



# 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: May 3 2006

ARC REVIEW CODE: R604061

TO: Mayor Shirley Franklin  
ATTN TO: Harry Boxler, Principal 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:** Piazza at Paces

**Review Type:** Development of Regional Impact

**Date Opened:** Apr 6 2006

**Date Closed:** May 3 2006

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

**Additional Comments:** The Piazza at Paces is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential, office, and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CITY OF ATLANTA SCHOOLS

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
FULTON COUNTY  
COBB 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.

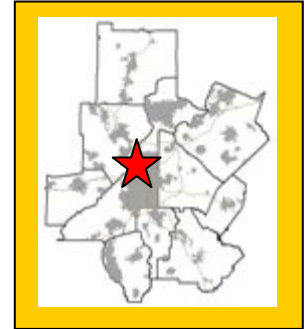
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	April 5, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	The Piazza at Paces #1042
Final Report Due:	May 5, 2006		Comments Due By:	April 19, 2006

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The Piazza at Paces is a mixed use development located in the City of Atlanta on 3.88 acres. The development proposed 22 townhomes, 60 condominiums, 28,000 square feet of restaurant space, 25,000 square feet of retail space, and 337,000 square feet of office space. Currently, existing on the site is 3 townhomes, 60 condominiums, 11,720 square feet of restaurant space, 18,000 square feet of retail space, 235,224 square feet of office space, and a bank. The total site area is 12.08 acres. Access to the site is proposed along Northside Parkway and Howell Mill Road.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2009.

### **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 O-I (office and institutional) and R-LC (residential- limited commercial district). The proposed zoning is PD-MU (planned development-mixed use). Information submitted for the review indicates that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan, which calls for low density commercial.

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

No inconsistencies with any potentially affected local government's comprehensive plan were identified during the review.

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

No impacts to the implementation of any local government's short term work program were identified 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?**

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

**What other major development projects are planned near the proposed project?**

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

<b>1998</b>	<b>Paces Plaza</b>
<b>1990</b>	<b>Palisades at West Paces Ferry</b>

**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 site currently is occupied by retail, residential, and offices uses. These uses will remain on the site as the remainder of the site is developed.

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

No.

**Is the proposed development consistent with regional plans and policies?**

The Piazza at Paces is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential, office, and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 85,000 residents within the Buckhead area and an employment base greater than 114,500 jobs. The additional housing opportunities will provide opportunities for individuals to live, work, and shop within close proximity to one another.

Information submitted for the review states that all parking is decked, but does include some on street surface parking. The parking decks between the office and residential components will be interconnected. The required number of parking spaces for the proposed office and condominiums is 1039 spaces. The site plan indicates that 1039 spaces, the minimum required, will be provided. Providing the minimum number of parking spaces will further enhance transit use already in the area.

Information also submitted for the review states that the maximum building height for the proposed buildings is 173 feet and that the buildings will be lower or the same height as the existing buildings along Northside Parkway. It is important that the scale and character of these buildings fit into the scale and character of the surrounding existing development. Uses surrounding the site include not only other office and commercial uses, but also institutional uses and some single family residential.

**FINAL REPORT**

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### **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.

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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.

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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 project is located in the City of Atlanta. The project site approximately 3.88 acres bounded by Northside Parkway and Howell Mill Road.

### **Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.**

The proposed development is entirely within the City of Atlanta.

### **Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.**

The proposed development is surrounded by existing commercial, office, and institutional uses.

## **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 \$137,500,000 with an expected \$923,000 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 be located in close proximity to commercial and other office uses. The proposed development an infill effort to an existing mixed use development, providing more opportunities for individuals to live and work within close proximity to one another.

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## **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 and Stream Buffers**

The property is in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Further, any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

### **Stormwater / Water Quality**

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. A portion of the project is being built over existing impervious surfaces, which will affect the new loading amounts. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	4.47	7.64	77.78	482.76	4394.01	5.50	0.98
<b>TOTAL</b>	<b>4.47</b>	<b>7.64</b>	<b>77.78</b>	<b>482.76</b>	<b>4394.01</b>	<b>5.50</b>	<b>0.98</b>

### **Total Impervious = 85%**

If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**



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

None have been identified.

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

Not applicable.

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

Not applicable.

## INFRASTRUCTURE

### Transportation

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

Five access points will serve this development. Driveway A and B are along Northside Parkway. Driveway A is a full-movement driveway while driveway B is a right-in/right-out driveway. Driveways C through E are located along Howell Mill Road. Driveway C serves as access to the parking structure. Driveway D provides access to a street which runs from the new development through to existing development. The final access location, Driveway E is proposed to serve as a loading and unloading zone.

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

PBS&J 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 7<sup>th</sup> 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
145 Condominiums	16	70	86	67	33	100	1042
38,155 sq ft Restaurant space	25	5	30	199	98	297	3560
577,824 sq ft Office space	867	118	985	164	798	962	6914
37,935 sq ft Retail space	103	65	168	278	299	577	6424
<b>Total Trips</b>	<b>1011</b>	<b>258</b>	<b>1269</b>	<b>708</b>	<b>1228</b>	<b>1936</b>	<b>17940</b>
Reductions							-2756
<b>TOTAL NEW TRIPS</b>							<b>15184</b>



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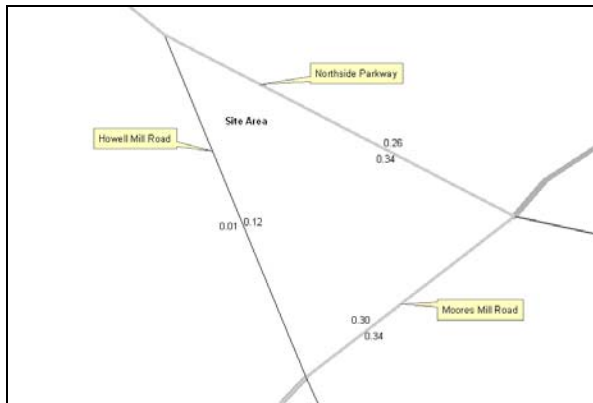
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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

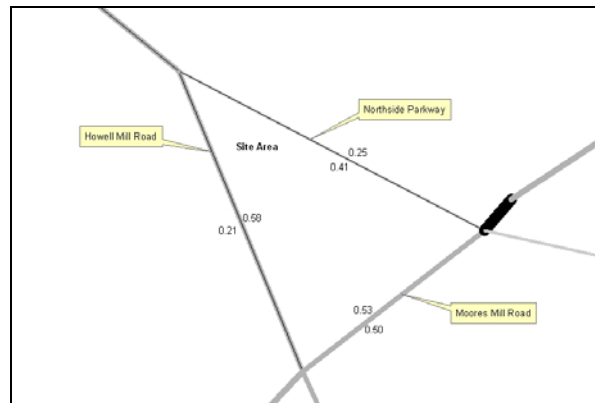
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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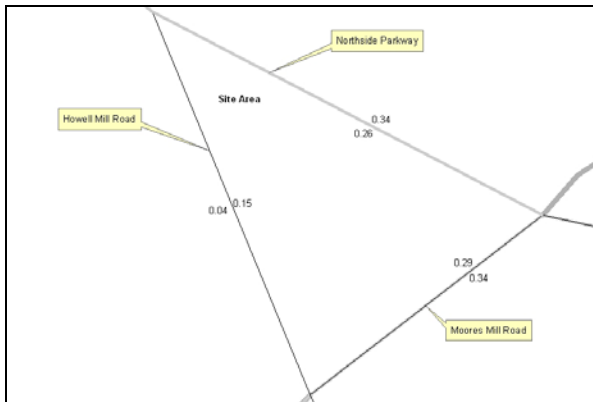
## V/C Ratios



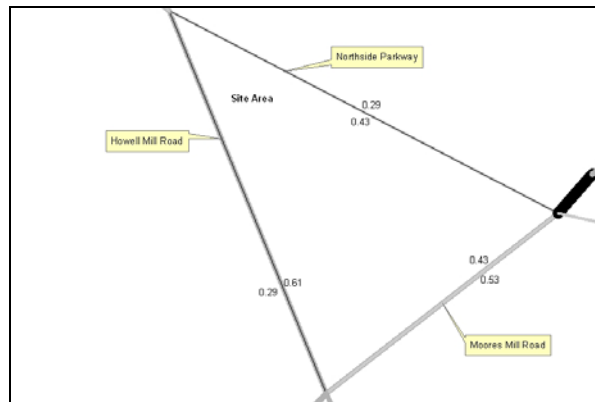
**2005 AM Peak**



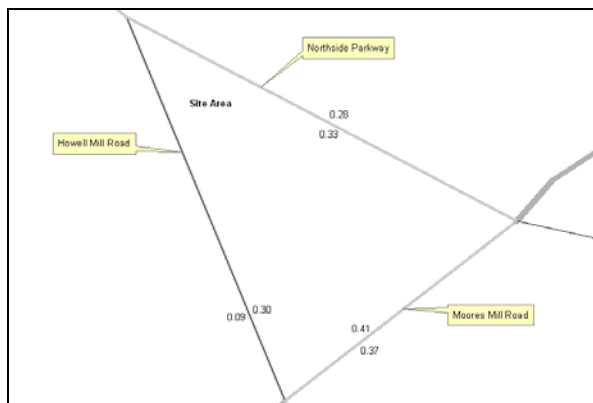
**2005 PM Peak**



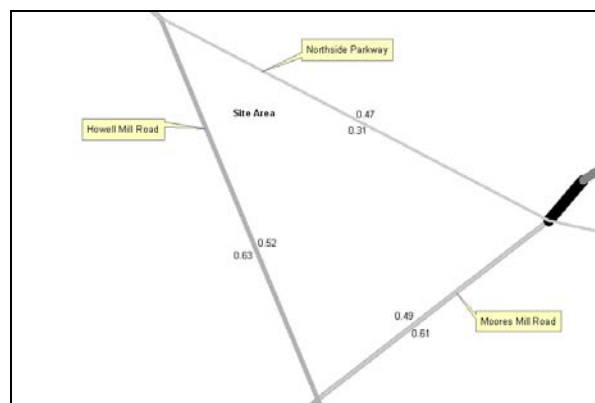
**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3   LOS B: 0.31 - 0.5   LOS C: 0.51 - 0.75   LOS D: 0.76 - 0.90   LOS E: 0.91 - 1.00   LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio

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data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

#### **2005-2010 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-438A B	I-75 NORTH RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007

#### **2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-918	I-75 NORTH NOISE BARRIERS	Other	2015

*\*The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Piazza at Paces.**

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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

Moores Mill Road and I-75 Northbound Ramps

- Signalize this intersection.

Driveway C at Howell Mill Road

- Add separate left and right turn lanes for vehicles exiting the site at Driveway C.

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

MARTA bus route #s 12 and 44 provide service to the site.

- Route # 12 provides service 7 days a week with a connection to the Midtown MARTA rail station. Weekday service is provided from 6:21 a.m. till 10:30 p.m. with headways between 60 minutes and 2 hours. Saturday and Sunday service is provided from 6:02 a.m. till 10:42 p.m. with headways every 40 minutes.
- Route # 44 provides service Monday through Friday from 6:32 a.m. till 6:32 p.m. with headways between 30 and 60 minutes.

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

None proposed.

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

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Office is dominant, 10% Residential and 10% Retail	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
<b>Total</b>		<b>17%</b>

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

The proposed development has minimal impact to the existing and future roadway conditions. The recommended improvements must be implemented in order to mitigate entering and exiting movement onto and out of the site.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.112 MGD.

**Which facility will treat wastewater from the project?**

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

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

The capacity of R.M.Clayton is listed below

<b>PERMITTED CAPACITY MMF, MGD<sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>

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No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.
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MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

<sup>1</sup> 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 .140 MGD based on regional averages.

#### **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 1,448 tons of solid waste per year.

#### **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**

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**According to information gained in the review process, will there be any unusual intergovernmental impacts on:**

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 82 housing units that will include condominiums and townhomes.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 98. This tract had a 6.4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 74 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack 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: **1042**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 2/14/2006 1:50:54 PM

## 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:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

\*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:	The Piazza at Paces	
Development Type	Description of Project	Thresholds
Mixed Use	337000 sf office; 53000 sf retail/restaurant; 108000 sf residential (60 units x 1800)	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	The Piazza at Paces, LLC	
Telephone:	678-553-3900	
Fax:	678-553-3901	
Email:	<a href="mailto:pbaily@ronusproperties.com">pbaily@ronusproperties.com</a>	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	182-17	
What are the principal streets or roads providing vehicular access to the site?	Howell Mill Road, Northside Parkway	
Provide name of nearest street(s) or intersection:	Howell Mill Road and Northside Parkway	
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> 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?	Cobb County - 1.9 miles
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: Fall 2009

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
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?	TBD

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
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?	
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe): A transportation study will be conducted in order to determine potential transportation improvements.	Y



Submitted on: 3/31/2006 10:38:52 AM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

### Proposed Project Information

Name of Proposed Project:	The Piazza at Paces
DRI ID Number:	1042
Developer/Applicant:	The Piazza at Paces, LLC
Telephone:	678-553-3900
Fax:	678-553-3901
Email(s):	pbailey@ronusproperties.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:	\$137,500,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$923,000
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):	

### 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)?	0.140 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
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.112 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?	Upgrade of 0.13 miles fr. 8" to 16"

### 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.)	1,149 am; 1,673 pm
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: Signalization of the intersection of the I-75 northbound ramps on Moores Mill Rd.	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,448 tons
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?	
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:	

### 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:



