



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: Jun 21 2006

ARC REVIEW CODE: R605221

TO: CEO Vernon Jones
ATTN TO: Karmen Swan-White, 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: DeKalb County

Name of Proposal: Peachtree and Hermance Roads Development

Review Type: Development of Regional Impact

Date Opened: May 22 2006

Date Closed: Jun 21 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 site plan for the proposed development has been revised to address many of the concerns expressed by the surrounding neighborhoods and the ARC. The residential condominium tower and office building are now along Peachtree Road, and the proposed restaurant space has been dispersed throughout the proposed main street. The parking deck has been framed and streets with angled parking have been created. Pedestrian sidewalks and vegetation have been added throughout the top deck of the parking deck. Internal connectivity has been improved by framing many of the streets throughout the development with proposed buildings. Traffic circles and on street parking will help to calm internal traffic and create a pedestrian friendly environment. Buildings are also now proposed along Hermance Road to frame the street and minimize the view of the parking deck from Hermance Road. Finally, the townhomes are centered around a common green space acres with a pedestrian trail linking the residences to the commercial development. The developer has also agreed to continue to work with MARTA and DeKalb County to ensure meaningful transit options to and from the site. The developer has worked with MARTA to relocate MARTA Bus Route 41 along Hermance Road so that the individuals are able to conveniently access the development by bus. In attached comments at the end of this report, the developer is also exploring a shuttle service to operate during peak hours from the Brookhaven MARTA station to various locations throughout the development. ARC applauds the developer for the efforts being made to provide meaningful transit service to the proposed development. The proposed development meets many of the goals set forth in the LCI. The proposed development is creating a mixed use environment that includes office, retail, and residential uses. The site plan indicates higher densities and intensities on the site to be located closer to Peachtree Road with lower densities along the south and west portions of the property. The development proposes a mix of for sale and rental residential units. The site plan also indicates community greenspace that provides a transition between the commercial development and the townhomes located northwest of the site along Hermance Road.

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
FULTON COUNTY
CITY OF DORAVILLE

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

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY
CITY OF CHAMBLEE

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.

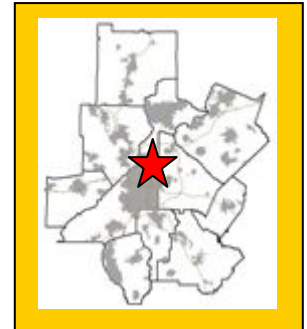
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Peachtree and Hermance Roads development is a 50 acre mixed use development in DeKalb County that includes 600,000 square feet of retail, 150,000 square feet of office, and 1,700 residential units. The residential units will include 800 apartments, 80 townhomes, and 820 condominium units. The development is located along Peachtree Road with site access proposed along Hermance Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

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 RM-75 (multi-family residential) and C-1(local commercial). The proposed zoning is OCR (office-commercial-residential). Information submitted for the review indicates that the proposed development is not consistent with DeKalb County's Future Land Use Plan which designates the site as low density multi-family residential. The proposed development is located within the Brookhaven-Peachtree Livable Centers Initiative, completed in January 2006.

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

No comments were received during the review identifying inconsistencies with 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 during the review 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? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

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 1.5 miles radius of the proposed project.

1988	Brookhaven Center
1987	Windsor Parkway

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 Peachtree Garden Apartments are currently on the site which includes 523 apartment units in 66 one and two story buildings.

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

No.

Is the proposed development consistent with regional plans and policies?

The site plan for the proposed development has been revised to address many of the concerns expressed by the surrounding neighborhoods and the ARC. The residential condominium tower and office building are now along Peachtree Road, and the proposed restaurant space has been dispersed throughout the proposed main street. The parking deck has been framed and streets with angled parking have been created. Pedestrian sidewalks and vegetation have been added throughout the top deck of the parking deck. Internal connectivity has been improved by framing many of the streets throughout the development with proposed buildings. Traffic circles and on street parking will help to calm internal traffic and create a pedestrian friendly environment. Buildings are also now proposed along Hermance Road to frame the street and minimize the view of the parking deck from Hermance Road. Finally, the townhomes are centered around a common green space acres with a pedestrian trail linking the residences to the commercial development.

The developer has also agreed to continue to work with MARTA and DeKalb County to ensure meaningful transit options to and from the site. The developer has worked with MARTA to relocate MARTA Bus Route 41 along Hermance Road so that the individuals are able to conveniently access the development by bus. In attached comments at the end of this report, the developer is also exploring a shuttle service to operate during peak hours from the Brookhaven MARTA station to various locations throughout the development. ARC applauds the developer for the efforts being made to provide meaningful transit service to the proposed development.

The proposed development is located with the Peachtree-Brookhaven Livable Centers Initiative (LCI) Study that was completed in January 2006. The proposed development should not only meet ARC's Regional Development Plans and Policies, but also the goals and intent set forth in the LCI study.

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

The ARC forecasts population and employment growth in the DeKalb over the next 25 years. ARC forecasts a population of over 154,000 residents within the Chamblee area and an employment base greater than 138,000 jobs. The additional housing, employment, and shopping opportunities will allow individuals to live, work, and shop within close proximity to one another.

The LCI Study identifies the site of the proposed development as the second most significant redevelopment opportunity within the study area. The Study calls for the redevelopment of the plan to include a mix of residential development including attached and detached single family homes, townhouses, apartments, condominiums, and some mixed use development. Density on the site should be highest near Peachtree Road with lower densities near the west and south ends of the property adjacent to existing neighborhoods. Redevelopment should also include adequate landscape buffers between the redevelopment and existing family homes to the south and west. Redevelopment should also include significant open space, specifically a minimum of 1.5 acres, adequate roadway connections from Cross Keys Drive to Hermance Drive, and upgraded pedestrian and bicycle facilities along Hermance Drive.

The proposed development meets many of the goals set forth in the LCI. The proposed development is creating a mixed use environment that includes office, retail, and residential uses. The site plan indicates higher densities and intensities on the site to be located closer to Peachtree Road with lower densities along the south and west portions of the property. The development proposes a mix of for sale and rental residential units. The site plan also indicates community greenspace that provides a transition between the commercial development and the townhomes located northwest of the site along Hermance Road.

The proposed site plan meets several of the ARC's Regional Development Policies. The proposed development invests in an area with existing infrastructure that will accommodate population and employment growth more efficiently. The development proposes a mix of uses that encourage pedestrian activity. The location of the development with its proposed intensity, lessens the impact on the existing neighborhoods in the area and allows opportunities for daily services and needs to be met within the community, decreasing travel distances and times.

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 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:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 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:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 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 DeKalb County. The project site approximately 150 acres located on the west side of Peachtree Road, the south side of Hermance Road, and on either side of Cross Keys Drive.

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 DeKalb County; however, it is less than a mile the City of Atlanta, Fulton County, and the City of Chamblee.

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 office, residential, and institutional uses: Oglethorpe University.

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 \$400,000,000 with an expected \$6,193,000 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.

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 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 commercial, restaurant, offices and residential uses to a growing part of the region. The proposed development's location to the city center and other activity centers will offer individuals opportunities to live and work within close proximity to one another.

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 project property is located in the Nancy Creek basin which drains to the Corridor portion of the Chattahoochee River. The Metropolitan River Protection Act requires that local governments with land draining to the Corridor portion of the River adopt tributary buffer zone ordinances to protect tributaries flowing to the Chattahoochee. In addition, the Metropolitan North Georgia Water Planning District has required local governments in the District to adopt stream buffer ordinances at least as effective as the District's model ordinance. DeKalb County has a stream buffer ordinance that requires a 75-foot undisturbed buffer on all streams. Both the USGS Northeast Atlanta 1:24,000 quad map, which includes the project area, and the USGS digital coverage of the area show a blue line stream crossing the northern portion of the property between Hermance Road and Twin Brooks Drive. The project plan shows the stream and a 30-foot buffer on both banks. The indicated buffer is less than DeKalb's 75-foot buffer. In addition, a portion of the road serving the townhouse tract and part of a service drive serving the retail area both come to the edge of the indicated buffer. The proposed project needs to meet the requirements of the DeKalb ordinance on this stream. In addition, any unmapped streams on the property will also be subject to the DeKalb County stream buffer ordinance. All state waters on the property are also subject to the 25-foot State 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. Given the coverage of the high-rise condo in Pod B, it was classified as commercial. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	35.83	61.27	623.44	3869.64	35220.89	44.07	7.88
Townhouse/Apartment	15.37	16.14	164.61	1029.79	9298.85	11.68	2.15
TOTAL	51.20	77.41	788.05	4899.43	44519.74	55.75	10.03

Total Impervious = 74%

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?

The proposed development has five full-movement site driveways along Hermance Road. One full-movement driveway off Peachtree Road is provided onto Cross Keys Drive, the center road for the development.

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

Kimley-Horn and Associates 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:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
800 Apartments	79	317	396	298	160	458	4958	188	160
900 Condominiums	51	248	299	244	120	364	4156	164	140
20,000 sq ft Office Space	46	6	52	17	84	101	386	5	5
600,000 sq ft Retail Space	280	179	459	981	1062	2043	21764	1442	1331
Reductions	-	-	-	-482	-482	-964	-10226	-390	-390
TOTAL NEW TRIPS	456	750	1206	1058	944	2002	21038	1409	1246

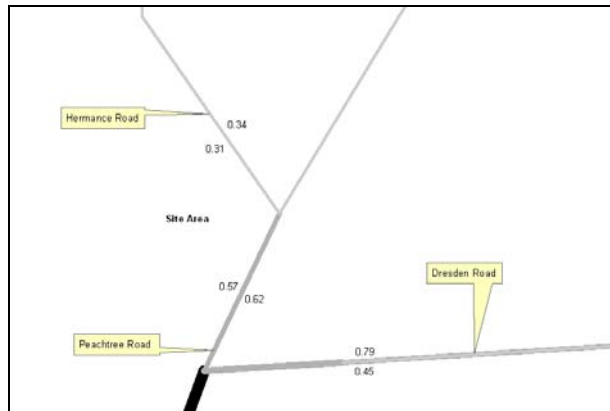
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

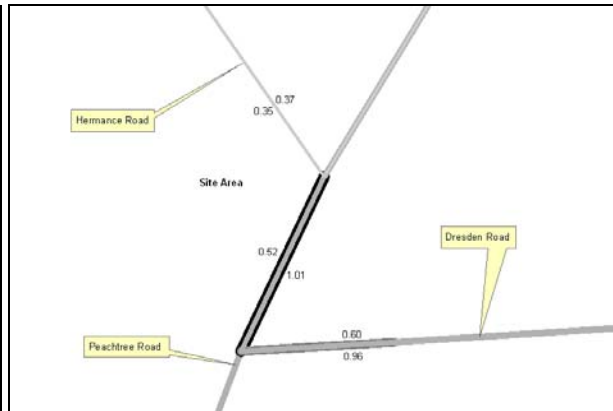
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

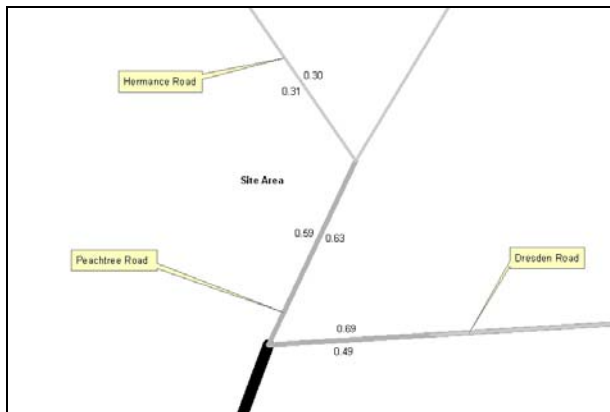
V/C Ratios



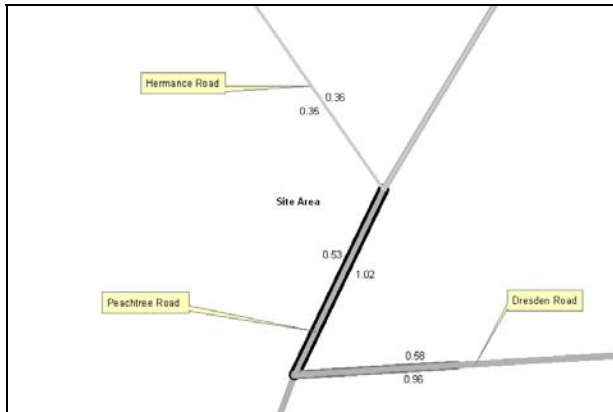
2005 AM Peak



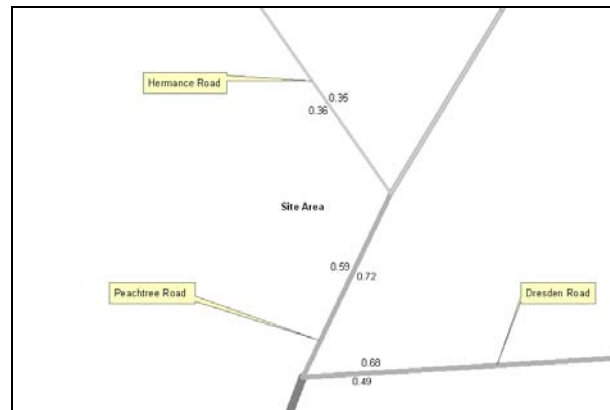
2005 PM Peak



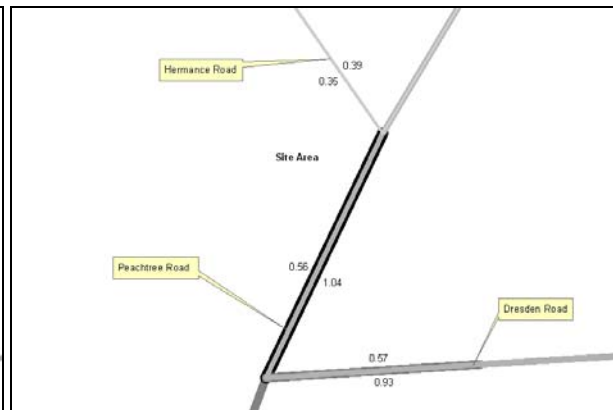
2010 AM Peak



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 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

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

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-215A, B, C	SR 141 (PEACHTREE ROAD) MULTIMODAL CORRIDOR ENHANCEMENTS	Roadway Operations	2009
DK-AR-BP047	ASHFORD DUNWOODY ROAD SIDEWALKS AND BIKE LANES	Multi-Use Bike/Ped Facility	2009
DK-AR-225A	PEACHTREE INDUSTRIAL BOULEVARD PEDESTRIAN FACILITY	Pedestrian Facility	2007

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
DK-AR-BP052	SR 141 (PEACHTREE INDUSTRIAL BOULEVARD)	Pedestrian Facility	2012

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Peachtree and Hermance Roads.

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.

Peachtree Road at Hermance Drive

- Install a traffic signal.
- Construct an additional eastbound lane on Hermance Drive, thus creating a dedicated right and left-turn lanes.

Peachtree Industrial Boulevard at Chamblee Tucker Road

- Construct a northbound right-turn lane along Peachtree Road.

Ashford Dunwoody Road at Windsor Parkway

- Install a traffic signal.
- Construct a northbound left-turn lane along Ashford Dunwoody Road.
- Construct a southbound right-turn lane along Ashford Dunwoody Road.
- Construct an additional eastbound lane on Windsor Parkway, thus creating dedicated right and left-turn lanes.

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

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

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.

Site Driveway 1 at Hermance Drive

- Construct one northbound approach lane, shared left/right-turn lane, for new site driveway.

Site Driveway 2 at Hermance Drive

- Construct one northbound approach lane, shared left/right-turn lane, for new site driveway.

Site Driveway 3 at Hermance Drive

- Construct two northbound approach lanes, one left-turn lane, one right-turn lane, for the new site driveway.
- Construct westbound left-turn lane along Hermance Drive.
- Construct eastbound right-turn lane along Hermance Drive.

Site Driveway 4 at Hermance Drive

- Construct two northbound approach lanes, one left-turn lane, one right-turn lane, for new site driveway.
- Construct westbound left-turn lane along Hermance Drive.
- Construct eastbound right-turn lane along Hermance Drive.

Site Driveway 5 at Hermance Drive

- Construct one northbound approach lane, shared left/right-turn lane, for new site driveway.

Peachtree Road at Dresden Drive

- Provide a second southbound left-turn lane along Peachtree Road.
- Convert the existing northbound free-flow right-turn lane along Peachtree Road to a yield condition.
- Construct a second eastbound left-turn lane along Brookhaven Road.

Peachtree Road at Cross Keys Drive

- Construct a southbound right-turn lane along Peachtree Road.

Peachtree Road at Hermance Drive

- Construct a southbound right-turn lane along Peachtree Road.

Windsor Parkway at Hermance Drive

- Construct an additional northbound lane along Hermance Drive.
- Construct an eastbound right-turn lane along Windsor Parkway.

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?

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

The proposed development is located approximately two-thirds of a mile from the MARTA Brookhaven rail station. Additionally, the development site is serviced MARTA bus routes 25 and 41.

- MARTA bus route #25 operates Monday through Friday from 5:31 a.m. to 11:31 p.m. with headways of 30 minutes. Service is provided on Saturdays from 5:59 a.m. till 10:59 p.m. with headways of one hour. Service is provided on Sundays from 6:00 a.m. till 8:00 p.m. with headways of one hour.
- MARTA bus route #41 operates Monday through Friday from 6:22 a.m. till 10:06 p.m. with headways of 40 minutes.

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 Retail/Office is dominant, FAR >.8	6%	6%
Where Retail is dominant, 10% Residential or 10% Office	4%	4%
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%
Total		18%

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

The mixed-use nature of this development, combining residential and commercial space in a walkable environment will reduce the need for vehicle trips in the area surrounding the project. However, the area surrounding the development is quickly developing. It is suggested that all recommended improvements be implemented prior to completion of this project. Additionally, it is also recommended that any possible vehicle and/or pedestrian/bicycle connections be constructed to the neighborhoods immediately to the west and south of the proposed project to provide additional access to the project and further reduce the need for vehicle trips.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.46 MGD.

Which facility will treat wastewater from the project?

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

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

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 0.51 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 7,118 tons of solid waste per year.

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1,700 housing units that will include for rent units, and for sale townhomes and 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?

Preliminary Report:	May 22, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Peachtree and Hermance Roads #1093
Final Report Due:	June 21, 2006		Comments Due By:	June 5, 2006

The site proposed for the development is located in Census Tract 211. This tract had a 5.7 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 63 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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



June 8, 2006

Mike Alexander
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

Re: Development of regional Impact (DRI#1093)
Peachtree and Hermance Roads Development

Dear Mike,

I have contacted Henry Ikwut-Ukwa regarding MARTA's letter to ARC
(Mike Alexander) dated June 5, 2006.

We discussed the relocation of MARTA Bus Route 41 which currently runs from Windsor Parkway to Twin Brooks and Cross Keys and then onto Peachtree Road to be re-routed to run from Windsor Parkway to Hermance Road and then to Peachtree Road.

We have addressed MARTA's concern regarding the nature of Hermance Road by incorporating street front retail along Hermance Road which activates the street front and shields the parking deck. This effect would be similar in nature to our Lindbergh Plaza development along Sydney Marcus Boulevard. The long term vision for Hermance is to have street front retail and/or residential along both the north and south sides.

We believe this provides for a transit-friendly concept that provides continued transit service to the development.

We appreciate the opportunity to work with ARC on this project. Please feel free to contact me with any questions.

Sincerely,

Heather Correa Duffy
Vice President of Development

Cc:File

The Sembler Company

Shopping Center Development & Management

1450 South Johnson Ferry Road, Suite 100 • Atlanta, Georgia 30319 • 404-847-1800 • Fax 404-847-1818

Haley Fleming

From: Heather Duffy [Heather.Duffy@sembler.com]
Sent: Tuesday, June 20, 2006 1:20 PM
To: Haley Fleming
Cc: Mike Alexander; Parker.Ellen@kimley-horn.com; Webb, Dennis
Subject: Brookhaven Place
Attachments: Site Plan Rendering 06_06.15 small.jpg

Hi Haley,

Thanks very much for attending the last part of our meeting this morning; I think it was good for you to hear MARTA's response to the bus route. As we discussed in the meeting Sembler has agreed to work with MARTA and Dekalb County to investigate the possibility of a shuttle that would run internal to the project during peak days and hours. I will pull the condition that we used for Edgewood Retail District to consider for this application.

Please find attached a copy of the site plan we presented this morning and that will be presented at Community Council this evening.

Regards,

Heather Correa Duffy

Visit us online at: www.sembler.com

NOTICE: This e-mail message and any attachment to this e-mail message contains confidential information that may be legally privileged. If you are not the intended recipient, you must not review, retransmit, convert to hard copy, copy, use or disseminate this e-mail or any attachments to it. If you have received this e-mail in error, please notify us immediately by return e-mail or by telephone at 727-384-6000 and delete this message. Please note that if this e-mail message contains a forwarded message or is a reply to a prior message, some or all of the contents of this message or any attachments may not have been produced by the sender.

6/20/2006



June 13, 2006

Haley Fleming
Atlanta Regional Commission
40 Courtland Street
Atlanta, GA 30303

Re: Sembler Mixed Use DRI on Peachtree Road

Dear Haley:

Thank you for forwarding the June 2, 2006, memorandum from the Brookhaven Homeowners and Neighborhood Business Alliance. Please know that Jeff Fuqua and I have spoken to Mr. Hughley, president of this organization, and offered to meet with his group at their convenience. I also know that our attorney, Kathryn M. Zickert, offered to meet with Mr. Hughley as well. That offer stands.

Responding to some of the issues raised in the memorandum, we note the following:

- The 50 acres that make up the parcel are currently zoned RM-75 and C-1. Sembler has filed an application to rezone the property to the OCR category. The land use designations for the parcel are MDR, OPR and POS. Sembler has filed a companion application to amend the future land use map to OMX. Finally, we also are seeking a Special Land Use Permit (SLUP) to allow us to construct buildings over two stories in height. All applications are scheduled to be heard by the Board of Commissioners on July 25, 2006.
- Our technical response and traffic study is being completed and forwarded to the Georgia Regional Transportation Authority and the Atlanta Regional Commission. It appears that Mr. Hughley copied several of the recommendations of this report in forming his questions. We assume GRTA and ARC will make recommendations as to infrastructure and street improvements, with which Sembler plans to fully comply. Sembler will bear its appropriate share (or all) of the costs to install the infrastructure.

The Sembler Company


Shopping Center Development & Management

1450 South Johnson Ferry Road, Suite 100 • Atlanta, Georgia 30319 • 404-847-1800 • Fax 404-847-1818

- As for current residents of the apartments located on the parcel, Sembler is in the process of formulating a relocation plan, so that those residents will be able to find comparable accommodations in the vicinity. We hope to have that plan complete by July 25, 2006. Additionally, we are currently assessing the creation of new affordable housing opportunities in the project itself. At present we anticipate a wide range of rental rates and for sale units.
- We believe this project is consistent with the development principles annunciated in the Brookhaven LCI Study, which was prepared by Urban Collage. Eric S. Bosman of Urban Collage attended Sembler's recent meeting with the Brookhaven Peachtree Community Alliance and he confirmed that Urban Collage agrees with this conclusion. Dekalb County Planning Department has also stated that the proposed site plan meets the objectives of the LCI.
- At this conceptual phase, Sembler is not in a position to evaluate what, if any, variances will be needed. When and if the zoning is approved, Sembler will be in a position to engage in more detailed analysis and make decisions on this point. In order to make a project more pedestrian-friendly, however, we often need setback variances to pull our structures closer to streetscapes.
- We will comply with all applicable water quality and sedimentation and erosion control regulations.

I understand these are general points, but believe they address most of the themes raised in the memorandum. Again, however, we look forward to meeting with the Brookhaven Homeowners and Neighborhood Business Alliance, at their invitation, and more specifically answering their questions. In the meantime, should additional specific questions arise, we would be happy to respond to them.

Very Truly Yours,



Heather Correa Duffy
Vice President of Development

Cc: Kathryn M. Zickert
Jeff Fuqua

June 5, 2006

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

**RE: Development of Regional Impact (DRI #1093)
Peachtree and Hermance Roads Development**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of the documentation for a proposed Development of Regional Impact called Peachtree and Hermance Roads Development.

MARTA has some significant concerns with the development concept that are discussed below:

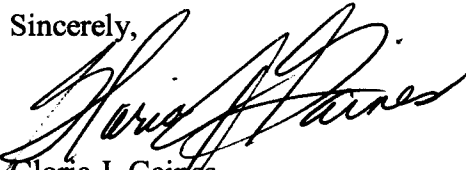
- i. With 600,000 square feet of retail space, 20,400 square feet of office, and 1,700 residential units, the proposal calls for a magnitude of development on the 50 acre tract that is non-compliant with development plans for the general area. The Brookhaven-Peachtree Livable Centers Initiative (LCI) Study, developed through extensive community involvement and approved by the DeKalb County Commission, calls for a more moderate development on the location. The LCI Study had recommended rezoning the area as a Pedestrian Community District with a total of 670 residential dwelling units and 40,000 square feet of commercial space. The rezoning, currently in process by DeKalb County, will establish an overlay district funded recently in part by the Atlanta Regional Commission. Attached as Exhibit A is the concept plan for the project site from the Brookhaven-Peachtree LCI Study.
- ii. The development incorporates or calls for the elimination of some DeKalb County streets currently traveled by MARTA Bus Route 41 – Windsor Parkway, namely, Cross Keys Drive and Twin Brooks Drive. In their place an avenue flanked by diagonal parking is proposed. This would create unsafe and unsuitable conditions for MARTA bus operations. While the DRI rightly stated that the development will be served by Route 41, it made no provisions for the bus routing. We assume, therefore, that the concept intends for MARTA to relocate Route 41 to Hermance Road. This will bypass the proposed development and relegate transit riders to the dead side of the parking deck fronting Hermance Drive, thereby defeating the purpose.

At this point in time, MARTA is opposed to the development in its current concept. We recommend that the project be developed consistent with the provisions in the Brookhaven-Peachtree LCI Study, and the project sponsor consider a more transit friendly concept that would make provisions for continued transit service to the development.

Development of Regional Impact (DRI #1093)
Peachtree and Hermance Roads Development
Page 2

Thank you for the opportunity to review the proposal. Please contact Henry Ikwut-Ukwa at 404-848-5828 or by email at hikwut@itsmarta.com , if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Gloria J. Gaines". The signature is fluid and cursive, with the first name being the most prominent.

Gloria J. Gaines
AGM, Planning
MARTA

cc: Darryl P. Connelly, *Director, TOD and Real Estate*
Thelma J. Hayes, *Director, Transit System Planning*

Haley Fleming

From: Kathy Brannon [kbrannon@chambleega.com]
Sent: Tuesday, May 23, 2006 11:21 AM
To: Haley Fleming
Cc: agibert@chambleega.com; ecent@mindspring.com; hermanandlilly@comcast.net; jhcopeland@earthlink.net; mark.wedge@stratixcorp.com; mdk7155@fc.dekalb.k12.ga.us; staylor@chambleega.com
Subject: FW: DRI Review Notification- Peachtree and Hermance Roads Development DRI #1093

A response from City Councilman Arthur Gibert.

Kathy Brannon
City Manager/CEO
City Of Chamblee
5468 Peachtree Road
Chamblee, GA 30341
(770) 986-5018
(770) 986-5014 Fax
kbrannon@chambleega.com

From: Art Gibert [mailto:agibert@chambleega.com]
Sent: Tuesday, May 23, 2006 10:15 AM
To: 'Kathy Brannon'
Subject: RE: DRI Review Notification- Peachtree and Hermance Roads Development DRI #1093

I don't know where Hermance Rd is but I do think Dekalb County needs 800 new apartments like it needs another hole in the head.

The ARC supposedly supports community growth, not just growth. We need to support ownership if we want to have cohesive communities. This would include a low-income or below-market component of owner-occupied units instead of apartments.

Please share the comment that we don't like the apartments with the ARC.

Thanks,
Art

From: Kathy Brannon [mailto:kbrannon@chambleega.com]
Sent: Tuesday, May 23, 2006 8:54 AM
To: agibert@chambleega.com; ecent@mindspring.com; hermanandlilly@comcast.net; jhcopeland@earthlink.net; mark.wedge@stratixcorp.com; mdk7155@fc.dekalb.k12.ga.us; staylor@chambleega.com
Subject: FW: DRI Review Notification- Peachtree and Hermance Roads Development DRI #1093

Kathy Brannon
City Manager/CEO
City Of Chamblee
5468 Peachtree Road
Chamblee, GA 30341
(770) 986-5018
(770) 986-5014 Fax

5/24/2006

Haley Fleming

From: Palladi, Joseph [Joe.Palladi@dot.state.ga.us]
Sent: Wednesday, June 21, 2006 11:00 AM
To: Haley Fleming
Cc: Graham, Harry; Poole, Bryant
Subject: RE: DRI Review Notification- Peachtree and Hermance Roads Development DRI #1093

Sorry that our review comments are late, but GDOT has concerns over the size and use of the property.

1. By being in excess of one half mile from the Brookhaven MARTA station, the use of transit, especially by visitors/shoppers will be highly suspect.
2. The sheer square footage of retail is staggering.
3. While P'tree is 6 lanes in this area (3 SB, 2 NB and a TWLTL) and while there is no chance of a connecting street to the east since the MARTA rail line is there, left turns at the P'tree driveway will be difficult. Also, the site review lists 5 DW's on Hermance, will the site plan only indicates 2.
4. The proposed signal at Hermance and P'tree is acceptable as long as it does not adversely affect operations and safety on P'tree, can be permitted and can be added and not adversely affect progression on P'tree. It is noted that the LOS/ V/C on P'tree, esp NB is approaching at LOS F / V/C=> 1
5. Ped crossings on P'tree are needed to be improved and a bus stop, if not already there, needs to be coordinated and approved by MARTA.
6. The impact of traffic on the surrounding redeveloping residential neighborhoods will further cause congestion, especially on Windsor Parkway and Osborne Road
7. The traffic impact is clearly demonstrated by the need for improvements at Dresden Dr., Hermance and Windsor Parkway, and Chamblee Tucker and PIB. Recent development beyond this area, even up to the Hospital complex on P'tree Dunwoody and I 285 is resulting in a substantial increase in cut through traffic using Osborne and Windsor Parkway prior to this development coming on line. This development will exasperate the issue..
8. The orientation of the retail will not address the desire to "front" P'tree with commercial usage and buffer the neighborhoods from the impacts of its operations. The development is not a "walk up" type of use anticipated along P'tree.
9. This type of development may be best suited for redevelopment areas such as along PIB in Chamblee. Why do we need another development larger than a similar development at the Buckhead loop and SR 400? This one appears to be larger.

Please consider these comments based on additional infill development anticipated in this area, esp the amount of residential already planned.

Joseph P. Palladi
 State Transportation Planning Administrator
 2 Capitol Square, Room 372
 Atlanta, GA 30334
 404-656-5411

From: Haley Fleming [mailto:HFleming@atlantaregional.com]
Sent: Monday, May 22, 2006 1:07 PM
To: carol_couch@mail.dnr.state.ga.us; BBorden@grta.org; VanDyke, Cindy; Linnenkohl, Harold (Commissioner); Palladi, Joseph; 'Debbie Miness; Robin Bechtel; lbeall@grta.org; pgkeeter@co.dekalb.ga.us; aduncan@co.dekalb.ga.us; ceo@co.dekalb.ga.us; rstogner@co.dekalb.ga.us; Wilson, Hal; Yost, Steve; Graham, Harry; James Stokes; hboxler@atlantaga.gov; mayorfranklin@ci.atlanta.ga.us; scover@atlantaga.gov; awakefield@atlantaga.gov; karen.handel@co.fulton.ga.us; morgan.ellington@co.fulton.ga.us; Nicole.hall@co.fulton.ga.us; Stinson, Will; cityhall@doravillega.us; eclarkson@chambleega.com; kbrannon@chambleega.com
Cc: Mike Alexander; Dan Reuter; Rob LeBeau; Jim Santo; Kris Morley-Nikfar; Jim Skinner; Kathryn Lawler; ksbrooks@co.dekalb.ga.us; heather.duffy@sembler.com; Parker.Ellen@kimley-horn.com; kevin_hughleybhna@yahoo.com

Haley Fleming

From: Mike Alexander
Sent: Monday, June 19, 2006 1:16 PM
To: Haley Fleming
Cc: Heather Duffy
Subject: FW: Sembler Peachtree DRI

FYI

Mike Alexander
404 463 3302
malexander@atlantaregional.com

-----Original Message-----

From: Jack Honderd [mailto:jhundred@mindspring.com]
Sent: Monday, June 19, 2006 1:15 PM
To: rbechtel@grta.org
Cc: Diane Beck; 'Erik Steavens'; Louis Oliverio; Mike Alexander; Joel Putterman; Bill Roberts; Darryl Connelly; Bill Draper
Subject: Sembler Peachtree DRI

Dear Robin,

I am writing on behalf of the BPCA (the Brookhaven-Peachtree Community Alliance) to express our concerns about the proposed Sembler DRI at Peachtree Gardens. The development as currently proposed raises very serious questions about the validity of LCI planning, as well as community-based concerns regarding traffic, access by mass transit, abandonment of Brookhaven's core, stormwater control and displacement of affordable housing and low-wage workers. We would like an opportunity to present our concerns as part of your public input process. We can be available for tomorrow's 10 AM meeting if necessary.

Please respond as soon as possible. We wish we could present with more advance notice, but it has just come to our attention that ARC and GRTA are about to conclude their review. We'd like to think it is important to the ARC and GRTA to have local citizen input in this process.

I've attached a brief description of the BPCA below.

Thanks,

Jack

The BPCA was formed in early 2004 by several Brookhaven residents to guide development in the Peachtree Corridor of Brookhaven in ways that will make for a more livable, cohesive Brookhaven. The BPCA includes representation from all major Brookhaven neighborhood associations, as well as business and institutional representatives (such as MARTA, SunTrust, Oglethorpe U., DeKalb County Parks and Rec., et al.). The BPCA counts several planning and design professionals among their membership.

In November of 2004, the BPCA worked with DeKalb County Community Development to write an LCI grant application for the Brookhaven-Peachtree Corridor. This was funded in 2005 and the BPCA participated in the interview process that resulted in Urban Collage's hiring to perform the study.

BPCA actively participated in all phases of the LCI study. Now that the study is complete and has been adopted by DeKalb County, the BPCA defines its mission as initiator, cheerleader, watchdog and neighborhood liaison for implementation of the LCI master plan.

BROOKHAVEN HOME OWNERS AND NEIGHBORHOOD BUSINESS ALLIANCE
4060 PEACHTREE ROAD, NE
SUITE D-264
ATLANTA, GEORGIA 30319
TEL: (678) 754-4594
FAX: (678) 754-4594
Email: Kevin_hughleybhna@yahoo.com

June 2, 2006

Comments and Questions from Brookhaven Home Owners and Neighborhood Business Alliance on Peachtree Garden Apartments Redevelopment Plan submitted to the Atlanta Regional Commission on their Development of Regional Impact Review Report

The development that has been proposed is a 50 acre mix use development plan that includes the following:

- 600,000 square feet retail
- 150,000 square feet office Tower
- 1,200 residential units
- RESIDENTAL UNITS INCLUDE THE FOLLOWING:
- 800 apartments
- 80 town homes
- 820 condominiums

Our first question, we are concerned that the development will change the comprehensive development plan and we want to know how it will affect the outlying neighbors.

Our second question is does the development deviate from the Brookhaven Livable Centers Initiative and does it address the transportation network and what problems will have to be corrected and how does it increase pedestrian travel.

Our third question is what kind of infrastructure changes will have to be made and will these changes be complete before this project is complete and who will pay for them and at what cost.

Our fourth question is what services will have to be increased and who will pay for them.

Our fifth question is that Peachtree Garden Apartments currently serves as a place of affordable housing for low and moderate income working citizens and 60% of the residents are Hispanic and 40% are Afro Americans. Will this development make sure that a percentage of the housing be affordable for those citizens? We understand that the Atlanta Regional Commission has a policy that housing choices through out the

region to ensure housing for individuals and families of diverse incomes and age groups. Does this development do that?

Our six questions does it address the Brookhaven Livable Centers Initiative and how does it address it regarding pedestrian traffic and mass transportation. We do not believe the current two transit routes will be able to serve the increase in residents. How does it address disabled residents to mass transit and make it accessible? We believe these issues have not been addressed.

Our seven questions is how many rental units will meet income level of affordable housing and available for senior citizens and what will be the rental cost. On the condominium side will they be affordable to working class citizens and will there be incentives to make them affordable.

Our eight questions are how the development will lessen the impact on the existing neighborhood while decreasing car traffic and travel.

Our ninth question will the development meet DeKalb County Buffer ordinance that requires 75 foot undisturbed buffer on all streams because currently the project allows only 30 foot buffer on both banks.

Our tenth question does the project meet the Metropolitan River Protection Act that requires that local governments with land draining to the corridor portion of the river adopt tributary buffer zone ordinance to protect tributaries flowing to the Chattahoochee.

Our eleven question is does it meet the Metropolitan North Georgia Water planning District that requires local governments in the district's model ordinance. DeKalb ordinance requires a 75 foot undisturbed buffer on all sides and this project does not meet that ordinance it only shows a 30 foot buffer on each side. What will the project do to meet this ordinance?

Our twelve question will it meet the requirement the State Erosion and Sedimentation Act that requires all state water on the property be subject to this act. Will it meet those requirements and how will it be done.

Our thirteen questions how will it address the policy of the Atlanta Regional Commission that development in the Atlanta Regional provide a variety of housing choices from individual of diverse backgrounds and incomes and will these individuals be given the opportunity to move back once the development is complete?

Our fourteenth question how will the development preserve and enhance the existing neighborhoods?

Our fifteenth question is how the development increase transportation choices and what transit oriented choices will be created because of this development?

Our sixteenth question how will the development inform and involved the public in the planning process. It has been brought to our attention the developers have been having meeting without allowing the whole community to participate. We have serious problems with close meeting with county tax payers money is being used for public improvements.

Our seventeenth questions regard the transportation improvements and they are as follows:

- (1) What are some of the deficiencies in the background traffic as part of the development and how will they be addressed particularly on Peachtree Road at Hermance Drive. Who will pay for the construction of and eastbound lane on Hermance Drive which will create a dedicated right and left turn lane and will they be completed before the project is finish.
- (2) Who will pay for the construction of a northbound right-turn lane along Peachtree Road from Peachtree Industrial Boulevard and Chamblee Tucker Road? Will they be complete prior to project's completion?
- (3) Who will pay for improvements on the Ashford Dunwoody Road at Windsor Parkway that will include installation of a traffic signal; construction of a northbound left turn lane along Ashford Dunwoody Road; construction a southbound right-turn lane along Ashford Dunwoody Road; and construction an additional eastbound lane on Windsor Parkway, thus creating dedicated right and left-turn lanes and will they be completed prior to projects completion?
- (4) How will the deficiencies of future year traffic be addressed in your project and we will like to see those issues addressed?

The other issues we would like to see addressed are as follows:

- (1) Will the developer be responsible for addressing the site driveway 1 at Hermance Drive and responsible for the construction one northbound approach lane, shared left/right-turn lane for new site driveway and at what is the cost and will that cost be passed payers of DeKalb County?

Will the developer be responsible for cost of site driveway 2 construction of one northbound approach lane, shared left/right turn lane, for new site driveway? If not who will pay for construction.

- (2) Will the developer be responsible for site driveway 3 at Hermance Drive which includes construction of two northbound approach lanes, one left turn lane, and one right-turn lane for new site driveway as well as construct west bound left-turn lane on Hermance Drive and construct eastbound right-turn lane along Hermance Drive. Will there be any cost to the tax payer for these improvements?
- (3) Will developer be responsible for cost of site driveway at Hermance Drive 4 for the construction of two northbound approach lanes, one left turn lane, and one right turn lane for new site driveway as well as construction of westbound left turn along Hermance Drive and construction of eastbound right-turn lane along Hermance Drive? Is there any cost to DeKalb tax payer?

- (4) Will the developer be responsible for site Driveway 5 at Hermance Drive of construction of one northbound approach lane, shared left/right-turn lane for new site driveway and is there any cost to DeKalb tax payer for improvements?
- (5) Will the developer be responsible for cost of improvements needed for Peachtree Road at Dresden Drive that will require a second southbound left-turn lane along Peachtree Road which have to convert the existing northbound free-flow right-turn lane along Peachtree Road to a yield condition and construction of a second eastbound left-turn lane along Brookhaven Road and is there any cost to DeKalb tax payer for these improvements?
- (6) Will the developer be responsible for constructing a southbound right-turn lane alone Peachtree Road at Cross Keys Drive and who will pay the cost for these improvements and will this construction be completed prior to the development?
- (7) Will the developer be responsible for constructing a southbound right-turn lane alone Peachtree road and will it be completed prior to developments completion.
- (8) Will the developer be responsible for construction of an additional northbound lane along Hermance Drive and constructing an eastbound right-turn lane along Windsor Parkway at Windsor Parkway at Hermance Drive and will this be completed prior to completion of the development?
- (9) Will there be and increase in transit systems serving the increase population and how will your development increase presidian traffic.
- (10) Will the potential working population find affordable housing in this development and if so what will be the cost of housing for potential workforce?
- (11) What will be the multiple price range of housing for the potential workforce and what range will make it affordable?

These are our questions and comments and we asked that these questions be addressed as this development moves forward and addressed.

Sincerely,

Kevin G. Hughley, President

Brookhaven Home Owners and Neighborhood Business Alliance

Your DRI ID NUMBER for this submission is: **1093**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 4/11/2006 12:26:16 PM

DEVELOPMENT OF REGIONAL IMPACT DeKalb 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:	DeKalb County
*Individual completing form and Mailing Address:	Karmen Swan White 330 West Ponce de Leon Avenue, Suite 500 Decatur, GA 30030
Telephone:	404-371-2155
Fax:	404-371-2813
E-mail (only one):	ksbrooks@co.dekalb.ga.us

*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:	Peachtree and Hermance Roads	
Development Type	Description of Project	Thresholds
Mixed Use	1732 residential units 20400 sf office 600000 sf retail	View Thresholds
Developer / Applicant and Mailing Address:	Heather Correa Duffy Sembler Atlanta, Inc. 1450 South Johnson Ferry Road, Suite 100 Atlanta, GA 30319	
Telephone:	404-847-1800	
Fax:	404-847-1818	
Email:	heather.duffy@sembler.com	
Name of property owner(s) if different from developer/applicant:	Richard Garber, Peachtree Garden Apartments, Inc.	
Provide Land-Lot-District Number:	18-273	
What are the principal streets or roads providing vehicular access to the site?	Peachtree Road, Hermance Road, Cross Keys Drive	
Provide name of nearest street(s) or intersection:	Peachtree Road/Hermance Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	0.6 miles to Fulton County
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?	Dekalb County
What is the name of the wastewater treatment supplier for this site?	RM Clayton
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: Spring 2008

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?	Y
If amendments are needed, when will the plan/map be amended?	July 2006

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?	N
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N
Other (Please Describe): Traffic study to determine any needed improvements	Y

Submitted on: 5/12/2006 12:00:29 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	DeKalb County
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Fax:	404-371-2813
Email (only one):	ksbrooks@co.dekalb.ga.us

Proposed Project Information

Name of Proposed Project:	Peachtree and Hermance Roads
DRI ID Number:	1093
Developer/Applicant:	Heather Conrea Duffy c/o Sembler Company
Telephone:	404-847-1800
Fax:	404-847-1818
Email(s):	heather.duffy@sembler.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:	\$400,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	c 6,193,000
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): 523 apartment units	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	DeKalb County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.51 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:	R.M. Clayton
--	--------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.46 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.)	21,037 trips per day (net new)
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?	N
If transportation improvements are needed to serve this project, please describe below: Please refer to traffic study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	7,118 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?	90%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Upper Chattahoochee	
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?	Y
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: No impacts have been identified at this time.	
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:

