



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

**DATE:** Aug 16 2006

**ARC REVIEW CODE:** R608161

**TO:** Mayor Alan Hallman  
**ATTN TO:** Chris Montesinos, Planning and Zoning Manager  
**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:** Olde Towne

**Review Type:** Development of Regional Impact

**Description:** The proposed Olde Town Hapeville project is a mixed use development on 29.86 acres in the City of Hapeville. The proposed development will include 1194 residential units comprised of 63 single family units, 108 townhomes, 56 flats, 967 condominium units, and 74,450 square feet of retail. There are existing commercial and church sites within the site boundaries that will remain. The project site is bounded by South Central Avenue, Oak Street, Atlanta Street, and the railroad line running parallel to Elm Street.

**Submitting Local Government:** City of Hapeville

**Date Opened:** Aug 16 2006

**Deadline for Comments:** Aug 30 2006

**Earliest the Regional Review can be Completed:** Sep 17 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  
FULTON COUNTY SCHOOLS  
CITY OF COLLEGE PARK  
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA  
CLAYTON COUNTY  
PLANNING HARTSFIELD ATL. INT. AIRPORT

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF EAST POINT  
CITY OF FOREST PARK  
FULTON COUNTY

## 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 2006-08-30 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: **Olde Towne** *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)

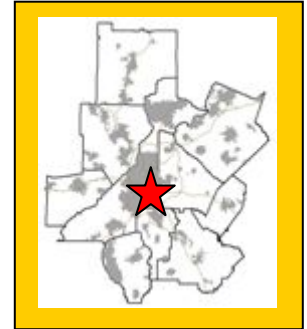
**Return Date: Aug 30 2006**

Preliminary Report:	August 16, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Olde Town Hapeville #1108
Final Report Due:	September 17, 2006		Comments Due By:	August 30, 2006

## **PRELIMINARY REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Olde Town Hapeville project is a mixed use development on 29.86 acres in the City of Hapeville. The proposed development will include 1194 residential units comprised of 63 single family units, 108 townhomes, 56 flats, 967 condominium units, and 74,450 square feet of retail. There are existing commercial and church sites within the site boundaries that will remain. The project site is bounded by South Central Avenue, Oak Street, Atlanta Street, and the railroad line running parallel to Elm Street.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2011.

### **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 UV (urban village). The site does not need to be rezoned to accommodate for this development. The DRI trigger for this development is the request for a permit. Information submitted for the review states that the proposed zoning is consistent with the City of Hapeville's Future Land Use Map which designates the area as mixed use.

**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 a three mile radius of the proposed project.

YEAR	NAME
1999	Hartsfield Master Plan
1989	College Park Redevelopment Area
1989	Hartsfield Centre

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

Based on information submitted for the review, the site is currently occupied by single family residences, commercial and retail businesses, and light industrial businesses. Some of the commercial and church sites within the site boundaries will remain in operation. Currently, vacating of the properties is in process.

**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 includes a mix of residential and commercial uses. The proposed development is located within the Hapeville Livable Centers Initiative (LCI) Study, completed 2005. The proposed development should not only meet the Regional Development Policies, but also the goals and recommendations set forth in the LCI Study.

The proposed development is increasing mixed use development in a growing part of the region. ARC forecasts a population of over 79,000 residents in the Tri-Cities area, along with an employment base of over 67,000 jobs. The incorporation of commercial uses near new and existing high density residential uses is essential to accommodating the expected growth efficiently.

The LCI Study set forth several recommendations for the Study area which the proposed development is located. Recommendations included providing a framework for land uses that supports a traditional town environment based on neighborhoods. This notion includes neighborhood centers that serve the populations within a quarter mile walk. Portions of the proposed site have been identified as part of one of four neighborhood centers within the study area. The proposed development should comply with the recommendations set forth in the LCI Study pertaining to street and block pattern, lot pattern, building pattern, the public realm, and architectural preservation.

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## **PRELIMINARY REPORT**

### **Regional Development Plan Policies**

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

### **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.

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Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

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.

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Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

## BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

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 proposed project is located in the City of Hapeville bounded by South Central Avenue, Oak Street, Atlanta Street, and the railroad line running parallel to Elm Street.

**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.**

It is entirely within the City of Hapeville’s boundaries; however, the site is within two miles of the City of Atlanta, East Point, and Fulton County. The proposed development is also within two miles of Hartsfield-Jackson Atlanta International Airport.

**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.**

Other residential, industrial, and commercial uses immediately surround the development.

## 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?**

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Estimated value of the development is \$300 million with an expected \$250,000 in annual local tax revenues.

**How many short-term jobs will the development generate in the Region?**

Short-term jobs will depend upon construction schedule.

**Is the regional work force sufficient to fill the demand created by the proposed project?**

Yes.

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

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.**

**Water Supply Watersheds/Stream Buffers**

The project is located within the Flint River Water Supply Watershed, a water source for Fayette and Clayton Counties. The watershed is classified as a large (greater than 100 square miles above intake) water supply watershed under the Georgia Planning Act Part 5 Environmental Planning Criteria, as adopted by Georgia EPD and DCA. The intake on the Flint is run-of-the-river and the project is more than seven miles upstream of the intake, so no minimum criteria are required under Part 5.

No streams are shown on USGS coverage for the project property. Any unmapped streams on the property will be subject to the City of Hapeville's stream buffer ordinance. Any waters of the state on the property are subject to the State 25-foot erosion and sedimentation buffer. Any work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

**Storm Water / Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Commercial was the use selected, because it was closest to the impervious surface percentages provided by the applicant. Actual pollutant loadings will vary based on actual use and the



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amount of impervious surface in the final project design. The following table summarizes the results of the analysis.

#### **Estimated Pounds of Pollutants Per Year**

<b>Land Use:</b>	<b>Land Area (Acres)</b>	<b>Total Phosphorus</b>	<b>Total Nitrogen</b>	<b>BOD</b>	<b>TSS</b>	<b>Zinc</b>	<b>Lead</b>
Commercial (w/ Fire Station)	29.86	51.06	519.56	3224.88	29352.38	36.73	6.57
<b>TOTAL</b>	29.86	51.06	519.56	3224.88	29352.38	36.73	6.57

Total Percentage Impervious: 85%

In order to address post-construction stormwater runoff quality, 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?**

Seven public streets will provide access to the proposed development.

- Four streets extend south from the northern boundary of the site, S. Central Avenue, through the development to the southern boundary of the site at Perry Hudson Parkway.
- Three east-west streets extend through the site from the eastern boundary of the site at Atlanta Avenue to the western boundary of the site at Elm Street.

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

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
1,131 Condominiums	14	40	54	45	26	71	680
63 Single-Family Houses	61	298	359	294	145	439	5045
74,450 sq ft Retail	80	51	131	247	268	515	5606
Reductions	-31	-40	-71	-132	-127	-259	-1947
<b>TOTAL NEW TRIPS</b>	<b>124</b>	<b>349</b>	<b>473</b>	<b>454</b>	<b>312</b>	<b>766</b>	<b>9384</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.

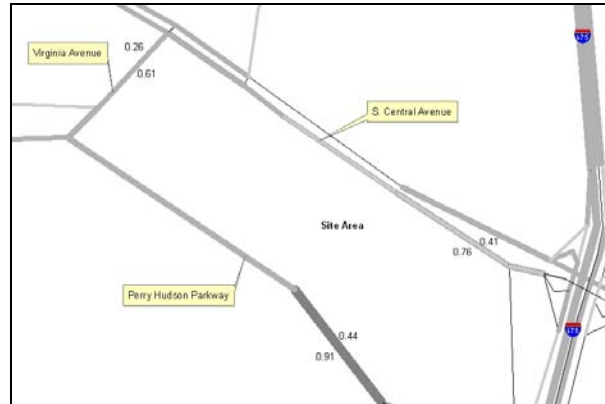
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



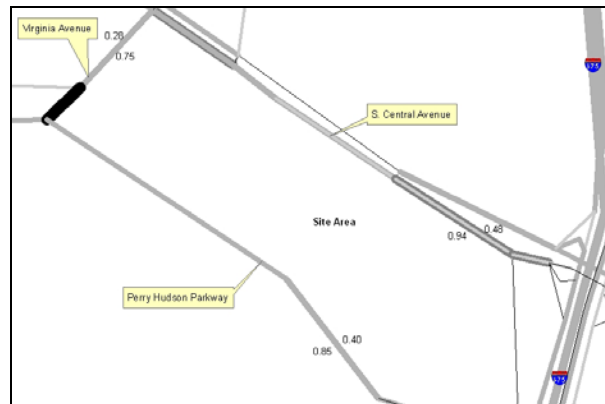
**2005 AM Peak**



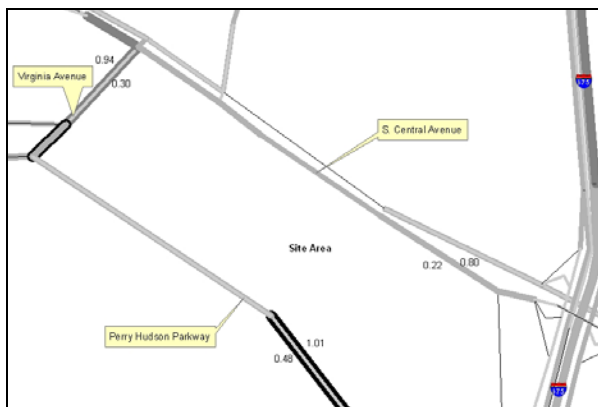
**2005 PM Peak**



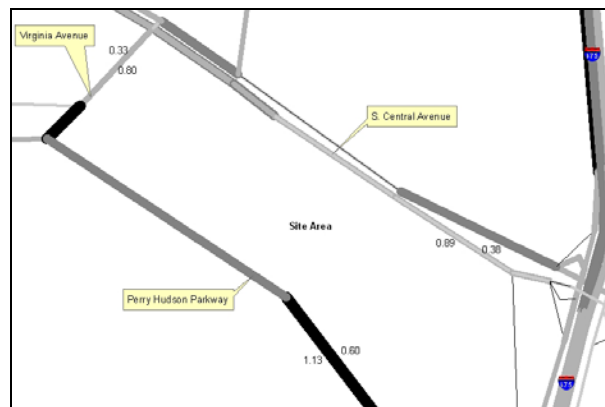
**2010 AM Peak**



**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 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.

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**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
FS-AR-180	VIRGINIA AVENUE PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2007
AR-268B, C, F	COMMUTER RAIL SERVICE ATLANTA / GRIFFIN / MACON (STATIONS AND PARK AND RIDE LOTS FOR LOVEJOY SECTION)	Transit Facility	2007
AR-443	I-75 SOUTH RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-911	US 19/41 (TARA BOULEVARD) ARTERIAL BUS RAPID TRANSIT (BRT)	Transit Facility	2026
AR-H-150	I-85 SOUTH HOV LANES	HOV Lanes	2020
AT-AR-301	I-85 SOUTH NOISE BARRIERS	Other	2025

*\*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 Old Town Hapeville.**

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.

North Central Avenue at Dogwood Drive

- Add an eastbound left-turn lane along North Central Avenue.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

North Central Avenue at Dogwood Drive

- Add an eastbound left-turn lane.
- Add an exclusive right-turn lane along the southbound approach of Dogwood Drive.

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

The MARTA East Point station is located four miles north of the development and the College Park station is located three miles south of the development. Both stations are located along the south rail line that provides service to the entire MARTA rail system.



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MARTA bus routes 72 and 77 provide service within the vicinity of the proposed site.

- MARTA bus route #72 provides service Monday through Friday from 5:45 a.m. till 1:36 p.m. with headways of 25 minutes. Saturday service is provided from 5:40 a.m. till 1:45 p.m. with headways of 35 minutes. Sunday service is provided from 6:17 a.m. till 1:53 p.m. with headways of 35 minutes.
- MARTA bus route #77 provides service Monday through Friday from 5:40 a.m. till 11:18 p.m. with headways of 40 minutes. Saturday service is provided from 6:30 a.m. till 10:30 p.m. with headways of 1 hour. Sunday service is provided from 6:30 a.m. till 10:30 p.m. with headways of 1 hour.

**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 Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
TMA that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
<b>Total</b>		<b>19%</b>

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

This development has virtually no impact to the existing and future roadway conditions. According to the traffic study, one intersection does operate at a LOS E in the future pm peak hour. It is suggested that all recommended improvements be implemented prior to completion of construction of this project in order to mitigate this poor LOS. This project's close proximity to multiple transit options and access to existing major transportation infrastructure reduce the project's impact on the surrounding roadway network.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.29 MGD.

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



Preliminary Report:	August 16, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Olde Town Hapeville #1108
Final Report Due:	September 17, 2006		Comments Due By:	August 30, 2006

The South River facility will provide wastewater treatment for the proposed development.

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

The capacity of the South River Site is listed below:

<b>PERMITTED CAPACITY MMF, MGD <sup>1</sup></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>
48	54	37	45	3	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	

*MMF: Maximum Monthly Flow. Mgd: million of gallons per day.*

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

**What other major developments will be served by the plant serving this project?**

ARC has reviewed a number of major developments that will be served by this plant.

**INFRASTRUCTURE**

**Water Supply and Treatment**

**How much water will the proposed project demand?**

Water demand also is estimated at 0.33 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 5,200 tons of solid waste per year.

**Will the project create any unusual waste handling or disposal problems?**

No.



Preliminary Report:	August 16, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Olde Town Hapeville #1108
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**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 1194 housing units that will include single family residential, townhouses, flats, and condominiums.

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

No.

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

The site proposed for the development is located in Census Tract 108. This tract had a 2.4 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 74 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Preliminary Report:	August 16, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	Olde Town Hapeville #1108
Final Report Due:	September 17, 2006		Comments Due By:	August 30, 2006

**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: **1108**  
Use this number when filling out a DRI REVIEW REQUEST.  
Submitted on: 5/3/2006 3:17:34 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

### Local Government Information

Submitting Local Government:	Hapeville
*Individual completing form and Mailing Address:	Chris Montesinos Planning & Zoning Manager City of Hapeville Department of Economic Development 606 King Arnold Street Hapeville, GA 30354
Telephone:	404-669-8269
Fax:	404-669-9036
E-mail ( <b>only one</b> ):	<a href="mailto:cmontesinos@hapeville.org">cmontesinos@hapeville.org</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:	Hapeville College Square DRI	
Development Type	Description of Project	Thresholds
Mixed Use	Total site: 29.86 acres 1194 total units 63 single family units 108 townhomes 58 flats 965 condos 73150 sf of commercial 1540 parking spaces including two decks (504 and 580 spaces)	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Bill O'Brien InterCiti Partners 2450 Atlanta Highway Suite 1002 Cumming GA 30040	
Telephone:		
Fax:		
Email:	<a href="mailto:OBcrew@aol.com">OBcrew@aol.com</a>	
Name of property owner(s) if different from developer/applicant:	Hapeville Development Authority	
Provide Land-Lot-District Number:	14-0098	
What are the principal streets or roads providing vehicular access to the site?	South Central Avenue, Airport Loop Road, Atlanta Avenue	
Provide name of nearest street(s) or intersection:	Atlanta Avenue/S. Central Avenue Atlanta Avenue/Airport Loop 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.):	<a href="http://www.hapeville.org/ecodev/documents/OldTownSite.pdf">http://www.hapeville.org/ecodev/documents/OldTownSite.pdf</a>	

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?	0.3 Miles to south is Clayton County Unincorporated
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: Hapeville (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
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:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	100
Estimated Completion Dates:	This project/phase: Overall project: 2011

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	N
If amendments are needed, when will the plan/map be amended?	

### 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?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe):	

Submitted on: 8/9/2006 2:24:39 PM

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

### Local Government Information

Submitting Local Government:	City of Hapeville, Georgia
Individual completing form:	Chris Montesinos
Telephone:	404-669-8269
Fax:	404-669-9036
Email ( <b>only one</b> ):	<a href="mailto:cmontesinos@hapeville.org">cmontesinos@hapeville.org</a>

### Proposed Project Information

Name of Proposed Project:	Olde Towne
DRI ID Number:	1108
Developer/Applicant:	Main Street Partner Group, LLC
Telephone:	770-844-1453
Fax:	770-844-1890
Email(s):	obcrew@aol.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:	\$300,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$250,000.00
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): Land is vacant	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.33
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?	N
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?	n/a

### Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
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What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.29
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?	N
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?	n/a

### 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.)	766
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Intersection improvements may be necessary at North Central Avenue and Dogwood Drive, and Union Avenue at Perry Hudson Parkway (Airport Loop Road).	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	5,200
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

### Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	
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:	





## LAND USE SUMMARY

TOTAL SITE: 30.3 ACRES

	Units	Square Foot	Stories	Parking (spaces)
<b>BLOCK A</b>				
Townhome	68	N/A	N/A	self-park
Single-Family	9	N/A	N/A	self-park
Condos	40	N/A	4	100
<b>BLOCK B</b>				
Commercial	N/A	11,000	-	44
Condominium	32	N/A	4	48 park under/sharded
Townhome/ Flats	20	N/A	4	self-park
<b>BLOCK C</b>				
Commercial	N/A	12,000	-	597 (deck)
Condominium	366	N/A	8	shared
Single-Family	3	N/A	N/A	self-park
<b>BLOCK D</b>				
Commercial	N/A	3,850	1	16
Townhome	16	N/A	N/A	self-park
Single-Family	10	N/A	N/A	self-park
<b>BLOCK E</b>				
Townhome	4	N/A	N/A	self-park
Single-Family	2	N/A	N/A	self-park
Condo	64	N/A	4	park under/ shared
<b>BLOCK F</b>				
Townhome	11	N/A	N/A	self-park
Single-Family	11	N/A	N/A	self-park
<b>BLOCK G</b>				
Townhome	17	N/A	N/A	self-park
Single-Family	13	N/A	N/A	self-park
<b>BLOCK H</b>				
Condominium	72	N/A	4	108 park under/surface
Townhome	12	N/A	N/A	self-park
<b>BLOCK I</b>				
Commercial	N/A	14,000	-	56
Condominium	62	N/A	4	93 park under/surface
Townhome	3	N/A	N/A	self-park
<b>BLOCK J</b>				
Commercial	N/A	30,000	-	580 (deck)
Condominium	300	N/A	5	shared
Townhome	21	N/A	N/A	self-park
Single-Family	2	N/A	N/A	self-park
<b>BLOCK K</b>				
Condominium	54	N/A	4	81 park under/surface
<b>TOTAL</b>	<b>1,212</b>	<b>70,850</b>		

Concept Plan

# COLLEGE SQUARE REDEVELOPMENT, HAPEVILLE GA.

for: Main Street Partner Group, LLC / Newmark Knight Frank  
by: Tunnell-Spangler-Walsh, & Assoc.

these ideas are only concepts and are exclusive property of Main Street Partner Group, LLC, Newmark Knight Frank, and Tunnell-Spangler-Walsh & Assoc.

22 FEBRUARY 2006

SCALE: 1" = 100'-0"

