



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: 3/31/2005

ARC REVIEW CODE: R503011

TO: Mayor Arthur Letchas

ATTN TO: Kathi Cook, Planner

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: The Forum at Alpharetta Mixed-Use Development

Review Type: Development of Regional Impact

Date Opened: 3/1/2005

Date Closed: 3/31/2005

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 State.

Additional Comments: The proposed development is consistent with many of ARC's Regional Development Policies. The development proposes a mix of uses that will allow individuals the opportunity to live and work within close proximity. This project is providing high quality dense development in a location that will have a minimal impact on existing single family neighborhoods. The development is ideally located adjacent to a major highway that will provide sufficient transportation connections to other areas in the region. The multi-story residential condominium buildings have proven to have been successful throughout the region. It is suggested that recommendations stated in the traffic study to mitigate capacity deficiencies are re-evaluated to accommodate sound and efficient traffic flow as well as appropriate congestion mitigation. Recommendations outlined for the background traffic year alone are extensive and will present potential issues such as cost and further congestion problems. Therefore, further investigation and examination is recommended to ensure improvements, if executed, are done so in an efficient manner. Also, the implementation of mobility alternatives such as elevating the presence of existing transit service to and within the development will greatly assist in reducing vehicular trips generated.

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

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

FULTON COUNTY

CITY OF MOUNTAIN PARK

ARC TRANSPORTATION PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CITY OF ROSWELL

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF TRANSPORTATION

FULTON COUNTY

FORSYTH COUNTY

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

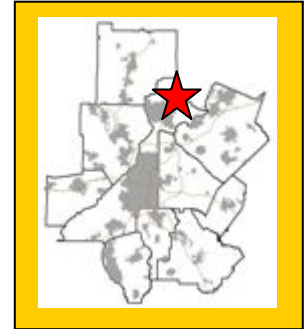
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html>.

Preliminary Report:	February 28, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Forum at Alpharetta #698
Final Report Due:	March 25, 2005		Comments Due By:	March 10, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Forum at Alpharetta, located in the City of Alpharetta, is a 67 acre mixed use development that will include 785,245 square feet of retail, 3,700 seat movie theater, 554 residential units, 373,140 square feet of office, and an 144 room hotel. The site is located on the north side of Old Milton Parkway between Kimball Bridge Road and Georgia 400. Access to the site is proposed along Old Milton Parkway and the proposed Westside Parkway Extension.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned O-I (office- institutional) with smaller portions zoned R-15 (residential) and C-1 (neighborhood commercial). The proposed zoning for the site is mixed use. Information submitted for the review states that the proposed zoning is not consistent with the City of Alpharetta's Future Land Use Map which designates the area as a commercial office corridor. According to information submitted with the review, the City of Alpharetta intends to amend the map to account for this development.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received concerning consistency with affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2003	Cousins Westside Master Plan
1999	Milton Park MUD
1997	North Point Commons
1997	Brookside
1996	Orkin-Hines MUD
1994	North Point Square
1993	Northwind
1992	Windward
1989	Oxford Green
1989	North Atlanta Mall
1988	Millennium 400
1987	Pace Office Park
1986	North Meadow
1986	Royal 400
1986	Brookside

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, some housing would be displaced.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is consistent with many of ARC's Regional Development Policies. The development proposes a mix of uses that will allow individuals the opportunity to live and work within close proximity. This project is providing high quality dense development in a location that will have a minimal impact on existing single family neighborhoods. The development is ideally located adjacent to a major highway that will provide sufficient transportation connections to other areas in the region. The multi-story residential condominium buildings have proven to have been successful throughout the region.

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The site plan reflects a good main street corridor through the center of the development. The buildings interact with the street, traffic calming measures are taken, and a safe, convenient atmosphere is created for pedestrians. Refinement of the site plan should continue the same character described above throughout the main street corridor, particularly on the northeastern portion of the street as it curves up to the proposed Westside Parkway. For example, Building 1600 should interact more with the street. The parking for the building should be moved to the rear and the building brought forward to the street. Future development in the eastern portion, adjacent to Georgia 400, should be developed similar in character to the development that is being proposed.

It is also recommended that any development that should occur across Old Milton Parkway, especially in the southwestern corner of the intersection of Old Milton Parkway and Georgia 400, should align its full movement access points with existing median breaks along Old Milton Parkway to avoid additional median breaks along Old Milton Parkway.

Grading of the site should be kept to a minimum where possible. Stormwater management controls are of critical importance for preserving the existing water quality of the various water entities in the immediate area. In refining the site plan, it is recommended that significant consideration be given to grading and potential runoff, and kept to a minimum where possible.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed project is located in the City of Alpharetta at the intersection of Old Milton Parkway and Georgia 400.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

It is entirely within the City of Alpharetta's boundaries; however, it is a mile from unincorporated Fulton County, and 1.5 miles from the City of Roswell.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development would not be located close to land uses in other jurisdictions that would benefit or be negatively impacted. There is residential development to the north/northwest of the proposed development that will be impacted, especially by the proposed Westside Parkway. However, the impacts should be minimal. There are several development opportunities available surrounding the site of the proposed project.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$350,000,000 with an expected \$2,500,000 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

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Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will allow residents to live and work within close proximity to one another.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

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 and was not been officially approved when modifications to the criteria were considered in 2001-2003. Since that time, the local governments have been working to develop a formal watershed agreement, which is still not complete. However, 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 requirements.

Regardless of any alternative criteria developed and approved, current Part V criteria require that the buffer widths specified in the minimum standards be maintained. Within seven miles of the Roswell intake, the Part 5 criteria require an undisturbed buffer of 100-feet on both sides of stream and a 150-foot impervious setback on both sides of the stream. Two perennial streams are shown on the Roswell 1:24,000 quad sheet in the vicinity of the property near Webb Bridge Road. The proposed extension of Westside Parkway appears cross one of these streams. No streams or buffers are shown on the plans, however. The streams and the required buffers should be shown where they are on or cross the project property.

In addition, all state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

Storm Water/Water Quality

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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
Commercial	37.21	63.63	647.45	4018.68	36577.43	45.77	8.19
Office/Light Industrial	4.06	5.24	69.55	462.84	2874.48	6.01	0.77
Townhouse/Apartment	23.21	24.37	248.58	1555.07	14042.05	17.64	3.25
TOTAL	64.48	93.24	965.58	6036.59	53493.96	69.42	12.21
Total % impervious	71						

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.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

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

The Forum of Alpharetta will have a total of ten access points. Along Old Milton Parkway, a total of four access points will be provided with two right-in/right-out driveways and two full movement driveways. The eastern full movement driveway will replace Alpha Court and will be signalized in the future. The western full movement driveway will align with Amber Park Drive which is currently signalized. The northern portion of the proposed development along Westside Parkway will consist of six driveways. Three driveways will be a right-in/right-out access and three will be full movement/signalized access points.

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

URS Corporation performed the transportation analysis. GRTA and 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 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
General Retail <i>785,245 square feet</i>	278	174	452	871	965	1,836	1,517	1,316	2,833	22,945
Cinema <i>3,700 seats</i>	0	0	0	79	139	218	159	61	220	1,886
Office <i>373,140 square feet</i>	470	61	531	58	384	442	36	39	75	2,828
Hotels <i>144 rooms</i>	33	23	56	37	14	51	37	31	68	582
Residential <i>554 units</i>	29	155	184	110	38	148	69	61	130	1,746
TOTAL NEW TRIPS	810	413	1,223	1,155	1,540	2,695	1,818	1,508	3,326	29,987

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

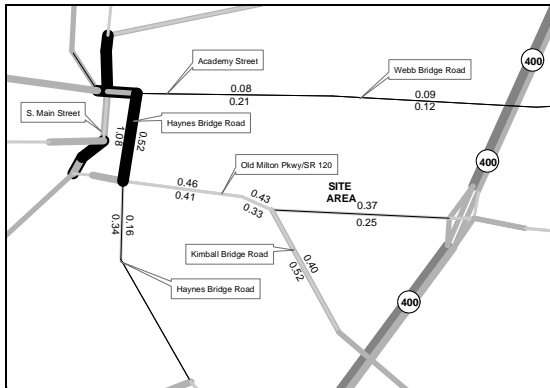
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches

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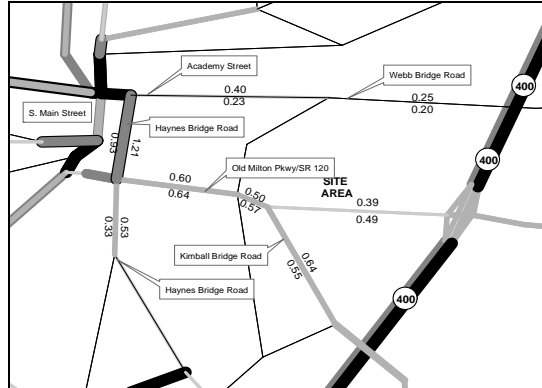
0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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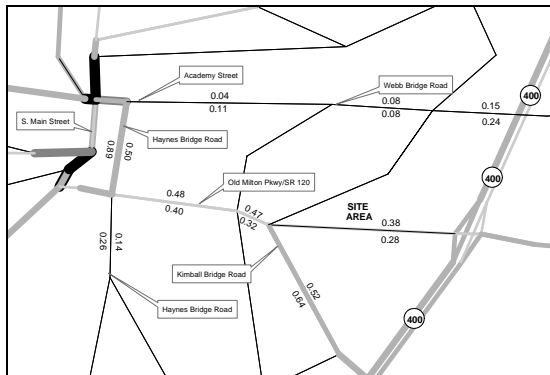
V/C Ratios



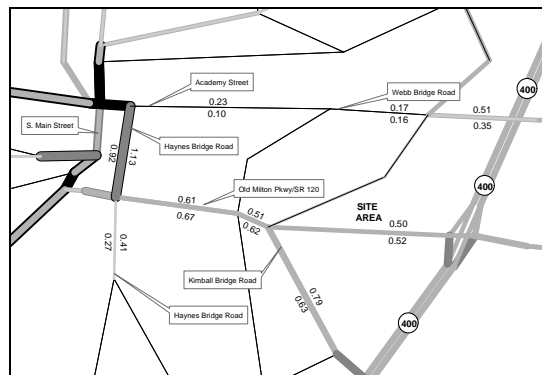
2005 AM Peak



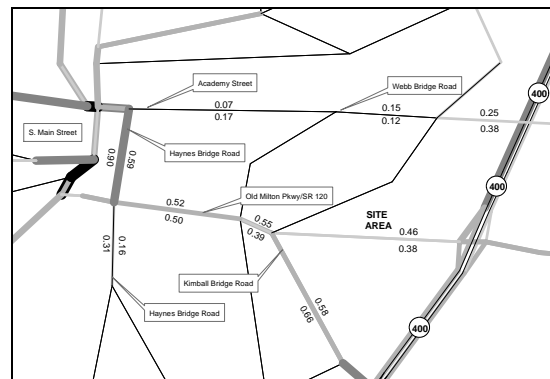
2005 PM Peak



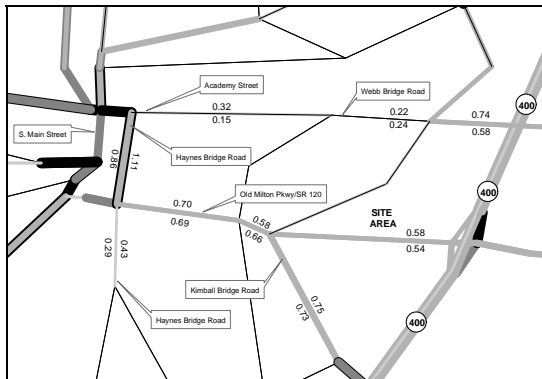
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2030 RTP and FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-435A & B	SR 400 ATMS Communications/Surveillance from SR 120 (Old Milton Parkway) in Fulton County to SR 20 in Forsyth County	ITS – Smart Corridor	2008
FN-202	North Point Parkway traffic signal interconnections from Mansell Road to Winward Parkway	ITS - Other	2007
FN-224	Westside Parkway: Segment 3 from SR 120 (Old Milton Parkway) to South of Cumming Street	Roadway Capacity	2010
FN-AR-400A & B	SR 400: Segment 1 from SR 140 (Holcomb Bridge Road) to McFarland Road	Roadway Capacity	2009

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-400A & B	SR 400 HOV lanes from I-285 to McFarland Road in Forsyth County	HOV Lanes	2015
FN-067B	SR 9 (South Main Street) from Upper Hembree Road to Academy Street	Roadway Capacity	2020
FN-AR-189	SR 400 at SR 120 (Old Milton Parkway)	Interchange Capacity	2020

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for The Forum of Alpharetta.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. They are as follows:

Old Milton Parkway at South Main Street

- Widen westbound Old Milton Parkway approach to include third left-turn lane.

Old Milton Parkway at Haynes Bridge Road

- Widen the northern receiving leg of Haynes Bridge Road to allow free-flowing westbound right-turns.
- Widen Old Milton Parkway to provide dual left-turn lanes along both the eastbound and westbound approaches.
- Widen Haynes Bridge Road to provide dual left-turn lanes along both the northbound and southbound approaches.

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Old Milton Parkway at North Point Parkway

- Widen Old Milton Parkway along both the eastbound and westbound approaches to provide a third through lane in each direction.
- Modify signal phasing to include permissive-plus-overlap phasing for southbound.

Old Milton Parkway at Georgia 400 southbound ramps

- Widen the westbound approach of Old Milton Parkway to provide third left-turn lane.

Old Milton Parkway at Georgia 400 northbound ramps

- Widen the eastbound approach of Old Milton Parkway to provide second left-turn lane.

North Point Parkway at Kimball Bridge Road

- Widen the eastbound approach of Kimball Bridge Road to provide a second through lane and an exclusive right-turn lane.
- Widen the westbound approach of Kimball Bridge Road to provide a second through lane.
- Widen northbound North Point Parkway and eastern receiving leg of Kimball Bridge Road to allow dual free-flowing right-turns for northbound North Point Parkway.

South Main Street at Academy Street

- Widen westbound Academy Street and northern leg of South Main Street to allow free-flowing right-turns from the westbound approach.
- Widen westbound approach and eastern receiving leg of Academy Street to include a second through lane.
- Widen southbound South Main Street approach to include a second left-turn lane.
- Modify signal phasing to provide protected-only phasing for southbound left-turns.

Haynes Bridge Road at Georgia 400 southbound ramps

- Widen southern leg of Haynes Bridge Road to allow the outside right-turn lane from the ramp to operate as a free-flow lane. This may require widening of the bridge of Georgia 400, which will require federal and state funding to achieve.
- Restripe inside right-turn lane as a shared right-turn/left-turn lane.

Haynes Bridge Road at Georgia 400 northbound ramps

- Provide second left-turn lane along southbound Haynes Bridge Road onto the ramp.
- Convert the easternmost right-turn lane from the ramp into a free-flow lane.

Haynes Bridge Road at Lakeview Parkway

- Widen westbound Lakeview Parkway approach to provide a second left-turn lane.
- Restripe eastbound through lane as a shared through-right lane to provide necessary right-turn capacity along this approach.
- Modify signal phasing to provide protected-only phasing for westbound left-turns and permissive-plus-overlap phasing for the eastbound right-turn movement.

Haynes Bridge Road at Westside Parkway



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- Widen the eastbound and westbound Westside Parkway approaches to provide a second through lane in each direction.
- Modify signal phasing to include permissive-plus-overlap right-turn phasing for the eastbound approach.

Old Milton Parkway at Westside Parkway

- Widen the westbound approach of Old Milton Parkway to include an exclusive right-turn lane and second left-turn lane.
- Widen the eastbound approach of Old Milton Parkway to include an exclusive right-turn lane.
- Provide two through lanes, an exclusive left-turn lane, and an exclusive right-turn lane along both Westside Parkway approaches.
- Modify signal phasing to include protected-permissive left-turn phasing for the northbound, southbound, and eastbound approaches; protected-only left-turn phasing for the westbound approach; and permissive-plus-overlap right-turn phasing for the northbound and eastbound approaches.

Westside Parkway at Kimball Bridge Road

- Side-street stop control for the Kimball Bridge Road approach.
- Kimball Bridge Road will provide a single lane in each direction.
- Westside Parkway will provide two through lanes in each direction with an exclusive right-turn lane along the northbound approach and an exclusive left-turn lane along the southbound approach.

Westside Parkway at Webb Bridge Road

- Side-street stop control for the Westside Parkway approach.
- The Westside Parkway approach will provide exclusive left-turn and right-turn lanes.
- Webb Bridge Road will provide one through lane in each direction with an exclusive right-turn lane along the eastbound approach, and an exclusive left-turn lane along the westbound approach.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. They are as follows:

Old Milton Parkway at Alpha Court/East Driveway

- Signalize intersection.
- Provide exclusive left-turn and right-turn lanes along the southbound approach.
- Widen Old Milton Parkway to provide an exclusive westbound right-turn deceleration lane.

Haynes Bridge Road at Georgia 400 northbound ramps

- Restripe inside right-turn lane as a shared right-turn/left-turn lane.

Haynes Bridge Road at Lakeview Parkway

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- Widen eastbound Lakeview Parkway approach to provide a second right-turn lane.

Haynes Bridge Road at Westside Parkway

- Widen eastbound approach to include second right-turn lane.
- Modify signal phasing to include permissive-plus-overlap right-turn phasing for the eastbound and southbound approaches.

Old Milton Parkway at Westside Parkway

- Widen the westbound approach of Old Milton Parkway to include an exclusive right-turn lane and second left-turn lane.
- Widen the eastbound approach of Old Milton Parkway to include an exclusive right-turn lane.
- Provide two through lanes, an exclusive left-turn lane, and an exclusive right-turn lane along the southbound Westside Parkway approach.
- Provide two through lanes, dual left-turns lane, and dual right-turn lanes along the northbound Westside Parkway approach.
- Modify signal phasing to include protected-permissive left-turn phasing for the southbound and eastbound approaches; protected-only left-turn phasing for the northbound and westbound approaches; and permissive-plus-overlap right-turn phasing for the northbound and eastbound approaches.

Westside Parkway at Kimball Bridge Road

- Widen westbound Kimball Bridge Road to provide a exclusive left-turn and right-turn lanes.
- Install traffic signal with protected-permissive phasing for southbound left-turns.

Westside Parkway at Webb Bridge Road

- Install traffic signal with protected-permissive phasing for eastbound left-turns.

Kimball Bridge Road at Northwinds Parkway

- Widen the northbound Kimball Bridge Road approach to provide an exclusive left-turn lane.
- Install traffic signal with protected-permissive phasing for northbound left-turns.

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 Forum of Alpharetta is currently served by three MARTA bus routes. Route 85 offers service from the North Springs MARTA Rail Station to the Windward Park and Ride Lot with an alternate service route to the Mansell Road Park and Ride Lot. Headways are every 15 to 30 minutes. Route 140 operates from the North Springs MARTA Rail Station to the Mansell Road Park and Ride Lot with alternate trips to the Windward Park and Ride Lot. Headways are every 20 minutes. MARTA Route 143 offers express service from the MARTA North Springs Station to the Windward Park and Ride Lot. Headways are every 30 minutes. All routes are accessible to the site area either via South Main Street and Old Milton Parkway or the respective park and ride lots at Mansell Road and Windward.

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Although not within immediate proximity to the site area, mobility options are available. There are no known plans for expansion of transit service at this time.

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

None proposed. However, it is highly recommended that TDM measures be further considered and investigated to allow for greater reduction in vehicular activity generated from this development.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail is dominant, 10% Residential and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		17%

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

Due to the extensive size of the proposed development and its proximity to highly utilized roadway networks, the Forum of Alpharetta is a development that will have an adverse impact with respect to mobility in the region. Located in an area that is emerging as a dense environment and situated just north of North Point Mall, the proposed development raises concerns over how adjacent and surrounding roadways will operate upon build-out. It is suggested that recommendations stated in the traffic study to mitigate capacity deficiencies are re-evaluated to accommodate sound and efficient traffic flow as well as appropriate congestion mitigation. Recommendations outlined for the background traffic year alone are extensive and will present potential issues such as cost and further congestion problems. Therefore, further investigation and examination is recommended to ensure improvements, if executed, are done so in an efficient manner. Also, the implementation of mobility alternatives such as elevating the presence of existing transit service to and within the development will greatly assist in reducing vehicular trips generated.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.3902 MGD.

Which facility will treat wastewater from the project?

Big Creek will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?



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The capacity of Big Creek Site is listed below:

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
24	24	25	26	-2	Planned expansion to 36 or 48 mgd by 2008, subject to permitting	

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.3902 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 2924.9 tons of solid waste per year and the waste will be disposed of in Fulton County.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

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None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 554 housing units that will include condominiums.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 116.07. This tract had a 14.9 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 60 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

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* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: **698**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/16/2004 12:26:17 PM

DEVELOPMENT OF REGIONAL IMPACT

Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Alpharetta
*Individual completing form and Mailing Address:	Kathi Cook City of Alpharetta 287 S. Main Street Alpharetta, Georgia 30004
Telephone:	678-297-6073
Fax:	678-297-6071
E-mail (only one):	kcCook@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:	The Forum at Alpharetta/Thomas Enterprises	
Development Type	Description of Project	Thresholds
Mixed Use	Office 388440 sq. ft. Hotel 144 units Retail 758775 sq. ft. Residential 554 units	View Thresholds
Developer / Applicant and Mailing Address:	Thomas Enterprises 45 Ansley Drive Newnan, Georgia 30263	
Telephone:	678-423-5445	
Fax:	678-423-5446	
Email:	kevin.case@thomasent.com	
Name of property owner(s) if different from developer/ applicant:	multiple (see application)	
Provide Land-Lot-District Number:	LL 802, 803, 854 & 855, 1st District, 2nd Section	
What are the principal streets or roads providing vehicular access to the site?	Old Milton Parkway and proposed Westside Parkway extension	
Provide name of nearest street(s) or intersection:	Old Milton Parkway @ Alpha Court	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	
If yes, how close is the boundary of the nearest other local government?	approx 1 mile to Unincorporated Fulton County	

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Alpharetta
What is the name of the wastewater treatment supplier for this site?	Fulton County
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 2007 Overall project: 2007

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	concurrently if zoning is approved

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe): To be provided in traffic study.	Y

Submitted on: 2/23/2005 9:11:43 AM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Alpharetta
Individual completing form:	Kathi Cook
Telephone:	678-297-6073
Fax:	678-297-6071
Email (only one):	kcook@alpharetta.ga.us

Proposed Project Information

Name of Proposed Project:	The Forum at Alpharetta
DRI ID Number:	698
Developer/Applicant:	Thomas Enterprises
Telephone:	678-423-5445
Fax:	678-423-5446
Email(s):	Kevin.case@thomasent.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$350,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	>\$2,500,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Two existing uses will be displaced by the project: 1)An existing low-density office along Alpha Court; and 2)13 single-family homes	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Alpharetta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.3902 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, 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)?	0.3902 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, 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.)	29,987 vpd (1,223 during am peak hr; 2,695 during pm peak hr; 3,326 during Saturday peak hr)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See traffic impact study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,924.9 tpy
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	+/-85%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Big Creek/Upper Chattahoochee Drainage Basin	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds, water quality features and/or channel protection volume. Measures will be implemented in accordance with the City of Alpharetta Uniform Development Code.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N

If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
Potential impact to water supply watershed is being mitigated with measures described in "Stormwater Management," paragraph D, above.

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?

Y

Is the development located within, or likely to affect any of the following:

1. Floodplains?

Y

2. Historic resources?

N

3. Other environmentally sensitive resources?

N

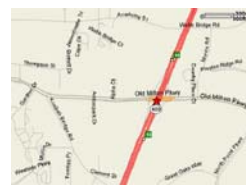
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:

BLDG	HEIGHT		USE (AREA IN S.F.)			UNITS CONDO
	FLOORS	FEET	OFFICE/CONDO	RETAIL	RESIDENTIAL	
OFFICE/ CONDO	2	35	96,000			
TOTALS			96,000			

PARKING	HEIGHT		# OF SPACES
	FLOORS	FEET	
SURFACE PARKING	1	0	212
TOTALS			212

BLDG	FLOORS		USE (AREA IN S.F.)				UNITS	UNITS
	HIGH	FEET	HOTEL	OFFICE	RETAIL	RESIDENTIAL	CONDO	HOTEL
H100	3	80	51,000					
H200	3	80	31,000					
H300	3	80	31,000					
H400	3	80	31,000					
H500	3	80	31,000					136
C100	10	140				237,500	100	
C200	10	140				237,500	100	
C300	6	98				90,000	24	
C400	4	77				80,000	24	
C500	4	77				80,000	24	
C600	10	140				237,500	100	
C700	10	140				237,500	100	
OR100	2	42		27,000	27,000			
OR200	2	42		27,000	27,000			
TOTALS			175,000	54,000	54,000	1,200,000	472	136

PARKING STRUCTURES ARE ONE LVL BELOW GRADE	# OF SPACES
HOTEL PARKING PROVIDED	200
CONDO PARKING PROVIDED	944
TOTALS	1144



LOCATION MAP - N.T.S.

BLDG	HEIGHT		USE (AREA IN S.F.)			UNITS
	FLOORS	FEET	OFFICE	RETAIL	RESIDENTIAL	
800	4	50	110,000			
900	4	50	110,000			
1000	2	35	17,100	59,450		
1100	2	35		77,800		
1200	1	20		42,000		
1300	1	20		10,000		
1400	1	20		10,000		
TOTALS			237,100	199,250		

	PARKING	HEIGHT		# OF SPACES
		FLOORS	FEET	
	P3	5	55	1,260
	P4	4	33	528
	P5	4	33	552
	TOTAL S			2,340

 DENOTES AREA EXCLUDED FROM REZONING

BLDG	HEIGHT		USE (AREA IN S.F.)		UNITS COND
	FLOORS	FEET	RETAIL	OFFICE	
1500	2	35	40,600		
1600	1	25	34,900		
1700	1	25	40,100		
1800	1	20	75,000		
1900	2	20	43,200		
2000	2	35	19,200		
2100	2	35	19,200		
2200	2	35	45,100	13,150	
2300	1	25	24,800		
FUTURE ANCHOR	1	35	120,000		
FUTURE ANCHOR	1	35	120,000		
TOTALS			582,100	13,150	

	PARKING	HEIGHT		# OF SPACES
		FLOORS	FEET	
	P6	4	44	876
	SURFACE PARKING	1	--	660
	TOTAL S			1536

BLDG	USE (AREA IN S.F.)				UNITS COND
	HOTEL	OFFICE	RETAIL	RESIDENTIAL	
ALL	175,000	400,250	835,350	1,200,000	472
TOTALS	7%	15%	32%	46%	

1. THE ENTIRE PROJECT LIES WITHIN THE CITY OF ALPHARETTA LIMITS
2. SITE AREA = 62.35 ACRES
3. NO JURISDICTIONAL WATERS EXIST ON SITE.
4. MINOR EXISTING USES INCLUDE OFFICE (LOW DENSITY) AND SINGLE FAMILY RESIDENTIAL - ALL TO BE REMOVED.

STREET LEVEL



THOMAS ENTERPRISES, INC.
NEWNAN, GEORGIA

THOMAS ENTERPRISES
45 ANSLEY DRIVE
NEWMAN, GA 30263

CONTACT - KEVIN CASE
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URS CORPORATION
1000 ABERNATHY ROAD
SUITE 900
ATLANTA, GA 30328
TEL: 678-808-8800
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CHRIS OWENS - CIVIL ENGINEER
STEVE CASSELL - TRAFFIC ENGINEER

**WAKEFIELD
BEASLEY &
ASSOCIATES**

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