



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 18 2006

ARC REVIEW CODE: R604181

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: Cityplace at Buckhead

Review Type: Development of Regional Impact

Date Opened: Apr 18 2006

Date Closed: May 18 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: Cityplace at Buckhead is a proposed mixed use development that meets a majority of the ARC's Regional Development Policies. The proposed development meets RDP Policy 1: providing development strategies and infrastructure investments to accommodate forecast population and employment growth more efficiently. Accommodating new growth efficiently means better use of land already served by roads, sewers, and other infrastructure. The proposed development also meets RDP Policy 2: guiding an increased share of new development to the central business district, transportation corridor, activity and town centers; and RDP Policy 3: increasing opportunities for mixed-use development, infill and redevelopment. Activity centers and central business districts, such as the Buckhead, are areas ripe with opportunities for new mixed use development and redevelopment that can complement the existing development patterns, including nearby single family neighborhoods. Proximity to the Lenox and Buckhead MARTA stations also provides an opportunity for increased transportation choices, RDP Policy 4. While the street connection of Lakeside Drive to Wright Avenue would further improve the grid system within the block, information submitted by the traffic consultant states that the overall traffic performance improves without the connection due to the street pattern immediately surrounding the proposed development. With the street connections shown, the proposed development will have a smaller block size than the immediate surrounding area.

The proposed development also received a score of 24 points on ARC's Air Quality Benchmark Test.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA SCHOOLS
CITY OF SANDY SPRINGS

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.

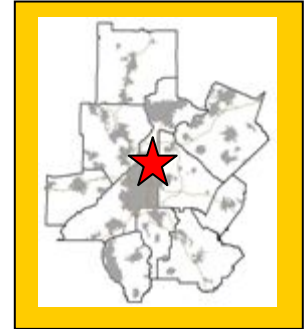
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Cityplace development is a mixed use development located on 16.5 acres in the City of Atlanta. The proposed development will consist of nine condominium towers, including 3,832 residential units and approximately 95,000 square feet of specialty retail. Access to the development is proposed at seven locations along Oak Valley Road, Wright Avenue, East Paces Ferry Road and Roxboro Road. Three service driveways are proposed along Lakeside Drive.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2015.

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 PDOC (planned development office commercial) and R-3 (residential). The proposed zoning is PDMU (planned development mixed use). The proposed development site is also located in SPI-12. Information submitted for the review indicates that part of the proposed development is consistent with the City of Atlanta's Future Land Use Plan which designates the area as high density commercial. The eastern portion of the property along Roxboro Road is identified as medium density residential. The applicant is proposing to move the CDP line to make it parallel to Roxboro Road.

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

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

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region?

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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

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

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

2006	The Roxy
2006	Phipps Plaza Tract H
2005	Phipps Tower
2003	W Buckhead Hotel and Residences
2000	Bass Buckhead
1990	Phipps Plaza Renovation
1996	Alexander Estate Development (Revised)
1989	Atlanta Plaza II
1989	Atlanta Plaza I
1989	Laing Stratford
1988	Brookhaven Center
1987	Capital City Plaza & Revised
1986	City Center
1986	3630 Peachtree
1986	Lenox Park
1986	Alison Drive Residential
1985	Lenox Ferncliff
1985	Principal Place
1984	Buckhead Plaza
1984	Monarch Centre

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 is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

Cityplace at Buckhead is a proposed mixed use development that meets a majority of the ARC's Regional Development Policies. The proposed development meets RDP Policy 1: providing development strategies and infrastructure investments to accommodate forecast population and employment growth more efficiently. Accommodating new growth efficiently means better use of land already served by roads, sewers, and other infrastructure. The proposed development also meets RDP Policy 2: guiding an increased share of new development to the central business district, transportation corridor, activity and town centers; and RDP Policy 3: increasing opportunities for mixed-use development, infill and redevelopment. Activity centers and central business districts, such as the Buckhead, are areas ripe with opportunities for new mixed use development and redevelopment that can complement the existing development patterns, including nearby single family neighborhoods. Proximity to the Lenox and Buckhead MARTA stations also provides an opportunity for increased transportation choices, RDP Policy 4.

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 and work within close proximity to one another.

While the street connection of Lakeside Drive to Wright Avenue would further improve the grid system within the block, information submitted by the traffic consultant states that the overall traffic performance improves without the connection due to the street pattern immediately surrounding the proposed development. With the street connections shown, the proposed development will have a smaller block size than the immediate surrounding area.

ARC recommends a pedestrian connection between Lakeside Drive and Wright Avenue to provide multiple connections to the MARTA station. Based on information submitted during the review, a proposed connection is being explored. ARC staff also recommends that the developer continue to work with the neighborhoods impacted by the proposed development. The site is located adjacent to existing single family neighborhoods. With the proposed extension of Wright Avenue, the additional retail opportunities will be located within convenient walking and biking distance from the single family neighborhoods and provide improved connection to the Lenox MARTA station.

The property is in the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. However, the site Plan identifies an intermittent stream running into the property from the north (but not shown on the property) in the area near Roxboro Road and the proposed Wright Avenue. In addition, two wetland areas have been identified on the property. The identified stream as well as any other unmapped streams on the property may be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along both perennial and intermittent streams. The wetland areas may also be under the jurisdiction of the City ordinance. Activity in or near the wetlands is subject to the regulations of the US Army Corps of Engineers. All state waters on the property are 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.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

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.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

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.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

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 project is located in the City of Atlanta. The project site approximately 16.5 acres bounded by Kingsboro Road, East Paces Ferry Road, Roxboro Road, and Oak Valley 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; however, it is less than a mile from 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.

The proposed development is surrounded by existing high density commercial and office, and residential uses within the City of Atlanta.

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 \$1.5 billion with an expected \$17,940,000 million 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.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

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 add residential opportunities in an office and retail core area within the region.

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 Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. However, the site Plan identifies an intermittent stream running into the property from the north (but not shown on the property) in the area near Roxboro Road and the proposed Wright Avenue. In addition, two wetland areas have been identified on the property. The identified stream as well as any other unmapped streams on the property may be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along both perennial and intermittent streams. The wetland areas may also be under the jurisdiction of the City ordinance. Activity in or near the wetlands is subject to the regulations of the US Army Corps of Engineers. All state waters on the property are 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

While the proposed project site is mostly undeveloped, it 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. 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	16.60	28.39	288.84	1792.80	16317.80	20.42	3.65
TOTAL	16.60	28.39	288.84	1792.80	16317.80	20.42	3.65

Total Impervious = 85%



Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

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) 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

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?

Resident, visitor and retail access to the development is proposed at seven locations: two full-movement driveways along Oak Valley Road, three full-movement driveways along Wright Avenue, one full-movement driveway along E. Paces Ferry Road, and one right-in/right-out driveway along Roxboro Road. Additionally, three exclusively service driveways are proposed along Lakeside Drive.

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

Kimley-Horn 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:

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
3,832 Condominiums	217	923	1140	817	501	1318	14670
95,000 sq ft Retail	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Reductions	-22	-92	-114	-82	-50	-132	1468
TOTAL NEW TRIPS	195	831	1026	735	451	1186	16138

* GRTA has determined it will be assumed all retail trips will be ancillary to the site and no trips generated for the retail portion shall be accounted for in the overall trip generation. The original trip generation was 16,744 (gross).

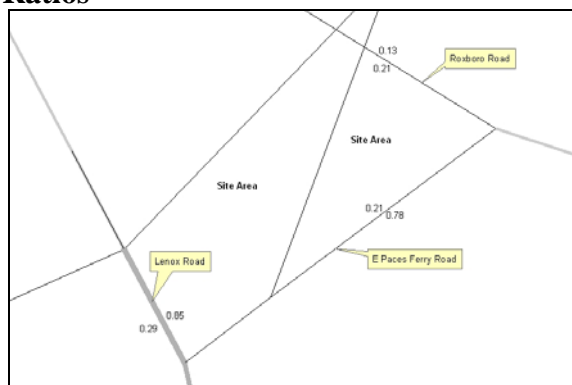
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

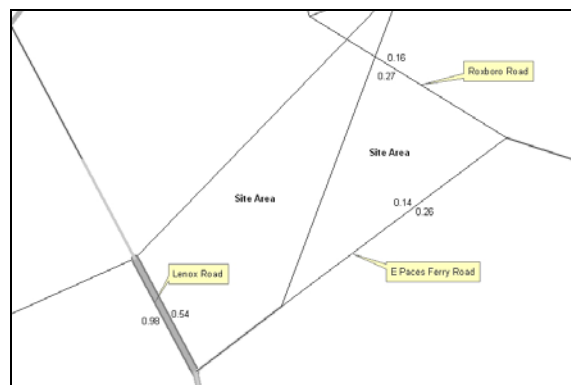
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

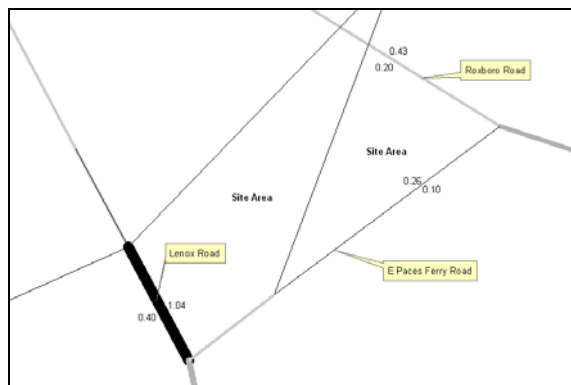
V/C Ratios



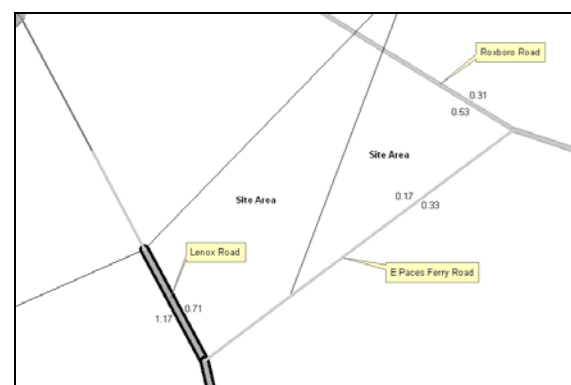
2010 AM Peak



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 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-215B	Peachtree Road Corridor (Q23/Local funds)	Roadway Operations	2007
AR-440A, B	SR 400 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007

2030 RTP*

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-049	LENOX ROAD	Roadway Capacity	2015
DK-076	EAST ROXBORO ROAD	Roadway Capacity	2020

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for CityPlace at Buckhead.

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

All signalized intersections in the network

- Re-time area signals periodically due to expected shifts in traffic volumes and patterns.

E. Paces Ferry Road at Oak Valley Road

- Add an exclusive southbound right-turn lane.

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. The recommendations stated in the no-build condition are also applicable to the build condition.

Kingsboro Road at Oak Valley Road

- Signalize this intersection.

Roxboro Road at Wright Avenue

- Signalize this intersection.

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

The proposed development is located approximately 900 ft northeast of the entrance to the Lenox MARTA rail station. This rail station is serviced by MARTA bus routes 23, 25 and 47 as well as the BUC shuttle service provided by the Buckhead CID that operates throughout the Buckhead business district.

- MARTA bus route # 23 operates 7 days a week connecting the Lenox MARTA rail station with the Arts Center MARTA rail station.
- MARTA bus route # 25 operates 7 days a week with connections to the Brookhaven and Chamblee MARTA rail stations.
- MARTA bus route # 47 operates Monday through Friday connecting the Lenox MARTA rail station with Chamblee Tucker Road via the I-85 access roads.

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

- The Buc shuttle service operates Monday through Friday connecting the Lenox MARTA rail station with multiple locations throughout the Buckhead business district.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
w/in 1/2 mile of MARTA Rail Station		5%
TMA that includes shuttle service		5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		24%

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

According to the traffic study, the proposed development does not demonstrate a burden on the existing roadway network. However, due to this project's location in one of Atlanta's most congested activity centers and the large number of units proposed, it is suggested that all recommended improvements be implemented prior to completion of this project. It is also recommended the developer take extra steps to ensure easy pedestrian access to the Lenox MARTA rail station. Steps could include providing extra signage providing direction to the MARTA station, providing easy access through buildings to allow for pedestrian cut throughs during inclement weather and adding bike lanes on all internal roads of the development with ample bicycle parking.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.930 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?

Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 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 1 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 3,760 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?



Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 3,832 housing units that will include condominiums.

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 96. This tract had a 22.4 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 25 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.



Preliminary Report:	April 18, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Cityplace at Buckhead #1067
Final Report Due:	May 18, 2006		Comments Due By:	May 2, 2006

* 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.



REGIONAL REVIEW NOTIFICATION



DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as 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 on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Cityplace at Buckhead *See the Preliminary Report .*

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

Please see attached letterof support.

Individual Completing form:

Will Stinson/Henry Ikwut Ukwa - Manager of Transit Initiatives

Local Government: MARTA

Department:
Planning

Telephone: (404) 848-5828

Signature:

Date:

Please Return this form to:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: May 2 2006

May 2, 2006

Mr. Mike Alexander, DRI Coordinator
Atlanta Regional Commission (ARC)
40 Courtland Street
Atlanta, GA 30303

**RE: Review of Development of Regional Impact (DRI)
City Place at Buckhead – R604181 – DRI #1067**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has reviewed the documentation for a proposed Development of Regional Impact called City Place at Buckhead located in Atlanta.

The proposed development is close to MARTA Lenox Station and has the potential to impact MARTA transit facilities. Because this is a large residential development in an already congested area, MARTA would encourage project designs that include pedestrian access to Lenox Station. In addition, design of proposed street improvements should ensure that construction staging would not impede access to the nearby Lenox Station parking garage.

MARTA has no pending plans to expand bus service in the area, but Bus Routes 23, 25, and 47 operate out of the Lenox Station and would adequately serve the proposed development.

Thank you for the opportunity to review the proposal, and please contact me with any questions.

Sincerely,



Henry Ikwut-Ukwa
Manager of Transit Initiatives

Office of Transit Systems Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com

Your DRI ID NUMBER for this submission is: **1067**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 3/7/2006 2:23:49 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 (only one):	hboxler@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:		Cityplace at Buckhead
Development Type	Description of Project	Thresholds
Mixed Use	3832 units 4.9 million sf residential; 95000 sf commercial	View Thresholds
Developer / Applicant and Mailing Address:		Steve Rothman, 2849 Paces Ferry Rd., Overlook I, Suite 700, Atlanta, GA, 30339
Telephone:		404-853-5050
Fax:		
Email:		srothman@wbilegal.com
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		LL 9 17th Dist.
What are the principal streets or roads providing vehicular access to the site?		East Paces Ferry, Roxboro Rd.
Provide name of nearest street(s) or intersection:		East Paces Ferry and Roxboro Rd.
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?	~ 1/2 mile to Dekalb Co.
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?	RM Clayton Water Reclamation Facility (COA)
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: 2015

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): TBD pending a transportation study.	Y

Submitted on: 4/14/2006 10:07:23 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 (only one):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	CityPlace @ Buckhead
DRI ID Number:	1067
Developer/Applicant:	Steve Rothman, 2849 Paces Ferry Rd., Overlook 1, Suite 700, Atlanta, GA, 30339
Telephone:	404-853-5050
Fax:	
Email(s):	srothman@wbilegal.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:	\$1.5 Billion
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$17,940,000
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)?	1 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:	RM Clayton Water Reclamation Facility
--	---------------------------------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.930 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.)	13,203 trips per day
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: See traffic study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3670 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?	70%
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:	

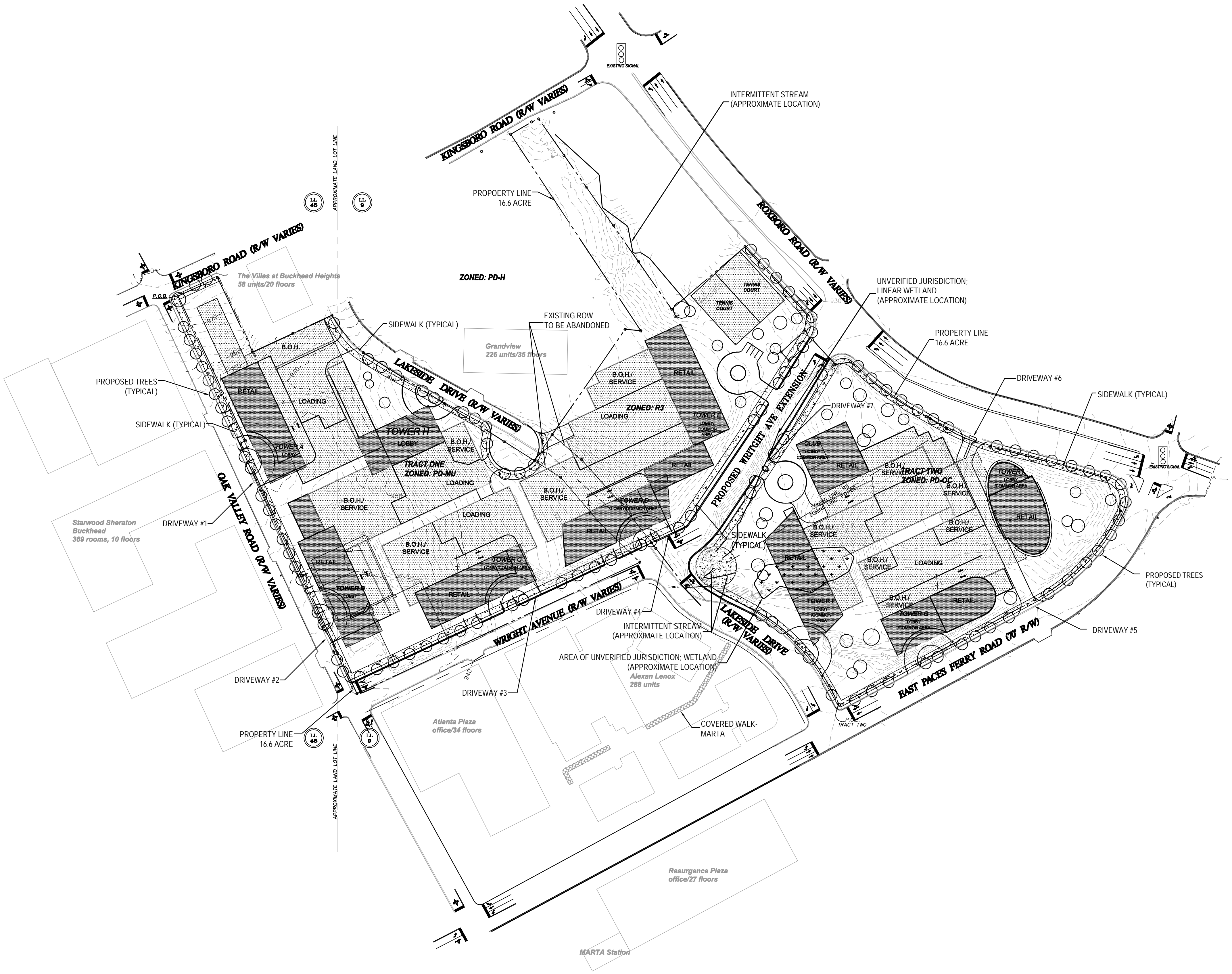
Environmental Quality

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?	Y
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: Less than 1/2 acres of wetlands	
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:



SITE INFORMATION:

SITE AREA = 16.6 ACRE

DEVELOPMENT INFORMATION:

Residential:	
BUILDING	NO. UNITS
Tower A	504
Tower B & H	780
Tower C	456
Tower D & E	912
Tower F & Club	470
Tower G & I	710
TOTAL	3,832

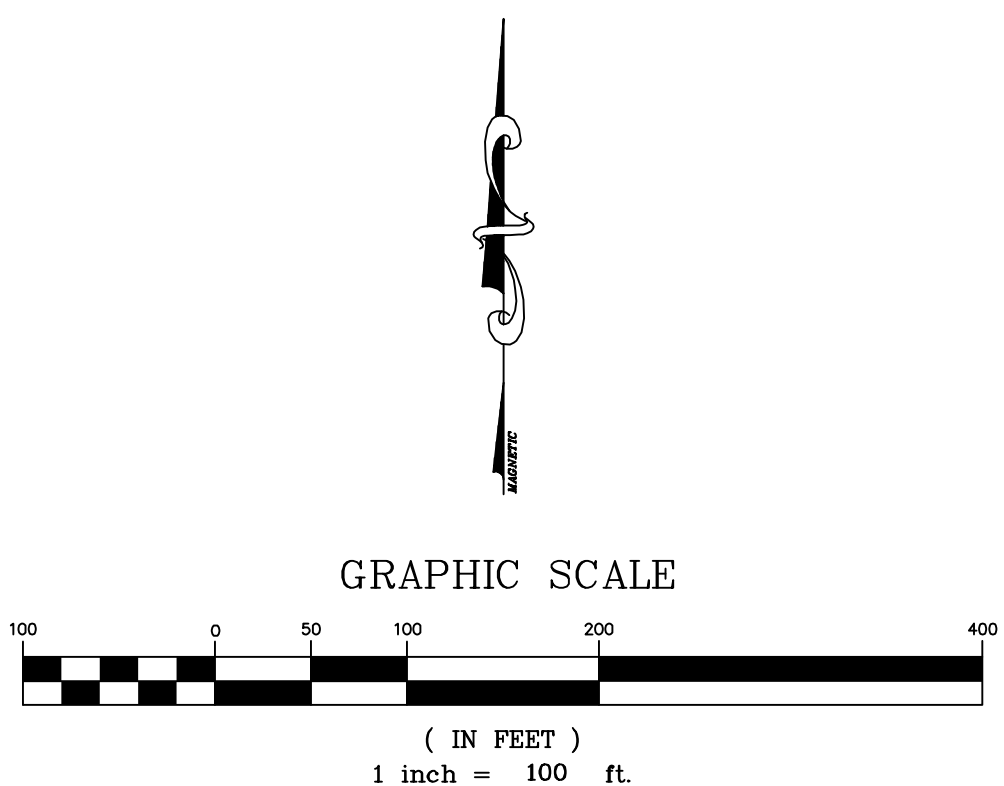
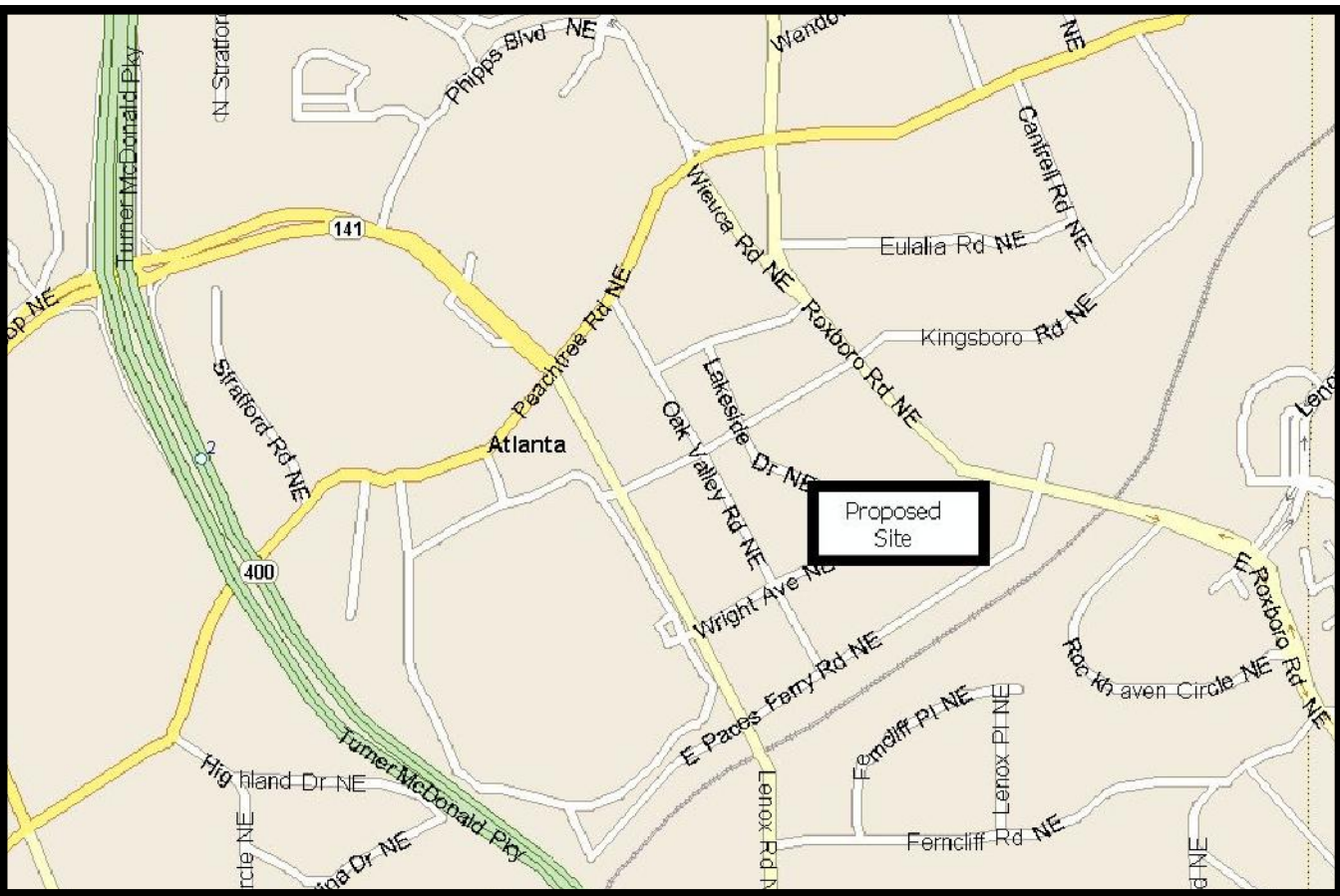
UNITS PER ACRE = 231

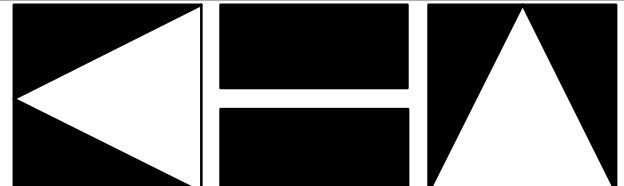
Retail Total 95,000 sf

PARKING INFORMATION:

DESCRIPTION	SPACES
Total Required	6,383
Total Provided	6,461

VICINITY MAP





Kimley-Horn
and Associates, Inc.

817 WEST PEACHTREE STREET SUITE 915 - ATLANTA, GEORGIA 30308
PHONE: (404) 418-8700 FAX: (404) 418-8701

ARCHITECT:
ARQUITECTONICA
801 Brickell Avenue, Suite 1100, Miami, FL 33131
Tel. 305.372.1812 Fax. 305.372.1175
www.arquitectonica.com

CLIENT:
TRELCOM DEVELOPMENT, LTD.
2828 CORAL WAY MIAMI, FL 33145

TITLE:
SITE PLAN

DATE:
3/30/06
HORIZONTAL SCALE:
1" = 100'
VERTICAL SCALE:
1" = 100'
DRAWN BY:
AP
DESIGNED BY:
CT
CHECKED BY:
PE

PROJECT:
**CityPlace at Buckhead
RESIDENTIAL DEVELOPMENT
ATLANTA, GA**

ATTACHED REFERENCE FILES:
JOB NUMBER:
019364000
SHEET NUMBER:
1

APR 07, 2006 - 11:14am - USER: angelapriest
S:\019364000_CityPlace at Buckhead\CADD\EXHIBITS\2006-04-04_DOT\EXHIBIT.dwg
This document, together with the concepts and designs presented herein, 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.

This document, together with the concepts and designs presented herein, 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.