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: 8/25/2004 **ARC REVIEW CODE**: R407261

TO: Mayor Shirley Franklin
ATTN TO: Nina Gentry, Senior Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: **The Reserve at Cranbrook**

Review Type: Development of Regional Impact	**Date Opened:** 7/26/2004	**Date Closed:** 8/25/2004

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

Additional Comments: None.

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 ATLANTA SCHOOLS	FULTON COUNTY	DEKALB COUNTY

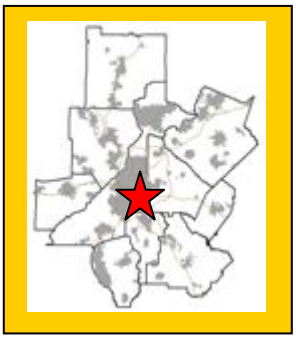
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	July 26, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	The Reserve at Cranbrook #614
Final Report Due:	August 25, 2004		Comments Due By:	August 9, 2004

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The Reserve at Cranbrook is a proposed residential community with a retail component that will replace an existing apartment complext of 203 units. The proposed development will consist of 480 residential units that will be approximately have apartments and half condominiums, and a maximum of 60,000 square feet of retail uses. The proposed development is located along LaVista Road just north of Cheshire Bridge Road.

PROJECT PHASING:

The project will be built in one phase with a build out date of 2006.

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 project is proposing a PD-MU or PDH zoning classification to allow for the proposed residential and commercial uses. According to information submitted with the, review, the proposed development is not consistent with the future land use map for the City of Atlanta.

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

No inconsistencies were determined during the review.

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

No impacts were determined during the review.

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 services and employment opportunities 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 two-mile radius of the proposed project.

Year	Name
2002	Lindbergh Plaza
1998	Lindbergh TOD
1997	Post Briarcliff
1986	Gray Properties Residential
1985	Lenox 400
1985	Wood Hills

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

Based on information submitted for the review, the proposed development will replace an existing 203 apartment unit complex.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is consistent with many of the ARC's regional goals and policies. The proposed development is an infill development that will replace an existing 203 unit apartment complex. The proposed development will include 480 unit apartments and condominiums and neighborhood retail oriented toward LaVista Road, which Regional Development Policy 3 encourages: increasing opportunities for mixed use development, infill and redevelopment.

Parking garages are proposed in between the residential buildings. Wide sidewalks along LaVista Road will encourage pedestrian movement and activity along LaVista Road. The development is also proposing a bus shelter for the bus systems that run along LaVista Road.

The proposed development also has a unique opportunity to implement many actions proposed in the Cheshire Bridge Road Study completed by the City of Atlanta in 1999. The vision for the Cheshire Bridge Road corridor is to create a community that is pedestrian friendly and neighborhood-oriented. The neighborhood oriented retail and multi-family residential buildings of the proposed development help to create the community envisioned in the study. It is recommended that the proposed site plan continue to reflect principles and actions set forth in the Cheshire Bridge Road Study.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

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

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

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

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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 in the City of Atlanta on LaVista Road just north of Cheshire Bridge.

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 site is entirely within the City Atlanta in Fulton County; however, the proposed development borders DeKalb County

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 $65,000,000 with an expected $1,000,000 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 will increase employment opportunities and the need for services to the area. However, the proposed development will also provide many of these services through the proposed community oriented retail.

NATURAL RESOURCES

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

Watershed Protection

The project property is in the Chattahoochee Corridor River Basin. It is not on or near any tributary stream and is not subject to any river-related regulations. The project is proposed on an already developed site.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The estimated amounts of pollutants that will be produced after construction of the proposed development are presented below. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) ARC has estimated these loading factors based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. These estimates are generalized for the metropolitan area and do not necessarily the higher densities found in dense urban areas. The loading factors for townhouse/apartment uses assume an impervious area of 48 percent. However, the plans show an estimated impervious coverage of about 85-90 percent. Because the impervious surface amounts are higher than the estimates, pollutant loads are likely to be higher than those developed in this analysis. The following table summarizes the results of the analysis using the townhouse/apartment land use factors:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Townhouse/Apartment	9.65	10.13	103.35	646.55	5838.25	7.33	1.35
TOTAL	9.65	10.13	103.35	646.55	5838.25	7.33	1.35

Total Impervious: 85% in this analysis

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

HISTORIC RESOURCES

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

None were determined during the review.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. Two full movement driveways will provide site access via LaVista Road replacing four curb cuts that serve the existing site. The westernmost driveway will be aligned with the access driveway to Cheshire Square across the street on LaVista Road. Build out year is scheduled for 2006.

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

URS Corporation performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments 240 Units	24	97	121	69	34	103	1,029
Condominiums 240 Units	18	86	104	57	21	78	871
Retail 60,000 square feet	70	45	115	96	98	194	5,493
Total Project Trip Generation	***112***	***228***	***340***	***222***	***153***	***375***	***7,393***
Trip Generation of Existing Site	***-21***	***-38***	***-59***	***-59***	***-51***	***-110***	***-873***
TOTAL NEW TRIPS	**91**	**190**	**281**	**163**	**102**	**265**	**6,520**

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

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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 1.0, 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 0.8 or above are considered congested.

V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
	Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB
I-85 NB On-Ramp at Lenox Road													
2005	1	**4,270**	0	4,270	**0.71**	0	0.71	**6,820**	0	6,820	**1.14**	0	1.14
2010	1	**2,650**	0	2,650	**0.41**	0	0.41	**4,720**	0	4,720	**0.74**	0	0.74
2025	1	**3,380**	0	3,380	**0.53**	0	0.53	**6,150**	0	6,150	**0.96**	0	0.96
% Change 2005-2010		**-37.9%**	**0.0%**	**-37.9%**	**-42.3%**	**0.0%**	**-42.3%**	**-30.8%**	**0.0%**	**-30.8%**	**-35.1%**	**0.0%**	**-35.1%**
% Change 2010-2025		**27.5%**	**0.0%**	**27.5%**	**29.3%**	**0.0%**	**29.3%**	**30.3%**	**0.0%**	**30.3%**	**29.7%**	**0.0%**	**29.7%**
% Change 2005-2025		**-20.8%**	**0.0%**	**-20.8%**	**-25.4%**	**0.0%**	**-25.4%**	**-9.8%**	**0.0%**	**-9.8%**	**-15.8%**	**0.0%**	**-15.8%**
Cheshire Bridge Road (Between Sheridan Road and LaVista Road)													
2005	2	**7,220**	3,510	3,710	**0.69**	0.67	0.71	**10,320**	5,060	5,260	**0.99**	0.97	1.01
2010	2	**7,810**	3,340	4,470	**0.75**	0.64	0.86	**10,500**	4,930	5,570	**1.01**	0.95	1.07
2025	2	**8,080**	3,530	4,550	**0.78**	0.68	0.87	**10,610**	5,050	5,560	**1.02**	0.97	1.07
% Change 2005-2010		**8.2%**	**-4.8%**	**20.5%**	**8.7%**	**-4.5%**	**21.1%**	**1.7%**	**-2.6%**	**5.9%**	**2.0%**	**-2.1%**	**5.9%**
% Change 2010-2025		**3.5%**	**5.7%**	**1.8%**	**3.3%**	**6.3%**	**1.2%**	**1.0%**	**2.4%**	**-0.2%**	**1.0%**	**2.1%**	**0.0%**
% Change 2005-2025		**11.9%**	**0.6%**	**22.6%**	**12.3%**	**1.5%**	**22.5%**	**2.8%**	**-0.2%**	**5.7%**	**3.0%**	**0.0%**	**5.9%**
LaVista Road at Site Driveway													
2005	1	**2,600**	1,160	1,440	**0.59**	0.53	0.65	**3,890**	2,130	1,760	**0.89**	0.97	0.80
2010	1	**2,840**	1,150	1,690	**0.65**	0.52	0.77	**3,800**	2,030	1,770	**0.86**	0.92	0.80
2025	1	**3,000**	1,280	1,720	**0.68**	0.58	0.78	**3,870**	2,060	1,810	**0.88**	0.94	0.82
% Change 2005-2010		**9.2%**	**-0.9%**	**17.4%**	**9.3%**	**-1.9%**	**18.5%**	**-2.3%**	**-4.7%**	**0.6%**	**-2.8%**	**-5.2%**	**0.0%**
% Change 2010-2025		**5.6%**	**11.3%**	**1.8%**	**5.4%**	**11.5%**	**1.3%**	**1.8%**	**1.5%**	**2.3%**	**2.3%**	**2.2%**	**2.5%**
% Change 2005-2025		**15.4%**	**10.3%**	**19.4%**	**15.3%**	**9.4%**	**20.0%**	**-0.5%**	**-3.3%**	**2.8%**	**-0.6%**	**-3.1%**	**2.5%**
Lindbergh Drive (West of Cheshire Bridge Road)													
2005	1	**2,770**	1,260	1,510	**0.63**	0.57	0.69	**3,860**	2,100	1,760	**0.88**	0.95	0.80
2010	1	**2,850**	1,360	1,490	**0.65**	0.62	0.68	**3,600**	1,970	1,630	**0.82**	0.89	0.74
2025	1	**3,030**	1,570	1,460	**0.69**	0.71	0.67	**3,920**	2,130	1,790	**0.89**	0.97	0.81
% Change 2005-2010		**2.9%**	**7.9%**	**-1.3%**	**3.2%**	**8.8%**	**-1.4%**	**-6.7%**	**-6.2%**	**-7.4%**	**-6.9%**	**-6.3%**	**-7.5%**
% Change 2010-2025		**6.3%**	**15.4%**	**-2.0%**	**6.2%**	**14.5%**	**-1.5%**	**8.9%**	**8.1%**	**9.8%**	**9.2%**	**9.0%**	**9.5%**
% Change 2005-2025		**9.4%**	**24.6%**	**-3.3%**	**9.5%**	**24.6%**	**-2.9%**	**1.6%**	**1.4%**	**1.7%**	**1.7%**	**2.1%**	**1.3%**
Cheshire Bridge Road South of LaVista Road													
2005	2	**5,840**	2,830	3,010	**0.56**	0.54	0.58	**8,810**	4,290	4,520	**0.85**	0.83	0.87
2010	2	**6,760**	3,020	3,740	**0.65**	0.58	0.72	**9,130**	4,280	4,850	**0.88**	0.82	0.93
2025	2	**7,290**	3,410	3,880	**0.70**	0.65	0.75	**9,620**	4,600	5,020	**0.93**	0.89	0.97
% Change 2005-2010		**15.8%**	**6.7%**	**24.3%**	**16.1%**	**7.4%**	**24.1%**	**3.6%**	**-0.2%**	**7.3%**	**2.9%**	**-1.2%**	**6.9%**
% Change 2010-2025		**7.8%**	**12.9%**	**3.7%**	**7.7%**	**12.1%**	**4.2%**	**5.4%**	**7.5%**	**3.5%**	**6.3%**	**8.5%**	**4.3%**
% Change 2005-2025		**24.8%**	**20.5%**	**28.9%**	**25.0%**	**20.4%**	**29.3%**	**9.2%**	**7.2%**	**11.1%**	**9.4%**	**7.2%**	**11.5%**

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-185	Cheshire Bridge Road at Lindbergh Drive	Roadway Operations	2005
AT-AR-BP138	Lindbergh Drive Transit Oriented Sidewalks from Peachtree Street to Cheshire Bridge Road	Pedestrian Facility	2004

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of The Reserve at Cranbrook: What are the recommended transportation improvements based on the traffic study done by the applicant?

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

- Addition of pavement on the eastbound receiving lanes on Buford Highway to allow significant volume of northbound right-turns to operate under a free-flow condition
- Addition of second westbound left-turn lane from Buford Highway onto Lenox Road; signalization phasing upgraded to allow protected only left-turns
- Addition of westbound right turn lane on Buford Highway
- Addition of a second southbound left-turn lane from Lenox Road onto eastbound Buford Highway; upgrade signalization phasing to allow protected-only left-turns
- Addition of third through lane on northbound Lenox Road
- Addition of third through lane on eastbound Buford Highway
- Addition of third westbound left-turn lane on Buford Highway
- Addition of third southbound through lane on Lenox Road

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

Buford Highway at Lenox Road

- Addition of pavement on eastbound receiving lanes on Buford Highway to allow significant volume of northbound right-turns to operate under a free-flow condition
- Addition of second westbound left-turn lane from Buford Highway onto Lenox Road; signalization phasing upgraded to allow protected only left-turns
- Addition of westbound right-turn lane on Buford Highway
- Addition of second southbound left-turn lane from Lenox Road onto eastbound Buford Highway; signalization phasing upgraded to allow protected only left-turns
- Addition of third through lane on northbound Lenox Road
- Addition of third through lane on eastbound Buford Highway
- Addition of third westbound left-turn lane on Buford Highway
- Addition of third southbound through lane on Lenox Road

Cheshire Bridge Road at Sheridan Road

- Addition of westbound left-turn lane from Sheridan Road to Cheshire Bridge Road

Cheshire Bridge Road at Lindbergh Drive/LaVista Road

- Modification of signal phasing to provide westbound permissive–plus–overlap phasing for right-turn movement

LaVista Road at Cheshire Square/Site Driveway

- Re-striping of two-way left turn lane to provide westbound dedicated left-turn lane into The Reserve at Cranbrook
- Signlaization of intersection; however, additional volume data required to determine if signal warranted

LaVista Road at Eastern Site Driveway

- Signalization of intersection; however, peak hour volumes indicates that volume warrants likely would not be met.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed development is not immediately located in the direct vicinity of a rapid transit station area. However, access to the Lindbergh MARTA Rail Station is provided via several MARTA bus routes.

Is the site served by transit? If so, describe type and level of service.

Yes, the site is currently served by a number of transit routes. MARTA Bus Route 6 originates from the Lindbergh MARTA Station and runs via LaVista Road to the Emory University area. Headways

average between 20 to 40 minutes. MARTA Bus Route 27 also originates from the Lindbergh MARTA Station and runs via LaVista Road to the North Avenue MARTA Station in Midtown. Headways for Route 27 varies from 20 minutes to 45 minutes. MARTA Bus Route 30 offers service from the Lindbergh MARTA Station via LaVista Road with service terminating at Northlake Mall. Headways average about every 45 minutes. MARTA Bus Route 33 also offers service from the Lindbergh Station via LaVista and Briarcliff to the Chamblee MARTA Rail Station. Headways range from every 30 minutes during the peak periods and 50 minutes during off-peak hours.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are no proposed enhancements scheduled or proposed at this time.

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

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Density Target levels			
Where Residential is dominant, >15 units/ac	Yes	6%	6%
Mixed Use Targets (w/sidewalks)			
Where Residential is dominant, 10% Retail or 10% Office	Yes	4%	4%
Proximity to Public Transportation			
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	Yes	3%	3%
Bicycle or Pedestrian facilities within the site (choose one)			
Bike/ped networks connecting to land uses within and adjoining the site	Yes	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**17%**	**17%**

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

The Reserve at Cranbrook is a development that is not overwhelming in nature. The inclusion of retail within any proposed development is a generator for more traffic. However, with this case, the possibility may not be serious. The roadway networks within the vicinity of the proposed site have long suffered from heavy congestion resulting in long travel times. The volume to capacity ratio table in this report shows how congested certain roadways can be during the AM and PM peak periods. Unfortunately, the numbers indicate that traffic will get worse in later years beyond The Reserve at

Cranbrook's proposed build-out year. The consultant has stated a number of required improvements based on their analysis to enhance any networks below the LOS D standard. Unless significant improvements to traffic flow are made or alternate modes of transportation are encouraged, the area will continue to see even more increases in volumes of traffic.

INFRASTRUCTURE
Wastewater and Sewage

Wastewater is estimated at 0.303 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted with the review state that the City of Atlanta will provide wastewater treatment for the proposed development specifically the South River Facility.

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

The capacity of the South River 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
48	54	37	45	3	None. Plan before EPD to permit plant at design capcity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. ECPA and Georgia EPD require CSO and SSO improvements throughout 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 0.303 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 325 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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

No.

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

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.)?**

The proposed development is within half a mile of the Briar Vista Elementary School, 1.5 mikes of the from the Kittredge Magnet Elementary School, Open Campus High School, and Margaret Harris Special Education High School. The City of Atlanta Police Department Zone 2 Precinct is within a mile of the site, as well as the Atlanta Bureau Fire Station 29.

AGING

Does the development address population needs by age?

The integration of residential and retail opportunities at the proposed development is a senior friendly component in the development. The pedestrian accessibility, the location along a major transit route and the proximity to a MARTA transit station will also help accommodate an older adult population that is aging in place.

This development is located in the Toco Hills NORC (Natural Occurring Retirement Community). The NORC was identified because it has an unusually high concentration of older adults. The demographic profile of this community is included at the end of this report and presents several reasons to address the elder friendly components of the development. It is also suggested that the developer communicate with the Toco Hills NORC organization.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will replace 203 apartment units with 480 apartment and condominium units.

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

Yes, once developed, this project will provide housing and employment to the City of Atlanta. The proposed development is surrounding by existing development. City of Atlanta's employment districts are within a few miles of the site.

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

The site proposed for the development is located in Census Tracts 92. This tract had a 12.8 percent increase in number of housing units from 2000 to 2003, according to ARC's Population and Housing Report. The report shows that 42 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 614
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 7/9/2004 11:42:29 AM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Nina E. Gentry 55 Trinity Ave. SW Suite 3350 Atlanta, GA 30303
Telephone:	404.330.6722
Fax:	404.658.7491
E-mail **(only one)**:	ngentry@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:	Reserve at Cranbrook (a.k.a. Reserve at Cheshire Bridge)

Development Type	Description of Project	Thresholds
Mixed Use	Redevelopment of existing 203-unit apartment development to consist of 620000 s.f. with 480 residential units and approx. 60000 s.f. of neighborhood oriented retail	View Thresholds

Developer / Applicant and Mailing Address:	Lavista Realty Partners, LLC Suite 770 3455 Peachtree Road Atlanta GA 30326
Telephone:	404.591.2491
Fax:	404.591.2901
Email:	bcurran@goarp.com
Name of property owner(s) if different from developer/ applicant:	Cranbrook Associates, L.P.
Provide Land-Lot-District Number:	Land Lot 5, 17th District
What are the principal streets or roads providing vehicular access to the site?	Lavista Road
Provide name of nearest street(s) or intersection:	Cheshire Bridge Road & Lavista Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y

If yes, how close is the boundary of the nearest other local government?	On the Dekalb County line
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/ phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: December 2006

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	Y
Developer/Applicant has identified needed improvements?	
Other (Please Describe): Traffic study is in progress to determine if additional capacity improvements are necessary. TIP includes left turn capacity improvements at intersection of Lavista Road and Cheshire Bridge Road	

Submitted on: 7/21/2004 3:21:42 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Nina E. Gentry
Telephone:	404.330.6722
Fax:	404.658.7491
Email (**only one**):	ngentry@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Reserve at Cranbrook (a.k.a. Reserve at Cheshire Bridge)
DRI ID Number:	614
Developer/Applicant:	Atlantic Realty Partners
Telephone:	404.591.2900
Fax:	404.591.2901
Email(s):	bcurran@goarp.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$65,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): 203 existing apartment units	

Community Facilities Impacts

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)?	0.303 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.303 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Please refer to June 2004 traffic study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	325
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

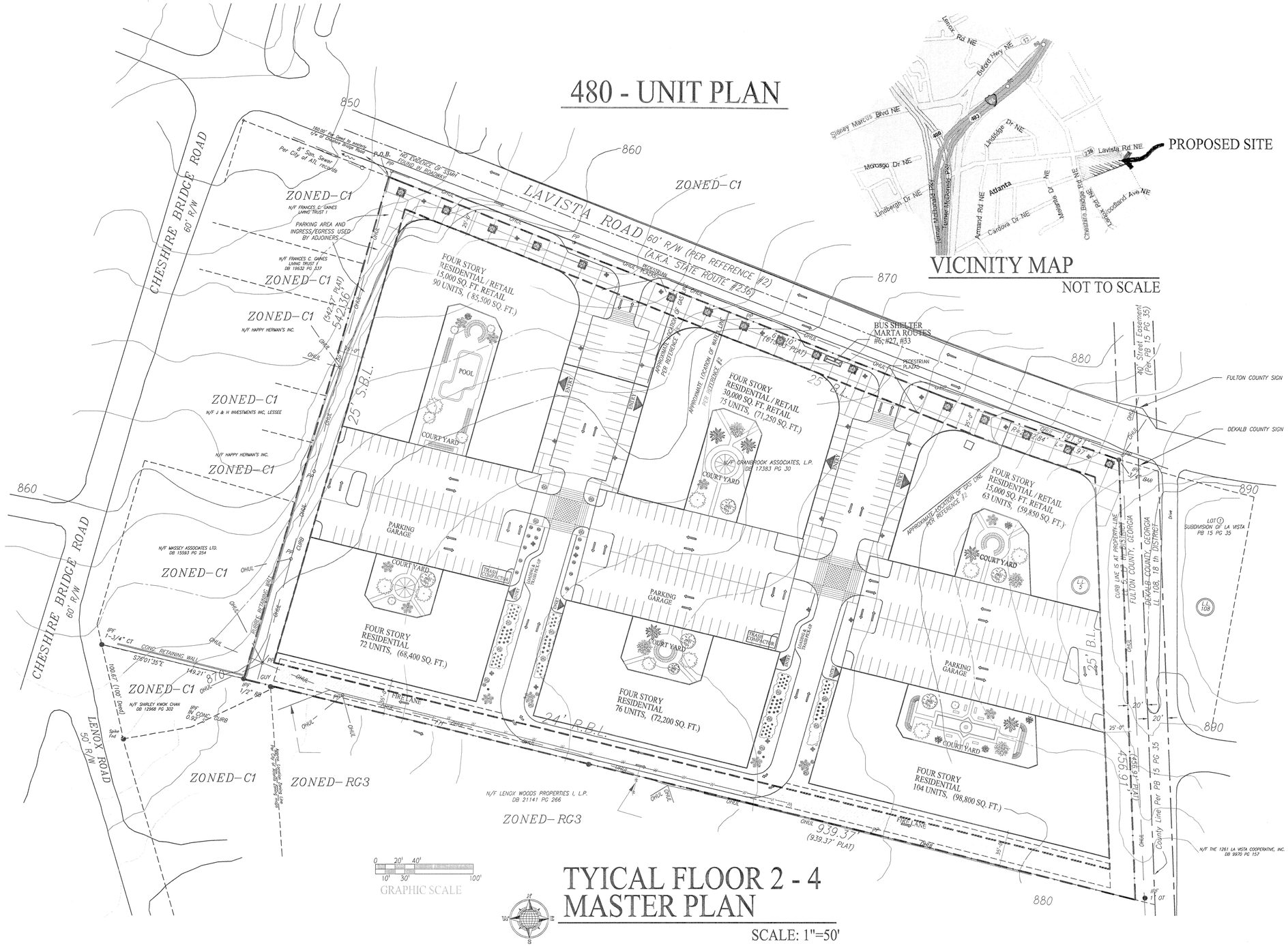
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	75%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: This project will meet all detention/retention requirements of the City of Atlanta	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	

1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

480 - UNIT PLAN



VICINITY MAP

NOT TO SCALE

PROFESSIONAL CERTIFICATION

I hearby certify thta I am familiar with the Zoning Ordinace of the City of Atlanta, as ammended. I further certify that to the best of my knowledge and ability, these plans are accurate and comply with the district and general regulations of the Zoning Ordiance of the City of Atlanta.

STATE OF GEORGIA — DAVID ALLEN ENGLISH — CERTIFICATE NO. 3438 — REGISTERED ARCHITECT

David A. English, AIA
Ga Reg. Architect, No. 3438

Project Information		
Total Acreage	9.65	acres
Zoning Classification		
Current	RG3	
Proposed	PD-MU	
Residential Square Footage		
Living Units: 480 units x 950 square foot average	456,000	sq. ft.
Stairwells: 6x2x400x4	9,600	sq. ft.
Total Residential Square Footage	465,600	sq. ft.
Total Residential Units	480	units
Non-Residential Square Footage		
Accessory Space	6,000	sq. ft.
Retail Space	60,000	sq. ft.
Total Non-Residential Square Footage	66,000	sq. ft.
Land Area		
Net Land Area (Boundary)	420,265	sq. ft.
Gross Land Area (includes 50% of ROW)	444,586	sq. ft.
Calculations		
Floor Area Ratio (475,100/444,586)	1.047	
Total Open Space	176,594	sq. ft.
Total Usable Space	133,910	sq. ft.
Parking		
Residential spaces @ 1.5/unit	720	spaces
Minimum spaces required @ 0.83/unit	398	spaces
Retail spaces @ 3/1,000 sq. ft.	195	spaces
Minimum spaces required @ 1/400 sq. ft.	150	spaces
Building Information		
Maximum Building Height	60	feet
Maximum Stories	4	stories
Contact Information		
Architect:	Pucciano & English, Architects Contact: David English, Architect Phone: 770-457-0623	
Owner:	Atlantic Realty Partners, Inc. Contact: Ben Curran, Director of Development Phone: 404-591-2492	

GRAPHIC SCALE 0 20' 40' 10' 30' 100'

TYICAL FLOOR 2 - 4 MASTER PLAN

SCALE: 1"=50'

THE RESERVE AT CHESHIRE BRIDGE

Atlantic Realty Partners

ATLANTIC REALTY PARTNERS
THE PINNACLE, SUITE 770
3455 PEACHTREE ROAD
ATLANTA, GEORGIA 30326 (404-591-2900)
CONTACT: BEN CURRAN 404-591-2492

RESIDENTIAL MIXED-USE
REDEVELPMENT
OF CRANBROOK APARTMENTS

PUCCIANO & ENGLISH, ARCHITECTS
ATLANTA, GEORGIA
CONTACT: DAVID A. ENGLISH 770-457-0623

APRIL 26, 2004
REV. 1 JUNE 25, 2004

06/29/2004 12:23:07

Toco Hills Demographic Profile

Toco Hills Atlanta, Georgia
census tracts: 215.01, 215.02

Total Population	13,329	
Over Age 65	2,097	15.73% of the total population living in Toco Hills is over the age of 65
Over Age 85	564	4.23% of the total population living in Toco Hills is over the age of 85
Over 65 and living below poverty	95	4.53%of the 65+ population living in Toco Hills is living below poverty
65+ White	2,013	95.99%of the 65+ population living in Toco Hills is White
65+ Black	71	3.39%of the 65+ population living in Toco Hills is Black
65+ Homeowners	847	77.35%of the 65+ population living in Toco Hills owns their home
65+ Renters	248	22.65%of the 65+ population living in Toco Hills rents their home
65+ Sensory Disability	310	14.78%of the 65+ population living in Toco Hills has a sensory disability
65+ Physical Disability	631	30.09%of the 65+ population living in Toco Hills has a physical disability
65+ Mental Disability	697	33.24%of the 65+ population living in Toco Hills has a mental disability
65+ Self-Care Disability	200	9.54%of the 65+ population living in Toco Hills has a self-care disability
65+ Difficulty Leaving Home	605	28.85%of the 65+ population living in Toco Hills has difficulty leaving home unassisted
Marital Status		
Never married	82	3.91%of the 65+ population living in Toco Hills never married
Married	1,163	55.46%of the 65+ population living in Toco Hills is currently married
Widowed	731	34.86%of the 65+ population living in Toco Hills is widowed
Divorced	121	5.77%of the 65+ population living in Toco Hills is divorced
Moved into current home before 1970		55.61%of the 65+ population living in Toco Hills
Current home was built before 1970		72.49%of the 65+ population in Toco Hills lives in a home built before 1970

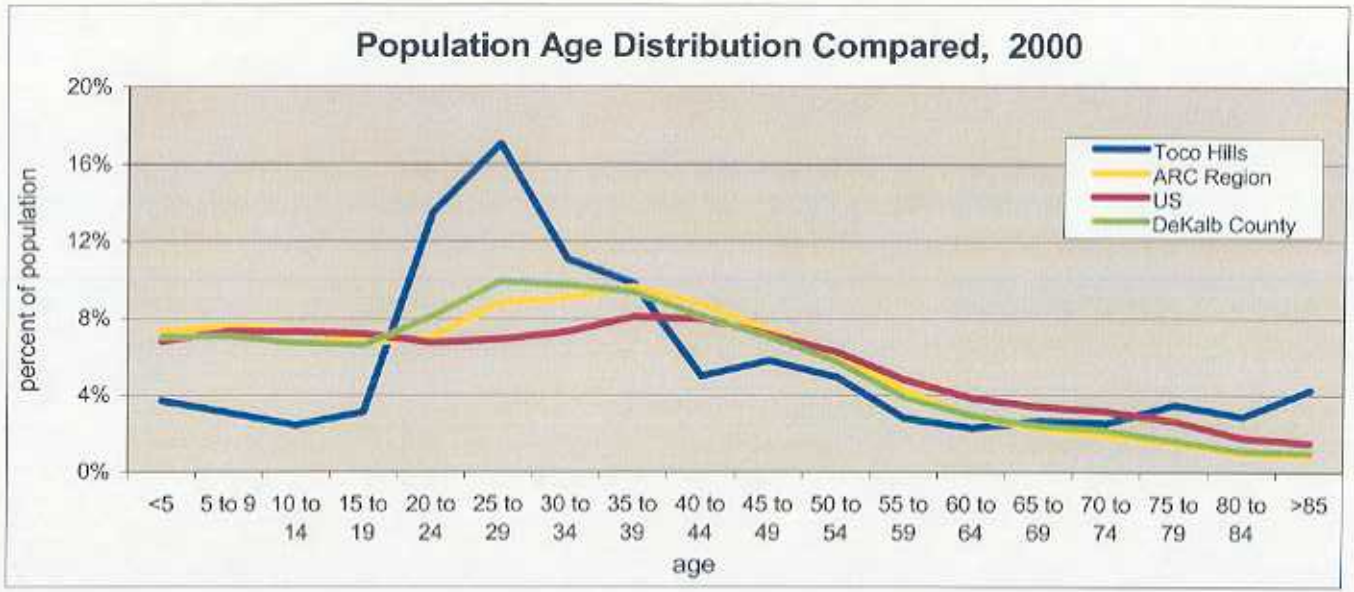
Sensory Disability is defined as: blindness, deafness, or a severe vision or hearing impairment.

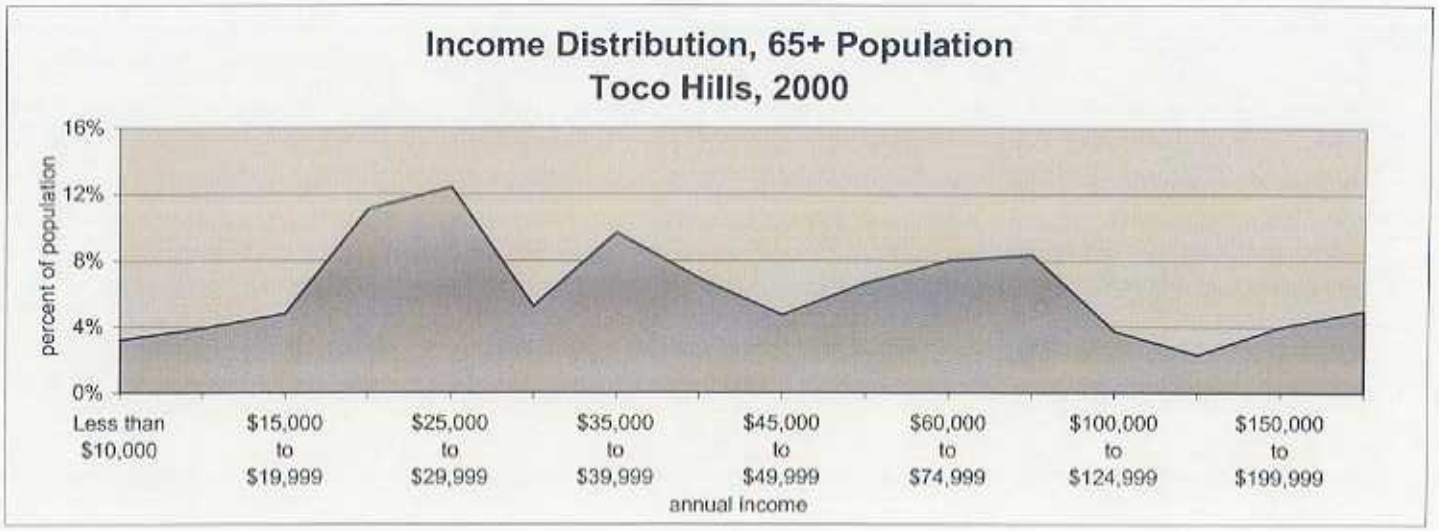
Physical Disability is defined as: a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.

Mental Disability is defined as: difficulty learning, remembering, or concentrating.

Self-Care Disability is defined as: difficulty dressing, bathing, or getting around inside the home.

Difficulty leaving home is defined as: difficulty going outside the home alone to shop or visit a doctor's office.


Population Age Distribution Compared, 2000
20%
16%
12%
8%
4%
0%
percent of population
Toco Hills
ARC Region
US
DeKalb County
<5
5 to 9
10 to 14
15 to 19
20 to 24
25 to 29
30 to 34
35 to 39
40 to 44
45 to 49
50 to 54
55 to 59
60 to 64
65 to 69
70 to 74
75 to 79
80 to 84
>85
age


Income Distribution, 65+ Population
Toco Hills, 2000
16%
12%
8%
4%
0%
percent of population
Less than $10,000
$15,000 to $19,999
$25,000 to $29,999
$35,000 to $39,999
$45,000 to $49,999
$60,000 to $74,999
$100,000 to $124,999
$150,000 to $199,999
annual income