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VIA: Hand Delivery

September 6, 2011

Mr. Justin Kirouac
City of Johns Creek
12000 Findley Road
Suite 400
Johns Creek, GA 30097

RE: Letter of Intent for Application to Rezone Approximately 5.9 Acres in Land Lots 324, 1st District, 1st Section Commonly known as 10634 and 10640 Parsons Road, City of Johns Creek, Georgia (the "Subject Property") From O&I and R-4 to C-1 for a RaceTrac Neighborhood Market and Pocket Park with a Concurrent Variance to Allow the Encroachment of the Corner of the Canopy in the Setback due to a Telephone Box Located in the Right-of-Way

Dear Justin,

On behalf of Racetrac, Inc., ("RaceTrac") I submit this Letter of Intent and Application package to rezone the Subject Property, which is located at the southwest corner of the intersection of Medlock Bridge Road (also known as GA Hwy 141) and Parsons Road, for the development of a RaceTrac Neighborhood Market and Pocket Park.

RaceTrac is a privately held, family-owned, company based in Atlanta. It is the third largest privately held company in Georgia and was recently named the 63rd largest private company in America by Forbes Magazine in 2011. With annual sales exceeding \$5 billion, RaceTrac is an economically stable and reliable company. Its stores are never franchised, and unlike the facilities it developed many years ago in the Atlanta Metro area, RaceTrac's current developmental plan consists of an exciting "Neighborhood Market" concept it intends to incorporate in new projects and into its existing stores. RaceTrac has always been actively involved in local communities, sponsoring everything from major league teams to local sports leagues and community festivals. However, its new Neighborhood Market concept is even more focused on being a part of the fabric of the local neighborhoods it serves. RaceTrac is a strong corporate citizen and is committed to investing its time and resources in the Johns Creek community now and going forward with this proposed development.

RaceTrac is proposing to develop a Neighborhood Market on approximately 2 +/- acres and an approximately 4 +/- acre Pocket Park on the Subject Property. (See attached colored site plan of both

uses). The Neighborhood Market is proposed to be located along the frontage of Medlock Bridge Road, with the Pocket Park to be located fronting on Parsons Road to provide a transitional use between the proposed commercial development and residential neighborhoods along Parsons Road. The Neighborhood Market will be 5,900 square feet with brick and stacked stone architectural features along all sides to invite guests – whether drivers or pedestrians – to come from all areas of the community. (See enclosed Rendering of the Neighborhood Market). Guests visiting the Neighborhood Market can enjoy a Barista-style coffee bar, self-serve frozen yogurt bar, freshly baked goods and a selection of hot and cold fresh food in a pleasant setting that includes both indoor and outdoor seating areas. An outdoor patio will be located along the front and sides of the building, creating a sense of place and visually connecting the guest to the Pocket Park to the rear.

RaceTrac will offer a smaller scale fueling center along the Medlock Bridge Road frontage of the Subject Property, which will utilize the traffic volumes along this heavily traveled corridor. The proposed mansard canopy will have ten Multi-Product Dispensers (MPDs), which is nearly a 20% smaller than the standard RaceTrac canopy, allowing greater focus on the Neighborhood Market store. Additionally, the canopy will be designed to maximize visibility of the Neighborhood Market store with neutral colors, inset lighting and tile flooring at the pump islands for easy cleaning and aesthetic enhancement. (See enclosed Rendering of the Canopy). There will be no loudspeakers, and the lighting will satisfy and further exceed the Johns Creek Dark Sky Ordinance. The corner of the canopy will encroach into the required setback as a result of the property line configuration at this location to accommodate a telephone utility box. The requested variance is minimal in nature and not the result of any action by the Property Owner or Applicant. This is the only variance being requested as part of this Application. The Applicant has designed the signage for this development to meet and exceed all provisions of the City of Johns Creek Code. (Enclosed please see the complete sign package for this site).

The site design and architectural features have been developed over the course of ten months and with the feedback from twelve community meetings to ensure the proposal is of the quality and character that is consistent with the high standards established in the Johns Creek community. We have been actively engaged in dialogue with the adjacent neighborhood, Glenside, to ensure that the plans are developed in a manner that compliments their development. In fact, Glenside residents requested and helped develop the details of the four acre Pocket Park in addition to their input on the Neighborhood Market site.

The four acre Pocket Park was designed to create a meaningful connection point for the residents who live along Parsons Road to access the Greenway, with features such as a stacked stone seating wall, gazebo, walking track with park benches and several architectural accents to add character to the setting. Specimen trees will remain on the property for shade and a sense of place, and much of the natural vegetation, particularly along the buffer, will remain. However, the development will include a significant amount of enhanced vegetation along the property lines, adjacent to the walking track, along the seating wall and at the entrance to maximize screening and beautify the park setting. (See enclosed perspectives of the park development looking north and northwest from the park).

The site will include pedestrian connections on all sides and substantial improvements beyond the site to invite guests to safely walk to and from other uses in the community. RaceTrac is proposing to construct nearly 2,500 feet of sidewalks along Parsons Road, creating a mile of continuous sidewalks connecting the subdivisions along Parsons Road. Currently a resident in those subdivisions could not walk continuously to any of the retail uses or nearby Northview High School safely because the sidewalks do not connect in this area. (See enclosed exhibit of sidewalk enhancements along Parsons Road). The sidewalks will connect to the proposed Pocket Park, which will include a walking track, connections to the Johns Creek Greenway and connections to the Neighborhood Market site. The Neighborhood Market property will include traditional sidewalks, enhanced pedestrian connections as part of the Johns Creek

Greenway, and intersection improvements to best protect pedestrians coming from all directions. Pulling from RaceTrac's broad experience in Georgia and elsewhere in locating their services adjacent to schools and residential communities, the Subject Property and the enhancements proposed in the area connecting the site have been carefully designed to maximize safety and accessibility for both pedestrians and vehicular traffic in this area.

As currently zoned, the Subject Property could have an office use and a number of residential units with little or no improvements to the pedestrian or vehicular connections on this site. We have heard loud and clear the circumstances of residents sitting in stacking traffic on Parsons Road during peak times, particularly in the morning when school and work traffic peak. Fortunately, RaceTrac's sales patterns show traffic to our site would peak in the evening hours, helping to avoid any contribution to the existing traffic issues on Parsons Road which only occur in the morning hours. Additionally, the proposed use takes advantage of existing traffic volumes along Medlock Bridge Road, where the primary access to the Market is proposed, which would allow our store to exist at this intersection with virtually no increase in traffic (See enclosed Traffic Study by Gresham Smith & Partners and exhibits of traffic patterns for this location). That said, we recognize the existing traffic issues, and have developed a detailed road improvement plan to ensure our development not only prevents additional traffic concerns, but goes further than that to ensure the current traffic situation is improved. The improvements proposed by RaceTrac would enhance the flow of traffic from Parsons Road to Medlock Bridge Road with a continuing right turn lane, an additional island on Medlock Bridge Road to protect both pedestrians and vehicular traffic, secondary entrances and new turn lanes on Parsons Road for easy access to and from the Neighborhood Market and Pocket Park. (See enclosed exhibit depicting the traffic improvements proposed).

In reviewing the zoning precedents established by approval of all commercial zonings in the City and along this corridor, this proposal meets and exceeds the development standards set by the City. (See attached chart comparing all commercial zonings). Because Medlock Bridge Road is a regional corridor with the heaviest traffic volumes and corresponding development patterns in the City of Johns Creek, the Subject Property is an ideal location for this use. The Subject Property is proposed to be zoned C-1 for a neighborhood retail market, fuel pumps and an approximately four acre Pocket Park. The property to the north is zoned O&I and will have 5 offices and local neighborhood service uses, at two or more stories high, with a 40' buffer adjacent to the residential development at its rear. The property immediately to the east is zoned C-1 for a neighborhood retail strip center with a 40' buffer and the O&I directly to the South has a 30' transitional buffer adjacent to the residential at its rear..

The City of Johns Creek has appropriately focused its commercial development along major corridors, which serve the residential development commonly situated to the rear. Traditionally, the City and County have required buffers to screen and transition uses of between 30' to 50' adjacent to residential. Here, the Racetrac Neighborhood Market far exceeds the transitional buffers on any other site in the City, being 248+/-' at its closest location and up to 500' from residential property lines. In fact, the Pocket Park not only includes additional vegetation along the property line, but enhanced vegetation is also strategically located throughout the park area to screen site lines and maximize privacy for the adjacent residences. Glenside, the adjacent neighborhood to the west of the Subject Property, is zoned R-4 and will have a buffer five to six times at its closest point and up to ten times at some locations, as compared to the 40' buffer currently provided adjacent to the Glenhurst subdivision directly across the street at the intersection of Parsons Road and Medlock Bridge Road.

A review of the zoning precedent for commercial zonings also shows that since the city's zoning ordinance includes fuel centers with general commercial uses in the C-1, those zoning approvals include a restriction on fuel centers if the zoning did not specifically call for such use. This was a natural response

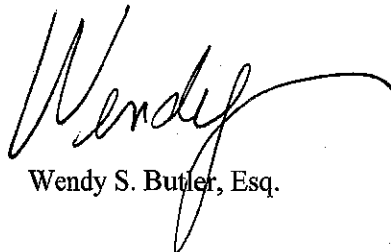
to City's interest in reviewing the specifics of a fuel center development before allowing it by right in the more common, C-1 zoning district. When compared to other developments that have been approved to offer fuel sales in the City of Johns Creek, this development meets or exceeds all development and design standards to ensure its compatibility with surrounding uses. Not only are the architectural features of the highest quality, but the on and off-site improvements well exceed the offerings that have been incorporated for any other commercial development already approved.

In addition to the exceptional design standards, the proposal is consistent with the long term vision of the City for this area. The Johns Creek Comprehensive Land Use Plan calls for uses along the Medlock Bridge corridor to be the "highest intensity uses that take advantage of existing traffic patterns, serve local neighborhoods, promote green space and increase pedestrian access". The proposed development is consistent with all aspects of this vision. While fueling centers take advantage of existing heavy traffic volumes, the one story development and use of existing traffic patterns appropriately mitigates the intensity that can occur along with corridor. With the extensive pedestrian connections and the Pocket Park, this development squarely falls into the criteria established for future development in this corridor.

We look forward to continuing to discuss this proposal with the city as well as community as we move forward in the zoning approval process. Should you have any questions, please feel free to contact me directly at the number above or on my cell phone at 404-583-2255.

With best regards, I am,

Sincerely,



Wendy S. Butler, Esq.

Encls.

Cc: Julie Bowen, Project Manager, RaceTrac, Inc.
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Chad Baker, RaceTrac, Inc.
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