



# 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: Feb 18 2007

ARC REVIEW CODE: R701191

TO: Mayor Shirley Franklin  
ATTN TO: Shelley Peart, Bureau of Planning- Transportation Division  
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:** Village at Chosewood Park

**Review Type:** Development of Regional Impact

**Date Opened:** Jan 19 2007

**Date Closed:** Feb 18 2007

**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 Village at Chosewood Park is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently. The proposed development is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located in a mega corridor. Mega corridors are the most intensely developed radian corridors in the region.

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

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

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

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

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

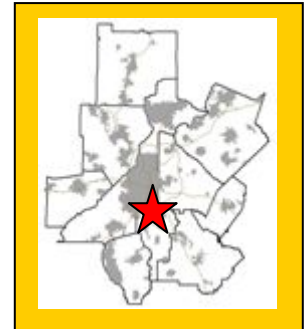
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Village at Chosewood Park is a mixed use development on 40 acres in the City of Atlanta. The proposed development will consist of 1300 residential units and 25,000 square feet of retail. The proposed development is located at the intersection of McDonough Boulevard (State Route 42) and Sawtell Avenue (State Route 54) with site access proposed at four locations along McDonough Boulevard and three locations along Sawtell Avenue.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2013.

### **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 I-2 (industrial). The proposed zoning is MRC-3 (mixed use residential quality life district). Information submitted for the review indicates that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan, which calls for industrial.

**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 during the review concerning impacts to the implementation of any local government's short term work program.

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

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

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

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

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

<b>2006</b>	<b>East Medinah Village</b>
-------------	-----------------------------

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

Based on information submitted for the review, the site is currently a concrete pad. There are no active uses on the property.

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

No.

**Is the proposed development consistent with regional plans and policies?**

The Village at Chosewood Park is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently.

The proposed development is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located in a mega corridor. Mega corridors are the most intensely developed radian corridors in the region.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 106,000 residents within the southeast Atlanta area and an employment base greater than 48,000 jobs. The additional housing opportunities will provide opportunities for individuals to live, work, and shop within close proximity to one another.

The proposed development incorporates many site plan elements that promote many of the Regional Development Policies and Best Practices listed below. Alleyways are incorporated throughout the development, all parking is internal to the residential pods or located in a parking deck, and the greenspace is centrally located within the site. The development is proposing sidewalks on both sides of all streets. The proposed development will encourage pedestrian activity along McDonough Boulevard and Sawtell Avenue by including sidewalks along the street and placing the buildings at the street.

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

## **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.

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

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.

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

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 40 acres bounded by McDonough Boulevard on the north, Sawtell Avenue on the west and Southern Railroad on the southwest.

### **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 industrial and residential uses and the Atlanta Federal Penitentiary.

## ECONOMY OF THE REGION

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

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

**What new taxes will be generated by the proposed project?**

Estimated value of the development is \$200 million with an expected \$1.4 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.**

This project is proposed on a site that has no streams and is almost entirely impervious in an existing, heavily developed urban area. Stormwater will be handled by the City stormwater system.

**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**

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

**How many site access points will be associated with the proposed development? What are their locations?**

The site is planned to have 4 access points on McDonough Boulevard and 3 access points on Sawtell Road.

- Access Driveway A is the westernmost driveway on McDonough Boulevard and is proposed to be a full-movement driveway. It will be aligned with Grant Street on the opposite side of McDonough Boulevard.
- Access Driveway B is east of Access Driveway A on McDonough Boulevard and is proposed to be a full-movement driveway. It will be aligned with Miller Reed Avenue on the opposite side of McDonough Boulevard.
- Access Driveway C is east of Access Driveway B on McDonough Boulevard and is proposed to be a full-movement driveway. This access driveway is proposed to be the main driveway serving the site on McDonough Boulevard. It will be aligned with Eric Street on the opposite side of McDonough Boulevard.
- Access Driveway D is east of Access Driveway C on McDonough Boulevard and is proposed to be a full-movement driveway.
- Access Driveway E is the northernmost driveway on Sawtell Avenue and is proposed to be a right-in/right-out driveway for an on-site parking garage.
- Access Driveway F is south of Access Driveway E on Sawtell Avenue and is proposed to be a full-movement driveway.
- Access Driveway G is south of Access Driveway F on Sawtell Avenue and is proposed to be a full-movement driveway. This access driveway is proposed to be the main driveway serving the site on Sawtell Avenue.

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

Street Smarts 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
700 Apartments	69	278	347	262	141	403	4357
600 Condominiums	37	179	216	175	86	261	2944
25,000 sq ft Retail	16	11	27	36	45	81	1107
Reductions	-7	-25	-32	-51	-40	-91	-1160
<b>TOTAL NEW TRIPS</b>	<b>115</b>	<b>443</b>	<b>558</b>	<b>422</b>	<b>232</b>	<b>654</b>	<b>7249</b>

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



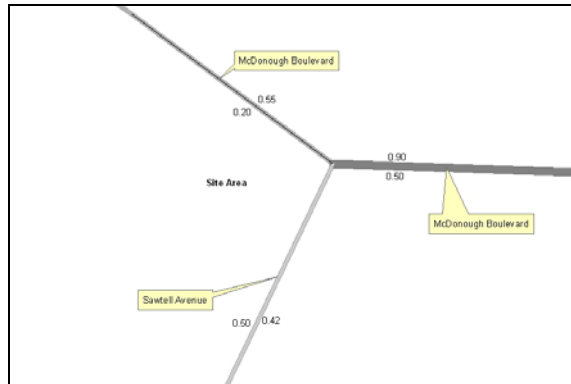
Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

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

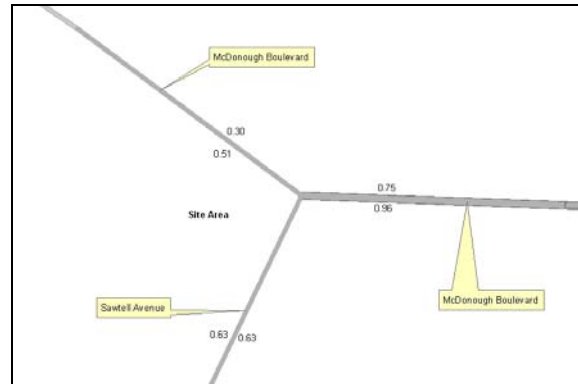
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

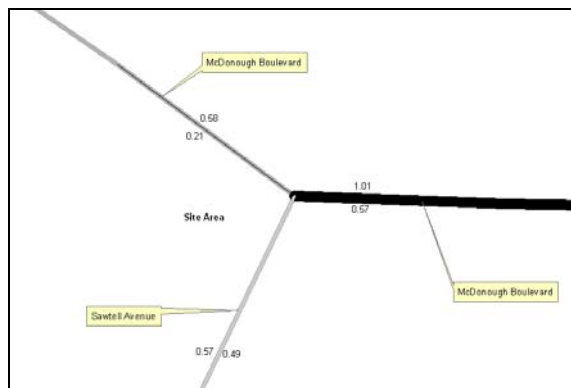
## V/C Ratios



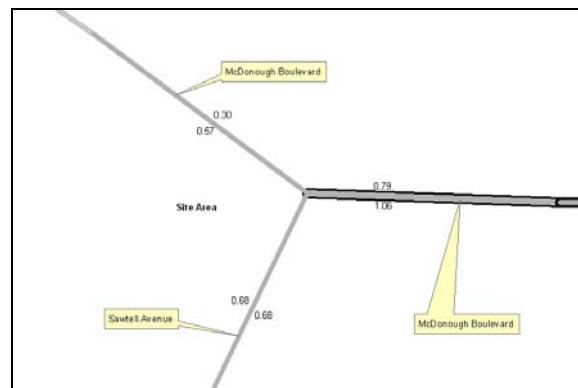
**2005 AM Peak**



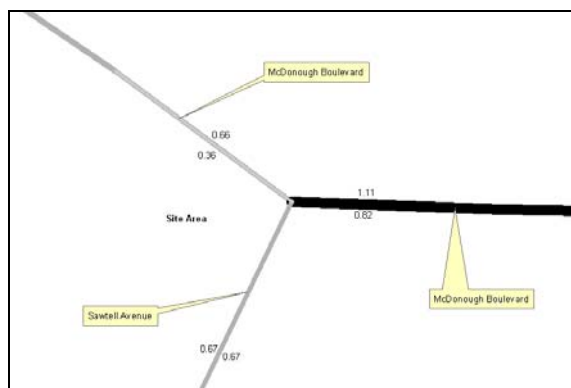
**2005 PM Peak**



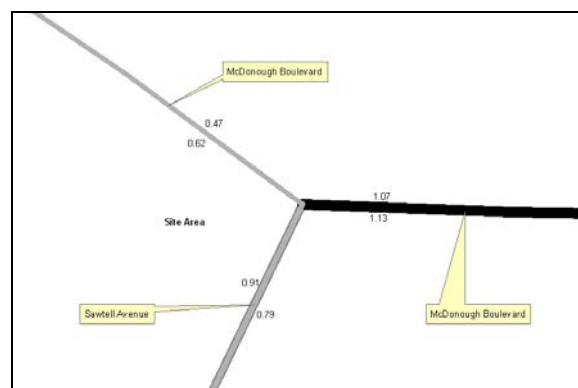
**2010 AM Peak**



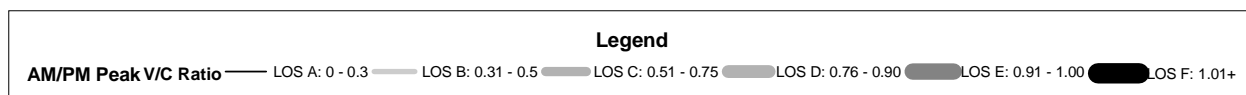
**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**



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.

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

**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
AR-450A	BELT LINE MULTI-USE PATH - PHASE 1 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2011
AT-AR-BP098	WEST END RAIL MULTI-USE TRAIL	Multi-Use Bike/Ped Facility	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-450B	BELT LINE MULTI-USE PATH - PHASE 2 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2012
AR-450C	BELTLINE MULTI-USE PATH - PHASE 3 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2020
AR-450D	BELTLINE MULTI-USE PATH - PHASE 4 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2020
AR-451B1, B2	INNER CORE TRANSPORTATION CORRIDOR - PHASE 2, SEGMENT 2 - TRANSIT SERVICE IN THE SOUTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Transit Facility	2025
AT-175	UNIVERSITY AVENUE	Roadway Capacity	2015

*\*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 Village at Chosewood Park Mixed-Use Site.**

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.

Jonesboro Road at Claire Drive/Sawtell Avenue

- Add an eastbound right-turn lane.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made no 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 applicable to the build condition.

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

**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 area surrounding the proposed site is served by 5 MARTA bus routes (4, 17, 48, 49, 55), providing connections to the MARTA Georgia State Rail Station, the MARTA Inman Park/Reynoldstown Rail Station, and the MARTA Five Points Rail Station. Transit service in the vicinity of the site provides extensive local and regional connectivity on a scale seldom found in the region.

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

None proposed.

The development **DOES NOT PASS** 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%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
<b>Total</b>		<b>14%</b>

These reductions can be applied to projects reviewed by the Atlanta Regional Commission to form a "benchmark" by which projects will be evaluated. Essentially, a developer would have to incorporate measures that, in total, amount to a 15% reduction in VMT from a project that has no transportation enhancements to reduce travel by single occupant vehicles (SOV's).

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

According to the impact analysis in the traffic study, one intersection will operate below the acceptable level of service in the future year background and future year total traffic conditions if the recommended improvement is not implemented. The area surrounding the proposed project is experiencing increased development interest as a result of growing demand for in-town living and the potential construction of the beltline. Although most of the studied intersections currently operate at the acceptable level of service, increased development in this area in the future will cause an increase in congestion, placing strain on the surrounding roadway network. It is suggested that the recommended improvement be implemented prior to completion of construction to allow the identified intersection to operate at the acceptable level of service. Although the site plan includes a pedestrian friendly, interconnected roadway network and an extensive sidewalk system, there are no crosswalks shown providing safe connections between the sidewalks from the proposed access points and the sidewalks along the opposite sides of McDonough Boulevard and Sawtell Road. It is suggested that

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

crosswalks be included to link the sidewalks included in the proposed development with adjacent sidewalks on the opposite side of McDonough Boulevard and Sawtell Road.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.24 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

<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>
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.*

<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 .55 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?**

Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

## **INFRASTRUCTURE**

### **Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 3,343 tons of solid waste per year.

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

No.

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

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**



Preliminary Report:	January 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u></b>	Project:	Village at Chosewood Park #1263
Final Report Due:	February 18, 2007		Comments Due By:	February 2, 2007

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 1300 housing units.

**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 64. This tract had a 8.4 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 46 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.

January 31, 2007

Ms. Haley Fleming, Senior Planner  
DRI Coordinator  
Atlanta Regional Commission  
40 Courtland Street, N.E.  
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI) # 1263  
Village at Chosewood Park – City of Atlanta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1263 – Village at Chosewood Park – located in the City of Atlanta.

The project location is served by multiple MARTA bus routes which will benefit from the increased patronage resulting from the higher density of this development. At this time, MARTA has no pending plans to expand transit service in the project area.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa  
Transit System Planning



Your DRI ID NUMBER for this submission is: **1263**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 11/8/2006 11:58:12 AM

## 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:	Shelley Peart, City of Atlanta, Bureau of Planning - Transportation Division 55 Trinity Ave., S.W. Suite 3350 Atlanta, GA 30303
Telephone:	404-330-6781
Fax:	404-658-7491
E-mail ( <b>only one</b> ):	<a href="mailto:speart@atlantaga.gov">speart@atlantaga.gov</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:		Lakewood Village
Development Type	Description of Project	Thresholds
Mixed Use	1131 residential units; 25000 sf of retail	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:		John A. Bell 1201 Peachtree Street N.E., Suite 300 Atlanta, GA 30361
Telephone:		404-253-6749
Fax:		404-253-6799
Email:		<a href="mailto:jbelle@lasarchitect.com">jbelle@lasarchitect.com</a>
Name of property owner(s) if different from developer/ applicant:		Sawtell Partners, LLC
Provide Land-Lot-District Number:		14-40,14-41,and 14-56
What are the principal streets or roads providing vehicular access to the site?		Sawtell Rd and McDonough Blvd S.E.
Provide name of nearest street(s) or intersection:		Sawtell Rd and McDonough Blvd S.E.
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		Approximately 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:	Rezoning
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	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: 2013

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	Spring 2007

### 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?	
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): Conduct a transportation study to determine current and future needs.	Y

Submitted on: 1/12/2007 4:01:15 PM

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

### Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
Fax:	404-658-7491
Email ( <b>only one</b> ):	<a href="mailto:speart@atlantaga.gov">speart@atlantaga.gov</a>

### Proposed Project Information

Name of Proposed Project:	Village at Chosewood Park
DRI ID Number:	1263
Developer/Applicant:	John A. Bell
Telephone:	404-253-6749
Fax:	404-253-6799
Email(s):	<a href="mailto:jbelle@lasarchitect.com">jbelle@lasarchitect.com</a>

### 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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

### Economic Impacts

Estimated Value at Build-Out:	\$220 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1.4 million
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): This development will replace an abandoned automobile manufacturing facility. Thus, it will not displace any existing uses.	

### 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)?	0.55 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:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.24 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?	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.)	558 AM Peak; 654 PM Peak
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: The site itself does not require any specific improvements. Please review the Traffic Impact Analysis prepared by StreetSmarts, dated January, 2007.	

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3,343 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

## Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	65%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Upper Ocumulgee Watershed	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Best management procedures will be used in designing the stormwater management plan. An increase in pervious area is anticipated once the site development is complete.	

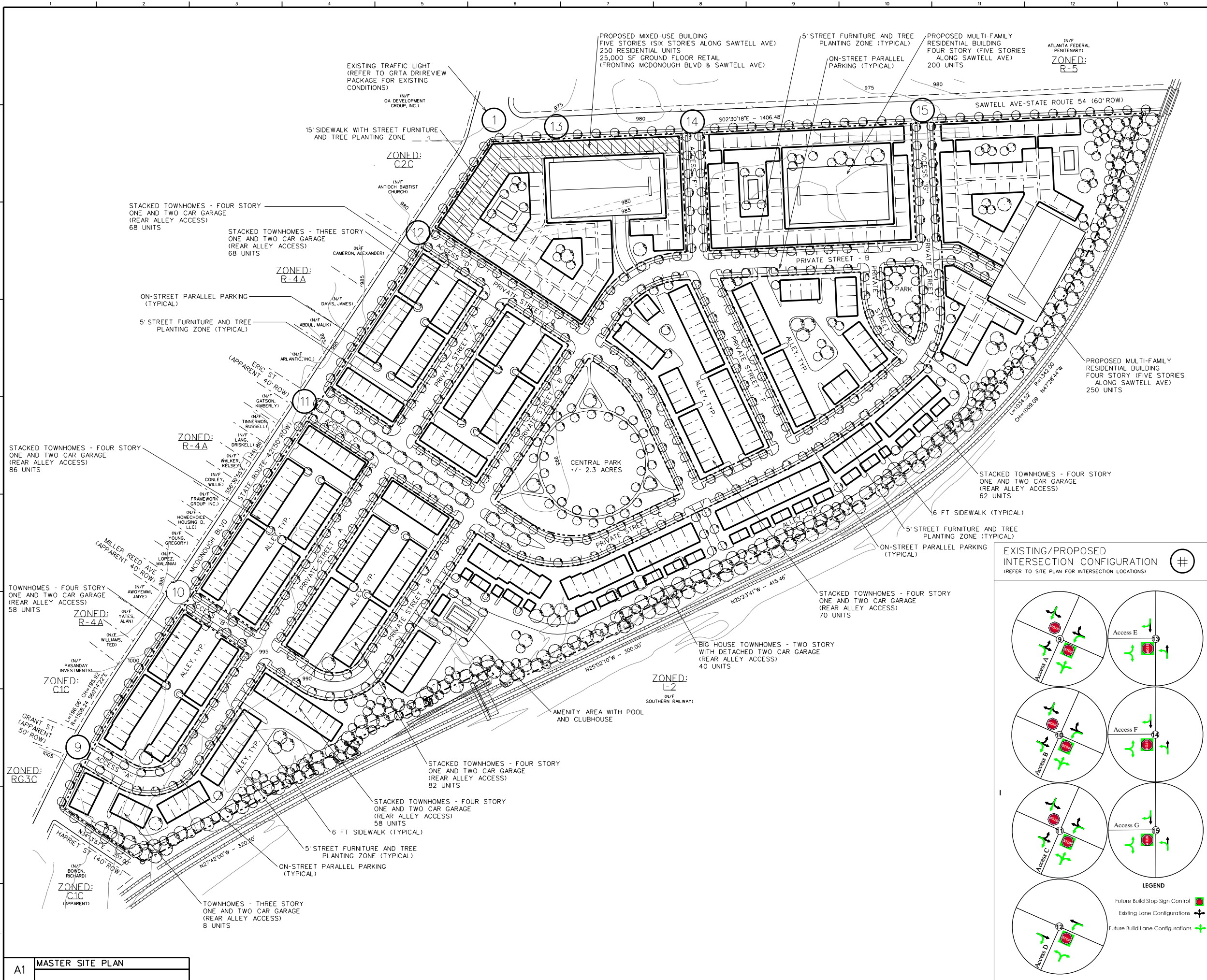
## Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

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:	



PLOT DATE: 8/31/2007  
PREPARED BY: K:\CADD\26074-00\GMP\_ASSO1\_GRTA.dgn  
DRAWN BY: 1/18/2007  
CHECKED BY: 1/18/2007  
DATE: 1/18/2007  
SHEET: 1/1  
SHEET TITLE: MASTER SITE PLAN  
SHEET NO: A1



PROJECT DATA	
<b>LOCATION:</b> 307-383 MCDONOUGH BOULEVARD ATLANTA, GA 30315 LAND LOT: 40.41 & 56 DISTRICT: 14TH COUNTY: FULTON SEE SURVEY AND LEGAL DESCRIPTION FOR LOTS	
<b>CURRENT ZONING:</b> I-2 <b>PROPOSED ZONING:</b> MRC-3	
<b>AREA:</b> NET LOT AREA (NLA): 1,729,332 SF (39.7 ACRES) R.O.W. AREA: 89,936 SF (2.06 ACRES) GROSS LOT AREA (GLA): 1,819,268 SF (41.76 ACRES)	
<b>RESIDENTIAL</b> UNITS PROVIDED: 1300 TOTAL UNITS 500 MULTI-FAMILY UNITS (RENTAL) 200 MULTI-FAMILY UNITS (FOR-SALE) 600 TOWNHOMES UNITS PER ACRE: 32.75 UNITS / ACRE	
<b>COMMERCIAL</b> MAX ALLOWABLE FAR: 4 MAX FLOOR AREA: 4 x NLA = 6,917,328 SF ACTUAL FLOOR AREA: 25,000 SF ACTUAL FAR: 25,000 / NLA = 0.01	
<b>OPEN SPACE:</b> T.O.S.R.: N/A U.O.S.R.: 0.4 x GLA = 727,707 SF REQUIRED TOTAL USABLE OPEN SPACE PROVIDED: 750,800 SF PUBLIC SPACE REQUIRED: N/A	
<b>PARKING:</b> RESIDENTIAL PARKING REQUIRED (MULTIFAMILY): 700 UNITS X 0.9 = 630 SPACES REQUIRED RESIDENTIAL PARKING REQUIRED (TOWN HOMES): 600 UNITS X 0.9 = 540 SPACES REQUIRED RETAIL PARKING REQUIRED: 25,000 / 600 = 42 SPACES REQUIRED 1212 TOTAL SPACES REQUIRED 1790 SPACES PROVIDED (DOES NOT INCLUDE ON-STREET PARKING)	
<b>BUILDING HEIGHT:</b> ALLOWABLE: 225'-0" FT ACTUAL: 75'-0" FT (MAX.)	
<b>USABLE OPEN SPACE DIAGRAM</b>	
<b>LOCATION MAP</b>	
<b>KEY PLAN</b>	
<b>SEAL</b>	
<b>ISSUE DATE:</b> 11/02/06 <b>JOB NO.:</b> 26074-00 <b>DWG. NO.:</b> AS01	

REVISION: REVISED FOR ORTA SUBMITTAL 11/02/06  
REVISED FOR ORTA COMMENTS 11/02/06  
LORD • AECK • SARGENT ARCHITECTURE  
© 2007 Lord, Aeck & Sargent, Inc.  
(877) 939-1400 Fax (877) 939-1401  
www.LordAeckSargent.com  
This document is the property of Lord, Aeck & Sargent, Inc. and is to be used only for the project and site identified herein. It is not to be used for any other project without the written permission of Lord, Aeck & Sargent, Inc.

BHC PROPERTY GROUP  
1505 LAKES PARKWAY SUITE 190  
LAWRENCEVILLE, GA 30043

GRTA EXHIBIT, THE VILLAGE AT  
CHOSEWOOD PARK, DRI: 1263

FORMER GMLAKEWOOD SITE  
(307-383 MCDONOUGH BLVD SE)  
ATLANTA, GA