REGIONAL REVIEW FINDING

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

DATE: Nov 18 2006

ARC REVIEW CODE: R610191

TO: Mayor Shirley Franklin
ATTN TO: Michael Fleming, Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: **Peachtree Stratford Mixed Use Development**

Review Type: Development of Regional Impact	**Date Opened:** Oct 19 2006	**Date Closed:** Nov 18 2006

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

Additional Comments: The Peachtree Stratford development is a proposed mixed use redevelopment project that meets many of the ARC's Regional Development Policies. The proposed development is within the Buckhead LCI Study Area and should, therefore, meet many of the goals and policies set forth in the study.
The Buckhead LCI Action Plan envisions a "high energy, diverse activity center with stable single family neighborhoods surrounding a high density, mixed use core of corporate headquarters, regional retails store, excellent restaurants, and varied entertainment venues." Peachtree Stratford MUD is part of the Peachtree Road corridor which includes high density, street front retail, landscaped pedestrian paths, and dedicated bike routes. Peachtree Road is recognized as a signature street with a strong sense of identity and urban design. The fundamentals of the corridor include reinforcing the high density core, identifying public gathering places, developing greenspace, enhancing the pedestrian environment, reinforce Peachtree Road as a destination and signature street, and develop local transit options.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ATLANTA SCHOOLS
DEKALB COUNTY
CITY OF SANDY SPRINGS

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	October 19, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Peachtree Stratford #1188
Final Report Due:	November 18, 2006		Comments Due By:	November 2, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Peachtree Stratford mixed use development is a 5 ac infill development located in the City of Atlanta. The proposed development calls for 498 high rise condominium units, a 300 room hotel, 12,510 square feet of retail, and the existing 28,000 square foot Maggiano's restaurant. Site access is proposed at five locations along Peachtree Road and Stratford Road.

PROJECT PHASING:

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

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned C-3 and C-3-C (commercial) and falls within the SPI- 12 Overlay District. The action requested by the local government is for a special use permit. Information submitted for the review indicates that the proposed development is consistent with the City of Atlanta's Future Land Use Plan which indicates the site as high density commercial.

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

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

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

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

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

What other major development projects are planned near the proposed project?
The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2005	**Phipps Tower**
2003	**W Buckhead Hotel and Residences**
2000	**Bass Buckhead**
1996	**Alexander Estate Development**
1989	**Atlanta Plaza I**
1989	**Atlanta Plaza II**
1989	**Laing Stratford**
1987	**Capital City Plaza**
1986	**Allison Drive Residential**
1986	**Lenox Park**
1986	**City Center**
1985	**Lenox Ferncliff**
1985	**Principal Place**
1984	**Buckhead Plaza**
1984	**Monarch Center**

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, currently on site is an existing Maggiano's restaurant, a church, and surface parking lots. The Maggiano's restaurant will remain on site with the proposed development.

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

No.

Is the proposed development consistent with regional plans and policies?

The Peachtree Stratford development is a proposed mixed use redevelopment project that meets many of the ARC's Regional Development Policies. The proposed development is within the Buckhead LCI Study Area and should, therefore, meet many of the goals and policies set forth in the study.

The Buckhead LCI Action Plan envisions a "high energy, diverse activity center with stable single family neighborhoods surrounding a high density, mixed use core of corporate headquarters, regional retails store, excellent restaurants, and varied entertainment venues." Peachtree Stratford MUD is part of the Peachtree Road corridor which includes high density, street front retail, landscaped pedestrian paths, and dedicated bike routes. Peachtree Road is recognized as a signature street with a strong

sense of identity and urban design. The fundamentals of the corridor include reinforcing the high density core, identifying public gathering places, developing greenspace, enhancing the pedestrian environment, reinforce Peachtree Road as a destination and signature street, and develop local transit options.

The proposed project's redevelopment contributes to the implementation of the Buckhead Action Plan. The project promotes high density in the core, actively engages with the street, enhances pedestrian activity, and incorporates hotel and residential uses that will have convenient and safe access to the retail, office, and entertainment uses also along the corridor.

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

The residential use proposed along Peachtree Road across from the Buckhead MARTA station will contribute to the jobs to housing imbalance and provide convenient transit options for residents. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

The proposed project is located within the SPI-12 overlay district. These overlay districts promote appropriate types and character of development, especially around mass transit. The proposed development should meet or exceed the intent of these SPI district.

FINAL 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.
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.
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 project is located in the City of Atlanta. The project site approximately 5 acres bounded by Peachtree Road, Stratford Road and Georgia 400.

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

The proposed development is entirely within the City of Atlanta.

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

The proposed development is surrounded by existing high density commercial, office, and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $290 million with an expected $5.8 million in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were 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 property is in the Nancy Creek sub-basin of the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Further, any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

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

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	5.05	8.64	87.87	545.40	4964.15	6.21	1.11

TOTAL	**5.05**	**8.64**	**87.87**	**545.40**	**4964.15**	**6.21**	**1.11**

Total Impervious = 85%

If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) 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?

Vehicular access to the site is proposed at five locations.

- Driveway 1 is an existing right-in/right-out driveway located on Peachtree Road.
- Driveway 2 is an existing full-access driveway located on Stratford Road between Driveway 3 and Peachtree Road.
- Driveway 3 is a proposed full-access driveway located on Stratford Road, approximately 190 ft east of Peachtree Road.
- Driveway 4 is a proposed full-access driveway located on Stratford Road, approximately 375 ft east of Peachtree Road.
- Driveway 5 is a proposed full-access driveway located on Stratford Road, approximately 600 ft east of Peachtree Road.

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

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

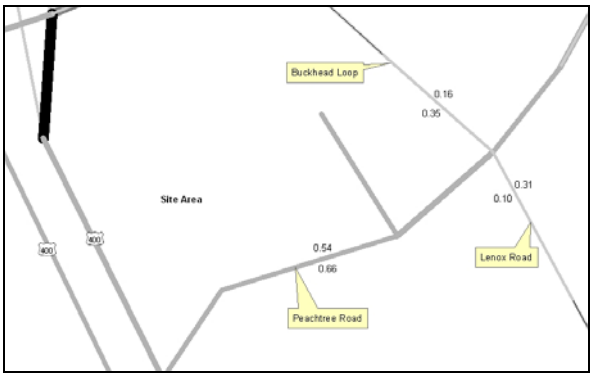
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
498 Condominiums	33	140	173	115	70	185	2101
300 Room Hotel	98	62	160	94	83	177	2312
12,510 sq ft Retail Space	8	5	13	23	24	47	537
Reductions	-14	-21	-35	-34	-28	-62	-736
TOTAL NEW TRIPS	**125**	**186**	**311**	**198**	**149**	**347**	**4214**

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

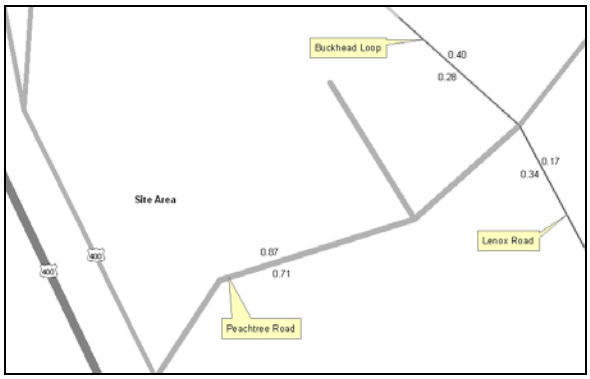
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

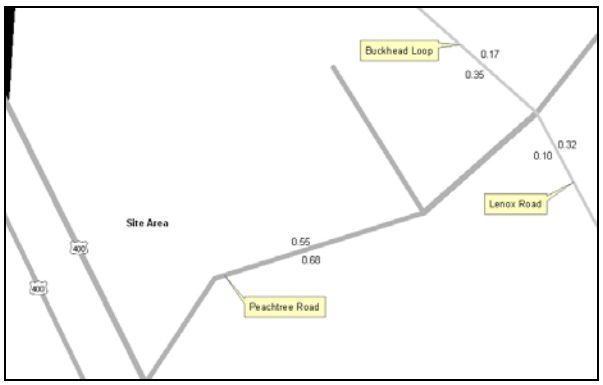
V/C Ratios



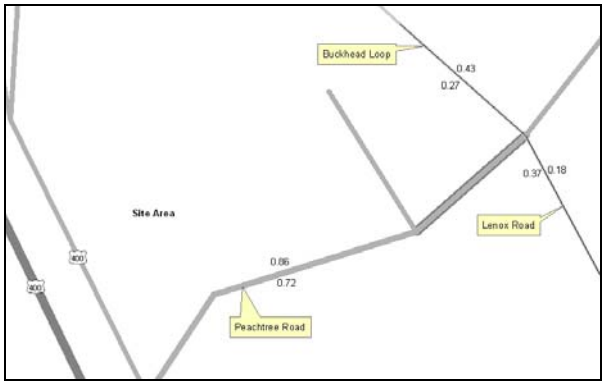
2005 AM Peak



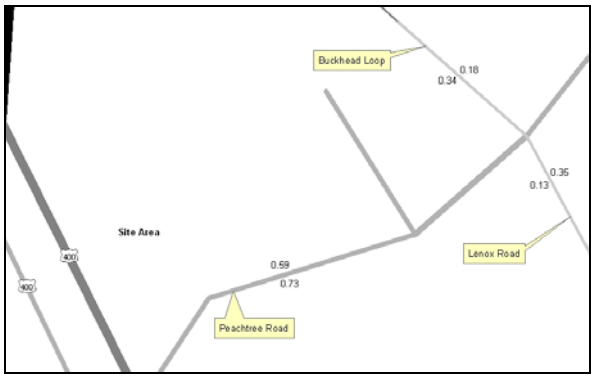
2005 PM Peak



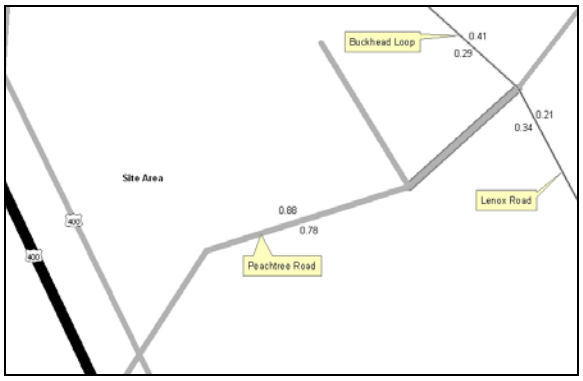
2010 AM Peak



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.

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	SR 141 (PEACHTREE ROAD) MULTIMODAL CORRIDOR ENHANCEMENTS	Roadway Operations	2009

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Peachtree Stratford Mixed-Use Project.

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

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

Peachtree Road at Stratford Road

- Add an eastbound shared through/right-turn lane along Stratford Road.

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?

Multiple transit options are available immediately adjacent to this project. The MARTA Buckhead Rail Station is located immediately adjacent to the site on its south side. This station, as well as Peachtree Road, is serviced by MARTA bus routes 23 and 110, providing connections to the MARTA Lenox Rail Station and the MARTA Arts Center Rail Station. Additionally, the BUC provides weekday service along Peachtree Road fronting the site.

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

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total

Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/2 mile of MARTA Rail Station	5%	5%
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%
Total		**24%**

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

According to the impact section of the traffic study, traffic impacts by this development are minimal. All studied intersections operate at acceptable levels of service in the future year background and future year total conditions. However, there are several high density projects currently under construction or planned for the near future along this section of the Peachtree Road corridor. Many of these large projects are replacing surface parking lots or older buildings of lower densities. The true impact of this project, along with the many others in this area, may not be realized for several years. To minimize the potential impact to the surrounding roadway network, it is suggested the recommended improvement be implemented prior to completion of construction.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.08 MGD.

Which facility will treat wastewater from the project?

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

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

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .10 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 750 tons of solid waste per year.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 498 housing units that will include condominiums.

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

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

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

The site proposed for the development is located in Census Tract 100. This tract had a 9.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 60 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.

Metropolitan Atlanta Rapid Transit Authority

November 6, 2006

Mr. Mike Alexander
Review Coordinator
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, GA 30303

RE: Review of Development of Regional Impact (DRI) #1188
Peachtree Stratford Mixed Use Development

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1188 – Peachtree Stratford Mixed Use Development – located in City of Atlanta.

The location, density, and mix of uses of this development is transit supportive, thus we would express our support for this development. The project location is adjacent to MARTA's Buckhead rail station on the north line, and within walking distance of Lenox rail station on the northeast line. There are several MARTA bus routes on Peachtree Street that will also serve the development. Also, MARTA is currently reviewing options for a north entrance to the Buckhead station that has been in the plans and that this project could benefit from. MARTA will welcome the opportunity to work with the project developers to create the necessary transit connectivity from the Buckhead station to the proposed development.

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

Sincerely,

Henry Ikwut-Ukwa

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

Your DRI ID NUMBER for this submission is: 1188
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 8/11/2006 6:39:32 PM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Michael Fleming City of Atlanta Bureau of Planning 55 Trinity Ave, Suite 3350 Atlanta, GA 30303-0310
Telephone:	404-330-6965
Fax:	404-658-7491
E-mail **(only one)**:	mfleming@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project:	Peachtree Stratford Mixed Use Project (3368 & 3372 Peachtree Road)

Development Type	Description of Project	Thresholds
Mixed Use	498 condominiums 300-room hotel 12510 SF retail	View Thresholds

Developer / Applicant and Mailing Address:	Ackerman-Stratford Associates, Ltd. 10 Glenlake Parkway, South Tower, Suite 1000 Atlanta, GA 30328
Telephone:	770-913-3900
Fax:	770-913-3965
Email:	Andrew.Antweiler@kimley-horn.com
Name of property owner(s) if different from developer/applicant:	Ackerman-Stratford B, Ltd. and Ackerman-Stratford C, Ltd.
Provide Land-Lot-District Number:	LL45, 17th District
What are the principal streets or roads providing vehicular access to the site?	Peachtree Road and Stratford Road
Provide name of nearest street(s) or intersection:	Peachtree Road @ Stratford Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/

If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://maps.google.com/maps?f=q&hl=en&q=3368+peachtree+road,+atlanta&ie=UTF8&ll=33.849176,-84.36646&spn=0.017179,0.039096&om=1
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?	~ 2 miles
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit Special Use 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?	
Estimated Completion Dates:	This project/phase: Overall project: 2009

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?	
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?	Y
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?	Y
Other (Please Describe): See DRI Transportation Analysis	Y

Submitted on: 10/3/2006 3:30:51 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Michael Fleming
Telephone:	404-330-6965
Fax:	404-658-7491
Email (**only one**):	mfleming@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Peachtree Stratford Mixed Use Project
DRI ID Number:	1188
Developer/Applicant:	Ackerman Stratford Associates, Ltd.
Telephone:	770-913-3900
Fax:	770-913-3695
Email(s):	cackerman@ackermanco.net

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.)	
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:	
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	
Is the regional work force sufficient to fill the demand created by the proposed project?	
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.10 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	R M Clayton

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.08 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.)	
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: See DRI Transportation Report	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	750 tons/year
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

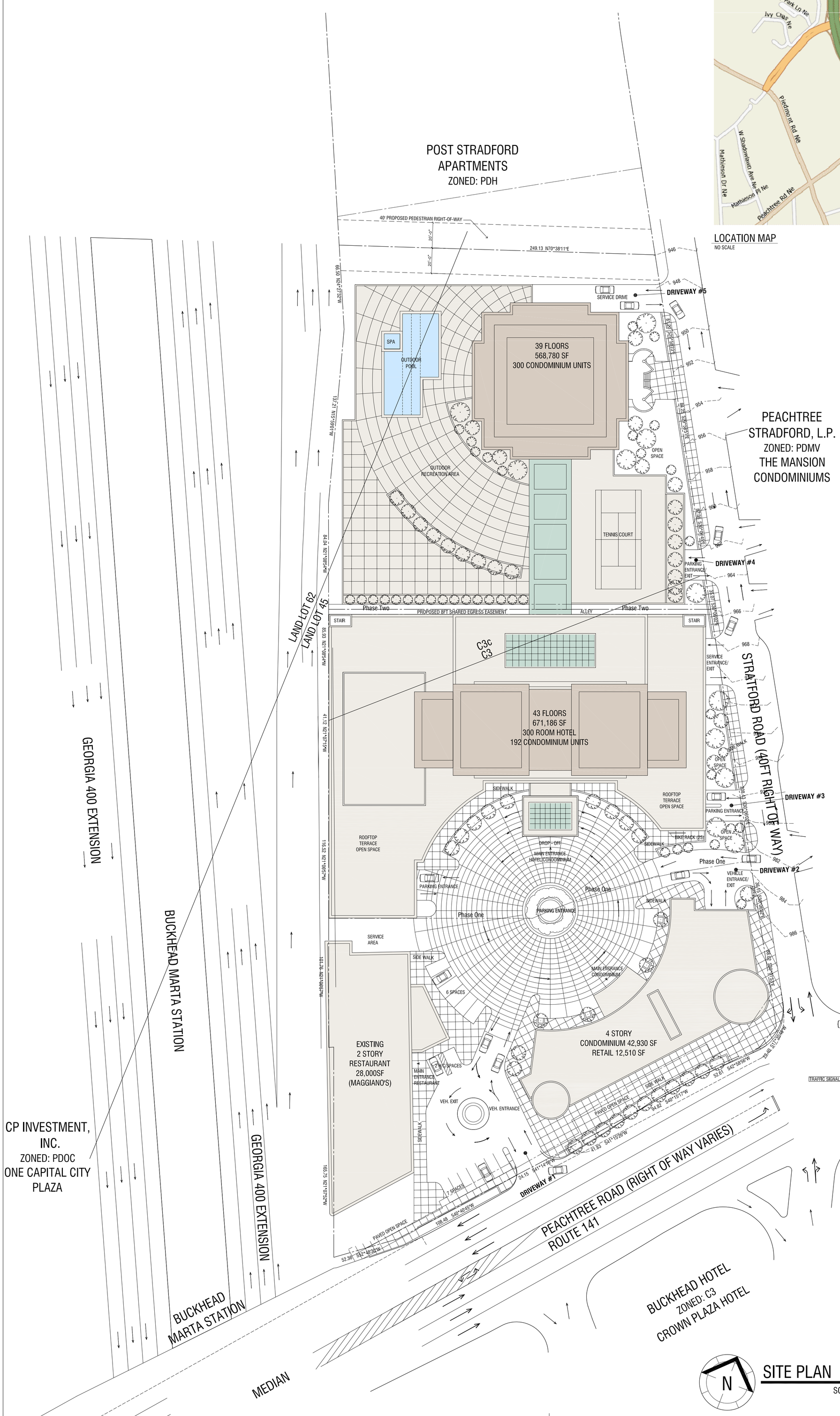
Stormwater Management

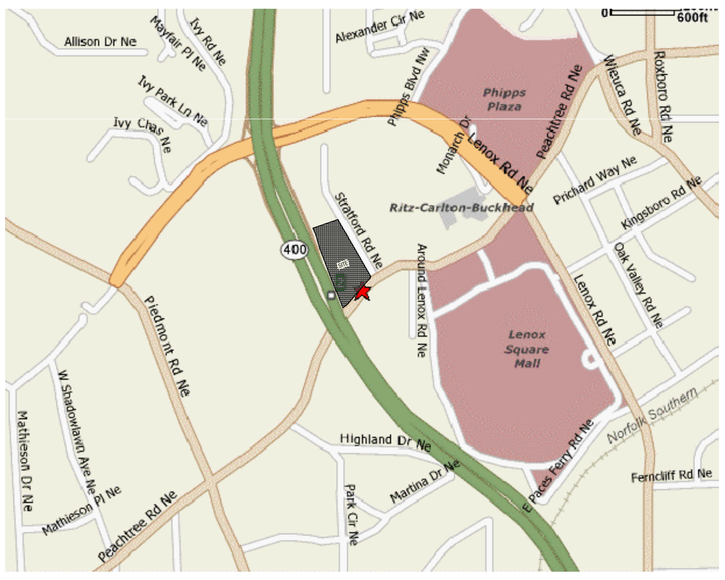
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	100%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality

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

2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	





LOCATION MAP
NO SCALE

SITE LOCATION: 3368 AND 3372 PEACHTREE ROAD
LAND LOT 45, 17TH DISTRICT OF FULTON COUNTY
ATLANTA, GEORGIA

ZONING: C-3 AND C-3C
SPI 12

LOT AREAS

LOT AREA	5.0534 ACRES
NET LOT AREA	142,590 SF
GROSS LOT AREA	198,951 SF

FLOOR AREA RATIO

PERMITTED: RESIDENTIAL	= 636,643 SF
PROVIDED: RESIDENTIAL	= 373,603 SF
PERMITTED: COMMERCIAL	= 712,950 SF
PROVIDED: COMMERCIAL	= 381,023 SF

FAR MAXIMUM ENTITLEMENT	1,349,593 SF
FAR TO BE UTILIZED IN DEVELOPMENT	754,626 SF
TOTAL ALLOCATED FAR SHOWN (SF/GROSS LOT)	3.79 FAR

NUMBER OF DWELLING UNITS PROPOSED

PARCEL A	6
PARCEL B	192
PARCEL C	300
TOTAL	498

OPEN SPACE REQUIREMENTS:
TOTAL OPEN SPACE = N/A (MIXED USE)
BUILDING FOOTPRINTS
14,000 MAGGIANOS (PARCEL A)
13,860 RETAIL/CONDO (PARCEL A)
48,406 HOTEL/CONDO (PARCEL B)
76,266 SF TOTAL BUILDING FOOTPRINT
LUI : 76,266/198,951 = .383
USABLE OPEN SPACE (.48 GROSS) = 89,220 SF
USABLE OPEN SPACE SHOWN = 86,057 SF

SETBACKS:
FRONT YARD: 10 FT (C-3), 35-45 FT (SPI 12) SHOWN
SIDE YARD: 5 FT (C-3), 15FT + 5FT (SPI 12) SHOWN
REAR YARD: 0 FT

MAXIMUM ALLOWABLE BUILDING HEIGHT: 225 FT
BUILDING HEIGHT PROPOSED: 510 FT
MEASURED FROM PEACHTREE GRADE ABOVE PARKING

PARKING REQUIREMENTS:
REQUIRED: RESIDENTIAL = 258
PROVIDED: RESIDENTIAL = 351
REQUIRED: COMMERCIAL= 562
PROVIDED: COMMERCIAL= 500

PARKING	PROPOSED	REQUIRED
CONDOMINIUM 1/BR	1031	258
RESTAURANTS	200	255
RETAIL 4/1000	48	50
HOTEL (.70/ROOM)	212	180
HOTEL CONVENTION		77
TOTAL	1491	820

BICYCLE/MOPED PARKING SPACE: REQUIRED= 25
(CALCULATION EXCLUDES RESIDENTIAL PARKING SPACES) PROVIDED= 25
BUCKHEAD CID TO DETERMINE THE PEACHTREE SIDEWALKS, LANDSCAPING, STREETLIGHTING, ETC.

GENERAL NOTES

1. NO JURISDICTIONAL WELANDS OR STREAMS ARE ON THIS SITE.
2. RESIDENTIAL (DENSITY): 99 UNITS/ACRE
3. PARKING REQUIREMENTS: MIXED USE SHARED, BELOW PEACHTREE GRADE ADJ. TO BUCKHEAD MARTA STATION
4.BUILDING LOT COVERAGE: 53.5%
5. THERE IS NO FLOOD PLAIN ON THIS SITE.

SITE PLAN
SCALE: 1" = 40'

OCTOBER 11, 2006

REVISIONS
OCTOBER 18, 2006
OCTOBER 18, 2006 (2)
NOVEMBER 15, 2006

CLIENT
ACKERMAN & CO.
CHARLES ACKERMAN
10 GLENLAKE PARKWAY
SOUTH TOWER, SUITE 1000
ATLANTA, GA. 30328
770 . 913 . 3903

CONSULTANT:
CIVIL:
KIMBERLY HORN — CONTACT: ANDREW ANTWEILER PE
3169 HOLCOMB BRIDGE ROAD, SUITE 600
NORCROSS, GA. 30071
SURVEY:
HDR ENGINEERS — CONTACT: JAMIE HIGGINS
301 PERIMETER CENTER NORTH, SUITE 400
ATLANTA, GA. 30346 678 . 715 . 4800
ARCHITECT:
RRRR ARCHITECTS — CONTACT: MARK REECE AIA
44 BROAD STREET, SUITE 300
ATLANTA, GA. 30303 404 . 522 . 9455

PEACHTREE STRATFORD MIXED USE PROJECT

RABUN RASCHE RECTOR & REECE ARCHITECTS
44 BROAD STREET, SUITE 300
ATLANTA, GEORGIA