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: Oct 24 2008 **ARC REVIEW CODE**: R7809241

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart,
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 Atlanta
Name of Proposal: **Village Capital**

Review Type: Development of Regional Impact	**Date Opened:** Sep 24 2008	**Date Closed:** Oct 24 2008

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

Additional Comments: The proposed development meets many of ARC's Regional Development Policies, and is generally consistent with the Atlanta Region Unified Growth Policy Map (UGPM). The proposed development is located within a Regional Center, according to the Atlanta Region UGPM. Regional Centers are defined as areas of intense retail, office, and residential uses that can be integrated or separate.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
DEKALB COUNTY
BUCKHEAD AREA TRANSPORTATION MANAGEMENT ASSOCIATION
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
METRO ATLANTA RAPID TRANSIT AUTHORITY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT

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

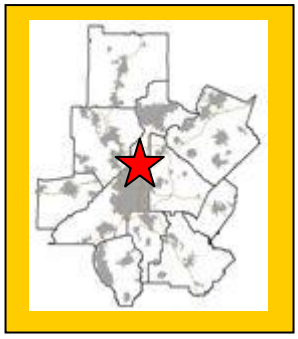
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	September 24, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Village Capital #1898
Final Report Due:	October 24, 2008		Comments Due By:	October 8, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Village Capital is a mixed use infill development that is located on 6.15 acres in the City of Atlanta. The proposed development will consist of 187 residential units, 560,000 square feet of office and 95,000 square feet of retail use. The proposed development is located on three separate parcels near the intersections of Buckhead Avenue/Grandview Avenue and Buckhead Avenue/Paces Ferry Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

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 RG-3. The proposed zoning is MRC-3. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as high density commercial.

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

No comments were received identifying inconsistencies with any potentially 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 identifying inconsistencies with any potentially affected local 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?

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 mile radius of the proposed project.

Year	Name
2008	Buckhead Place
2007	Buckhead Avenues
2007	Roxy Residential
2006	Stratford on Peachtree
2000	Bass Buckhead
1987	Capital City Plaza & Revised
1986	City Center

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

Yes, the proposed development will displace a number of housing units. Based on information submitted for the review, there is an existing 32,000 square foot office building on the site that will be demolished. From an aerial survey, it also appears that there are three existing apartment buildings on the site. ARC assumes these will be demolished as well.

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 meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map (UGPM). The proposed development is located within a regional center, according to the Atlanta Region UGPM. Regional centers are defined as areas of intense retail, office, and residential uses that can be integrated or separate.

The proposed development is located in the Buckhead Village, east of the Peachtree Spine and within the Buckhead Livable Centers Initiative (LCI) Study. Therefore, the proposed development should meet or exceed the goals of the LCI Study. The LCI concept plan for the Buckhead Village includes encouraging mixed use development, promoting a consistent character, and enhancing the pedestrian experience.

To ensure a safe and efficient pedestrian experience, driveways and curb cuts should be limited, and where necessary, should not interfere with the pedestrian zone. It is recommended that driveway C and driveway D align with existing opposing driveways or move to Parcel D Street.

FINAL REPORT

Regional Development Plan Policies

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

2. Encourage new homes and jobs within existing developed areas of the region, focusing on 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 to grow.

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-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

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

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

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 development is located on three parcels in the City of Atlanta roughly bounded by Grandview Avenue, East Paces Ferry Road, Old Decatur Road and Pharr Road.

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.

The proposed development is entirely within the City of Atlanta.

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.

None were 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 $350 million with an expected $4,186,000 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?

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 is providing mixed use opportunities for individuals to live and work within close proximity.

NATURAL RESOURCES

This project is proposed on an already developed site that has no streams and is mostly impervious in an existing, heavily developed urban area. Stormwater will be handled by the City stormwater system. Therefore, we have no comments on this project.

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?

The proposed site access points are described for each parcel below.

Parcel C

- One full-movement access is proposed along East Paces Ferry Road approximately 310 feet east of Grandview Avenue.
- A second full-movement access is proposed along Buckhead Avenue approximately 360 feet east of Grandview Avenue.

Parcel D

All driveways within Parcel D are proposed to be full-movement access points. A new street, Parcel D Street, is proposed which is to intersect with Buckhead Avenue approximately 230 feet west of Old Decatur Road, and with Pharr Road approximately 250 feet west of Old Decatur Road.

- A driveway is proposed to be located along Buckhead Avenue approximately 120 feet west of Old Decatur Road.
- Two driveways are proposed along Pharr road.
    - One is proposed to be located along approximately 140 feet west of Old Decatur Road.
    - The other is proposed to be located approximately 290 feet west of Parcel D Street.
- Two driveways spaced 70 feet from each other are proposed along Parcel D Street.
    - One is proposed to be located approximately 150 feet north of Pharr Road.
    - The other is proposed to be located approximately 120 feet south of Buckhead Avenue.

Parcel E

All driveways within Parcel E are proposed to be full-movement access points.

- A driveway is proposed along Buckhead Avenue approximately 140 feet east of Grandview Avenue.
- A second access is proposed along Grandview Avenue approximately 170 feet south of East Paces Ferry Road.
- A third access is proposed along East Paces Ferry Road approximately 170 feet east of Grandview Avenue.

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:

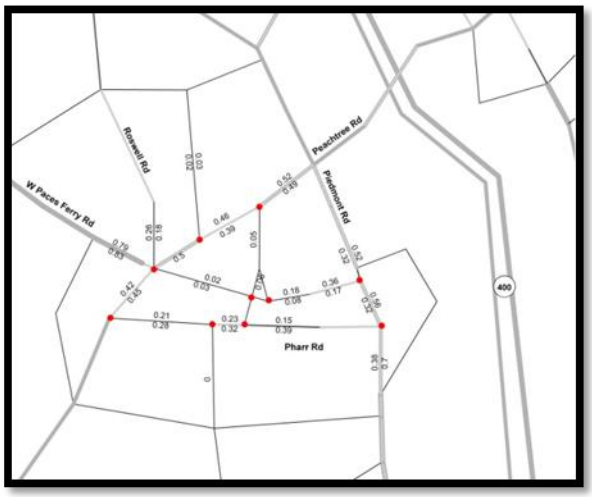
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Residential 187 Dwelling Units	19	76	95	79	42	121	1,274
General Office 560,000 SF	655	89	744	120	586	706	5,028
Retail Space 95,000 SF	93	59	152	290	315	605	6,568
Mixed-Use Reductions	-	-	*0*	*-63*	*-63*	*-126*	*-1,402*
Alternative Mode Reductions	*-39*	*-11*	*-50*	*-22*	*-44*	*-66*	*-573*
Pass-By Reductions	-	-	*0*	*-88*	*-88*	*-176*	*-1,901*
Total New Trips	**728**	**213**	**941**	**316**	**748**	**1,064**	**8,994**

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

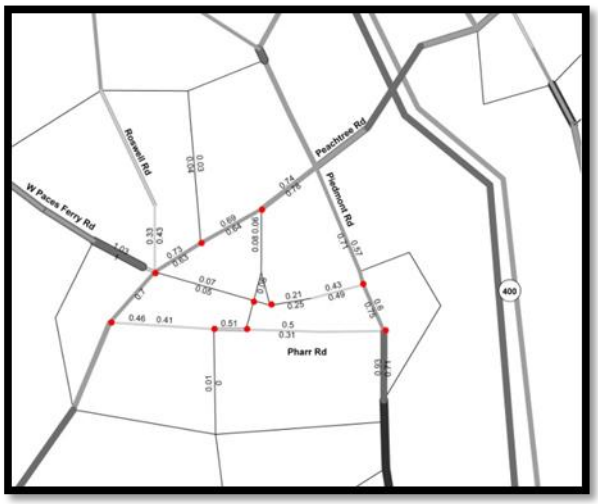
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

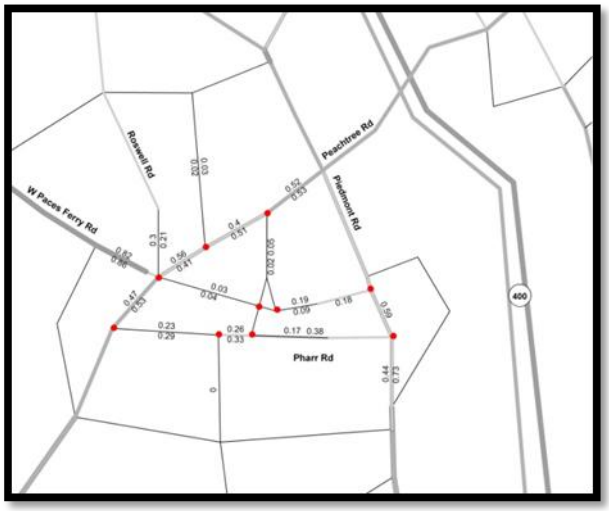
V/C Ratios



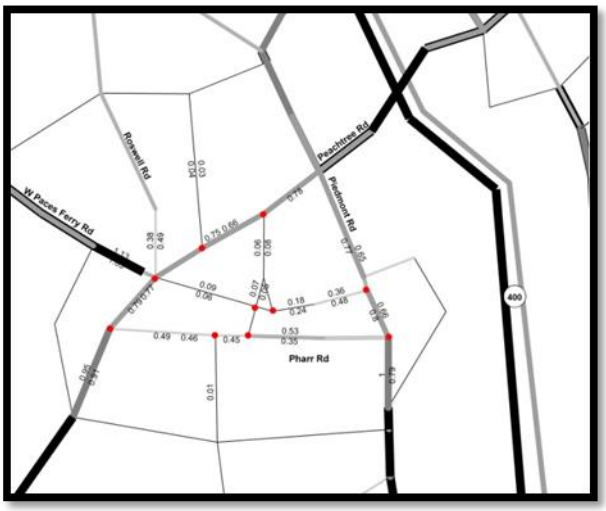
2010 AM Peak



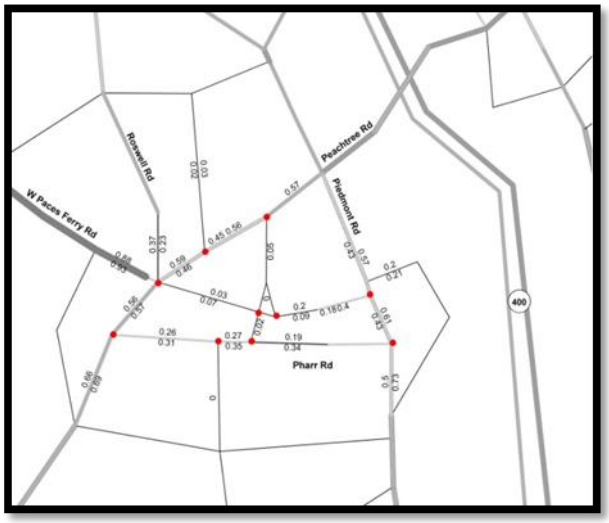
2010 PM Peak



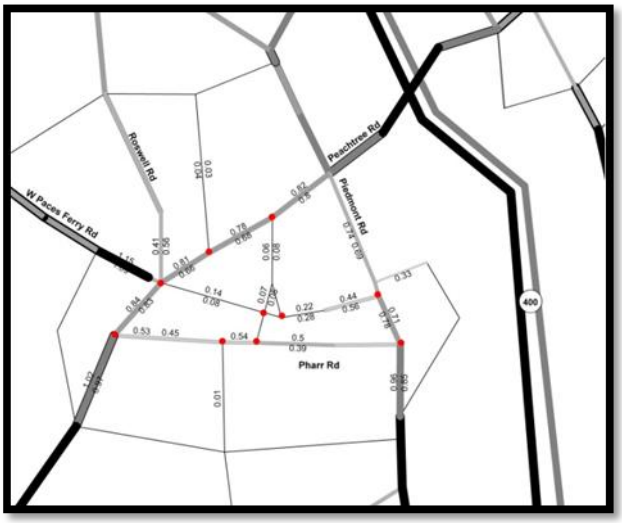
2020 AM Peak



2020 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 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 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.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-215C	Peachtree Road from Shadowlawn Avenue to Maple Drive	Roadway Operational Upgrades	2010

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-456B	Peachtree Streetcar from Brookwood MARTA station to Club Drive	Fixed Guideway Transit Capital	2030

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Village Capital.

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.

Peachtree Road at Pharr Road

- Provide exclusive northbound left-turn lane with protected/permissive phasing[1]
- Provide exclusive southbound left-turn lane with protected/permissive phasing[1]
- Optimize the splits and offset of this coordinated signal

Peachtree Road at West Paces Ferry Road

- Optimize the splits and offset of this coordinated signal during the PM peak hour
- Relocate the mast-arm supporting the southbound signal heads for Peachtree Road in order to allow for a reduced all-red time at the southbound Peachtree Road and Roswell Road approaches[1]

Pharr Road at North Fulton Drive

- Install a traffic signal, with pedestrian actuation[1]

[1] Consistent with the *Buckhead Avenues DRI* Notice of Decision, dated March 7, 2007.

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.

Peachtree Road at Pharr Road

- Provide exclusive northbound left-turn lane with protected/permissive phasing[1]
- Provide exclusive southbound left-turn lane with protected/permissive phasing[1]
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Peachtree Road at West Paces Ferry Road

- Optimize the splits and offset of this coordinated signal during the PM peak hour
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Pharr Road at North Fulton Drive

- Install a traffic signal, with pedestrian actuation[1]

[1] Consistent with the *Buckhead Avenues DRI* Notice of Decision, dated March 7, 2007.

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 development is located along or within walking distance of two MARTA bus routes: Route 23 – Lenox / Arts Center (5-10-minute headways) and Route 38 – Chastain Park (60-minute headways). Route 23 intersects the Lenox MARTA Station, the Buckhead MARTA Station, and the Arts Center Station, while Route 38 intersects the Lindbergh MARTA Station. There are currently no bus stops directly on the site, but stops are within ¼ mile walking distance from the site.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR >.8	6%	6%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Located within a Transportation Management Association	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**26%**

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

ARC makes the following comments/recommendations for the proposed development consistent with adopted local and regional plans:

- The recommendations for the intersection of Peachtree Road and Pharr Road were also a condition of the Buckhead Avenues DRI approval. Continuing communication between the City of Atlanta, the developer of Buckhead Avenues, and ARC have revealed that his improvement is problematic and may not be feasible. ARC recommends an alternative be examined and/or all parties potentially affected by the recommended improvement be brought together to come to consensus on the matter.

- The Buckhead DRI identifies the elimination of visual clutter, improved public safety, and an enhanced pedestrian environment as fundamentals of the Buckhead Village concept (of which this DRI is part).
    - The proposed site plan adds additional sidewalk width throughout the project which will add to the pedestrian environment. However, it also proposes 11 driveways which add to visual clutter, increase pedestrian/vehicle conflicts, and degrade the pedestrian environment.
        - ARC recommends reducing the total amount of driveways and relocating a portion of the remaining driveways.

- Parcel C should be limited to 2 driveways.
- Parcel D should restrict all driveways to "Parcel D Street".

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.21 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton will provide wastewater treatment for the proposed development.

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

The capacity of the R.M. Clayton facility 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
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively

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 0.26 MGD based on information submitted for the review.

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 9,150 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 187 new residential units.

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 as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 96. This tract had a 33 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 23 percent of the housing units in this census tract are single-family, compared to 69 percent for the region; thus indicating a variety of multi-family 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.

ATLANTA PUBLIC SCHOOLS

Making A Difference

October 20, 2008

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: Village Capital: R809241

Dear Mr. Alexander:

We have received the draft review documents for the Village Capital properties. Based on the documentation, the development will consist of 560,000 square feet of office, 95,000 square feet for retail space, and 187 residential units. The proposed development is located on 3 separate parcels near the intersections of Buckhead Avenue/Grandview Avenue/Paces Ferry Road.

The elementary school available to serve any elementary school age population in the community is currently Garden Hills Elementary School located at 285 Sheridan Drive, Atlanta, Georgia 30305. The Middle School currently serving the area is Sutton Middle School located at 4360 Powers Ferry Road, Atlanta, Georgia 30327. The High School for the students in the community is North Atlanta High School located at 2875 Northside Drive, SE, Atlanta, Georgia 30305.

The development is located in the North Atlanta Cluster Study area of the Atlanta Public Schools. It is difficult to determine the total potential impact without additional information on the types of units proposed including planned price points and bedroom counts. Because the elementary and middle school serving this area may experience some capacity challenges in the near future, it is important for us to have any information available related to the projection of school-aged children. This will better inform our position. It is not anticipated that any high school aged children produced by this development will adversely impact North Atlanta High School. The previously referenced information can further clarify the potential impact. Any additional information may modify our preliminary assessment.

If there is any additional information needed or question please feel free to contact me at 404-802-3730.

Sincerely,

Valerie D. Thomas

Valerie D. Thomas
Executive Director, Facilities Services

CC: Roger Kubler, Sharron Pitts, Herb Joseph

Developments of Regional Impact

DRI #1898

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:	Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
E-mail:	speart@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project:	Village Capital Partners Redevelopment
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	359, 367 and 371 E. Paces Ferry Road and 3030 Old Decatur Road N.E.
Brief Description of Project:	Mixed Use development on three parcels

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	560,000 SF Office, 95,000 Sf Retail, 187 Residential units
Developer:	Cannon Equities, Inc.
Mailing Address:	990 Hammond Drive
Address 2:	Suite 350
	City:Atlanta State: GA Zip:30328
Telephone:	770-261-4000
Email:	abrennan@cannonequities.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	359 East Paces, LLC, 367 and 371 East Paces Ferry Road, LLC, 475 Buckhead Avenue, LLC
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 Z-08-51, Z-08-52 , Z-08-53
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: 2012 Overall project: 2012

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Developments of Regional Impact

DRI #1898

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:	Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
Email:	speart@atlantaga.gov

Project Information

Name of Proposed Project:	Village Capital Partners Redevelopment
DRI ID Number:	1898
Developer/Applicant:	Cannon Equities, Inc.
Telephone:	770-261-4000
Email(s):	abrennan@cannonequities.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:	$350 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$4,186,000.00
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): 31,360sf office area; 162 apartment units	

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.26 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:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.21 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.)	923 AM Peak Hour Trips; 1,155 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 Transportation Analysis performed by Kimley-Horn and Associates, Inc.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	9,150 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?	90%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Stormwater detention vaults	

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:	

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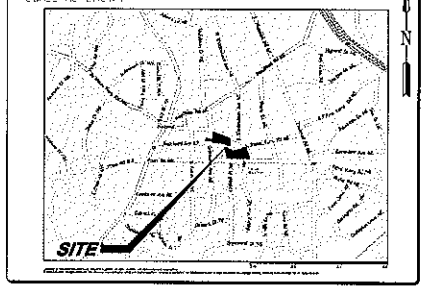
PLAN KEY

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- BUILDING SETBACK LINE
- PROPOSED STREET ACCESS
- EXISTING RIGHT LINE
- EXISTING CONTOUR
- EXISTING ROADWAY LANEAGE
- PROPOSED ROADWAY LANEAGE

LOCATION MAP

SCALE AS SHOWN



GENERAL NOTES

APPLICANT: CANNON EQUITIES
990 HAMMOND DRIVE
SUITE 350
ATLANTA, GA 30328
CONTACT: DWIGHT BELL/ALEXANDER BRENNAN
PHONE: 770-761-4200

TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
THE BILTMORE
817 W. PEACHTREE STREET, NW, SUITE 601
ATLANTA, GA 30308
CONTACT: KELLY ROSENBERGER
PHONE: 404-419-8700
FAX: 404-419-8701

SUMMARY TABLE

SITE ACREAGE
NET LOT AREA (NLA): 6.15 TOTAL ACRES (267,925 SF)
GROSS LAND AREA (GLA): 7.74 TOTAL ACRES (335,979 SF)
- PARCEL C: 1.58 AC (68,153 SF) NET, 1.97 AC (85,703 SF) GROSS
- PARCEL D: 3.63 AC (158,119 SF) NET, 4.45 AC (194,037 SF) GROSS
- PARCEL E: 0.94 AC (41,653 SF) NET, 1.31 AC (57,139 SF) GROSS

PROPOSED DEVELOPMENT:
- RESIDENTIAL - 187 RESIDENTIAL UNITS
- OFFICE - 560,000 SF
- RETAIL - 90,000 SF

DENSITY:
- PARCEL D: 36.78 RESIDENTIAL UNITS PER ACRE
- PARCEL E: 57.29 RESIDENTIAL UNITS PER ACRE

IMPERVIOUS AREA:
- PARCEL C: 100% IMPERVIOUS AREA
- PARCEL D: 83% IMPERVIOUS AREA
- PARCEL E: 100% IMPERVIOUS AREA

FLOOR AREA RATIO:
NON-RESIDENTIAL
- PARCEL C: 2.45 (GLA)
- PARCEL D: 1.69 (GLA)
- PARCEL E: 2.10 (GLA)

RESIDENTIAL
- PARCEL D: 1.76 (GLA)
- PARCEL E: 1.75 (GLA)

PARKING:
2.5 SP/1,000 SF OFFICE; 0.8 SP/RESIDENTIAL UNIT; 1 SP/600 SF RETAIL

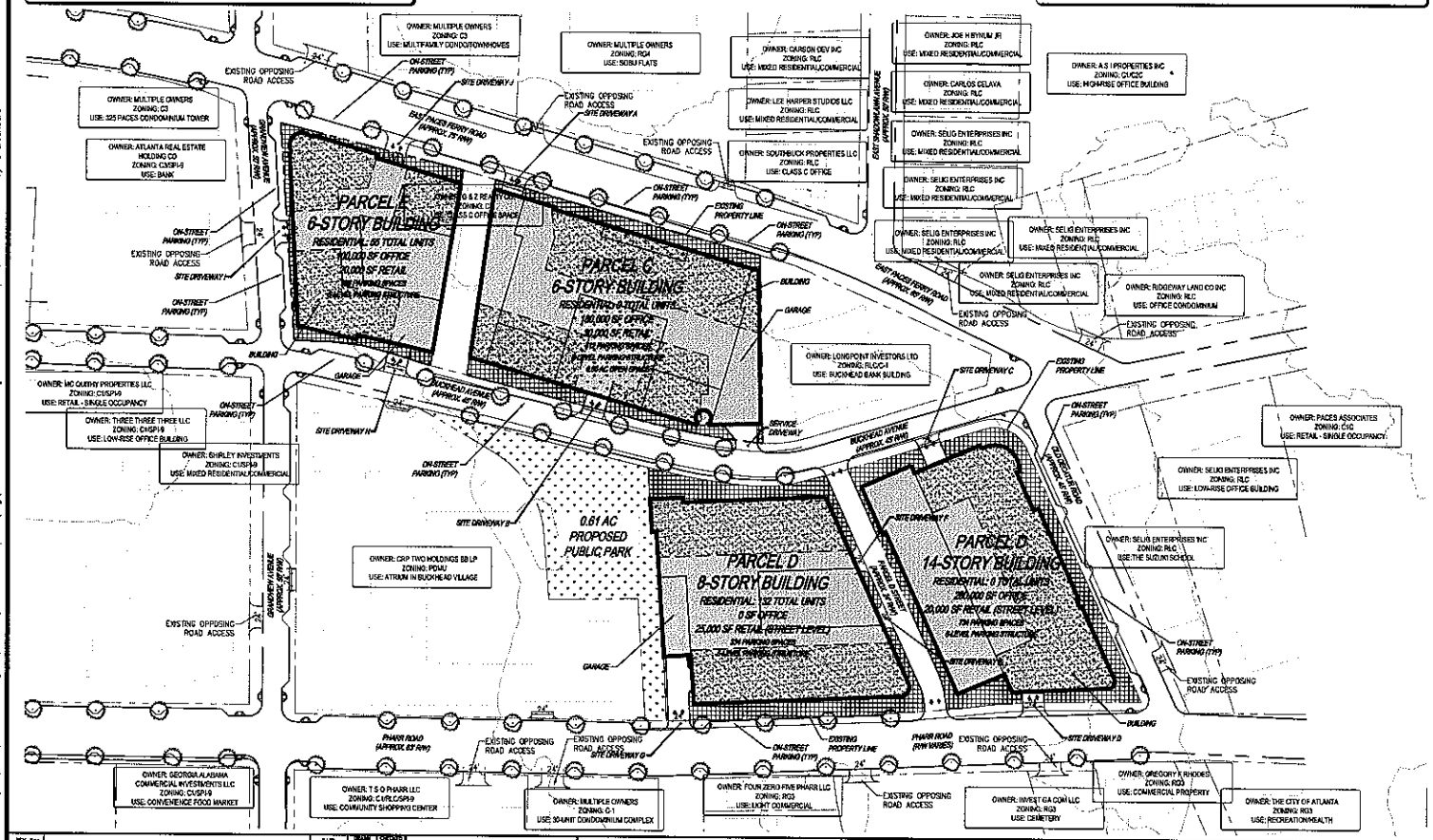
REQUIRED: 1,703 PARKING SPACES
- PARCEL C: 500 TOTAL
- PARCEL D: 681 TOTAL
- PARCEL E: 328 TOTAL

PROPOSED: 1,976 TOTAL SPACES
- PARCEL C: 572 TOTAL
- PARCEL D: 1,034 TOTAL
- PARCEL E: 396 TOTAL

OPEN SPACE:
- 0.61 AC (PROPOSED PUBLIC PARK) + 0.56 AC (OPEN SPACE) = 1.17 AC (19.0%)
- TOTAL PARCEL D: 131,925 SF (0.83 GLA), PARCEL E: 39,516 SF (0.69 GLA)
- JOINT PARCEL D: 81,461 SF (0.42 NLA); PARCEL E: 26,344 SF (0.47 NLA)

NOTES

- NO JURISDICTIONAL WATERS ON-SITE.
- CONTOURS APPROXIMATED USING FULTON COUNTY GIS.
- SIDEWALKS WILL BE PROVIDED AT ALL SITES AND WILL ADHERE TO ADA REQUIREMENTS ALONG ALL STREET FRONTAGES, EXCEPT CURB CUTS.
- NO PROPOSED BIKE LANES, PATHS OR TRAILS.
- EXISTING BUILDING STRUCTURES TO BE DEMOLISHED (EXISTING 162-UNIT APARTMENT BUILDING ON PARCEL D; APPROX. 32,000 SF EXISTING OFFICE BUILDING ON PARCEL E).
- TWO-PHASE DEVELOPMENT WITH AN OVERALL BUILDOUT YEAR OF 2012. THE PROJECT CONSISTS OF 5 SEPARATE PARCELS: C, D AND E. PARCEL C AND THE RIGHT PORTION OF PARCEL D ARE TO BE CONSTRUCTED IN PHASE 1. THE LEFT PORTION OF PARCEL D AND PARCEL E WILL BE DEVELOPED IN PHASE 2.
- ALL OFF-SITE PROPERTY LINES AND RIGHT-OF-WAY WIDTHS OBTAINED FROM ARCHITECT'S MASTER PLAN.
- PROPOSED INTERNAL ROAD TO BE PRIVATE ROAD.



REV. No.		DATE	DRAWN BY	CHECKED BY

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0 60 120
SCALE IN FEET

PREPARED BY
Kimley-Horn and Associates, Inc.
817 WEST PEACHTREE ST, NW - SUITE 601 - ATLANTA, GEORGIA 30308-1121
Tel: (404) 419- 8700 Fax: (404) 419 - 8701

PREPARED FOR
CANNON EQUITIES
990 HAMMOND DRIVE, SUITE 350, ATLANTA, GA 30328

PROJECT ARCHITECT:
RULE JOY TRAMMELL + RUBIO
ARCHITECTURE + INTERIOR DESIGN
WWW.RJTPLUSR.COM

DRAWN BY: ANF
DESIGNED BY: ANF
CHECKED BY: KR

VILLAGE CAPITAL DRI #1898

Atlanta, Georgia

GRTA DRI SITE PLAN

PROJECT NO. 019782000 | SCALE 1" = 60' | DATE 08-19-08 | SHEET NO. 1 OF 1

Drawing name: K:\ATL_DPI\Project\Trona\019782000_Village Capital DRI\CADD Site Plan\CADD\dwg\GRTA Site Plan 24x36.dwg DRI Site Plan Sep 16, 2008 10:00am by: andrea.foord