



ATLANTA REGIONAL COMMISSION

# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

**DATE:** July 23, 2021

**ARC REVIEW CODE:** R2107231

**TO:** Mayor Keisha Lance Bottoms, City of Atlanta  
**ATTN TO:** Monique Forte, Urban Planner III, Dept. of City Planning  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**RE:** Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Mixed-Use Development at Peachtree-Wieuca DRI #3383

**Review Type:** DRI

**Submitting Local Government:** City of Atlanta

**Date Opened:** July 23, 2021

**Deadline for Comments:** Aug. 9, 2021

**Date to Close:** Aug. 12, 2021

**Description:** A Development of Regional Impact (DRI) review of a proposal for a mixed-use development on a 13.3-acre site on and surrounding the existing Church at Wieuca (3626 Peachtree Road NE) in the City of Atlanta. The project proposes an expansion of the church and day school (140,000 SF existing and 158,672 SF new), a parking deck expansion adding 2,024 spaces, a 512,000 SF office and retail building, 400 multi-family units, 39 townhomes, and 18 detached single-family homes. Access would be provided with three driveways on Wieuca Road and one on Peachtree-Dunwoody Road. The local trigger action is a rezoning from SPI-12 SA3 to SPI-12 SA1. Expected buildout is 2025, with the office and residential in one phase and the church expansion to be built later.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Regional Center for the Buckhead area. ARC's Regional Development Guide (RDG) details recommended policies for this center on the UGPM. General information and policy recommendations for Regional Centers are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The DRI plan contemplates the conversion of underutilized parcels and surface parking surrounding a major community church for a mixed-use development with housing of different types, some retail, and a conversion and expansion of the church's existing sanctuary and day school/daycare. The DRI can support alternative transportation modes because the location is served by MARTA route #110 and local circulator shuttles and is relatively close to PATH 400. The project also anticipates a separated two-

way cycle track that is being built on Wieuca Road along the DRI's frontage; more comments on this item are below. The site is under a mile walk from both the Buckhead and Lenox MARTA rail stations.

Some of the development's characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to access the site via alternative modes or park once and circulate on foot. To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks or storage facilities, showers, lockers, etc.) are provided for workers and visitors at key locations throughout the site. These recommendations are made in view of the fact that the applicant utilized an alternative mode trip reduction of 15% in the GRTA-required DRI transportation analysis.

The amount of provided parking, while expected because of the unique peak demand generated by a major church with a regional draw, will continue to work against the area's other goals of reducing single-occupant vehicle travel. Presumably the parking capacity built for peak demand will remain available at all times for other uses and therefore could induce or incentivize additional vehicle trips.

During the Pre-Review/Methodology meeting held May 24, 2021, there was some discussion about the details of the Wieuca Road cycletrack that was in the process of design. Careful coordination with the City of Atlanta Department of Transportation, the project team, the DRI team, Buckhead CID, and others will be necessary to ensure that the functionality and comfort of cycle-track users isn't threatened by the access points for the DRI. It would be preferable for the cycle-track and sidewalk to be elevated vertically across the DRI driveways in a fashion that communicates the priority of non-motorized users. See relevant guidance from ARC, NACTO, and others at <https://atlantaregional.org/plans-reports/bike-pedestrian-plan-walk-bike-thrive>. The existing bike lanes on Peachtree Road are uncomfortable for most users because of the lack of protection and frequent conflicts from driveways and turn lanes. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

Additional comments on transportation from ARC's Transportation Access & Mobility Group are attached.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., throughout the site in general - especially in parking areas, on site driveways, and as part of any improvements to site frontages. Additional comments on water resources from ARC's Natural Resources Group are attached.

The intensity of this proposed project generally aligns with The Atlanta Region's Plan's recommended parameters regarding density and building height in a Regional Center. The land use mix is also generally consistent with the Plan and the site's location in a heavily developed area. However, it should be noted that this project is adjacent to single family residential areas to the northwest, north and northeast. City

leadership and staff, along with the applicant team, must collaborate to ensure sensitivity to nearby land uses and natural resources to the greatest extent possible.

Further to the above, Regional Centers are metro Atlanta's 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. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
MARTA  
CITY OF BROOKHAVEN

ARC TRANSPORTATION ACCESS & MOBILITY  
ARC AGING & HEALTH RESOURCES  
GEORGIA DEPARTMENT OF TRANSPORTATION  
BUCKHEAD CID  
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
SRTA/GRTA  
LIVABLE BUCKHEAD  
GEORGIA SOIL AND WATER CONSERVATION COMMISSION

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Mixed-Use Development at Peachtree-Wieuca DRI #3383** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please return this form to:***

**Andrew Smith**

Atlanta Regional Commission

International Tower

229 Peachtree Street NE, Suite 100

Atlanta, Georgia 30303

Ph. (470) 378-1645

[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

**Return Date: *August 9, 2021***





## Developments of Regional Impact

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**DRI #3383**

### 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: Monique Forte

Telephone: 470-279-1545

E-mail: [mbforte@atlantaga.gov](mailto:mbforte@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: Mixed-Use Development at Peachtree/Wieuca

Location (Street Address, 3626, 3693, & 3715 Wieuca Road & 3714 Peachtree-Dunwoody Road, Atlanta, GA 30326  
GPS Coordinates, or Legal Land Lot Description):

Brief Description of Project: Approximately 13.3- acre mixed-use development consisting of approximately 500K SF of office, 12K SF of retail, 400 multi-family residential units, 39 townhomes, and 18 single-family cottages. The site will also leave space for an approximately 160K SF church/school expansion (by others)

#### 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:

Project Size (# of units, floor area, etc.): approximately 500K SF of office, 12K SF of retail, 400 multi-family residential units, 39 townhomes,

Developer: Greenstone Properties

Mailing Address: 3301 Windy Ridge Parkway, Suite 320

Address 2:

City: Atlanta State: GA Zip: 30339

Telephone: 678-589-7619

Email: [hrudy@getgreenstone.com](mailto:hrudy@getgreenstone.com)

Is property owner different from developer/applicant?  (not selected)  Yes  No

If yes, property owner: Wieuca Road Baptist Church, Inc. and Wieuca Road Baptist Church

Is the proposed project entirely located within your local government's jurisdiction?  (not selected)  Yes  No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?  (not selected)  Yes  No

If yes, provide the following Project Name:

information: Project ID:

The initial action being requested of the local government for this project:

- Rezoning
- Variance
- Sewer
- Water
- Permit
- Other

Is this project a phase or part of a larger overall project?  (not selected)  Yes  No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2025 Overall project: 2025

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### DRI #3383

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

#### Local Government Information

Submitting Local Government: Atlanta  
 Individual completing form: Monique Forte  
 Telephone: 470-279-1545  
 Email: mbforte@atlantaga.gov

#### Project Information

Name of Proposed Project: Mixed-Use Development at Peachtree/Wieuca  
 DRI ID Number: 3383  
 Developer/Applicant: Greenstone Properties  
 Telephone: 678-589-7619  
 Email(s): hrudy@getgreenstone.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: approx. \$370,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: approx. \$7,700,000

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): A portion of Wieuca Baptist Church will be demolished to accommodate the development. The development includes approximately 158,672 SF of net new church space (140,000 SF existing to remain.)

#### 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)? 0.25 MGD



Is sufficient water supply capacity available to serve the proposed project?  (not selected)  Yes  No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?  (not selected)  Yes  No

If yes, how much additional line (in miles) will be required?

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### 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)? 0.22 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?  (not selected)  Yes  No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?  (not selected)  Yes  No

If yes, how much additional line (in miles) will be required?

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### 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.) 7,282 net daily trips, 604 net AM peak trips, 672 net PM trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?  (not selected)  Yes  No

Are transportation improvements needed to serve this project?  (not selected)  Yes  No

If yes, please describe below: Please refer to the traffic study completed by Kimley-Horn and Associates

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### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,500 tons annually

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:

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### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 22%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Underground detention will be utilized on this development to meet the City of Atlanta Stormwater Management requirements.

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### Environmental Quality

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

- 1. Water supply watersheds?  (not selected)  Yes  No
- 2. Significant groundwater recharge areas?  (not selected)  Yes  No
- 3. Wetlands?  (not selected)  Yes  No
- 4. Protected mountains?  (not selected)  Yes  No
- 5. Protected river corridors?  (not selected)  Yes  No
- 6. Floodplains?  (not selected)  Yes  No
- 7. Historic resources?  (not selected)  Yes  No
- 8. Other environmentally sensitive resources?  (not selected)  Yes  No

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

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**MIXED USE DEVELOPMENT AT PEACHTREE/WIEUCA DRI**  
**City of Atlanta**  
**Natural Resources Group Review Comments**

**July 20, 2021**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The proposed project is in the Nancy Creek watershed, which is part of Chattahoochee Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. Nancy Creek drains into Peachtree Creek, which in turn flows into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is not within seven miles upstream of the nearest public water supply intake.

**Stream Buffers**

The USGS coverage for the project area does not show any streams on or near the property. However, the submitted site plan shows a stream starting in the north central portion of the property. The City 50-foot undisturbed buffer and 75-foot impervious setback are shown, as is the State 25-foot Erosion and Sedimentation Act buffer. The stream and the buffers are crossed by a proposed driveway. This and any other intrusions into the buffers may require variances. Any unmapped streams on the property may be subject to the City's Stream Buffer Ordinance. Any waters of the state that may be on the property will be subject to the State 25-foot Erosion and Sedimentation Buffer requirements.

**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods.

Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

# Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

## DRI INFORMATION

**DRI Number** #3383

**DRI Title** Mixed-Use Development at Peachtree/Wieuca

**County** Fulton County

**City (if applicable)** Buckhead, City of Atlanta

**Address / Location** East of Wieuca Road, west of Peachtree-Dunwoody Road, and north of Peachtree Road (SR 141)

**Proposed Development Type:**

The proposed development will consist of 500,000 SF of office space, 12,000 SF of retail space, 18 single-family units, 39 townhome units, 400 multi-family high-rise units, and 598,672 SF for a church.

**Build Out :** 2025

**Review Process**  EXPEDITED  
 NON-EXPEDITED

## REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division

**Staff Lead** Aries Little

**Copied** Marquitrice Mangham

**Date** July 22, 2021

## TRAFFIC STUDY

**Prepared by** Kimley Horn

**Date** July 14, 2021

## **REGIONAL TRANSPORTATION PLAN PROJECTS**

**01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

YES (*provide the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

Appendix D references the fiscally constrained projects in the RTP; however, Project DK-376 was deleted.

NO (*provide comments below*)

## **REGIONAL NETWORKS**

**02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO

YES (*identify the roadways and existing/proposed access points*)

There are six proposed driveways. Peachtree Road (SR 141) is identified as a regional thoroughfare which Driveway C is adjacent to Peachtree Road. Driveway A, Driveway B, and Driveway F ranges 300ft. to 600ft. north of Peachtree Road (SR 141).

**03. Will the development site be directly served by any roadways identified as Regional Truck Routes?**

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route’s operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development’s on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

- NO
- YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

- NOT APPLICABLE (*nearest station more than one mile away*)
- RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line      MARTA/ Gold Line

Nearest Station            Lenox Station

Distance\*                     Within or adjacent to the development site (0.10 mile or less)

0.10 to 0.50 mile

- Walking Access\*  0.50 to 1.00 mile  
 Sidewalks and crosswalks provide sufficient connectivity  
 Sidewalk and crosswalk network is incomplete  
 Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)
- Click here to provide comments.
- Bicycling Access\*  Dedicated paths, lanes or cycle tracks provide sufficient connectivity  
 Low volume and/or low speed streets provide connectivity  
 Route follows high volume and/or high speed streets  
 Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)
- Transit Connectivity  Fixed route transit agency bus service available to rail station  
 Private shuttle or circulator available to rail station  
 No services available to rail station  
 Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

Route 110 has service along Peachtree Rd near Driveway C; however, bus services are provided to/from the Buckhead Station. The Lenox Station is within a mile of the project site.

*\* Following the most direct feasible walking or bicycling route to the nearest point on the development site*



**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- NOT APPLICABLE (rail service already exists)
- NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- NO (no plans exist to provide rail service in the general vicinity)
- YES (provide additional information on the timeframe of the expansion project below)
  - CST planned within TIP period
  - CST planned within first portion of long range period
  - CST planned near end of plan horizon

[Click here to provide comments.](#)

**06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.*

NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 110

Distance\*  Within or adjacent to the development site (0.10 mile or less)

0.10 to 0.50 mile

0.50 to 1.00 mile

Walking Access\*  Sidewalks and crosswalks provide sufficient connectivity

Sidewalk and crosswalk network is incomplete

Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access\*  Dedicated paths, lanes or cycle tracks provide sufficient connectivity

Low volume and/or low speed streets provide sufficient connectivity

Route uses high volume and/or high speed streets

Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

\* Following the most direct feasible walking or bicycling route to the nearest point on the development site

**07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.*

- NO
- YES

MARTA provide rail and fixed route service in the jurisdiction of the development.

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

- NOT APPLICABLE (nearest path or trail more than one mile away)
- YES (provide additional information below)

Name of facility	PATH 400
Distance	<input type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input type="checkbox"/> 0.15 to 0.50 mile <input checked="" type="checkbox"/> 0.50 to 1.00 mile
Walking Access*	<input checked="" type="checkbox"/> Sidewalks and crosswalks provide connectivity <input type="checkbox"/> Sidewalk and crosswalk network is incomplete <input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	<input checked="" type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity <input type="checkbox"/> Low volume and/or low speed streets provide connectivity

- Route uses high volume and/or high speed streets
- Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

\* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

PATH 400 is approximate 0.5 miles north of Driveway E on Wieuca Road. Sidewalks are available on Wieuca Road; however, the availability on both sides of the road are not consistent.

### **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

**09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- YES (*connections to adjacent parcels are planned as part of the development*)
- YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- OTHER (*Please explain*)

**10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

*The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.*

- YES (*sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network*)
- PARTIAL (*some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct*)
- NO (*walking and bicycling facilities within the site are limited or nonexistent*)
- NOT APPLICABLE (*the nature of the development does not lend itself to internal walking and bicycling trips*)
- OTHER (*Please explain*)

**11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?**

*The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- YES (connections to adjacent parcels are planned as part of the development)
- YES (stub outs will make future connections possible when adjacent parcels redevelop)
- NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

**12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

*The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.*

- YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

## **RECOMMENDATIONS**

**13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- UNKNOWN *(additional study is necessary)*
- YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- NO *(see comments below)*

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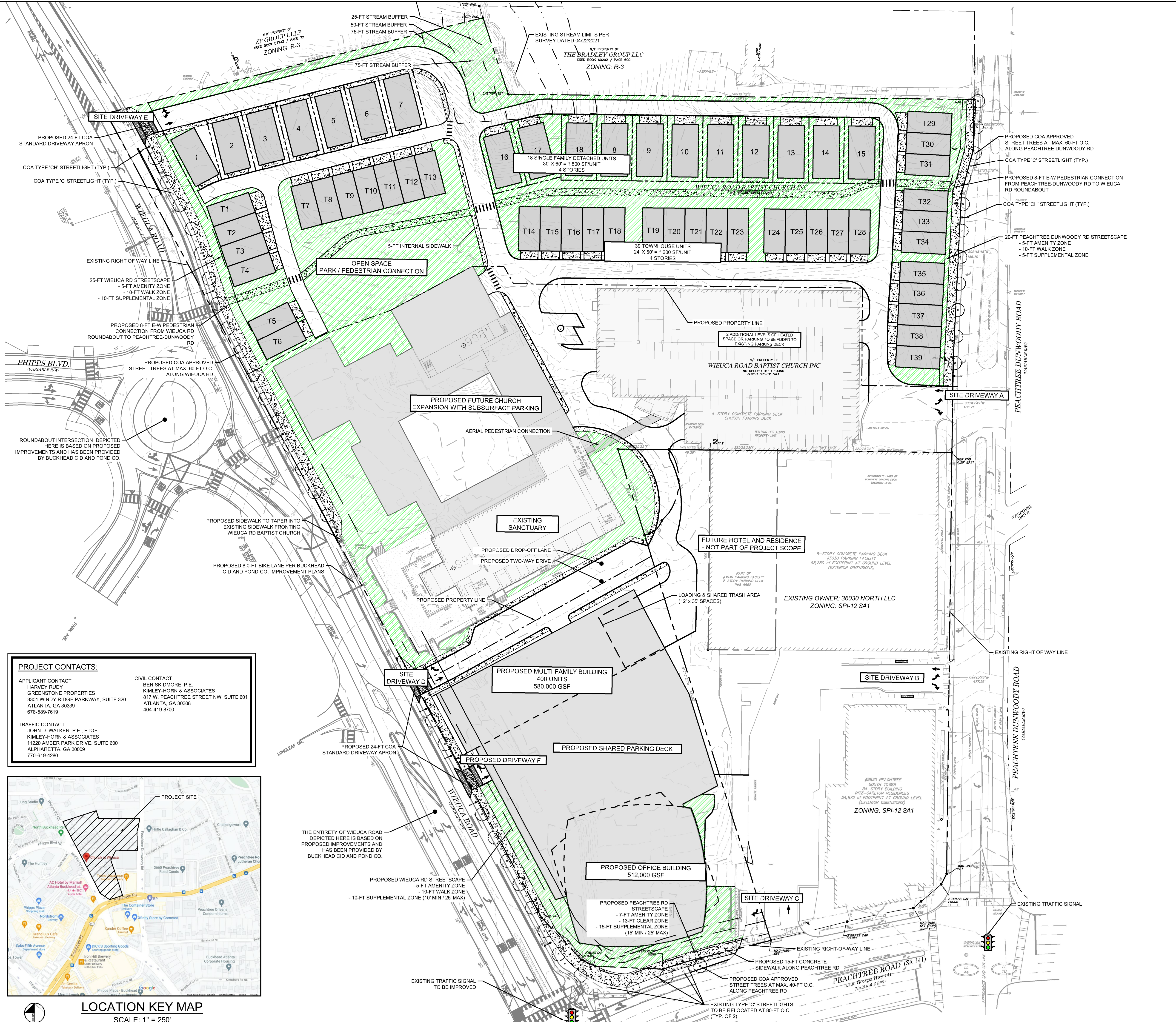
**14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- YES *(see comments below)*

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**15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

Drawing name: K:\M\T\CIVIL\122826043 - Wieuca Rd Baptist CAD\Drawings\DR1 - DRI SITE PLAN.dwg DR1 - DRI SITE PLAN Jul 12, 2021 6:19pm by: Almarie Brennan



### SITE PLAN SPECIFICATIONS:

- DRI NUMBER: #3883
- CURRENT ZONING: SPI-12 SA3  
PROPOSED ZONING: SPI-12 SA1
- TOTAL NET LOT AREA (NLA): 545,176 SF (12.5 AC)  
GROSS LOT AREA (GLA): 579,983 SF (13.3 AC)  
\*NLA INCLUDES TRACTS 3 & 4 ONLY  
\*GLA ASSUMES 40-FT ROW FOR ALL FRONTAGES. ACTUAL ROW VARIES.
- TOTAL FAR ALLOWED: \*N/A (PER SPI-12 SA-1)  
FAR PROVIDED:  
- RESIDENTIAL: 36.6 UNITS PER ACRE  
- NON-RESIDENTIAL: 1.66 NLA
- EXISTING LAND USE: CHURCH/DAY SCHOOL AND PARKING
- PROPOSED LAND USES:  
- SINGLE-FAMILY COTTAGE HOMES: 18 UNITS = 113,400 SF (40x70 LOTS)  
- 24' x 50' TOWNHOMES: 39 UNITS = 163,800 SF  
- PROPOSED CHURCH/DAY SCHOOL: 298,672 GSF  
EXISTING CHURCH/DAY SCHOOL: 140,000 GSF  
NET NEW CHURCH/DAY SCHOOL: 158,672 GSF  
- OFFICE / ACCESSORY RETAIL: 512,000 GSF  
- MULTIFAMILY RESIDENTIAL: 400 UNITS = 580,000 GSF  
PARKING DECK EXPANSION: +2 ADDITIONAL LEVELS  
95,278 SF
- OPEN SPACE REQUIRED:  
RESIDENTIAL: 20% NLA  
NON-RESIDENTIAL: 10% NLA  
TOTAL OPEN SPACE PROVIDED: 22% NLA
- OFFICE/MULTI-FAMILY BUILDING HEIGHT: 415-FT  
CHURCH EXPANSION HEIGHT: 75-FT
- SETBACKS:  
PEACHTREE DUNWOODY RD: 20-FT FROM BACK OF CURB  
- 5-FT AMENITY ZONE  
- 10-FT WALK ZONE  
- 5-FT SUPPLEMENTAL ZONE (0' MIN / 25' MAX)  
WIEUCA RD: 25-FT FROM FUTURE BACK OF CURB  
- 5-FT AMENITY ZONE  
- 10-FT WALK ZONE  
- 10-FT SUPPLEMENTAL ZONE (10' MIN / 25' MAX)  
PEACHTREE RD:  
- 5-FT AMENITY ZONE  
- 15-FT WALK ZONE  
- 15' MIN / 25' MAX FT SUPPLEMENTAL ZONE

PARKING CALCULATIONS	MAXIMUM ALLOWED PER BUCKHEAD PARKING OVERLAY	PARKING PROVIDED
OFFICE (512,000 SF)	2.5 / 1,000 SF = 1,280 SPACES	2,024 SPACES
MULTI-FAMILY APARTMENTS (400 UNITS)	1.25 / 1-BR UNIT = 195 SPACES 2.25 / +2-BR UNIT = 549 SPACES 744 SPACES	IN PROPOSED PARKING DECK W/ 33% OF SPACES SHARED FOR OFFICE & MF USE
<b>TOTAL MAXIMUM ALLOWED = 2,024 SPACES</b>	<b>TOTAL PROVIDED = 2,024 SPACES</b>	
CHURCH / DAY SCHOOL (298,672 SF)	155 SUBSURFACE SPACES + 240 DECK SPACES TO BE ADDED 182 EXISTING SURFACE SPACES TO BE REMOVED NET ADDITIONAL PARKING = 213 SPACES	
EXISTING DECK	685 SPACES IN EXISTING DECK DEDICATED TO USE BY 3630 OFFICE TO REMAIN	
SINGLE-FAMILY COTTAGE HOMES (18 UNITS)	2 PER UNIT = 36 SPACES PROVIDED WITHIN UNITS	
TOWNHOMES (39 UNITS)	2 PER UNIT = 78 SPACES PROVIDED WITHIN UNITS	
<b>NET NEW SPACES FOR OVERALL DEVELOPMENT = 2,351 SPACES</b> (2,024 + 213 + 36 + 78 SPACES)		

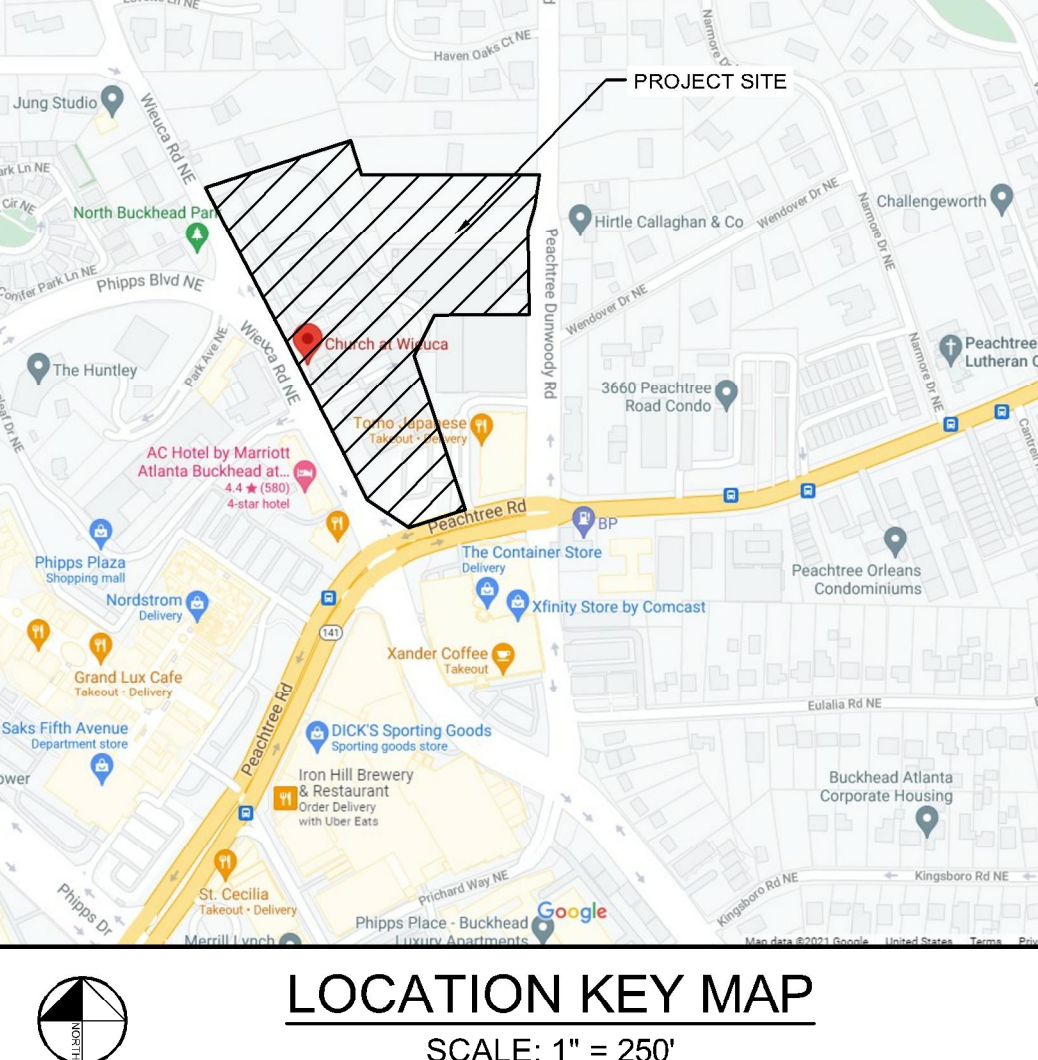
- ### SITE NOTES:
- THE PROPOSED OFFICE & MULTIFAMILY BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY HKS, DATED 04/08/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
  - EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY GEOSURVEY, DATED 02/12/2021.
  - THE PROPOSED ROADWAY IMPROVEMENTS FOR WIEUCA ROAD AND PEACHTREE ROAD SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY BUCKHEAD CID & POND CO, DATED 05/25/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ROADWAY PLANS FOR EXACT INFORMATION.
  - ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.

### SITE PLAN LEGEND:

	PROPERTY LINE
	BUILDING SETBACK LINE
	LOT LINE
	EXISTING STREAM BUFFER
	CONCRETE SIDEWALK
	OPEN SPACE

### PROJECT CONTACTS:

<b>APPLICANT CONTACT</b> HARVEY RUDY GREENSTONE PROPERTIES 3301 WINDY RIDGE PARKWAY, SUITE 320 ATLANTA, GA 30339 678-589-7619	<b>CIVIL CONTACT</b> BEN SKIMMOR, P.E. KIMLEY-HORN & ASSOCIATES 817 W. PEACHTREE STREET NW, SUITE 601 ATLANTA, GA 30308 404-419-9700
<b>TRAFFIC CONTACT</b> JOHN D. WALKER, P.E., PTOE KIMLEY-HORN & ASSOCIATES 1220 AMBER PARK DRIVE, SUITE 600 ALPHARETTA, GA 30009 770-619-4280	



PREPARED BY: **GREENSTONE VENTURES INC.**  
3301 WINDY RIDGE PARKWAY, SUITE 320  
ATLANTA, GA 30339  
PHONE: 678-589-7608

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

07/12/2021

GSWCC NO. (LEVEL II) 0000068765  
DRAWN BY: ATB  
DESIGNED BY: IDK  
REVIEWED BY: BWS  
DATE: 07/12/2021  
PROJECT NO: 012826043  
TITLE: **DRI SITE PLAN**  
SHEET NUMBER: **DRI-1**

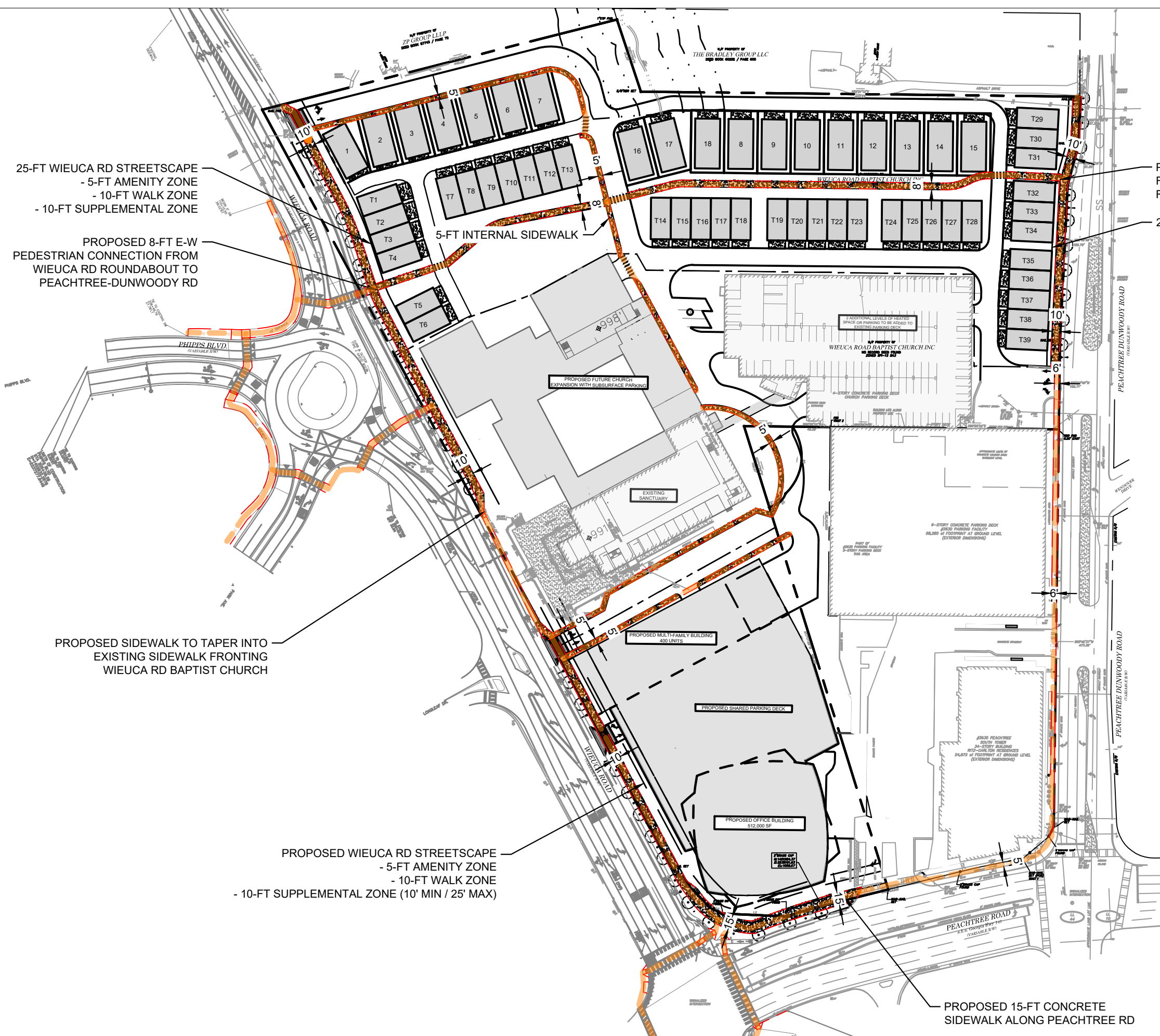
GRAPHIC SCALE IN FEET

07/12/2021

**ISSUED FOR CONSTRUCTION**

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\AMT\_CIVIL\012826043\_ Wieuca Rd Baptist\CAD\Exhibits\2021-07-12 Pedestrian Access\Pedestrian Access Exhibit.dwg PEDESTRIAN ACCESS EXHIBIT Jul 12, 2021 6:32pm by: JP\_Navarro



25-FT WIEUCA RD STREETSCAPE  
- 5-FT AMENITY ZONE  
- 10-FT WALK ZONE  
- 10-FT SUPPLEMENTAL ZONE

PROPOSED 8-FT E-W  
PEDESTRIAN CONNECTION FROM  
WIEUCA RD ROUNDABOUT TO  
PEACHTREE-DUNWOODY RD

PROPOSED SIDEWALK TO TAPER INTO  
EXISTING SIDEWALK FRONTING  
WIEUCA RD BAPTIST CHURCH

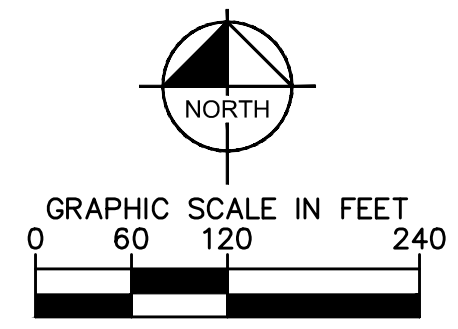
PROPOSED WIEUCA RD STREETSCAPE  
- 5-FT AMENITY ZONE  
- 10-FT WALK ZONE  
- 10-FT SUPPLEMENTAL ZONE (10' MIN / 25' MAX)

PROPOSED 8-FT E-W PEDESTRIAN CONNECTION  
FROM PEACHTREE-DUNWOODY RD TO WIEUCA  
RD ROUNDABOUT

20-FT PEACHTREE DUNWOODY RD STREETSCAPE  
- 5-FT AMENITY ZONE  
- 10-FT WALK ZONE  
- 5-FT SUPPLEMENTAL ZONE

**LEGEND:**

- SIDEWALK
- PEDESTRIAN ACCESS PATH



PROPOSED 15-FT CONCRETE  
SIDEWALK ALONG PEACHTREE RD

**Kimley»Horn**  
817 W. PEACHTREE STREET, NW  
THE BILTMORE, SUITE 601  
ATLANTA, GEORGIA 30308  
PHONE: (404) 419-8700 | www.kimley-horn.com

CLIENT:  
**GREENSTONE  
VENTURES INC.**

TITLE:  
**PEDESTRIAN ACCESS  
EXHIBIT**

PROJECT:  
**WIEUCA**

JOB NO.: 012826043  
SCALE: 1" = 120'  
DATE: 07/12/2021

SHEET:  
**EXHIBIT A**