REGIONAL REVIEW NOTIFICATION

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

DATE: Oct 22 2007 **ARC REVIEW CODE**: R710221

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

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: MetLife Tract (GA 400 Center)
Review Type: Development of Regional Impact

Description: MetLife, also known as Georgia 400 Center, is a mixed use devleopment on 47.2 acres in the City of Alpharetta. The proposed development will consist of 458 residential units, a 150 room hotel, 503,600 square feet of office, 32,900 square feet of retail space, and 22,000 square feet of restaurant space. The proposed development is located along Lakeview Parkway at the intersection of Haynes Bridge Road.

Submitting Local Government: City of Alpharetta
Date Opened: Oct 22 2007
Deadline for Comments: *Nov 5 2007*
Earliest the Regional Review can be Completed: Nov 21 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ROSWELL
METRO ATLANTA RAPID TRANSIT AUTHORITY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
CITY OF MILTON
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY SCHOOLS
CITY OF JOHNS CREEK

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-11-05 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- 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: **MetLife Tract (GA 400 Center)** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

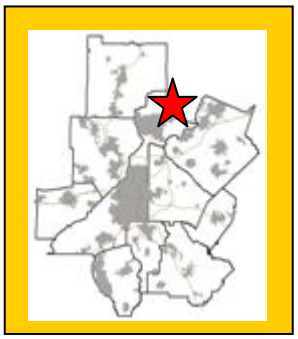
Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: *Nov 5 2007*

Preliminary Report:	October 22, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	MetLife (GA 400 Center) #1566
Final Report Due:	November 21, 2007		Comments Due By:	November 5, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



MetLife, also known as Georgia 400 Center, is a mixed use devleopment on 47.2 acres in the City of Alpharetta. The proposed development will consist of 458 residential units, a 150 room hotel, 503,600 square feet of office, 32,900 square feet of retail space, and 22,000 square feet of restaurant space. The proposed development is located along Lakeview Parkway at the intersection of Haynes Bridge Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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 and AG. The proposed rezoning of the site is O&I and MU. Information submitted for the review states that the proposed development is not consistent with the City of Alpharetta's Future Land Use Map which designates the area as office center. Information submitted for the review indicates that the Map will be amended to reflect a consistent classification.

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

To be determined during the review based on comments received from potentially affected local governments.

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

To be determined during the review based on comments received from potentially affected local governments.

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?

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 to1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2007	Parkway 400
2007	Deerfield Place
2006	Offices at Prospect Park
2005	Forum at Alpharetta
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

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, the site is currently undeveloped.

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 is adding to a mix of uses within the area that will allow individuals the opportunity to live and work within close proximity. The proposed development also is ideally located adjacent to a major highway that will provide sufficient transportation connections to other areas in the region. The project is also consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as the most intensely developed radial corridors in the region. The area around GA 400 is specifically identified as an example of a mega corridor.

The proposed development is located in the Northpoint LCI study area that is currently underway. It is strongly recommended that the developer coordinate with the City of Alpharetta, MARTA, and the consultant team conducting the study to ensure that the proposed development meets the goals and needs identified through the study process.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.

2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy-efficient development.

11. Protect environmentally-senstive areas including wetlands, floodplains, small water supply watersheds, rivers, and corridors.

12. Increase the amount, quality, connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resouces.

14. Through regional infrastructure planning, discourage growth in undeveloped areas.

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies.

18. Encourage the development of state and regional growth management policy.

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.
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.
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 is development is located in the City of Alpharetta, south side of Lakeview Parkway just west of Haynes Bridge Road, adjacent to 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 and is less than a mile 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.

To be determined during the review.

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 $228,000,000 with an expected $4,790,664 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?

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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 has not been finalized. 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.

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

Storm Water/Water Quality

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

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	47.24	60.94	809.22	5385.36	33445.92	69.92	8.98
TOTAL	47.24	60.94	809.22	5385.36	33445.92	69.92	8.98
Total % impervious	70%						

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

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

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

A total of four access points are proposed to serve the proposed development:
Two access points to the proposed Georgia 400 Center development are proposed along Lakeview Parkway, one is proposed along an existing access road just west of Lakeview Parkway and one is proposed along Haynes Bridge Road.

The northernmost driveway, Driveway #1, is a connection to the existing 2325 Lakeview Parkway office driveway along the west property line, which connects to Lakeview Parkway. The intersection of 2325 Lakeview Parkway and Lakeview Parkway was analyzed.

A roundabout is proposed at the western full-movement driveway (Driveway #2) along Lakeview Parkway approximately 820 feet east of Morrison Parkway along Lakeview Parkway. Two existing

median openings are proposed to be closed and a new median opening will be created along Lakeview Parkway at the location of Driveway #2. This median opening will also serve the existing Georgia 400 Center office park to the north via a relocated driveway for 2300 Lakeview Parkway.

The eastern full-movement driveway, Driveway #3, is proposed along Lakeview Parkway approximately 340 feet west of Haynes Bridge Road. A signal, along with the relocation of the existing median opening to the west, is recommended at this driveway. The existing driveway at this median opening is 2400 Lakeview Parkway, currently serving the existing Georgia 400 Center office park.

Driveway #4 is a proposed right-in/right-out driveway along Haynes Bridge Road located approximately 260 feet south of Lakeview Parkway.

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

Kimley-Horn and Associates, Inc. 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			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartment 458 Units	46	182	228	176	94	270	2,902
Hotel 150 Rooms	41	27	68	47	42	89	968
General Office 446,400 SF	546	75	621	98	481	579	4,222
Retail (Shopping Center) 90,100 SF	90	57	147	280	304	584	6,346
Quality Restaurant 10,000 SF	0	0	0	50	25	75	900
High-Turnover (Sit-Down) Restaurant 12,000 SF	72	66	138	80	51	131	1,526
Mixed-Use Reductions	*-0*	*-0*	*-0*	*-106*	*-106*	*-112*	*-2,452*
Pass-By Reductions	*-0*	*-0*	*-0*	*-105*	*-104*	*-109*	*-2,298*
Alternative Mode Reduction	*-13*	*-6*	*-19*	*-5*	*-1*	*-6*	*-136*
TOTAL NEW TRIPS	**782**	**401**	**1,183**	**515**	**776**	**1,291**	**11,978**

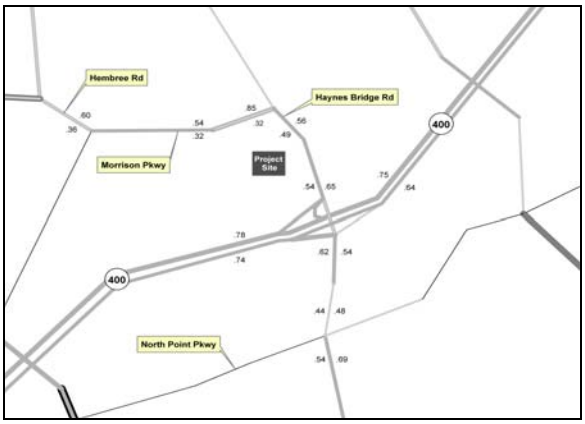
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

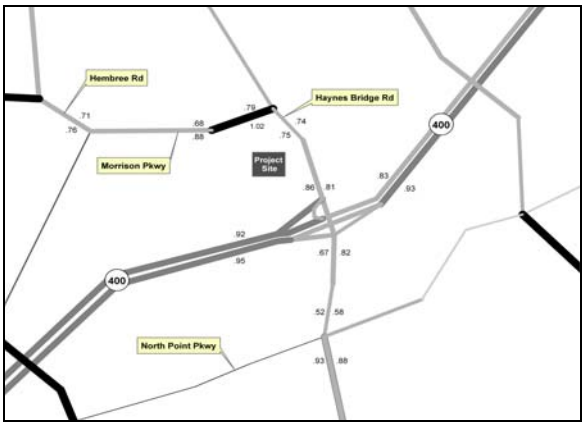
an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 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.

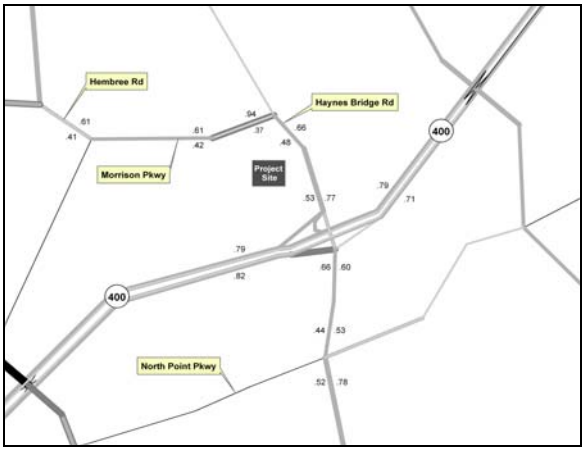
V/C Ratios



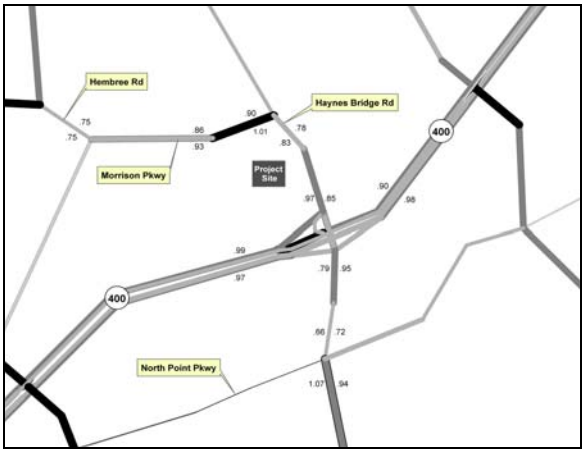
2010 AM Peak



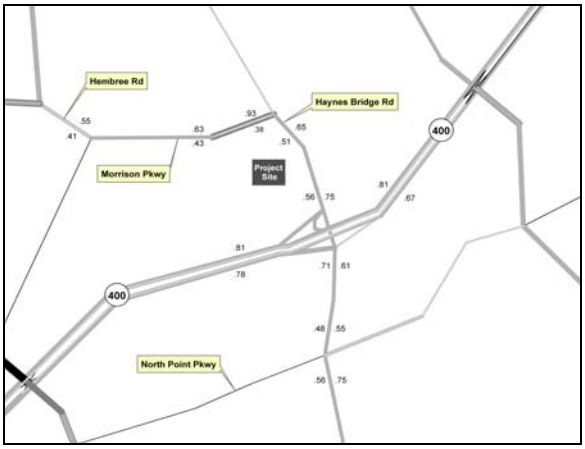
2010 PM Peak



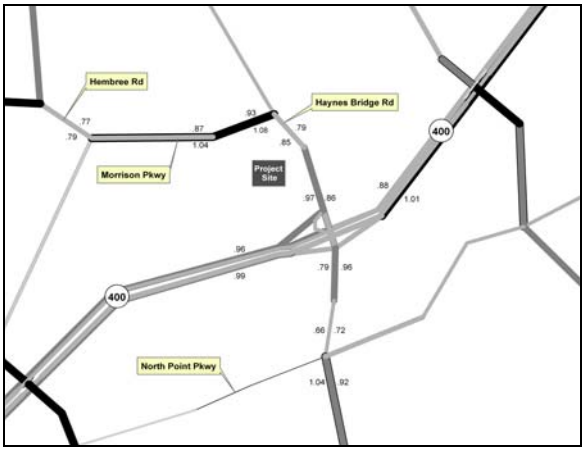
2015 AM Peak



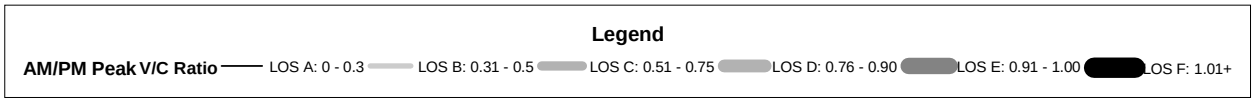
2015 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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.

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-400	SR 400 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	General Purpose Roadway Capacity	2030
FN-199	SR 9 from Abernathy Road to Forsyth County Line	ITS-Smart Corridor	2010
FN-202	North Point Parkway from Mansell Road to Windward Parkway	ITS-Other	2010
FN-AR-189	SR 400 at SR 120 (Old Milton Parkway)	Interchange Capacity	2020

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	None		

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Georgia 400 Center.

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.

Morrison Parkway at Hembree Road (*Intersection #1)*

- Install an additional southbound right-turn lane along Hembree Road, creating dual right-turn lanes with a right-turn overlap signal phase (green arrow). (Improvement recommended in DRI #388)
- Install an additional eastbound left-turn lane, creating dual left-turn lanes, with protected-only phasing (green arrow).
- Convert the eastbound right-turn lane to a shared through/right lane, creating three eastbound through lanes along Morrison Road. Note: the outside through lane becomes a right-turn lane at the downstream intersection of Lakeview Parkway.
- Install an additional westbound through lane, creating three westbound through lanes along Morrison Parkway.

- Change the westbound right-turn lane along Morrison Parkway to free-flow. Hembree Road will need to be widened to accommodate this improvement and should be tapered back to two lanes after a sufficient distance. (A similar improvement was recommended in DRI #388.)
- (Note: DRI #388 made different improvement recommendations at the intersection.)

Morrison Parkway at Lakeview Parkway (*Intersection #2)*

- Install an additional westbound through lane along Morrison Parkway, creating three westbound through lanes.

Morrison Parkway / Westside Parkway at Haynes Bridge Road *Intersection #3*

- Install an additional eastbound right-turn lane along Morrison Parkway, creating dual right-turn lanes with a right-turn overlap signal phase (green arrow). (Improvement recommended in DRI #698)
- Install an additional northbound left-turn lane to create triple northbound left-turn lanes along Haynes Bridge Road. (Three receiving lanes will be needed along westbound Morrison Parkway.)
- (Note: DRI #388 made different improvement recommendations at the intersection.)

Haynes Bridge Road Lakeview Parkway / Northwinds Parkway *Intersection #4*

- Create a free-flow eastbound right-turn lane along Lakeview Parkway. An additional lane will be needed south of the intersection along Haynes Bridge Road. It is recommended that this additional lane be extended to the southbound right-turn lane at the Georgia 400 Southbound Ramp. (A similar improvement was recommended in DRI #698.)
- Change the eastbound left-turn phasing to protected/permissive (green arrow). (A similar improvement was recommended in DRI #698.)
- (Note: DRI #698 made different improvement recommendations at the intersection.)

Haynes Bridge Road at Georgia 400 Southbound Ramps *(Intersection #5)*

- Install an additional eastbound left-turn lane along the Georgia 400 ramp, creating dual left-turn lanes. (A similar improvement was recommended in DRI #698.)
- Install an additional southbound right-turn lane, creating dual right-turn lanes with a right-turn overlap signal phase (green arrow). (A similar improvement was recommended in DRI #698.)

Haynes Bridge Road at Georgia 400 Northbound Ramps *(Intersection #6)*

- Install an additional southbound left-turn lane, creating dual left-turn lanes along Haynes Bridge Road. (Improvement recommended in DRI #388 *and* DRI #698.)
- Install an additional northbound through lane, creating four through lanes along Haynes Bridge Road.
- Install an additional eastbound left-turn, creating triple left-turns along the Georgia 400 ramps.
- (Note: DRI #698 made different improvement recommendations at the intersection.)

Haynes Bridge Road at North Point Drive *(Intersection #7)*

- Install an additional westbound right-turn lane, creating dual right-turn lanes with a right-turn overlap signal phase (green arrow) along North Point Drive.

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.

NOTE: These improvements are in addition to the 2011 No-Build improvements listed previously.

Haynes Bridge Road at Lakeview Parkway / Northwinds Parkway *(Intersection #4)*

- Install an additional northbound left-turn lane along Haynes Bridge Road with protected-only phasing.
- The westbound left-turn lane along Lakeview Parkway should be extended to maximize vehicle storage.

The proposed site driveways were analyzed for the 2011 Build conditions. **Table 7** includes the Level of Service analysis results for the proposed site driveways. The 2011 Build intersection volumes, laneage, and recommended intersection control is illustrated in **Figures 9B**.

Lakeview Parkway at Driveway #2 / 2300 Lakeview Parkway Driveway (*Intersection #10)*

- Relocate the existing 2300 Lakeview Parkway Driveway and close the existing median opening.
- Install a modern two-lane roundabout with one 1-lane approach (2300 Office Driveway) and three 2-lane approaches. The proposed roundabout should incorporate design parameters recommended in the FHWA Roundabout Guide as well as current state of the practice design standards for modern roundabouts, including pavement markings. The westbound and eastbound approaches along Lakeview Parkway would be two lane approaches, with a shared left-turn/through lane and a shared through/right-turn lane. The northbound approach (proposed Driveway #2) would be a shared left-turn/through lane and a separate right-turn only lane. The roundabout is recommended to have a minimum outside (inscribed) diameter of 150 feet, 15 foot wide circulating travel lanes, and a mountable truck apron on the edge of the central island to provide for larger vehicle tracking. All approaches should include splitter islands to physically separate entry and exit vehicles on an approach and provide a refuge for pedestrians. All approaches should include pedestrian crossings. The roundabout is recommended to be designed to accommodate a WB-67 design vehicle.

Lakeview Parkway at Driveway #3 / 2400 Lakeview Parkway Driveway (*Intersection #11)*

- A signal should be installed at this location with protected-permitted westbound left-turn phasing. This new signal should be coordinated with the existing signal at Lakeview Parkway / Haynes Bridge Road (Intersection #4). (Note: It is recommended that the existing median opening be relocated to the west to provide sufficient westbound left-turn storage to reduce vehicle queue interactions with the upstream signal at Lakeview Parkway / Haynes Bridge Road (Intersection #4)).

- Provide a northbound left-turn lane and a shared through/right-turn lane exiting the site along Driveway #3. Additionally, the existing 2400 Lakeview Parkway driveway should be restriped to provide a southbound left-turn lane and a shared through/right-turn lane.

Haynes Bridge Road at Driveway #4 (Right-In / Right-Out) (*Intersection #12)*

- Provide an eastbound right-turn only lane exiting the site along Driveway #4.

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 proposed DRI is not within walking distance to any transit facilities or bus routes. The closest transit facility to the proposed development is the MARTA Mansell Center Park and Ride Lot, located off of Mansell Road, one exit south of Haynes Bridge Road on GA 400.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac	4%	4%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**13%**

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

To be determined upon completion of review.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.204 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?

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 0.204 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 2060.9 tons of solid waste per year and the waste will be disposed of in Fulton County.

Will the project create any unusual waste handling or disposal problems?

No.

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

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.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 458 new housing units.

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

Yes.

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

The site proposed for the development is located in Census Tract 116.05. This tract had an 17 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 58 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.

* 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.

Developments of Regional Impact

DRI #1566

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

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

Local Government Information

Submitting Local Government:	Alpharetta
Individual completing form:	Kathi Cook, Boards Administrator
Telephone:	6782976073
E-mail:	kcook@alpharetta.ga.us

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

Proposed Project Information

Name of Proposed Project:	MetLife Tract (Georgia 400 Center)
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	(-84.290, 34.058)
Brief Description of Project:	Multi use center along Lakeview Parkway near Haynes Bridge Road.

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.):	458 multi family units, 150 room hotel, 503,600 sf office, 32,900 SF retail;22,000 SF restaurant
Developer:	MetLife
Mailing Address:	2400 Lakeview Parkway
Address 2:	Suite 400
	City:Alpharetta State: Ge Zip:30004
Telephone:	678-319-3422
Email:	pfolger@metlife.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	MetLife and Walter Bates
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☑ Other Master Plan Amendment
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: 4th quarter 2009 Overall project: 4th quarter 2009

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Developments of Regional Impact

DRI #1566

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

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

Local Government Information

Submitting Local Government:	Alpharetta
Individual completing form:	Kathi Cook, Boards Administrator
Telephone:	6782976073
Email:	kcook@alpharetta.ga.us

Project Information

Name of Proposed Project:	MetLife Tract (Georgia 400 Center)
DRI ID Number:	1566
Developer/Applicant:	MetLife
Telephone:	678-319-3422
Email(s):	pfolger@metlife.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:	$228,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$4,790,664

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:	Fulton County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.204 MGD
Is sufficient water supply capacity available to serve the proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Fulton County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.204 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	782 entering and 401 exiting AM Peak trips; 515 entering and 776 exiting PM Peak hour 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:Please refer to the traffic study performed by Kimley Horn and Associates	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2060.9 tons

Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	Approximately 55%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The project includes buffers and extended net detention to mitigate the storm water impacts	

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: 1. The site is located in the Big Creek Basin which serves the City Of Roswell's water supply. This project will implement the proper BMP's to protect the water supply. 2. Wetlands impacted by this development will be permitted and properly mitigated through the U.S. Army Corps of Engineers.	

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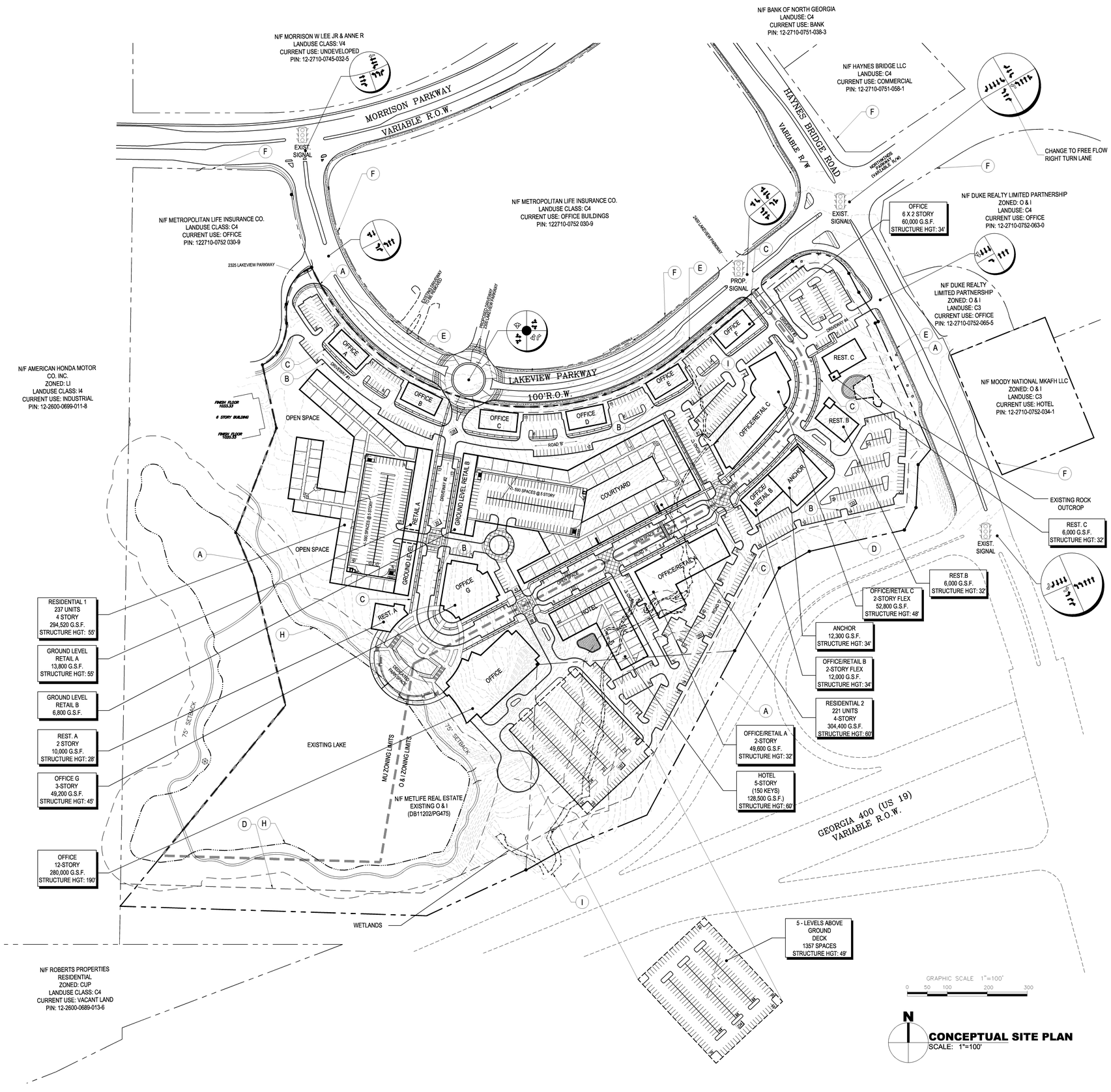

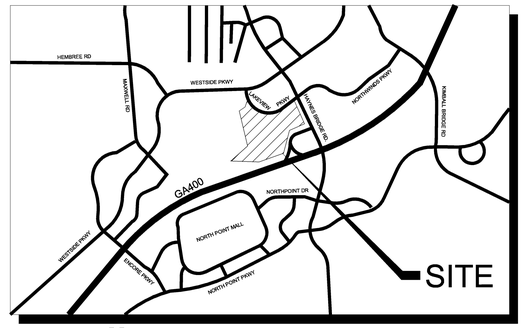

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LOCATION MAP
SCALE: N.T.S.

GENERAL INFORMATION:

APPLICANT:	LINCOLN PROPERTY COMPANY 3405 PIEDMONT ROAD, N.E. SUITE 100 ATLANTA, GEORGIA 30305 PHONE: 404-266-7600 FAX: 404-262-3539
ARCHITECT:	PIEPER O'BRIEN HERR ARCHITECTS 3000 ROYAL SOUTH BLVD SOUTH ALPHARETTA, GEORGIA 30022 PHONE: 770-569-1706 FAX: 770-569-1786
SURVEYOR:	WATTS & BROWNING ENGINEERS 5582 PEACHTREE ROAD ATLANTA, GEORGIA 30341 PHONE: 770-451-7453 FAX: 770-455-3955

LAND USE

PROPOSED:

RESTAURANT	22,000 GSF
RETAIL	32,900 GSF
OFFICE	503,600 GSF
HOTEL (150 KEYS)	128,500 GSF
TOTAL NON-RESIDENTIAL	687,000 GSF

DENSITY:

RESIDENTIAL	9.70 UNITS / ACRE
NON-RESIDENTIAL	0.33 FAR

OPEN SPACE:

OPEN SPACE/GREEN SPACE	6.25 AC

NOTES:

TOTAL SITE AREA 47.236 AC

CURRENT ZONING: O & I (OFFICE & INSTITUTIONAL)

PARKING SUMMARY

REQUIRED SPACES	3,126
PROPOSED SPACES	3,251

TRAFFIC LEGEND

⬅ = EXISTING LANEAGE

⇦ = RECOMMENDED LANEAGE PER TRAFFIC STUDY

* PLEASE REFER TO TRAFFIC STUDY FOR A MORE DETAILED DESCRIPTION OF PROPOSED IMPROVEMENT.

PLAN KEY

PROPOSED BUILDING

- A PROPERTY LINE
- B PROPOSED CURB AND GUTTER
- C PROPOSED SIDEWALK
- D BUILDING SETBACK LINE
- E EXISTING SIDEWALK
- F EXISTING R.O.W. LINE
- G EXISTING CONTOUR
- H EXISTING EDGE OF LAKE LINE
- I WETLANDS

PIEPER O'BRIEN HERR
ARCHITECTS

3000 ROYAL BOULEVARD SOUTH
ALPHARETTA, GEORGIA 30022
770.569.1706 FAX.569.1786

RELEASED FOR CONSTRUCTION

APPROVAL

REVISIONS

REV. NO	DATE	DESCRIPTION	BY

GA 400 CENTER
PROPOSED MIXED USE
ALPHARETTA, GA.

PROJECT NO	20-07031.00
DATE	16 OCT 2007
SHEET TITLE	

GRTA DRI
SITE PLAN

SHEET NO **DRI-1**