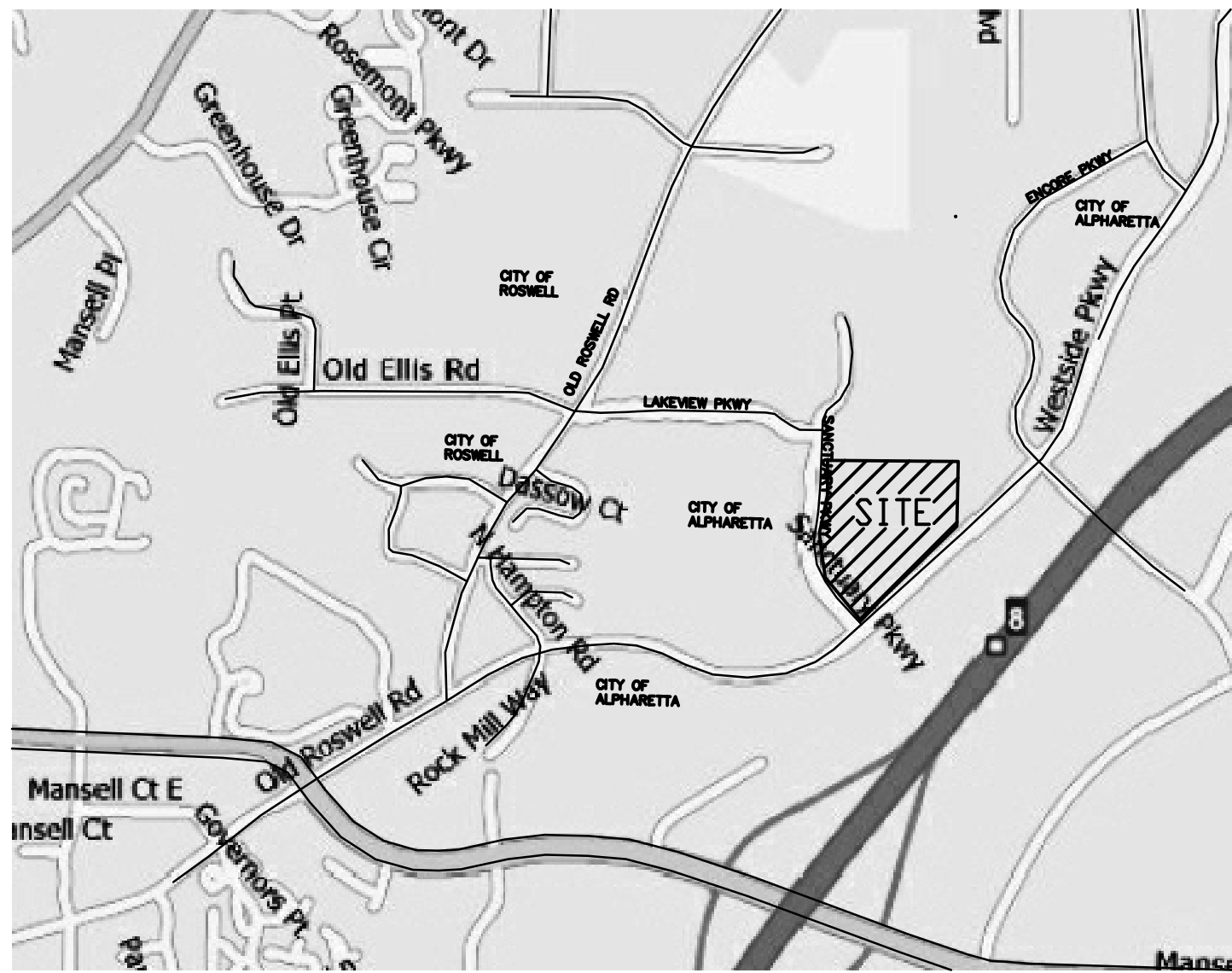
How much solid waste is the project expected to generate annually (in tons)?	1,132 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:N/A	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:N/A	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	35%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:At a minimum, post developed flow rates will not exceed the pre-developed rates. It is anticipated that the post developed 2 year, 24 hour peak rate of run-off for the development will be detained to provide a 25% reduction from the pre-developed peak flow rate. The level of reduction to the post developed quantities has not been determined.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected: N/A	
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LOCATION MAP

SITE DATA

LAND LOT 639 & 640 - 1ST DISTRICT, 2ND SECTION,
CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA

PARCEL ACREAGE: 14.36 acres
OVERALL OFFICE PARK ACREAGE: 157.7 acres

EXISTING ZONING: LI

PROPOSED PARCEL USE: 600,000 sf Office

PROPOSED PARCEL DENSITY: 41,783 sf/acre
PROPOSED OVERALL OFFICE PARK DENSITY
INCLUDING THIS DEVELOPMENT: 15,288 sf/acre

PROPOSED PARCEL F.A.R.: 0.96
PROPOSED OVERALL OFFICE PARK F.A.R.
INCLUDING THIS DEVELOPMENT: 0.35

PROPOSED PARCEL OPEN SPACE: 7.8 acres (54% of site)

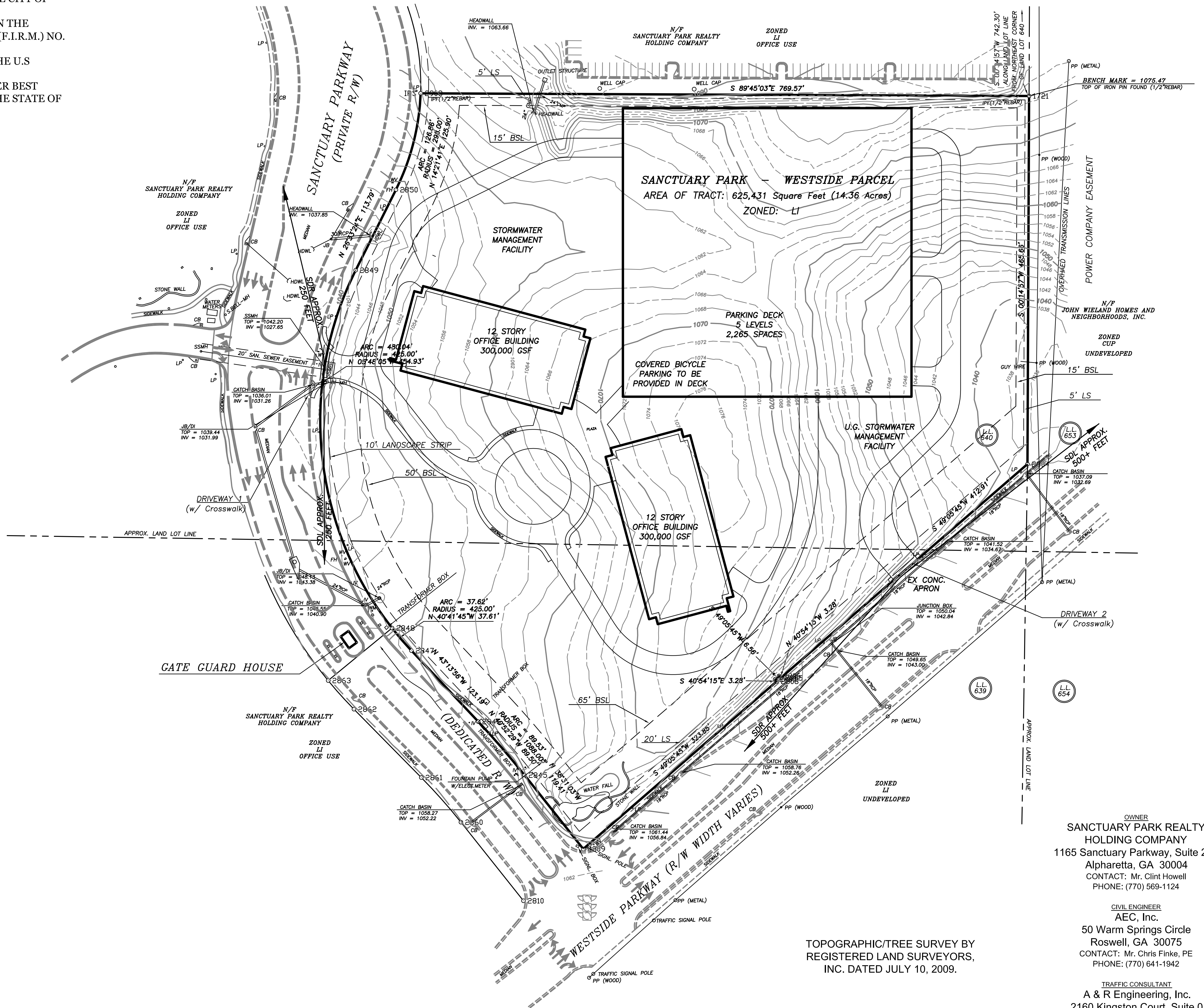
PARKING REQUIRED BY CODE (@1 space/250sf): 2,400 spaces
PARKING ALLOWED PER VARIANCE (@1 space/265sf): 2,265 spaces

TOTAL PARKING PROPOSED: 2,265 spaces

* DENSITY BASED UPON OVERALL SITE ACREAGE.

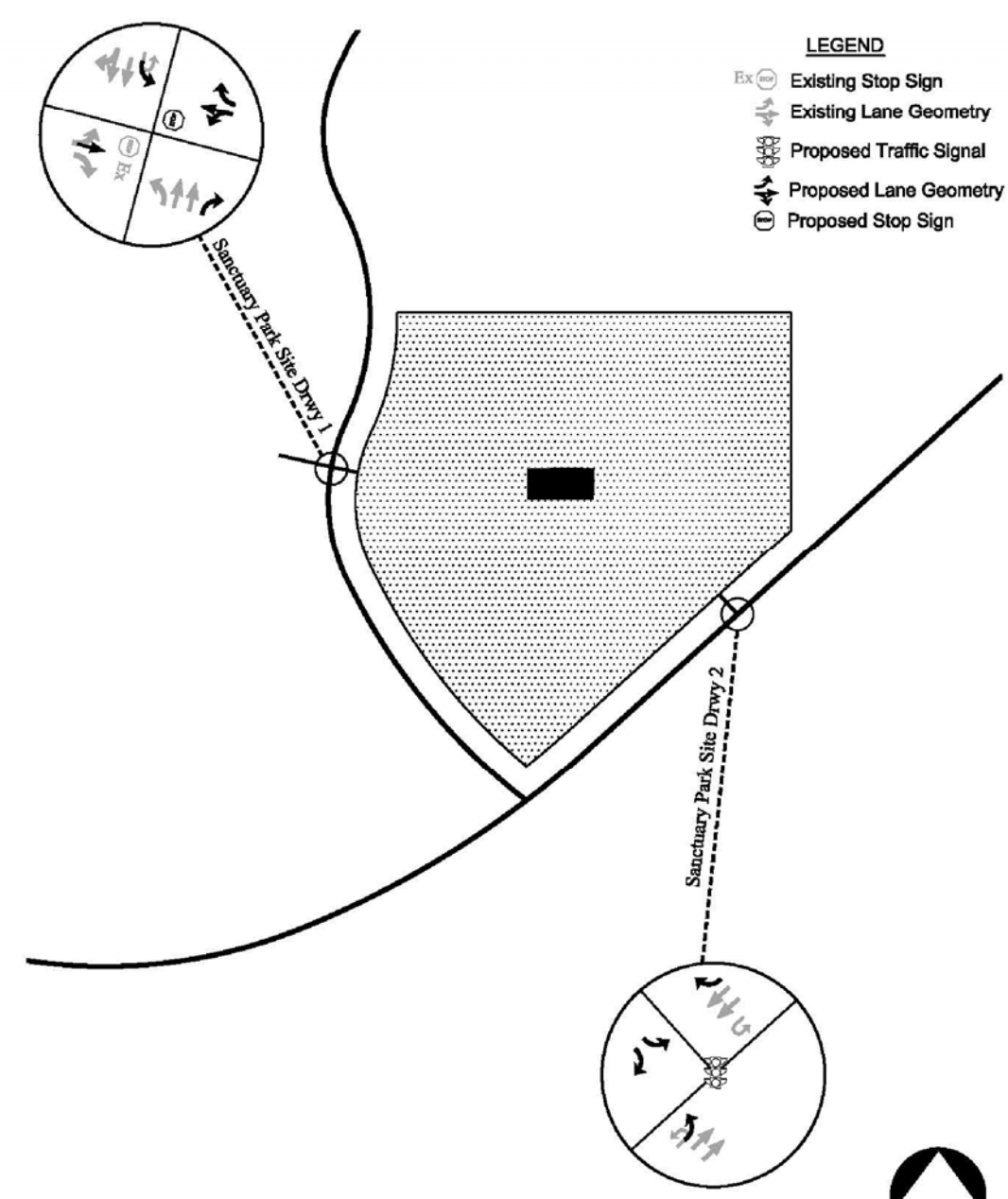
NOTE:

1. BASE INFORMATION IS FROM A TOPOGRAPHIC SURVEY BY REGISTERED LAND SURVEYORS, INC., DATED JULY 10, 2009.
2. LOCATED IN LL.639 & 640 - 1ST DISTRICT, 2ND SECTION, CITY OF ALPHARETTA, FULTON COUNTY, GEORGIA
3. PROPERTY IS ENTIRELY LOCATED WITHIN THE CITY OF ALPHARETTA.
4. NO PORTION OF THE PROPERTY IS LOCATED IN THE FLOODPLAIN AS PER FULTON COUNTY PANEL (F.I.R.M.) NO. 13121C0066 E REVISED JUNE 22, 1998.
5. THERE ARE NO JURISDICTIONAL WATERS OF THE U.S. LOCATED ON THIS SITE.
6. THIS PROJECT WILL IMPLEMENT STORMWATER BEST MANAGEMENT PRACTICES WHICH FOLLOW THE STATE OF GEORGIA MANUAL.



LEGEND

- Existing Lane Geometry
- Proposed Lane Geometry
- Existing Traffic Signal



FUTURE 2014 SITE ACCESS TRAFFIC CONTROL AND LANE GEOMETRY
FIGURE 15
A&R Engineering Inc.

OWNER
SANCTUARY PARK REALTY
HOLDING COMPANY
1165 Sanctuary Parkway, Suite 270
Alpharetta, GA 30004
CONTACT: Mr. Clint Howell
PHONE: (770) 569-1124

CIVIL ENGINEER
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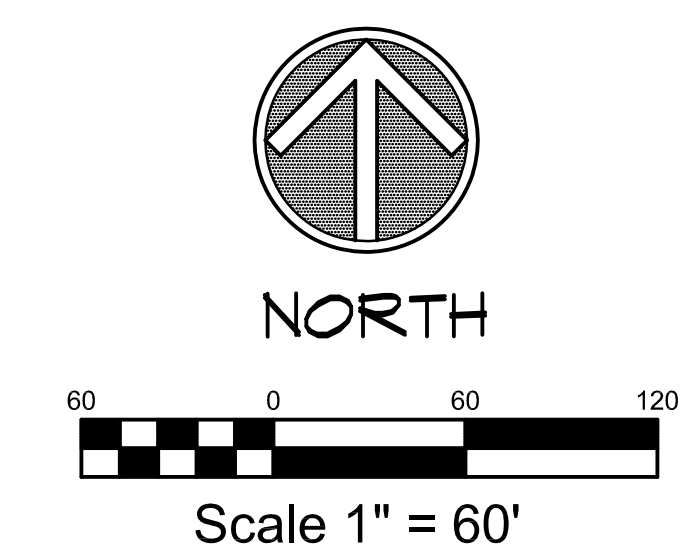
TOPOGRAPHIC/TREE SURVEY BY
REGISTERED LAND SURVEYORS,
INC. DATED JULY 10, 2009.

GRTA Plan for DRI 2057

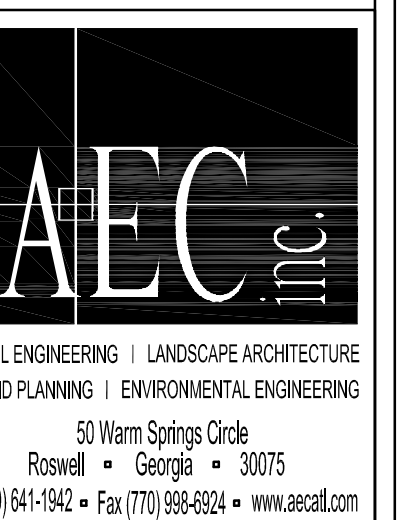
Sanctuary Park

WESTSIDE MASTERPLAN

Alpharetta, Georgia



AEC #09-2923.10



December 10, 2009