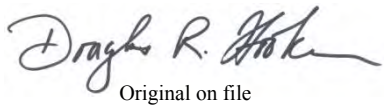
REGIONAL REVIEW NOTICE

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

DATE: May 22, 2015 **ARC REVIEW CODE**: R15052201

TO: Mayor Rusty Paul
ATTN TO: Joe Cooley, Community Development Director
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review


Original on file

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

Name of Proposal: Abernathy Road/Glenridge Drive Development
Review Type: DRI **Submitting Local Government**: City of Sandy Springs
Date Opened: May 22, 2015 **Deadline for Comments**: June 5, 2015 **Date to Close**: June 10, 2015

Description: The development is proposed to be located on the north and south side of Abernathy Road, between Glenridge Drive and Glenlake Parkway/Barfield Road. The development on the north side of Abernathy Road will include 545 residential units and 13,852 square feet of commercial space. The development on the south side of Abernathy road will include 513 residential units, 22,548 square feet of commercial space, 460,000 square feet of office space. Total development numbers include 1058 residential units, 36,401 square feet of commercial space, and 460,000 square feet of office space.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located in an Established Suburb. Additionally, the development is located within the Sandy Springs Livable Centers Initiative (LCI) study area. As such, the City of Sandy Springs and the developer should work to ensure consistency with the vision and recommendations of the LCI plan.

The UGPM and RDG state that Established Suburbs are areas in the region where suburban development has occurred. These areas are characterized by strip commercial development, single family subdivisions, and office in limited locations. These areas represent the part of the region that has just recently reached "build out." With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land use change outside of retail/ commercial areas.

While there is still room for limited infill, these areas may begin to focus more on redevelopment over the next 30 years. Preservation of existing single family neighborhoods is important, and, wholesale change will most likely not occur in the single family subdivisions that make up a majority of these areas. However, infill and redevelopment should occur in areas of retail/commercial concentrations, especially commercial corridors. Within this area, infrastructure is built out with limited ability to expand, which may constrain the amount of additional growth that is possible.

The proposed development is located near the Perimeter Center and Sandy Springs activity centers. These two centers and the area between them have experienced tremendous growth. As a result the need for additional road, bicycle, pedestrian and transit facilities is apparent. Where possible, the City of Sandy Springs and the Developer should work to ensure adequate connections are provided to and from the development sites. This includes connections through the site, where appropriate, which will provide an alternate route to using the existing road network, which is often congested during peak hours.

Additionally, the Sandy Springs MARTA station is over half a mile away from the eastern edge of the development site and includes an underpass and large distances without sidewalks or safe pedestrian crossings. Bicycle facilities, pedestrian facilities as well as transit or shuttle service should be provided onsite and, where appropriate, along the shortest route to the Sandy Springs MARTA station to encourage alternative modes of travel. The added facilities and service would also serve the existing residential, office, commercial and institutional uses in the area.

The current site plan shows a mix of uses within close proximity of each other, green space and indicates the desire to include sidewalks and pedestrian trails within the site. To encourage walking, biking and transit/shuttle use, the City of Sandy Springs and the developer should ensure that all buildings front internal and external streets, and all parking is located behind buildings, beside buildings or is screened from view. The proposed office building for the southern site is shown located behind a surface parking lot. That parking lot is the proposed location of a future office building. It is recommended that the developer switch the location of the parking lot and first phase office building. Additionally, both buildings and their associated parking should be located so that all parking is screened from public view.

See additional staff comments included in this review report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
PERIMETER COMMUNITY IMPROVEMENT DISTRICTS
ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF SANDY SPRINGS
ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF DUNWOODY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 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.

REGIONAL REVIEW NOTIFICATION

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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: **Abernathy Road/Glenridge Drive Development** *See the Preliminary Report*.

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

Individual Completing Form:

Local Government:

Department:

Telephone: ( )

Signature:

Date:

Please return this form to:
Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: *June 5, 2015*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: May 22, 2015 **ARC REVIEW CODE**: R15052201

TO: ARC Community Development, Natural Resources, Transportation Access and Mobility, Research and Analytics, and Aging and Health Resources Division Chiefs

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Community Development: Tuley, Jon **Transportation Access and Mobility:** Studdard, Daniel
Natural Resources: Santo, Jim **Research and Analytics:** Skinner, Jim
Aging and Health Resources: Rader, Carolyn

Name of Proposal: Abernathy Road/Glenridge Drive Development
Review Type: Development of Regional Impact
Description: The development is proposed to be located on the north and south side of Abernathy Road, between Glenridge Drive and Glenlake Parkway/Barfield Road. The development on the north side of Abernathy Road will include 545 residential units and 13,852 square feet of commercial space. The development on the south side of Abernathy road will include 513 residential units, 22,548 square feet of commercial space, 460,000 square feet of office space. Total development numbers include 1058 residential units, 36,401 square feet of commercial space, and 460,000 square feet of office space.
Submitting Local Government: City of Sandy Springs
Date Opened: May 22, 2015
Deadline for Comments: June 5, 2015
Date to Close: June 10, 2015

Response:

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

COMMENTS:

ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

MEMORANDUM

TO: **Jon Tuley, Land Use Division**

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: May 20, 2015

SUBJECT: **Transportation Division Review of DRI # 2494**

Project: 6615 & 6565 Glenridge Drive
County: Fulton, City of Sandy Springs
Location: On the north and south side of Abernathy Road, east of Glenridge Drive
Analysis:

Expedited	
Non-Expedited	X

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by A&R Engineering Inc. on behalf of Ashton Woods Residential LLC and Mercedes-Benz USA, the developer of 6615 & 6565 Glenridge Drive. 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 site is located along the north and south side of Abernathy Road, between Glenridge Drive and Barfield Road/Glenlake Parkway. The north site is approximately 47.09 acres, while the south site is approximately 28.59 acres. The proposed project is a mixed-use development that is planned to include residential, commercial, and office space. The development is planned for completion in two phases in the years 2020 and 2025. The proposed development consists of the following:

Phase 1 (Year 2020)

- Northern Tract
  - Townhomes and Stacked Flats: 545 units
  - Commercial Space: 13,852 sf
- Southern Tract
  - Townhomes and Stacked Flats: 114 units
  - Commercial Space: 22,549 sf
  - Apartment: 399 units
  - Corporate Headquarters: 235,000 sf

Phase 2 (Year 2025 / Future)

- Northern Tract
    - Phase 1 Development
- Southern Tract (Phase 2 / Future)
    - Phase 1 Development
    - Corporate Headquarters: 225,000 sf expansion

INFRASTRUCTURE

Transportation

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

The development proposes two access points on the north tract and five access points on the south tract. These access points are at the following locations:

- North Tract Access:
    - North Site Driveway 1: Right-in / Right-out on Abernathy Road, east of Glenridge Drive
    - North Site Driveway 2: Full-Access (Proposed Signalized) Driveway on Abernathy Road
- South Tract Access:
    - South Site Driveway 1: Right-in / Right-out on Abernathy Road, east of Glenridge Drive
    - South Site Driveway 2: Full-Access (Proposed Signalized) Driveway on Abernathy Road
    - South Site Driveway 3: Right-in / Right-out on Abernathy Road, west of Barfield Road
    - South Site Driveway 4: Full-Access Driveway on Glenridge Drive
    - South Site Driveway 5: Full-Access Driveway on Barfield Road

Parking will consist of a mix of structured, parking lot, and on-street spaces and consists of the following:

- Townhomes – 630 spaces
- Flats – 629 spaces
- Apartments – 599 spaces
- Office – 2,000 spaces
- Commercial – 182 spaces
- Total – 4,045 spaces

How much average daily traffic will be generated by the proposed project?

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. Trip generation for this proposed development is calculated based upon the following ITE land uses:

- Land Use 220 – Apartment
- Land Use 230 – Residential Condominium/Townhouse

- Land Use 714 – Corporate Headquarters Building
- Land Use 820 – Shopping Center

Alternative mode and mixed-use reductions were applied in the traffic study. After these reductions, the projected trip generation after full build-out is 4,174 trips per day on the north tract and 8,018 trips per day on the south tract, for a total of 12,192 trips per day. The detailed trip generation for the proposed development was in Tables 5, 6, and 7 of the traffic study, which are shown here.

TABLE 5 – TRIP GENERATION FOR NORTHERN TRACT (PHASE 1 & 2)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
Commercial	13,852 sf	29	18	47	77	83	160	1,879
Townhomes and Stacked Flats	545 units	34	166	200	162	79	241	2,812
Mixed-Use Reductions (per ITE standards)		*-5*	*-5*	*-10*	*-17*	*-17*	*-34*	*-376*
Alternative Mode Reductions (5%)		*-2*	*-8*	*-10*	*-8*	*-4*	*-12*	*-141*
Total External Vehicle Trips		**56**	**171**	**227**	**214**	**141**	**355**	**4,174**

TABLE 6 – TRIP GENERATION FOR SOUTHERN TRACT (PHASE 1)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
Townhomes and Stacked Flats	104 units	9	44	53	42	20	62	666
Apartment	399 units	40	160	200	154	84	238	2,548
Corporate Headquarters Building	235,000 sf	320	24	344	33	292	325	1,855
Commercial	22,549 sf	39	24	63	107	115	222	2,579
Mixed-Use Reductions (per ITE standards)		*-9*	*-9*	*-18*	*-33*	*-33*	*-66*	*-736*
Alternative Mode Reductions (5%)		*-20*	*-12*	*-32*	*-16*	*-24*	*-40*	*-345*
Total External Vehicle Trips		**379**	**231**	**610**	**287**	**454**	**741**	**6,567**

TABLE 7 – TRIP GENERATION FOR SOUTHERN TRACT (PHASE 1 & 2)

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-way
Townhomes and Stacked Flats	104 units	9	44	53	42	20	62	666
Apartment	399 units	40	160	200	154	84	238	2,548
Corporate Headquarters Building	460,000 sf	610	46	656	59	528	587	3,559
Commercial	22,549 sf	39	24	63	107	115	222	2,579
Mixed-Use Reductions (per ITE standards)		*-4*	*-4*	*-8*	*-40*	*-40*	*-80*	*-912*
Alternative Mode Reductions (5%)		*-35*	*-13*	*-48*	*-16*	*-35*	*-51*	*-422*
Total External Vehicle Trips		**659**	**257**	**916**	**306**	**672**	**978**	**8,018**

Source: *DRI Traffic Study for 6615 Glendridge Drive & 6565 Glendridge Drive, Sandy Springs, GA*

Summarize the transportation improvements as recommended by the traffic study consultant

Future 2020 No-Build Conditions

A significant amount of traffic congestion currently exists along the nearby roadway network. Even with the planned implementation of some transportation projects by 2020, traffic congestion is

projected to continue under the 2020 No-Build conditions. The traffic study identifies numerous potential transportation projects to address this traffic congestion. These projects may impact adjacent properties and/or require significant ROW acquisition, be cost prohibitive, or have other impacts that may cause these projects to be infeasible. Further analysis is needed to determine the impacts and feasibility of these projects. Additionally, improvements to alternate transportation modes, implementation of TDM strategies, or other approaches may be pursued rather than implementation of these projects.

The 2020 No-Build transportation projects identified in the traffic study are listed here and include:

Glenridge Drive @ Abernathy Road

- Construct an additional northbound left turn lane, creating dual left turns and a shared through/right lane, on the Glenridge Drive approach to Abernathy Road.
- Provide protected-only left turn phasing for the northbound left turn movement.

SR 9 (Roswell Rd) @ Abernathy Road

This intersection is shown to have LOS "F" in the existing conditions, with high levels of delay and queuing on many of the approaches during peak hours. As the intersection already has dual left turn lanes and dedicated right turn lanes for each approach, a more involved project would be needed to bring delays up to the required level-of-service standard.

- Future capacity improvement project (e.g. Partial Median U-turn intersection, Six-lane widening, Grade separation, etc.)

Three such improvements were analyzed in the traffic report: 1) Six-Lane all four approaches, 2) Grade Separated via a single-point diamond interchange (SPDI), 3) Partial MUTs—where direct left turns from only the major approaches are eliminated. The results of the "No-Build" 2020 operations for each of these scenarios are shown in Table 8. A conceptual representation of each of these improvement scenarios is provided in Appendix M of the traffic report.

TABLE 8 – SR 9 (ROSWELL RD) AT ABERNATHY RD IMPROVEMENT SCENARIOS

No-Build 2020	Unimproved		Median U-Turn		Grade Separated		Six-Lane	
Time Period	AM	PM	AM	PM	AM	PM	AM	PM
OVERALL	F (152.6)	F (173.7)	D (44.9)	D (50.0)	D (52.6)	E (60.1)	E (63.9)	E (75.9)
Eastbound	F (147.2)	F (93.5)	B (15.0)	B (10.3)	E (78.1)	E (73.2)	E (58.0)	E (72.6)
Westbound	D (50.8)	F (189.2)	A (9.7)	C (28.9)	F (109.4)	F (106.0)	D (53.9)	E (73.2)
Northbound	F (81.3)	F (192.5)	E (62.0)	F (84.7)	C (34.6)	D (49.2)	E (64.4)	E (67.6)
Southbound	F (211.8)	F (179.2)	F (90.5)	E (77.1)	D (41.4)	D (45.7)	E (72.0)	F (89.5)
Vehicle-Hours	236.4	318.7	92.9	135.2	77.7	90.6	99	139.3

Source: *DRI Traffic Study for 6615 Glendridge Drive & 6565 Glendridge Drive, Sandy Springs, GA*

As the Median U-Turn concept seemed to require the least right-of-way and showed considerable improvement, it was used in the improved operations analysis for this report.

Glenridge Drive @ Mount Vernon Highway

The intersection is expected to operate at an LOS "F" for the PM Peak period. According to engineering judgment, the necessary improvements needed to bring the PM peak period within the LOS standard were not feasible/practical. The intersection will, however, be within the LOS standard

in the AM peak and continue to operate better than the existing conditions with the following 2020 "No-Build" improvements.

- Widen and restripe the northbound approach on Glenridge Drive to include a dedicated left turn lane and shared through / right lane.
- Widen and restripe the southbound approach on Glenridge Drive to include a dedicated left turn lane and shared through / right lane.

Barfield Road @ Mount Vernon Highway

- Construct a northbound right turn lane on Barfield Road that will free-flow into the additional eastbound lane on Mt Vernon Hwy (added from GDOT project 721850).

Glenridge Drive @ Glenlake Parkway

With the following improvements, the southbound stop-controlled approach will remain operating at LOS "F" in the AM peak period. A preliminary examination of the peak hour traffic indicates that volumes may not meet MUTCD thresholds for construction of a traffic signal. The AM peak period will operate better than the existing conditions, and adequate level-of-service is expected during the rest of the day; therefore, no other reasonable improvements were identified at this intersection.

- Median separate outside eastbound lane through the intersection, leaving the inside eastbound receiving lane open to southbound left turn movements (unsignalized Florida-T).

Glenridge Drive @ Spalding Drive

With the following improvements, the overall intersection operations will improve; however, the northbound left approach will operating at LOS "F" in the AM peak period. This approach has relatively few left turns in the AM peak hour (16 veh/hr.), and the queues are anticipated to be reasonable after the following modifications; therefore, no other reasonable improvements were identified at this intersection.

- Construct yield-controlled northbound right turn lane on Glenridge Drive
- Convert the intersection from all-way stop to side-street stop by removing stop condition for the eastbound and westbound approaches

It should be noted that traffic calming measures have been placed along Glenridge Drive between Glenlake Pkwy and Spalding Drive, including several speed humps and a roundabout intersection, which may compete with the desire to improve traffic flow through this intersection.

Future 2020 Build Conditions

Improvements that are identified for the 2020 Build Conditions address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Based on the 2020 Build conditions (includes background growth plus site added traffic) the following improvements result in the following intersections operating at their level-of-service standard or better (except where stated otherwise). Please note that the following improvements are in addition to improvements needed in the 2020 No-Build conditions. Further analysis is needed to determine the impacts and feasibility of these projects.

The 2020 Build transportation projects identified in the traffic study are listed here and include:

Glenridge Drive @ Abernathy Road

- Construct southbound right turn lane on Glenridge Drive

Glenridge Drive @ Mount Vernon Highway

The intersection is expected to operate at an LOS "F" for the PM Peak Hour. According to engineering judgment, the necessary improvements needed to bring the PM peak hour within the LOS standard were not feasible/practical. The intersection will, however, be within the LOS standard in the AM peak and continue to operate better than the existing conditions with the "No-Build" improvements.

Glenridge Drive @ Glenlake Parkway

With the "No-Build" improvements, the southbound stop-controlled approach will remain operating at LOS "F" in the AM peak period. A preliminary examination of the peak hour traffic indicates that volumes may not meet MUTCD thresholds for construction of a traffic signal. The AM peak period will operate better than the existing conditions, and adequate level-of-service is expected during the rest of the day; therefore, no other reasonable improvements were identified at this intersection.

Glenridge Drive @ Spalding Drive

With the "No-Build" improvements, the overall intersection operations will improve; however, the northbound left approach will operate at LOS "F" in the AM peak period. This approach has relatively few left turns in the AM peak hour (20 veh/hr.), and the queues are anticipated to be reasonable after the following modifications; therefore, no other reasonable improvements were identified at this intersection. It should be noted that traffic calming measures have been placed along Glenridge Drive between Glenlake Pkwy and Spalding Drive, including several speed humps and a roundabout intersection, which may compete with the desire to improve traffic flow through this intersection.

Future 2025 No-Build Conditions

Based on the 2025 No-Build conditions (includes background growth without site added traffic) the following improvements result in the following intersections operating at their level-of-service standard or better (except where stated otherwise). These improvements are in addition to planned improvement projects that are to be completed by 2020 and the improvements needed in the No-Build 2020 conditions. Further analysis is needed to determine the impacts and feasibility of these projects. Additionally, improvements to alternate transportation modes, implementation of TDM strategies, or other approaches may be pursued rather than implementation of the 2020 or 2025 No Build projects.

The 2025 No-Build transportation projects identified in the traffic study are listed here and include:

Glenridge Drive @ Abernathy Road

- Construct southbound right turn lane on Glenridge Drive

Glenridge Drive @ Mount Vernon Highway

The intersection is expected to operate at an LOS "F" for the PM peak hour. According to engineering judgment, the necessary improvements needed to bring the PM peak hour within the LOS standard were not feasible/practical. The intersection will, however, continue to operate better than the existing conditions.

Glenridge Drive @ Glenlake Parkway
With the 2020 "No-Build" improvements, the southbound stop-controlled approach will remain operating at LOS "F" in the AM peak period. A preliminary examination of the peak hour traffic indicates that volumes may not meet MUTCD thresholds for construction of a traffic signal. The AM peak period will operate better than the existing conditions, and adequate level-of-service is expected during the rest of the day; therefore, no other reasonable improvements were identified at this intersection.

Glenridge Drive @ Spalding Drive
With the 2020 "No-Build" improvements, the overall intersection operations will improve; however, the northbound left approach will operating at LOS "F" in the AM peak period. This approach has relatively few left turns in the AM peak hour (17 veh/hr.), and the queues are anticipated to be reasonable after the following modifications; therefore, no other reasonable improvements were identified at this intersection. It should be noted that traffic calming measures have been placed along Glenridge Drive between Glenlake Pkwy and Spalding Drive, including several speed humps and a roundabout intersection, which may compete with the desire to improve traffic flow through this intersection.

Future 2025 Build Conditions
Improvements that are identified for the 2020 Build Conditions address deficiencies that are caused by site traffic and can be identified as related to the proposed development. Based on the 2025 Build conditions (includes background growth plus site added traffic) the following improvements result in the following intersections operating at their level-of-service standard or better (except where stated otherwise). The following improvements are in addition to improvements needed in the 2025 No-Build conditions. Further analysis is needed to determine the impacts and feasibility of these projects.

The 2025 Build transportation projects identified in the traffic study are listed here and include:

Glenridge Drive @ Abernathy Road
- Construct eastbound right turn lane on Glenridge Drive

Glenridge Drive @ Mount Vernon Highway
Even with the improvements below, the intersection is expected to operate at an LOS "F" for the PM Peak Hour. According to engineering judgment, the necessary improvements needed to bring the PM peak hour within the LOS standard were not feasible/practical. The intersection will, however, continue to operate better than the existing conditions with the following additional improvements.
Construct southbound right turn lane on Glenridge Drive

Glenridge Drive @ Glenlake Parkway
With the "No-Build" improvements, the southbound stop-controlled approach will remain operating at LOS "F" in the AM peak period. A preliminary examination of the peak hour traffic indicates that volumes may not meet MUTCD thresholds for construction of a traffic signal. The AM peak period will operate better than the existing conditions, and adequate level-of-service is expected during the rest of the day; therefore, no other reasonable improvements were identified at this intersection.

Glenridge Drive @ Spalding Drive

With the "No-Build" improvements, the overall intersection operations will improve; however, the northbound left approach will operating at LOS "F" in the AM peak period. This approach has relatively few left turns in the AM peak hour (21 veh/hr.), and the queues are anticipated to be reasonable after the following modifications; therefore, no other reasonable improvements were identified at this intersection. It should be noted that traffic calming measures have been placed along Glenridge Drive between Glenlake Pkwy and Spalding Drive, including several speed humps and a roundabout intersection, which may compete with the desire to improve traffic flow through this intersection.

Site Access

The traffic consultant identified the following site access configurations, which were used for the traffic analysis of the proposed site driveway intersections:

Abernathy Road @ Northern Site Driveway #1 / Southern Site Driveway #1

- Northern Site Driveway #1
    - This driveway will be restricted to right-in and right-out access
    - This driveway will have one entering and one exiting lane
    - The intersection will be unsignalized with a yield sign on the southbound approach to Abernathy Road
    - A deceleration lane will be constructed for entering traffic based on local standards
- Southern Site Driveway #1
    - This driveway will be restricted to right-in and right-out access
    - This driveway will have one entering and one exiting lane
    - The intersection will be unsignalized with a yield sign on the southbound approach to Abernathy Road
    - A deceleration lane will be constructed for entering traffic based on local standards

Abernathy Road @ Northern Site Driveway #2 / Southern Site Driveway #2

The traffic study states that a signal warrant analysis indicates that the projected volumes will meet MUTCD thresholds for a traffic signal. The intersection is proposed to be signalized as part of the development's construction, include a protected/permissive phase for the westbound left turn into the southern tract, and be interconnected to the adjacent signal in either direction on Abernathy Road.

- Northern Site Driveway #2
    - This driveway will consist of one entering and two exiting lanes (dedicated left and shared through / right
    - A dedicated left turn bay will be constructed for entering traffic based on local standards
    - A deceleration lane will be constructed for entering traffic based on local standards
- Southern Site Driveway #2
    - This driveway will consist of one entering and two exiting lanes (dedicated left and shared through / right
    - A dedicated left turn bay will be constructed for entering traffic based on local standards
    - A deceleration lane will be constructed for entering traffic based on local standards

Abernathy Road @ Southern Site Driveway #3

- This driveway will be restricted to right-in and right-out access
- This driveway will have one entering and one exiting lane
- The intersection will be unsignalized with a yield sign on the southbound approach to Abernathy Road
- A deceleration lane will be constructed for entering traffic based on local standards

Glenridge Drive @ Southern Site Driveway #4

- This driveway will consist of one entering and one exiting lane
- The intersection will be unsignalized with a stop sign on the westbound approach to Glenridge Drive
- A dedicated left turn bay will be constructed for entering traffic based on local standards
- A deceleration lane will be constructed for entering traffic based on local standards

Barfield Road @ Southern Site Driveway #5

- This driveway will consist of one entering and one exiting lane
- The intersection will be unsignalized with a stop sign on the eastbound approach to Barfield Road
- A dedicated left turn bay will be constructed within the existing two-way left turn lane for entering traffic
- A deceleration lane will be constructed for entering traffic based on local standards

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

The transportation study stated that the consultant researched the ARC Regional Transportation Plan (Plan 2040), GDOT TransPi, and/or the local comprehensive transportation plan. These improvements are within the vicinity of the proposed development and were included in Table 6 of the study, which is shown below.

A diverging diamond interchange (DDI) is planned for the GA 400 at Abernathy Road interchange. GDOT projects that this new interchange will be open by 2019. Therefore, this design was presumed to be in place for the future year traffic analyses. Additionally, GDOT provided the traffic consultant with projected traffic data for this DDI. The traffic consultant adjusted their projected future volumes based on data from GDOT for this interchange.

TABLE 6 – PLANNED AND PROGRAMMED IMPROVEMENTS				
ARC Number / GDOT Number	Route	Type of Improvement	Estimated Completion Year	Source
FN-AR-100A / GDOT 721850	SR 400	General Purpose Capacity/Interchange	2020	Plan 2040
ASP-AR-424	SR 400	Transit / Rail Capacity	TBD	Plan 2040
AR-ML-300 / GDOT 0001757 / GDOT 0008445	SR 400	Roadway/Managed Lanes	2040	Plan 2040
AR-ML-200 / GDOT 0001758	I-285	Roadway/Managed Lanes	2030	Plan 2040
AR-957 / GDOT 0000784	I-285 at SR 400	Roadway/Interchange Capacity	2020	Plan 2040
GDOT 0013338	SR 400	Operational Improvement	TBD	GDOT TransPi
GDOT M005310	SR 400	Pavement Markings	TBD	GDOT TransPi
FN-282 / GDOT 0012629	SR 9 (Roswell Road)	Roadway / Operations & Safety	2016	Plan 2040

Source: *DRI Traffic Study for 6615 Glendridge Drive & 6565 Glendridge Drive, Sandy Springs, GA*

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?

The site is not directly served by transit. The Sandy Springs MARTA Station is located approximately 0.65 miles east of the Abernathy Road at Barfield Road intersection. The nearest bus corridor that is served by MARTA is Roswell Road, bus route 87, which is approximately 0.65 miles west of the Barfield Road at Abernathy Road intersection. No transit facilities are planned for the development.

What other issues should be considered during the traffic study or in general for the proposed development?

<u>Site Access</u>
The south site has five access points, including three access points on Abernathy Road, one on Glenridge Drive, and one on Barfield Road. The north site only has two access points, both on Abernathy Road. This necessitates all traffic generated by the north site to use Abernathy Road, a corridor that already has heavy traffic congestion.

During the pre-review meeting for this DRI, adding an additional access point to the north site from Glenridge Drive was discussed. The developer's consultant identified topography as a potential limiting factor to prevent this access point. Upon review of the traffic study and site plan:

- The site plan includes topo, which shows that Glenridge Drive changes elevation at a comparable grade to the adjacent west side of the site.

- The site plan shows a walking trail connecting from the site to Glenridge Drive at two locations. If two trail connections are feasible with the site's topo, then a roadway connection should also be feasible.

Preserving a location for potential connectivity to the adjacent parcel on the east side of this site was also discussed at the DRI pre-review meeting. It appears that a location for this is shown on the site plan on the northeast edge of the parcel. This location should be clearly labeled as being preserved for future adjacent parcel access.

Proposed Traffic Signal

The traffic study states that a signal warrant analysis indicates that the projected volumes will meet MUTCD thresholds for a traffic signal at Abernathy Road at Site Driveway #2. However, the traffic study:

- Does not indicate which traffic warrants were met
- Does not identify the methodology for the signal warrant analysis
- Does not provide any documentation for the signal warrant analysis

The traffic study should provide the following:

- Which signal warrant(s) were met
- The signal warrant analysis methodology, including:
    - How trips were distributed to each of the site access points
    - Whether right-turn traffic from the minor-street approaches was included in the traffic warrants analyses
    - How off-peak traffic volumes were developed
    - Any other relevant methodology data
- Documentation of the signal warrant analysis

The MUTCD states that "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." Adding an additional traffic signal to Abernathy Road may create additional delay on a corridor with significant traffic congestion. Therefore, additional data is needed to establish the need for this traffic signal.

Currently, there are traffic signals at the adjacent intersections of:

- Abernathy Road at Glenridge Drive
- Abernathy Road at Glenlake Parkway/Barfield Road

These two intersections are approximately 1,700 feet apart. A proposed new signalized intersection along Abernathy Road would also need to meet signal spacing requirements for the City of Sandy Springs.

Private Roads

The site plan identifies the roadways on both sites as private roads. If any roads or parking facilities have gated access, the roadways at the site entrances shall provide adequate queuing space on the approaches to the gates to prevent vehicle queues from extending onto the adjacent roadways.

Bike and Pedestrian Facilities

Bike and pedestrian facilities that will be constructed along adjacent roadways should be clearly identified on the site plan. Additionally, the traffic study states that the City of Sandy Springs "Bicycle, Pedestrian and Trail Implementation Plan" makes a number of recommendations in the vicinity of the site. Recommendations for facilities along public street frontages adjacent to the site should be constructed as a part of the development. The applicant should coordinate with the City of Sandy Springs to ensure implementation of these facilities is consistent with the existing plans.

Glenridge Drive @ Spalding Drive

The traffic study recommendation at this intersection includes

- Convert the intersection from all-way stop to side-street stop by removing stop condition for the eastbound and westbound approaches

This recommendation may reduce traffic congestion and improve the LOS. It will potentially also increase traffic speeds along the Spalding Drive corridor. However, Spalding Drive near this intersection consists of single-family residential development and a school. Due to the existing land uses and potential increase in vehicular speeds, implementation of this change is not recommended.

6615 AND 6565 GLENRIDGE DRIVE (MERCEDES HEADQUARTERS) DRI
City of Sandy Springs
Natural Resources Division Review Comments
May 20, 2015

Stream Buffers and Watershed Protection

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. The Chattahoochee Basin upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles). Under the Part 5 Criteria of the 1989 Georgia Planning Act, the only requirements in a large water supply watershed without a water supply reservoir are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of an intake.

The submitted site plan shows Marsh Creek, which is a perennial stream on USGS coverage for the project area, forms the northern boundary of the portion of the property on the north side of Abernathy Road (the North Site). The site plan also shows a second stream running through the North Site between an existing pond and Glenridge Drive. The submitted site plan shows the 50-foot undisturbed buffer and additional 25-foot impervious surface setback required under the City of Sandy Springs Stream Buffer Ordinance on both streams (although it is identified as a County buffer on the plans). The State's 25-foot Erosion and Sedimentation buffer is also shown on both streams. However, portions of two proposed structures intrude into the City buffers. If these intrusions remain in the final plans, a variance will be required from the City of Sandy Springs before they can be built in the buffer or setback. Any other state waters that may be identified on the property will also be subject to the State 25-foot Erosion and Sedimentation Act stream buffer.

Stormwater/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) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Townhouse/Apartment was selected for the North Site and Office/Light Industrial was selected for the South Site based on the proposed uses and the proposed impervious coverage for each section of the property. Actual pollutant loadings will depend on the actual impervious coverage developed on the property and may differ from the figures shown. 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	28.59	36.88	489.75	3259.26	20241.72	42.31	5.43
Townhouse/Apartment	47.09	49.44	504.33	3155.03	28489.45	35.79	6.59
TOTAL	75.68	86.33	994.08	6414.29	48731.17	78.10	12.02

Total impervious: 56%

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

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

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

Developments of Regional Impact

DRI #2494

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:	Sandy Springs
Individual completing form:	Joe Cooley
Telephone:	770-206-1577
E-mail:	jcooley@sandyspringsga.gov

*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:	Abernathy Road/Glenridge Drive Development
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	6615 & 6565 Glenridge Drive
Brief Description of Project:	Mixed use project with 281 townhomes (attached & detached), 378 flats, 399 apartments, 36,401 s.f. commercial, 460,000 s.f. office (in two phases)

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.):	281 townhomes (attached & detached), 378 flats, 399 apartments, 36,401 s.f. commercial, 460,000 s.f.
Developer:	Ashton Woods Homes
Mailing Address:	1405 Old Alabama Rd. #200
Address 2:	
	City:Roswell State: GA Zip:30076
Telephone:	678-781-3166
Email:	mike.busher@ashtonwoods.com
Is property owner different from developer/applicant?	○ **(not selected)** ◉ **Yes** ○ **No**
If yes, property owner:	SunTrust Bank NA as Trustee of Caroline Glenn Mayson Trust No. 2
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: Abernathy Road/Glendridge Drive Development
	Project ID:
The initial action being requested of the local government for this project:	☑ **Rezoning** ☑ **Variance** ☐ **Sewer** ☐ **Water** ☐ **Permit** ☐ **Other**
Is this project a phase or part of a larger overall project?	○ **(not selected)** ○ **Yes** ◉ **No**
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2020 Overall project: 2025

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Developments of Regional Impact

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:	
Individual completing form:	City of Sandy Springs
Telephone:	
Email:	

Project Information

Name of Proposed Project:	Abernathy Rd./Glenridge Drive Development DRI
DRI ID Number:	2494
Developer/Applicant:	Ashton Atlanta Residential, LLC
Telephone:	678-781-3166
Email(s):	mike.busher@ashtonwoods.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:	$378,475,000 (plus retail) for Phase I and TBD for Phase II
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	TBD
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) (•) Yes No
Will this development displace any existing uses?	(not selected) Yes (•) No

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

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.324 MGD in Phase I and 0.346 in Phase II
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.264 MGD in Phase I and 0.286 in Phase II
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.)	1,143 AM peak hour trips, 1,333 PM Peak hour trips, 12,192 daily trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No

If yes, please describe below:

See traffic study for detailed description of recommended improvements.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,583 tons/year in Phase I and 3,199 tons/year in Phase II
Is sufficient landfill capacity available to serve this proposed project?	(not selected) (•) Yes ( ) No

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

Will any hazardous waste be generated by the development?	(not selected) ( ) Yes (•) No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	Approximately 49%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:

Stream Buffers/Wetlands/Floodplain will be protected/undisturbed except for needed access to Northern Site. Stormwater management to be provided for entire site in accordance with GA Stormwater Manual (Water Quality, Channel Protection, Overbank Flood Protection & Extreme Flood Protection). Jurisdictional waters were identified on the Northern Site (none on the Southern Site). The Northern Site, primarily consisting of proposed residential, was designed to fit to terrain, avoid/protect steep slopes, save existing internal park area(s), conserve & utilize natural drainage features, and incorporate water quality measures throughout the site. Overall, the Site Plan calls for approx. 40% undeveloped area/landscaped open space. Pervious pavers are planned where feasible for residential off-street parking/motor court areas as permitted by the City of Sandy Springs.

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:

Impacts to wetlands and floodplain required for access to Northern Site. All impacts to be permitted thru proper authority (USACE & FEMA).

Submit Application | Save without Submitting | Cancel

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REZONING SUBMISSION

CLIENT:
Ashton Woods Residential LLC
3280 Mansell Road, Suite 300
Alpharetta GA 30022
&
Mercedes Benz USA
One Mercedes Drive
Montvale NJ 07645

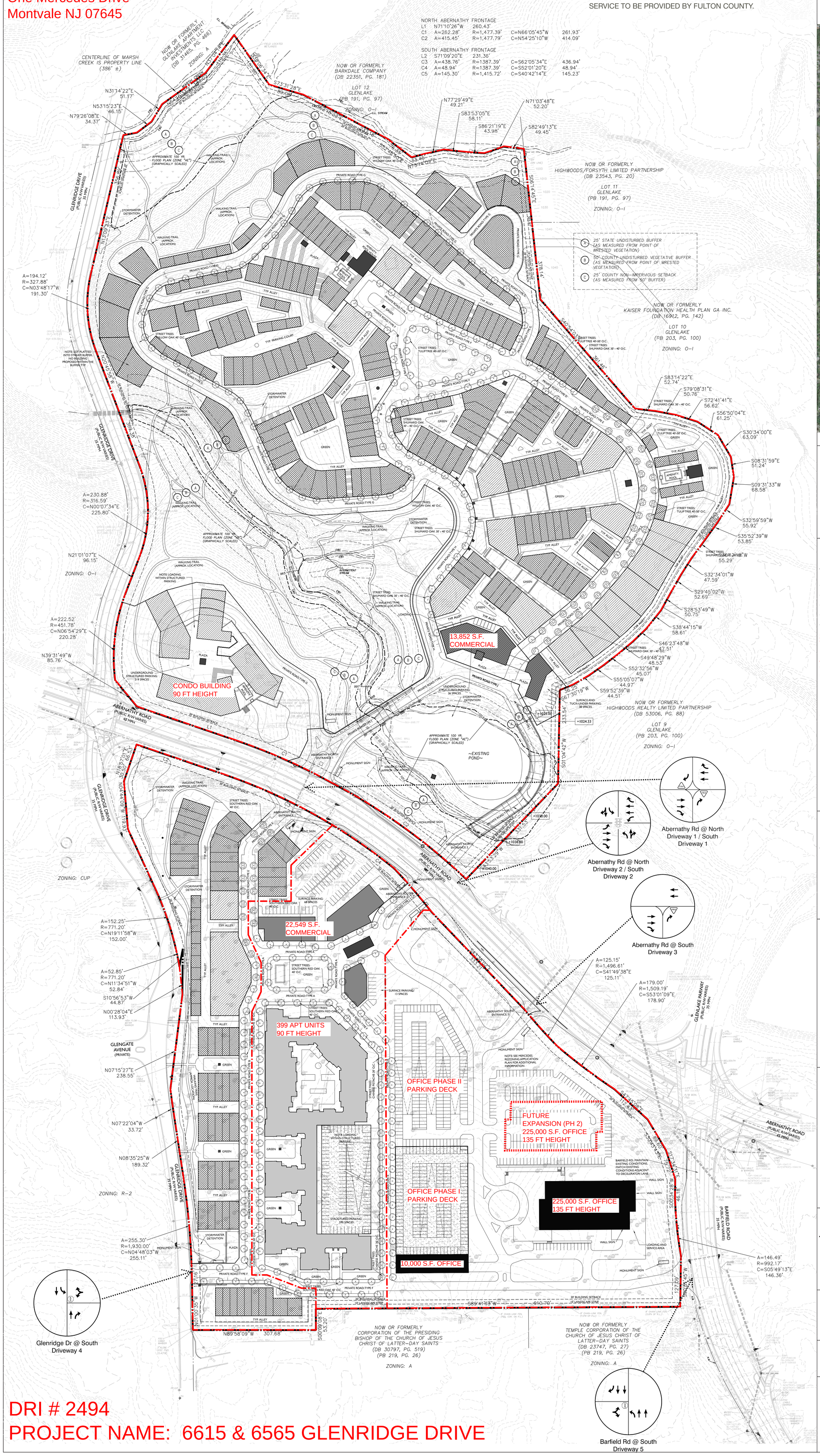
TRAFFIC CONSULTANT:
A&R Engineering, Inc
2160 Kingston Court, Suite O
Marietta GA 30067
770.690.9255

SITE PLANNER:
DPZ (see title block)

NOTE: FLOODPLAIN INFORMATION TAKEN FROM F.E.M.A. FLOOD INSURANCE RATE MAP, PANELS FM13121C0153F & FM13121C0161F DATED 09.18.2013

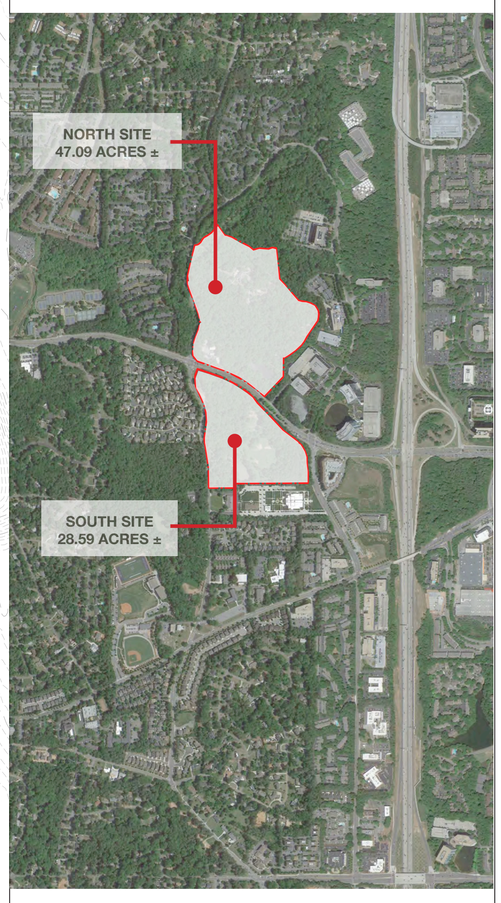
NOTE: ALL BASE SURVEY INFORMATION (INCLUDING TREES) SHOWN ARE PER SURVEY BY GUNNIN AND ALL STREAM/ POND/WETLANDS SHOWN ARE PER FIELD DELINEATION BY CORBLU ECOLOGY GROUP.

NOTE: WATER SERVICE TO BE CITY OF ATLANTA. SEWER SERVICE TO BE PROVIDED BY FULTON COUNTY.



LEGEND

- TOWNHOMES (ATTACHED AND DETACHED)
- FLATS
- COMMERCIAL
- APARTMENTS
- AMENITY
- OFFICES
- STRUCTURED PARKING



BUILDING AREA

USE	GROUND FLOOR AREA	TOTAL BUILDING AREA
TOWNHOMES (ATTACHED AND DETACHED)	304,128 sf	892,224 sf
FLATS	108,055 sf	356,752 sf
APARTMENTS	87,800 sf	439,000 sf
COMMERCIAL	38,599 sf	38,599 sf
OFFICE	35,000 sf	235,000 sf

PARKING REQUIRED

USE	UNITS/AREA	RATIO	SPACES
TOWNHOMES (ATTACHED AND DETACHED)	281 du	2/du	562 sp
FLATS	378 du	variable*	variable*
APARTMENTS	399 du	variable*	variable*
OFFICE	460,000 sf	3/1000 sf	1,380 sp
COMMERCIAL	36,401 sf	variable+	variable+

OVERALL DENSITY:
TOWNHOMES (3.71 UNITS/AC)
FLATS (4.99 UNITS/AC)
APARTMENTS (5.27 UNITS/AC)
OFFICE (6,073 S.F/AC)
COMMERCIAL (481 S.F/AC)

* Required parking for Apartments:
1 bedroom - 1.25 spaces/unit
2 bedroom - 1.5 spaces/unit
3+ bedroom - 2 spaces/unit

+ Required parking for Commercial Uses:
Food Service: 10/1000 sf
General Commercial: 5/1000 sf

PARKING PROVIDED

USE	UNITS/AREA	RATIO	SPACES
TOWNHOMES (ATTACHED AND DETACHED)	281 du	2.24/du	630 sp
FLATS	378 du	1.66/du	629 sp
APARTMENTS	399 du	1.5/du	599 sp
OFFICE	460,000 sf	4.35/1000 sf	2,000 sp
COMMERCIAL	36,401 sf	5/1000 sf*	182 sp
TOTAL PROVIDED			4,045 sp

* Specific tenant mix not yet determined.

OFFICE Phase I	235,000 sf	4.12/1000 sf	968 spaces
OFFICE Phase II	225,000 sf	4.59/1000 sf	1,032 spaces

SETBACKS AND LANDSCAPING AT PROPERTY BOUNDARIES

	LANDSCAPE STRIP*	MIN. BUILDING SETBACK
ABERNATHY RD.	10 ft.	20 ft.
GLENRIDGE DR.	10 ft.	20 ft.
BARFIELD RD.	10 ft.	20 ft.
ABUTTING PROPERTY BOUNDARIES	10 ft.	20 ft.

* Landscape strip to be measured from edge of sidewalk/trail along perimeter road frontages.

DEVELOPMENT STATISTICS SUMMARY CHART WITH PERCENTAGE OF TOTAL SITE COVERAGE

TOTAL AREA OF SITE	75.752 ac.	100%
BUILDINGS	632,556 sf	19.12%
PARKING SPACES*+	4,045 sp	7.94%
IMPERVIOUS SURFACE	723,549 sf	21.93%
LANDSCAPING WITHIN LOTS	101,663 sf	3.08%
FLOOD PLAIN	217,969 sf	6.61%
UNDEVELOPED/OPEN SPACE~	1,363,460 sf	41.32%

* Parking calculations do not include single family and small condo lots, which accomodate their own parking within the lot.
+ Garages that are underground are counted as parking spaces, but not in the parking area calculation.
~ Undeveloped/Open Space calculation includes all landscaping outside of lots.

SIGNAGE

LOCATION	ASSIGNMENT	NUMBER	TYPE
BARFIELD RD	MERCEDES	1	MONUMENT
ABERNATHY SOUTH ENTRANCE 3	MERCEDES	1	MONUMENT
ABERNATHY SOUTH ENTRANCE 2	MERCEDES	1	MONUMENT
ABERNATHY SOUTH ENTRANCE 2	RETAIL	1	MONUMENT
ABERNATHY SOUTH ENTRANCE 2	ASHTON WOODS	1	MONUMENT
ABERNATHY SOUTH ENTRANCE 1	ASHTON WOODS	1	MONUMENT
ABERNATHY NORTH ENTRANCE 1	ASHTON WOODS	1	MONUMENT
ABERNATHY NORTH ENTRANCE 2	ASHTON WOODS	1	MONUMENT
NORTH FLATS ENTRANCE	ASHTON WOODS	1	MONUMENT
GLENRIDGE	ASHTON WOODS	1	MONUMENT
OFFICE BUILDING	MERCEDES	3	WALL SIGN

BUILDING HEIGHT

USE	MAXIMUM BUILDING HEIGHT
TOWNHOMES (ATTACHED AND DETACHED)	45 ft.
FLATS	90 ft.
APARTMENTS	90 ft.
OFFICE	130 ft.
COMMERCIAL	45 ft.

N

0' 100' 200' 400'

ASHTON WOODS
3280 MANSELL RD, SUITE 300, ALPHARETTA, GA 30022

SHEET 1
04/06/15

DUANY PLATER-ZYBERK & CO.
ARCHITECTS AND TOWN PLANNERS
1023 SW 25TH AVE, MIAMI FL. 33135
P. 305.644.1023 F. 305.644.1021

Prepared By

ZONING PLAN

DRI # 2494
PROJECT NAME: 6615 & 6565 GLENRIDGE DRIVE