



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)

**DATE:** May 22 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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

**Name of Proposal:** Peachtree and Hermance Roads Development

**Review Type:** Development of Regional Impact

**Description:** 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, 20,400 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.

**Submitting Local Government:** DeKalb County

**Date Opened:** May 22 2006

**Deadline for Comments:** Jun 5 2006

**Earliest the Regional Review can be Completed:** Jun 21 2006

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING 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

## Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-06-05 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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## 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: **Peachtree and Hermance Roads Development** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

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

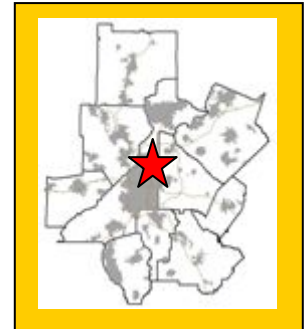
**Return Date: Jun 5 2006**

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

## **PRELIMINARY 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.**

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

**Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?**

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

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**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.

<b>1988</b>	<b>Brookhaven Center</b>
<b>1987</b>	<b>Windsor Parkway</b>

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

Based on information submitted for the review, the 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 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.

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

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transition between the commercial development and the single family residences 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.

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. 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.

Site plan recommendations include vegetation on the upper deck of the parking deck. Also, revisions to the site plan should include addressing Hermance Street. It is recommended that buildings be placed along Hermance Street to diminish the appearance of the parking deck from the street. Finally, due to the development location within an LCI Study area and proximity to the Brookhaven/Oglethorpe University MARTA station, ARC recommends that the developer work with DeKalb County, the University, and the neighborhoods to provide adequate safe and convenient pedestrian and bicycle access to the MARTA station, Oglethorpe University, and other immediate developments within the area.

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## **PRELIMINARY 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.

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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.

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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.



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**In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?**

To be determined during the review.

## **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**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
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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
<b>TOTAL</b>	<b>51.20</b>	<b>77.41</b>	<b>788.05</b>	<b>4899.43</b>	<b>44519.74</b>	<b>55.75</b>	<b>10.03</b>

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](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

## **HISTORIC RESOURCES**

**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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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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
<b>TOTAL NEW TRIPS</b>	<b>456</b>	<b>750</b>	<b>1206</b>	<b>1058</b>	<b>944</b>	<b>2002</b>	<b>21038</b>	<b>1409</b>	<b>1246</b>

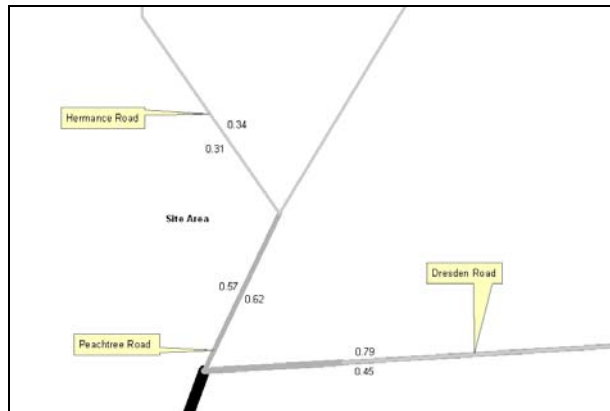
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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

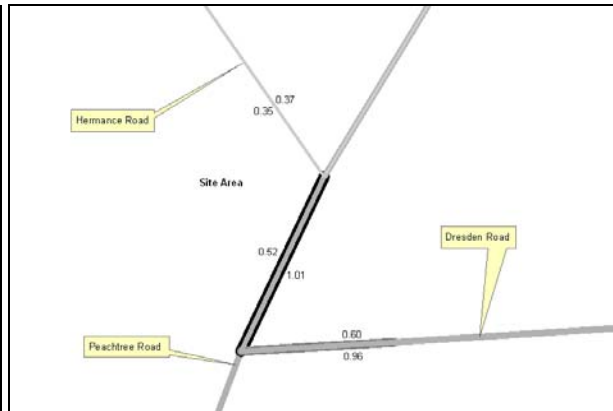
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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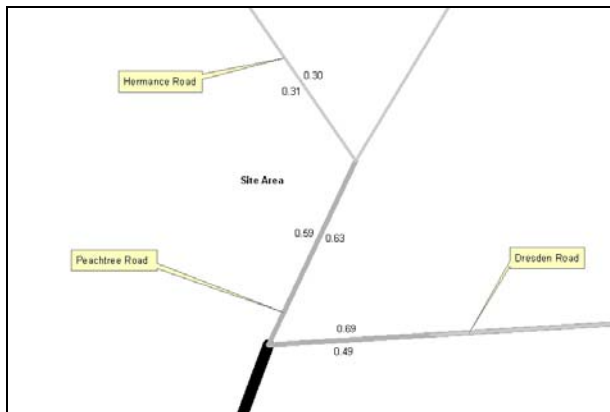
## V/C Ratios



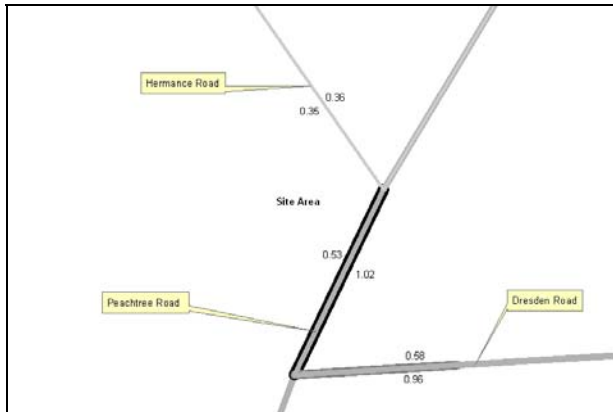
**2005 AM Peak**



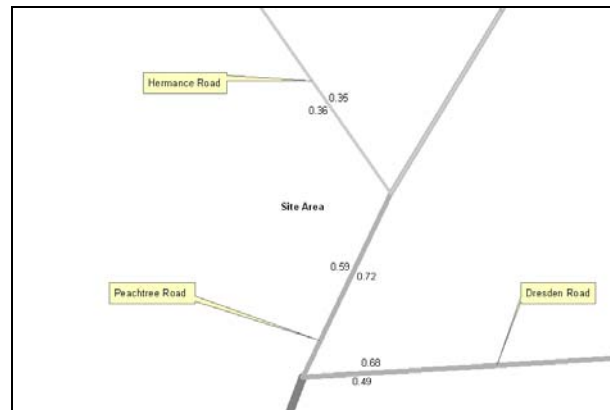
**2005 PM Peak**



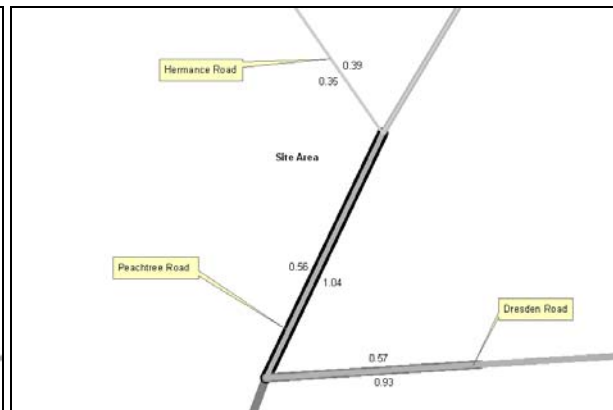
**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 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

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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 30<sup>th</sup>, 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

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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?**

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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.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
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%
<b>Total</b>		<b>18%</b>

**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?**

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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 <sub>1</sub>	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.*

*<sub>1</sub> 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.



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**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.)?**

To be 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?**

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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.

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 ( <b>only one</b> ):	<a href="mailto:ksbrooks@co.dekalb.ga.us">ksbrooks@co.dekalb.ga.us</a>

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

### Proposed Project Information

Name of Proposed Project:	Peachtree and Hermance Roads	
Development Type	Description of Project	Thresholds
Mixed Use	1732 residential units 20400 sf office 600000 sf retail	<a href="#">View Thresholds</a>
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:	<a href="mailto:heather.duffy@sembler.com">heather.duffy@sembler.com</a>	
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	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 ( <b>only one</b> ):	<a href="mailto:ksbrooks@co.dekalb.ga.us">ksbrooks@co.dekalb.ga.us</a>

### 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
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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:



# SITE ANALYSIS

TOTAL PROJECT LAND AREA: +/- 50 ACRES  
TOTAL RESIDENTIAL LAND AREA: 15.37 ACRES  
RESIDENTIAL MULTIFAMILY DEVELOPMENT: 10.37 AC  
RESIDENTIAL TOWNHOME DEVELOPMENT: 5 AC  
TOTAL BUILDING AREA: 1,996,000 SF

PROJECT PARKING REQUIREMENTS  
DWELLINGS: 1.75 SPACES / UNIT  
OFFICE: 1 SPACE / 250 SF FLOOR AREA  
RESTAURANT: 1 SPACE / 75 SF FLOOR AREA  
SHOPPING CENTER: 4 SPACES / 1000 SF FLOOR AREA



Brookhaven Place

05.18.06



Scheme 1: Main Street



The Sembler Company

MSTD