



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: Sep 13 2012

ARC REVIEW CODE: R1208241

TO: Mayor Kasim Reed
ATTN TO: Joshua Mello, Assistant Director
FROM: Douglas A. Hooker, Executive Director

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.

Name of Proposal: Camden Paces
Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact
Date Opened: Aug 24 2012

Description: This project, located in the City of Atlanta, is a proposed mixed use project with 114,000 square feet of office space, 117,000 square feet of commercial space and 390 residential units. This DRI review will also include an adjacent project by the same developer and name (Camden Paces, DRI #2281) which was not reviewed as a DRI previously due to it being below DRI thresholds. That development included 392 residential units. Including both developments, this DRI review will include 114,000 square feet of office space and 117,000 square feet of commercial space and 782 residential units. The project is located at 77 East Andrews Drive NW in the City of Atlanta.

DRI Checklist Summary:

Regional Consistency Assessment (50%): 100%
Local Impacts Assessment (30%): 96%
Quality Development Assessment (20%): 90%

Overall Weighted Score: 97%

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.

Comments:

Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is within an area designated as Maturing Neighborhoods. A portion of the development is also within a Regional Center. The UGPM and RDG state that Maturing Neighborhoods "are areas in the region characterized by older neighborhoods that include both single- and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and

maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas where people are aging in place. These areas should integrate Lifelong Communities principles to ensure options for housing and transportation in the community that support older adults that want to remain in their communities for a lifetime.

The UGPM and RDG state that Regional Centers “have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered “Edge Cities,” developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

Additionally, the Camden Paces development is located within the Buckhead Livable Centers Initiative (LCI) study area. This LCI was completed in 2002 with several follow-up studies completed since the plan was adopted.

Observations:

The Camden Paces DRI review includes the newest proposal of 114,000 square feet of office space, 117,000 square feet of commercial space and 390 residential units as well as an adjacent project by the same developer and name (Camden Paces, DRI #2281) which was not reviewed as a DRI previously due to it being below DRI thresholds. That development included 392 residential units. Including both developments, this DRI review will include 114,000 square feet of office space and 117,000 square feet of commercial space and 782 residential units.

The development proposal includes several good features and design elements including buildings facing and being brought up to the street, parking placed behind or beside buildings and screened from view, internal connectivity and public access through the site, bicycle and pedestrian facilities, and a mix of uses that may encourage residents, employees, and visitors to the development to walk rather than drive between the various uses.

However, the portion of Camden Paces that was not reviewed and has already been zoned includes multiple gates which restrict movement through the site, without having to exit the property and use an external street. It was indicated during the pre-review meeting that the gates have already been moved from a previously proposed location.

Recommendations:

While the new placement of the proposed gates allows for additional access into and through the site, the developer should consider using gates only at the entrances to the residential parking area opening the central drive to all residents and visitors of the development. Doing this would allow multiple connections between the various development pods and uses within the site.

Additionally, the development proposal should be consistent with any recommendations included in the original LCI plan or any follow-up study.

See additional ARC staff comments which are attached

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF SANDY SPRINGS	DEKALB COUNTY	

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.

**RCA****RCA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 1: REGIONAL CONSISTENCY ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	CITY OF ATLANTA					Date RCA Completed, M/D/YYYY: 8/23/12
DRI #:	2291					RC DRI Reviewer: JT
TENTATIVE NAME OF DEVELOPMENT:	Camden Paces					
TYPE OF DEVELOPMENT:	Mixed Use					Action Triggering Review: Zoning
I. REGIONAL PLAN	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the Regional Development Map and Defining Narrative?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with the Guiding Principles of the Regional Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
II. REGIONAL RESOURCE PLAN AND RIRs	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
If within one mile of any area on the RIR map, is the development consistent with the Guidance for Appropriate Development Practices in the Regional Resource Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
III. INTERJURISDICTIONAL IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid or mitigate negative effect on public facilities (roads, stormwater / floodplain management, water quality, etc.) in neighboring jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are neighboring jurisdictions aware of, and prepared to manage, impacts of the development on public facilities (roads, stormwater / floodplain management, water quality, etc.) in their jurisdictions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are other affected jurisdictions, including school boards, aware of, and prepared to manage, the impacts of this development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. TRANSPORTATION IMPACTS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)

Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				33	OUT OF A POSSIBLE:	33
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50
ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.						
FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)						
<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , "the proposed action <u>IS</u> in the best interest of the region and therefore of the state." <input type="checkbox"/> NO , "the proposed action <u>IS NOT</u> in the best interest of the region and therefore not of the state." Other Issues of Regional Concern:					
<i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i>	<input type="checkbox"/> YES. <input type="checkbox"/> NO. Narrative:					
<i>Was the answer to both questions in this section "No"?</i>	<input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding. <input type="checkbox"/> NO.					

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.

**LIA****LIA****ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW****PART 2: LOCAL IMPACTS ASSESSMENT***To be completed by the ARC Staff*

JURISDICTION:	CITY OF ATLANTA				Date LIA completed, M/D/YYYY: 8/23/12	
DRI #:	2291				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Camden Paces					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	

I. ADEQUACY OF LOCAL ASSETS/SERVICES	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate wastewater/sewerage facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate water supply and treatment facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate stormwater management facilities exist to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do adequate solid waste facilities exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local school system have the capacity necessary to adequately support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the local workforce possess the skills/expertise/education to effectively support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all other assets/services (public safety, etc.) adequate to serve the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the local government fiscally capable of adequately providing any new facilities/services anticipated/likely to be required by the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

II. ADEQUACY OF TRANSPORTATION INFRASTRUCTURE	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Do adequate transportation facilities currently exist to support the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is predominately industrial, is it located in close proximity to an interstate highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project? enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SITE ACCESS COULD BE IMPROVED IF THE INTERNAL ROAD THROUGH THE CENTER OF THE SITE WAS NOT GATED AND WAS PUBLICLY ACCESSIBLE.	
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are potential impacts upon GROUNDWATER RECHARGE AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RIVER CORRIDORS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PROTECTED MOUNTAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon COASTAL RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FLOODPLAINS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon SENSITIVE SOIL TYPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon STEEP SLOPES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon PRIME AGRICULTURAL/FORESTRY AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon RARE/ENDANGERED SPECIES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon FEDERAL, STATE OR REGIONAL PARKS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Are potential impacts upon HISTORIC RESOURCES adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon DESIGNATED SCENIC BYWAYS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon VIEWSHEDS OR SCENIC AREAS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
LIA Points:		43		OUT OF A POSSIBLE:	45	
LIA Score:		96		LIA WEIGHTED SCORE (30%):	29	
OVERALL ASSESSMENT OF LOCAL IMPACTS						
<i>Does the host local government need to take action to manage potential adverse impacts of this development?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	
<i>Should special requirements be placed on the developer(s) to mitigate adverse development impacts?</i>	YES <input type="checkbox"/>		NO <input type="checkbox"/>		NARRATIVE:	

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ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT

To be completed by the ARC Staff

JURISDICTION:	CITY OF ATLANTA				Date QDA Completed, M/D/YYYY: 8/23/12	
DRI #:	2291				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Camden Paces					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	

I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development include multi-use trails that will connect to the external trail network(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are intersections designed for pedestrian safety, including marked crossing, curb extensions, median refuges, raised crosswalks, and/or pedestrian actuation devices?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the design include pedestrian connections between building entrances and the internal and external sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development contribute to public streetscapes with pedestrian-friendly amenities, such as benches, lighting, street trees, trash cans, pedestrian entrance on street level, and windows at street level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development employ pedestrian-friendly block sizes (e.g., block face no more than 500 ft, average block perimeter 1350 ft)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development incorporate traffic calming measures, such as narrower street widths, raised pedestrian crossings, or rough pavement materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
III. CONNECTIVITY	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Will the development employ street layouts that match those in older parts of the community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the developments internal street network connect to the existing surrounding street network at many points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development provide multiple ingress/egress points and have access to multiple external roadways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the proposal provide appropriate direct connections to existing adjacent developments/uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the proposal allow for direct connection to adjacent developments/uses in the future (at stub outs, dead end streets, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development include external and internal connections that allow motorists to avoid using the surrounding roadways to access adjacent uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SITE ACCESS COULD BE IMPROVED IF THE INTERNAL ROAD THROUGH THE CENTER OF THE SITE WAS NOT GATED AND WAS PUBLICLY ACCESSIBLE.	
Does the internal street network minimize traveling distance by providing relatively direct circulation throughout the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Can the internal street network be reasonably anticipated to add to the public roadway network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IV. PARKING	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0		
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to revitalize existing neighborhood commercial centers (or create a new one on an infill site) that will serve as a focal point for the surrounding neighborhood and community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

Is this a greyfield redevelopment that converts vacant or under-utilized commercial strips to mixed-use assets?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VI. SENSE OF PLACE	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development create or enhance community spaces such as public plazas, squares, parks, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development consistent / compatible with the traditional character of the community, incorporating appropriate scale, placement and massing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that complements surrounding uses (e.g. appropriate massing and scale when in developed areas; landscaped buffers/berms when in less developed areas; etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If "big box" retail, is the development designed in a way that promotes long-term usability (e.g. allows for subsequent adaptation to other tenants/uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are structures oriented toward and located near existing and proposed street front(s) with parking located in places other than between the structure and the street/sidewalk?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development design include restrictions on the number and size of signs and billboards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If applicable, will the natural vegetative character of surrounding roadways be maintained (e.g., with setbacks, vegetative buffers, landscaped berms)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VII. TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development designed to be an attractive, pedestrian-friendly activity center serving surrounding residential areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Will the development include a mix of housing types and sizes evocative of the "traditional" development styles/patterns of the community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Do planned street widths employ TND width standards (i.e. narrow)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
Does the development avoid critical environmental areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	THERE ARE TWO STREAMS ONSITE THAT WILL BE PARTIALLY COVERED AND/OR BUILT OVER	
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	SEE COMMENT ABOVE	

Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development incorporate native and drought-tolerant landscaping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE APPLICANT HAS INDICATED THAT DROUGHT-TOLERANT LANDSCAPING WILL BE USED.	
Is the development designed to avoid the need for a stream buffer variance under any applicable ordinances?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	THERE ARE TWO STREAMS ONSITE THAT WILL BE PARTIALLY COVERED AND/OR BUILT OVER	
Does the development's stormwater management plan avoid increasing the rate and quantity of post-development stormwater runoff when compared with pre-development stormwater rates and quantities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE APPLICANT HAS INDICATED THAT RUNOFF WILL BE REDUCED PER REQUIREMENTS.	
Does the development reflect best management practices (e.g., bioretention strips, rain gardens or swales as alternatives to conventional practices) for water quality protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE APPLICANT HAS INDICATED THAT BEST MANAGEMENT PRACTICES WILL BE USED PER CITY REQUIREMENTS.	
Do the parking lots incorporate innovative on-site stormwater mitigation or retention features that are not covered elsewhere in this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is a substantial proportion of the total paved area (total of driveways, parking, etc) covered with permeable surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development propose water conservation covenants or employ other appropriate water conservation measures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	LOCAL ENERGY CODE REQUIRES LOW FLUSH TOILETS, ETC.	
Is the development seeking independent certification/recognition by a widely acknowledged development accreditation organization (e.g. LEED, EarthCraft, Green Globes, Energy Star, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development make use of alternative building materials that promote environmental protection and energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
X. HOUSING CHOICES	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)
For developments with a residential component, will a diversity of housing types be provided in the development, including: Single family; Accessory housing units; Multi family; Affordable housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		

For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3				
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain (as necessary for "Yes" and "No" answers)	Recommendations (to the Developer for Improving the Project)		
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
QDA POINTS:			111	OUT OF A POSSIBLE:		123		
QDA SCORE:			90	QDA WEIGHTED SCORE (20%):		18		
OVERALL ASSESSMENT OF QUALITY								
<i>Is the preponderance of answers above "Yes"?</i>			<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.					

<p><i>And is the development generally reflective of the best quality growth practices?</i></p>	<p><input type="checkbox"/> YES, this regional commission recommends this development for Georgia Quality Development designation.</p> <p><input type="checkbox"/> NO</p> <p>NARRATIVE:</p>		
<p><i>To improve the overall quality of the development, does the regional commission recommend that the local government seek additional alterations to the proposal that have not been described above?</i></p>	<p>YES <input type="checkbox"/></p>	<p>NO <input type="checkbox"/></p>	<p>NARRATIVE:</p>
<div></div>			



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Nathan Soldat, Transportation Planning Division

DATE: September 4th, 2012

SUBJECT: **Transportation Division Review of DRI # 2291**
Project: Camden Pace
County: Fulton
Location: East Andrews Drive Northwest, Atlanta, GA 30305
Analysis:
Expedited ☐
Non-Expedited ☒

cc: David Haynes
TD

The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The Camden Paces development is proposed to be located between West Paces Ferry Road and Roswell Road. The development is comprised of 114,000 square feet of office space, 47,500 square feet of restaurant space, 69,500 square feet of retail space, 376 town homes and 390 apartments.

INFRASTRUCTURE Transportation

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

Site access is proposed to be provided for the site via four full access driveways on East Andrews Drive, one full access driveway on Roswell Road, one right-in/right-out driveway on Roswell Road and one right-in/right-out driveway on West Paces Ferry Road. It should be noted that during the pre-application meeting, Joshua Mello with the City of Atlanta stated that the City does not support having two driveways on Roswell Road, does not support the western most driveway on East Andrews Drive and would like the driveway on West Paces Ferry Road to be a full access driveway.

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

The applicant is still working with GRTA to solidify the proposed methodology for the traffic study at this time. Once a methodology has been proposed and GRTA has issued a Memorandum of Understanding, ARC staff will verify.

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

PLAN 2040 RTP (Long Range Projects)*

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Completion Year
AT-246	SR 237 (Piedmont Road) Widening	Roadway/General Purpose Capacity	Long Range 2018-2030

**The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27th, 2011.*

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The site is not directly served by transit. The nearest corridor that is served by MARTA is Peachtree Road, bus route 110.

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

None proposed.

What are the numbers of crashes adjacent to the proposed project?

The Georgia Department of Transportation shows for the last three years:

- 9 crashes (no fatalities) at or north of the intersection of Roswell Road and East Andrews Dr.
- 3 crashes (no fatalities) at or near the intersection of Cains Hill Pl and East Andrews Dr.
- 3 crashes (no fatalities) at or near the intersection of Paces Ferry Pl and East Andrews Dr.
- 4 crashes (no fatalities) at or near the intersection of East Andrews Dr. and W. Paces Ferry Rd.
- 4 crashes (no fatalities) at or near the intersection of W. Paces Ferry Rd. and Paces Ferry Pl

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

- The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located in an employment/activity center and LCI area. Roswell Road is on Strategic Truck Route Network, Regional Thoroughfare Network and Bicycle and Pedestrian Network.
- Inner-site connectivity and internal circulation is of concern. Privacy gates preventing movement from one end of the site to the other through the middle of the site require users to leave the site and travel via East Andrews Dr. Safe facilities for all modes of travel should be provided on East Andrews Dr.
- Please refer to GDOT's "Regulations for Driveway and Encroachment Control" manual as an additional resource regarding access points to the site.
- The full access driveway on Roswell Road should be signalized.

CAMDEN PACES DRI
City of Atlanta
Environmental Planning Division Review Comments
August 21, 2012

Watershed Protection and Stream Buffers

The proposed project is located on a previously developed property in the Nancy Creek basin of the Peachtree Creek watershed. Peachtree Creek is a tributary to the Chattahoochee River that enters the River below the water supply watershed portion of the basin. While the USGS coverage for the project area shows no streams on or near the project property, the project plans show three streams with both the State 25-foot and City 75-foot buffers shown. The plans show development over portions of the streams and their buffers. However, it appears from aerial photo evidence that more of the streams were covered under the original development. Work within the State and City stream buffers are subject to all applicable buffer requirements and may require variances from the City and State.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	16.50	28.22	287.10	1782.00	16219.50	20.30	3.63
Townhouse/Apartment	13.62	14.30	145.87	912.54	8240.10	10.35	1.91
TOTAL	30.12	42.52	432.97	2694.54	24459.60	30.65	5.54

Total Impervious = 68%

If new or upgraded on-site detention is required, the design should include 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.

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2291**

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:	Joshuah Mello
Telephone:	404-330-6785
E-mail:	jdmello@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:	Camden Paces
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	77 East Andrews Drive
Brief Description of Project:	Mixed-use project located on two parcels of land. Development to include 363,474SF of commercial and 348,654SF of residential.

Development Type:

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

If other development type, describe:

DRI Initial Information Form

Project Size (# of units, floor area, etc.):	363,474SF of commercial and 348,654SF of residential	
Developer:	Camden USA, Inc.	
Mailing Address:	5100 West Lemon Street	
Address 2:	Suite 209	
	City:Tampa State: FL Zip:33609	
Telephone:	813-286-5961	
Email:	cweaver@camdenliving.com	
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, property owner:		
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If no, in what additional jurisdictions is the project located?		
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If yes, provide the following information:	Project Name: Camden Paces	
	Project ID: 2281	
The initial action being requested of the local government for this project:	<input checked="" type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> Permit <input type="checkbox"/> Other	
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If yes, what percent of the overall project does this project/phase represent?	60	
Estimated Project Completion Dates:	This project/phase: 2015 Overall project: 2015	
Back to Top		

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

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: City of Atlanta

Individual completing form: _____

Telephone: _____

Email: _____

Project Information

Name of Proposed Project: Camden Paces

DRI ID Number: 2291

Developer/Applicant: Camden USA Inc.

Telephone: (813) 286-5161

Email(s): cweaver@camdenliving.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:

\$150,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

\$2,666,000

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

☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?

☐ (not selected) ☐ Yes ☒ No

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

Water Supply

Name of water supply provider for this site:

City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.37

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:

City of Atlanta Nancy Creek

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.32

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.)

A preliminary trip generation shows the development will generate 1,200 AM peak trips and 1,112 PM peak trips. Final trip calculations will be included in the DRI report.

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:

A full DRI report will be prepared and submitted for the proposed development after meeting with ARC and GRTA

Solid Waste Disposal

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

75,074

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?

74%

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

Natural buffers, infiltration water quality, channel protection and detention

Environmental Quality

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

- | | |
|---|--|
| 1. Water supply watersheds? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 2. Significant groundwater recharge areas? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 3. Wetlands? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 4. Protected mountains? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 5. Protected river corridors? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 6. Floodplains? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 7. Historic resources? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |
| 8. Other environmentally sensitive resources? | <input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No |

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

Submit Application

Save without Submitting

Cancel

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TOTAL SITE AREA = 1,311,156 SF OR 30.1 ACRES

TRACT TWO: 593,101 SF OR 13.616 ACRES
EXISTING ZONING: RG-4 GENERAL RESIDENTIAL
NOT A PART OF THIS RE-ZONING REQUEST, TRACT
TWO IS A PROPOSED PRIVATE GATED COMMUNITY

TRACT THREE: 500,987 SF OR 11.501 ACRES
EXISTING ZONING: RG-3 GENERAL RESIDENTIAL
REQUESTED ZONING: SPI-9 SUB AREA 2
ROAD FRONTAGE: EAST ANDREWS DRIVE 752.9 LF
ROSWELL ROAD 1199.9 LF

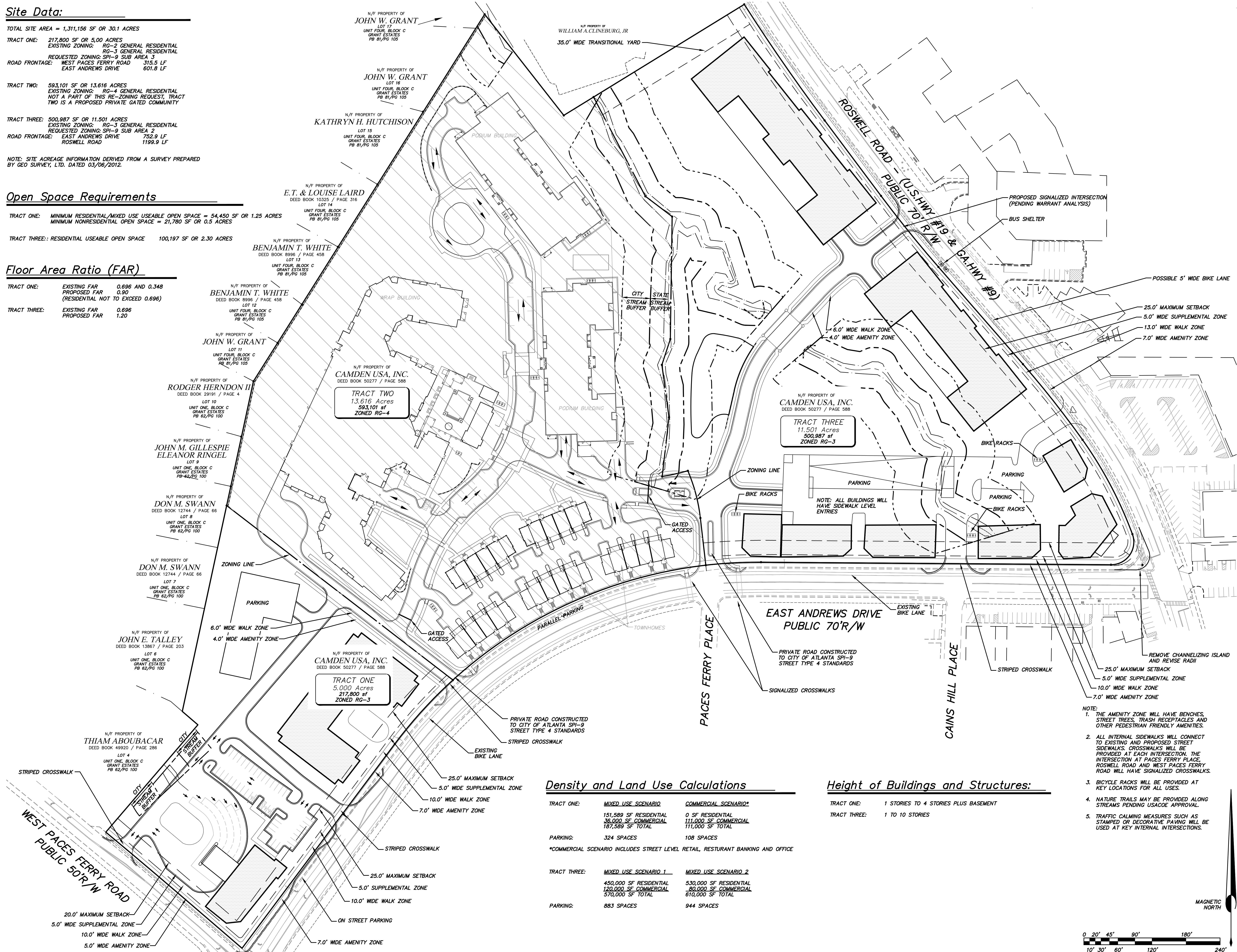
NOTE: SITE ACREAGE INFORMATION DERIVED FROM A SURVEY PREPARED BY GEO SURVEY, LTD. DATED 03/06/2012.

TRACT ONE: MINIMUM RESIDENTIAL/MIXED USE USEABLE OPEN SPACE = 54,450 SF OR 1.25 ACRES
MINIMUM NONRESIDENTIAL OPEN SPACE = 21,780 SF OR 0.5 ACRES

TRACT THREE:: RESIDENTIAL USEABLE OPEN SPACE 100,197 SF OR 2.30 ACRES

TRACT ONE:	EXISTING FAR	0.696 AND 0.348
	PROPOSED FAR	0.90
	(RESIDENTIAL NOT TO EXCEED 0.696)	
TRACT THREE:	EXISTING FAR	0.696
	PROPOSED FAR	1.20

TRACT THREE:	EXISTING FAR	0.696
	PROPOSED FAR	1.20



TRACT ONE:	<u>MIXED USE SCENARIO</u>	<u>COMMERCIAL SCENARIO</u>
	151,589 SF RESIDENTIAL	0 SF RESIDENTIAL
	<u>36,000 SF COMMERCIAL</u>	<u>111,000 SF COMMERCIAL</u>
	187,589 SF TOTAL	111,000 SF TOTAL

PARKING: 324 SPACES 108 SPACES

***COMMERCIAL SCENARIO INCLUDES STREET LEVEL RETAIL, RESTURANT BANKING AND OFFICE**

TRACT THREE:	<u>MIXED USE SCENARIO 1</u>	<u>MIXED USE SCENARIO 2</u>
	450,000 SF RESIDENTIAL	530,000 SF RESIDENTIAL
	120,000 SF COMMERCIAL	80,000 SF COMMERCIAL
	570,000 SF TOTAL	610,000 SF TOTAL

PARKING: 883 SPACES 944 SPACES

TRACT ONE: 1 STORIES TO 4 STORIES PLUS BASEMENT
TRACT THREE: 1 TO 10 STORIES

TRACT ONE: 1 STORIES TO 4 STORIES PLUS BASEMENT
TRACT THREE: 1 TO 10 STORIES

TRACT THREE: 1 TO 10 STORIES



SCE
SOUTHERN CIVIL ENGINEERS

10 Roswell Street
Suite 210
Alpharetta, GA 30009
(770) 619-4280
www.sce-atlanta.com

Revisions	
Date	Description
06-26-12	REVISED PLAN
06-21-12	REVISED PLAN

GSWCC LEVEL II
DESIGN PROFESSIONAL
CERTIFICATION #0000021723

DRAWING IS THE PROPERTY OF THE ENGINEER
AND MAY NOT BE REPRODUCED WITHOUT WRITTEN
PERMISSION FROM SOUTHERN CIVIL ENGINEERS, INC.
CONSTRUCTION ACTIVITY SHALL CONFORM TO THE
MINIMUM REQUIREMENTS AS PROMULGATED BY

CAMDEN MASTER PLAN
A Development By
CAMDEN DEVELOPMENT, INC.
LAND LOTS 98 & 99 OF THE 17TH DISTRICT
CITY OF ATLANTA, FULTON COUNTY, GEORGIA

[illegible]

A Development by

LAND LOT 30 & 33 OF THE 17TH DISTRICT
CITY OF ATLANTA, FULTON COUNTY, GEORGIA

Drawn SCE	Designer SCE	Date 07-23-12
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Project Number: 2012.019

Sheet Title

ONING PLAN

Flowing Number

ZP-1

