



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: Mar 2 2007

ARC REVIEW CODE: R701313

TO: Mayor Shirley Franklin
ATTN TO: Shirley Peart, Transportation Division, Bureau of Planning
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: Buckhead Avenues

Review Type: Development of Regional Impact

Date Opened: Jan 31 2007

Date Closed: Mar 2
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 proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as being the most intensely developed radial corridor in the region. The proposed development is also located within a regional center area defined as an intense retail, office, and residential uses that can be integrated or separate.

A Buckhead Village Parking and Circulation Plan was completed in 2005 to identify specific methods to improving pedestrian and vehicular mobility challenges within the Village. Specific recommended improvements included a centrally located parking deck, improve and expand sidewalk facilities along East Paces Ferry Road, improve and expand sidewalk facilities along Bolling Way, add bulb outs along the north side of Pharr Road to create on-street parking, improve and expand sidewalk facilities along Buckhead Avenue, and improve and expand sidewalk facilities along Peachtree Road. The proposed development is implementing the recommendations of the study.

The site plan indicates a curb cut along Peachtree Road between Pharr Road and Buckhead Avenue. It would serve the hotel proposed for the block. ARC recommends that no additional curb cuts be permitted along Peachtree Road at this time.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT
CITY OF ATLANTA SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY

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.

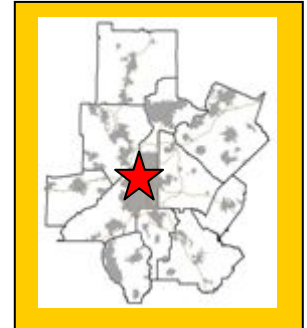
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buckhead Avenues #1269
Final Report Due:	March 2, 2007		Comments Due By:	February 14, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Buckhead Avenues is redevelopment of 12.06 acres in the City of Atlanta. The proposed development consists of the redevelopment of 6 parcels within the Buckhead Village. The development proposes 477,198 square feet of retail space, two hotels with 287 rooms, 32,200 square feet of office, and 1,012 residential condo units. The proposed development is located between Peachtree Road, Pharr Road, East Paces Ferry Road, and North Fulton Drive.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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-1, C-3 and is within the SPI-9 overlay district. The zoning will not change for the site. The DRI trigger for the proposed development is special use permit request. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area 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 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?

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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 a mile radius of the proposed project.

Year	Name
2006	The Roxy
2006	Peachtree Stratford MUD
2000	Bass Buckhead
1987	Capital City Plaza
1986	City Center
1984	Buckhead Plaza

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, there are currently commercial and restaurant uses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as being the most intensely developed radial corridor in the region. The proposed development is also located within a regional center area defined as an intense retail, office, and residential uses that can be integrated or separate.

The proposed development meets the Developed Area Policies in ARC's Regional Development Policies by placing growth along principal transportation corridors and activity centers. By redeveloping the site, the development proposing a mix of uses at a greater intensity offering more opportunities housing choices for individuals to live and work within the Buckhead area. The Buckhead area surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. 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 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 of greater than 114,000 jobs. The incorporation of this mix of uses in a vertical design will

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continue to ensure high quality livability and quality of life in the Buckhead area while accommodating the employment and housing growth pressures that Atlanta are experiencing.

The proposed development is located with the Buckhead LCI Study area; therefore, the proposed development should meet or exceed the goals set forth in the LCI study. The proposed development is located in the Buckhead Village along the Peachtree Spine. The LCI concept plan for the Peachtree Spine includes for reinforcing the high density core, enhancing the pedestrian environments, improving accessibility to and within Buckhead, reinforcing Peachtree Road as a destination and signature street. The concept plan for the Buckhead Village includes encouraging mixed use development, promoting a consistent character, and enhancing the pedestrian experience.

A Buckhead Village Parking and Circulation Plan was completed in 2005 to identify specific methods to improving pedestrian and vehicular mobility challenges within the Village. Specific recommended improvements included a centrally located parking deck, improve and expand sidewalk facilities along East Paces Ferry Road, improve and expand sidewalk facilities along Bolling Way, add bulb outs along the north side of Pharr Road to create on-street parking, improve and expand sidewalk facilities along Buckhead Avenue, and improve and expand sidewalk facilities along Peachtree Road. The proposed development is implementing the recommendations of the study.

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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.



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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.

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

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

BEST HOUSING PRACTICES

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

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

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

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

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

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located in the City of Atlanta. The proposed development is bounded by East Paces Ferry on the north, Peachtree Road on the west, and Pharr Road on the south.

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 site is surrounded by medium to high density commercial 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 \$300,000,000 with an expected \$55,000,000 in annual local tax revenues.

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

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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?

The proposed development will encourage the continuing revitalization of the Buckhead Village.

NATURAL RESOURCES

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

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

A total of twelve site access points are associated with the proposed development.

- The design of Parcel A necessitates that Bolling Way between Buckhead Avenue and Pharr Road be abandoned as a public road. The intersections of the abandoned Bolling Way at Pharr Road and Buckhead Avenue will become two of the three site driveways associated with Parcel A. An additional right-in/right-out driveway is proposed along Peachtree Road to provide access to the hotel.
- Parcel B has one deck entry along the south end of Bolling Way, adjacent to Buckhead Avenue.

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- Parcel C has three site driveways; one along the east side of Bolling Way, one along the south side of East Paces Ferry Road, and one along the west side of North Fulton Drive.
- Parcel D has one driveway along the east side of North Fulton Drive.
- Parcel E has one driveway along the south side of Buckhead Avenue.
- Parcel F has one driveway along the north side of East Paces Ferry Road.
- Parcel H has two site driveways; one driveway is located along the east side of Peachtree Road, and the second driveway is located along the south side of Pharr 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	SAT Peak Hour	
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way	Enter	Exit
1,012 Condominiums	56	273	329	269	132	401	4590	181	155
287 Room Hotel	92	59	151	90	79	169	2196	113	89
32,200 sq ft Office Space	67	9	76	20	95	115	556	8	7
474,198 sq ft Retail Space	243	155	398	840	909	1749	18678	1238	1142
Reductions	-23	-25	-48	-473	-473	-946	-9376	-467	-459
TOTAL NEW TRIPS	435	471	906	746	742	1488	16644	1073	934

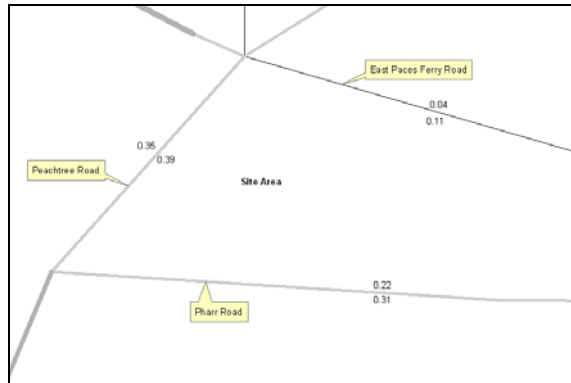
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

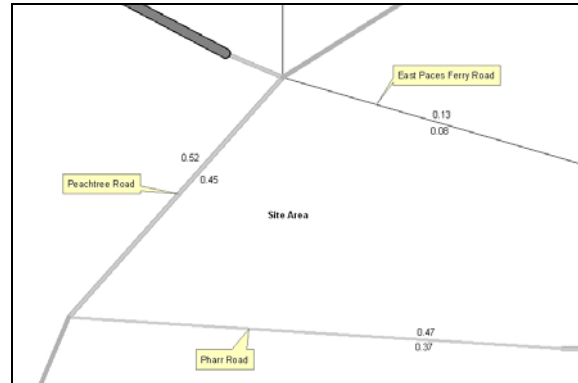
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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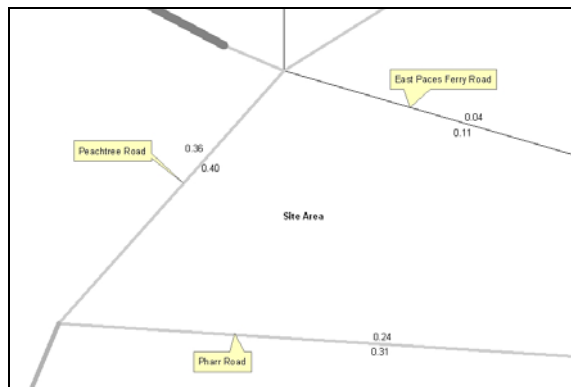
V/C Ratios



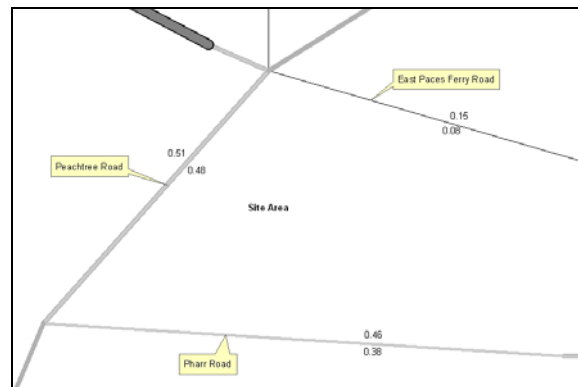
2005 AM Peak



2005 PM Peak



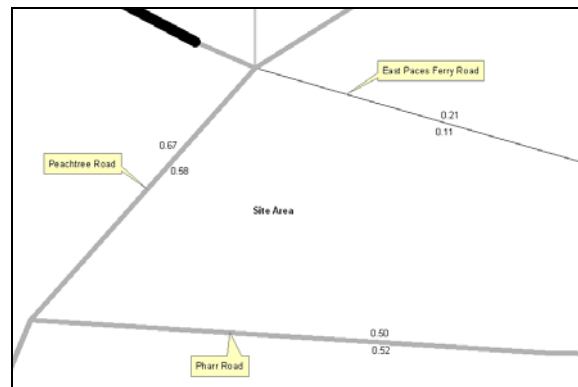
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-215B, C, D	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 Buckhead Avenues.

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

Peachtree Road at Pharr Road

- Provide an exclusive northbound left-turn lane along Peachtree Road, with protected plus permissive phasing.
- Provide an exclusive southbound left-turn lane along Peachtree Road, with protected plus permissive phasing.

Peachtree Road at West Paces Ferry Road

- Relocated the mast-arm supporting the signal heads for the southbound Peachtree Road approach to enable reduced all red time and increase signal efficiency.

Peachtree Road at Grandview Avenue

- Prohibit northbound left-turn movements along Grandview Avenue onto Peachtree Road.

East Paces Ferry Road at Bolling Way

- Install a traffic signal, if warranted, and coordinate with the existing signal at Peachtree Road and West Paces Ferry Road.

Pharr Road at North Fulton Drive

- Install a traffic signal, if warranted.

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



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Peachtree Road at Buckhead Avenue

- Provide an exclusive westbound left-turn lane along Buckhead Avenue.

Peachtree Road at Bolling Way

- Re-stripe existing on-street parking to provide an exclusive northbound right-turn lane along Bolling Way.

West Paces Ferry Road at East Andrews Drive

- Optimize signal timing.

East Paces Ferry Road at Bolling Way

- Prohibit northbound left-turn movements along Bolling Way.

Buckhead Avenue at North Fulton Drive

- Install a signal, if warranted, with pedestrian actuation.

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?

MARTA bus routes 23 and 38 serve the proposed site.

- MARTA bus route 23 provides service with connections to the MARTA Arts Center, Lenox and Buckhead rail stations, Monday through Friday, from 5:25 a.m. till 11:42 p.m. with headways between 15 and 30 minutes. Service is provided on Saturday from 5:35 a.m. till 11:57 p.m. with headways of 30 minutes. Service is provided on Sunday from 6:35 a.m. till 11:34 p.m. with headways of 30 minutes.
- MARTA bus route 38 provides service, with a connection to the MARTA Lindbergh Rail Station, Monday through Friday from 5:42 a.m. till 8:42 p.m. with headways of 1 hour. Service is provided on Saturday from 5:42 a.m. till 8:12 p.m. with headways of 50 minutes.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)		Credits	Total
Where Residential is dominant, >15 units/ac		6%	6%
Where Residential is dominant, 10% Retail or 10% Office		4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%	3%
Located within a Transportation Management Association		3%	3%



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Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		21%

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

The proposed development is located in an area that experiences high levels of peak period congestion. According to the impact analysis in the traffic study, six intersections operate below the acceptable level of service in the future year background condition, prior to implementing the recommended improvements. Implementing the recommended improvements allows all six identified intersections to operate at the acceptable level of service in the future year background condition. In the future year total condition, eight intersections operate below the acceptable level of service prior to implementing the recommended improvements. Implementing the recommended improvements allows three of the identified intersections to operate at an acceptable level of service, leaving five intersections to continue to operate below the acceptable level of service.

The proposed development demonstrates a burden onto a currently congested roadway network. Although two MARTA bus routes provide service to the site, these buses share travel lanes with private automobiles and will experience delays as a result of congestion. These delays reduce the desirability and efficiency of using bus routes as an alternative transportation mode. The City of Atlanta is currently investigating the future implementation of a Peachtree Street/Peachtree Road street car which would operate along the Peachtree Road frontage of the proposed development.

The City has identified the necessity for a future street car line along Peachtree Street/Peachtree Road to operate in its own travel lane, separate from private automobiles. It is suggested that the developer work with the City of Atlanta to determine if an adequate setback has been provided along the Peachtree Road frontage of the proposed project for future implementation of the Peachtree Street/Peachtree Road street car. Additionally, all recommended improvements should be implemented prior to construction completion.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.32 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton 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 Site is listed below:



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Final Report Due:	March 2, 2007		Comments Due By:	February 14, 2007

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 the City of Atlanta wastewater system by 2007 and 2014, respectively

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.35 MGD based on information submitted for the review.

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 2,500 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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

Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buckhead Avenues #1269
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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 proposed development will add 1012 new residential 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 as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 96. This tract had a 26.9 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing

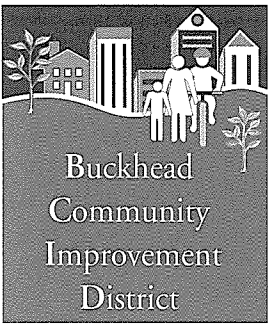
Preliminary Report:	January 31, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buckhead Avenues #1269
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Report. The report shows that 24 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family 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 30, 2007

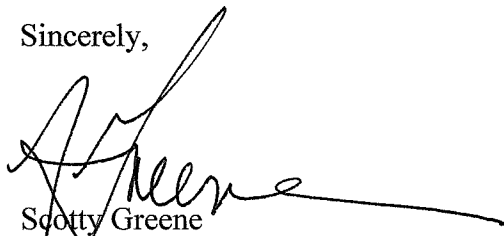
M. Haley Fleming, AICP
Senior Planner
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

Re: Buckhead Avenues DRI

Dear Haley;

The intent of this letter is to confirm for you that the proposed Buckhead Avenues project being developed by Ben Carter Properties and as described in the current DRI submittal dated January 26, 2007 has been designed to be consistent with our proposed recommendations for streetscape design for the Buckhead Village Streetscape project. Please let us know if you have any questions or concerns.

Sincerely,



Scotty Greene
Executive Director

cc: Jim Woodcox
Emmy Montanye
Parker Ellen

Working Together for a More Livable Community



February 19, 2007

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

**RE: Review of Development of Regional Impact (DRI) #1269
Buckhead Avenues – City of Atlanta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1269 – Buckhead Avenues – located in the City of Atlanta.

The project is located in the thriving Buckhead retail district along Atlanta's signature street, Peachtree Road. The location is served by three regular MARTA bus routes – Route 38 along Pharr Road and Routes 23 and 110 (known better as "The Peach") along Peachtree Road. MARTA welcomes the development of this area as it will add to the urban density necessary for a transit supportive environment. We also believe a project of this magnitude will benefit considerably from the alternative transportation options offered by the MARTA bus services in the area. The three bus routes have existing stops and shelters adjacent to the proposed development that we would like to see incorporated into the project's design concept. This will enable seamless pedestrian access to the development, and encourage residents, employees and other patrons to choose transit alternatives for certain trips instead of single occupant vehicles. MARTA will welcome the opportunity to work with the development team to locate the bus shelters as appropriate.

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

Sincerely,



Henry Ikwut-Ukwa, Ph.D.

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

Haley Fleming

From: Zehner, Michael [michael.zehner@sandyspringsga.org]
Sent: Tuesday, February 13, 2007 11:47 AM
To: Haley Fleming
Subject: DRI - Buckhead Avenues

Mrs. Fleming,
The subject DRI will have no immediate impact on the City of Sandy Springs. Thank you for allowing us the opportunity to comment.

Sincerely,
Michael

*Michael Zehner
Assistant Director - Planning and Zoning*

*City of Sandy Springs
Department of Community Development
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350*

*ph. 770-206-1532
cell 404-867-5343
fax 770-206-1562*

Your DRI ID NUMBER for this submission is: **1269**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 11/15/2006 9:58:34 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 55 Trinity Ave SW, Suite 3350 Atlanta, GA 30303
Telephone:	404-330-6781
Fax:	404-658-7681
E-mail (only one):	speart@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:		Buckhead Avenues
Development Type	Description of Project	Thresholds
Mixed Use	860475 Gross SF 7.213 Acres	View Thresholds
Developer / Applicant and Mailing Address:	Buckhead Avenues Development Co., LLC Two Buckhead Plaza, Suite 300 3050 Peachtree Road Atlanta, GA 30305	
Telephone:	404-869-2800	
Fax:		
Email:	jwoodcox@bencarterproperties.com	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	100-17	
What are the principal streets or roads providing vehicular access to the site?	Peachtree Road, Pharr Road, Buckhead Avenue, East Paces Ferry Road	
Provide name of nearest street(s) or intersection:	Peachtree Road, Pharr Road, Buckhead Avenue, East Paces Ferry Road	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/	
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		

Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	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:	Other Special Use Permit
What is the name of the water supplier for this site?	City of Atlanta Bureau of Water
What is the name of the wastewater treatment supplier for this site?	RM Clayton Water Reclamation Center
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: 2nd Quarter 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):

Tha Traffic Impact Study will identify additional improvements if required.

Y

**DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form 2a)**

This form is to be completed by the city or county government for submission to the appropriate Regional Development Center (RDC) and the DCA. It is intended for use by local governments that are located within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). This form identifies potential impacts the project is likely to have and is the official request to start the DRI process. However, the process will not be formally initiated until the RDC and GRTA determines that the submission is complete. This form can not be submitted until the pre-application conference with the RDC, GRTA and the local government has been held, and all required project information is available for review.

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Shelley Peart
Telephone:	404.330.6781
Fax:	404.658.7681
Email (only one):	speart@atlantaga.gov (required: submittal confirmation sent here)

Proposed Project Information

Name of Proposed Project:	Buckhead Avenues
DRI ID Number:	1269
Developer/Applicant:	Buckhead Avenues Development Co., LLC
Telephone:	404.869.2800
Fax:	
Email(s):	jwoodcox@bencarterproperties.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$300,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$55,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	<input checked="" type="radio"/> Yes <input type="radio"/> No
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)?	.35 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input checked="" type="radio"/> Yes <input type="radio"/> No
If no, are there any current plans to expand existing water supply capacity?	<input type="radio"/> Yes <input type="radio"/> No

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: RM Clayton

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? .32 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☒ Yes ☐ No

If no, are there any current plans to expand existing wastewater treatment capacity? ☐ Yes ☐ No

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.)

16,044 daily, 906 AM peak, 1,489 PM peak, 2,007 Sat
 Net New trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☒ Yes ☐ No

If yes, has a copy of the study been provided to the local government? ☐ Yes ☒ No

If transportation improvements are needed to serve this project, please describe below:

Please refer to the transportation analysis by Kimley-Horn and Associates, Inc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 2,500 tons

Is sufficient landfill capacity available to serve this proposed project? ☒ Yes ☐ No

If no, are there any current plans to expand existing landfill capacity? ☐ Yes ☐ No

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:

☐ Yes ☒ No

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

90%

Is the site located in a water supply watershed? ☐ Yes ☒ No

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?

☐ Yes ☒ No

2. Significant groundwater recharge areas?

☐ Yes ☒ No

3. Wetlands?

☐ Yes ☒ No

4. Protected mountains?

☐ Yes ☒ No

5. Protected river corridors?

☐ Yes ☒ No

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?

☒ Yes ☐ No

Is the development located within, or likely to affect any of the following:

1. Floodplains?

☐ Yes ☒ No

2. Historic resources?

☐ Yes ☒ No

3. Other environmentally sensitive resources?

☐ Yes ☒ No

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:



CONTACTS

BEN CARTER PROPERTIES
TWO BUCKHEAD PLACE
3060 PEACHTREE ROAD
SUITE 300

ARCHITECT OF RECORD: SMALLWOOD, REYNOLDS, STEWART,
STEWART & ASSOCIATES, INC.
ONE PIEDMONT CENTER
SUITE 303
3585 PIEDMONT ROAD
ATLANTA, GA 30305
PHONE: (404) 233-5453
FAX: (404) 284-0929
CONTACT: MICHAEL MURPHY

SURVEYOR: STREET SMARTS
3080 PREMIERE PARKWAY
SUITE 200
DULUTH, GA 30097
PHONE: (770) 813-0882
FAX: (770) 813-0888
CONTACT: RON PATE, RLS



ZONING:

OVERALL SITE AREA:

PARCEL A	
ACREAGE:	3.16 ACRES
PROPOSED LAND USE:	MIXED USE
TOTAL BUILDING SQUARE FOOTAGE:	407,386 SF
RETAIL:	178,186 SF

PARKING SPACES REQUIRED (PER SPI 9):	896
TOTAL PARKING SPACES PROPOSED:	865
EXISTING LAND USE:	COMMERCIAL
 <u>PARCEL B</u>	
APPLICANT:	157 ACRES

FLOOR AREA RATIO:	0.46
RESIDENTIAL UNITS/ACRE:	12.27
TOTAL NUMBER OF STORIES/LEVELS:	18
PARKING SPACES REQUIRED (PER SPI 9):	281
TOTAL PARKING SPACES PROPOSED:	80

TOTAL BUILDING SQUARE FOOTAGE:	563,200 SF
RETAIL:	100,400 SF
CONDO:	410,600 SF (\$800 UNITS)
OFFICE:	32,200 SF
STORAGE:	20,000 SF
FLOOR AREA RATIO:	0.62

PARCEL D

ACREAGE:	213 ACRES
PROPOSED LAND USE:	MIXED USE
TOTAL BUILDING SQUARE FOOTAGE:	360,650 SF

PARKING SPACES REQUIRED (PER 811 9):	637
TOTAL PARKING SPACES PROPOSED:	562
EXISTING LAND USE:	COMMERCIAL
PARCEL E	
ACREAGE:	0.50 ACRES

TOTAL NUMBER OF STORIES/LEVELS:	1
PARKING SPACES REQUIRED (PER SPI 9):	35
TOTAL PARKING SPACES PROPOSED:	22
EXISTING LAND USE:	COMMERCIAL

CONDO:	461900 SF (370 UNITS)
FLOOR AREA RATIO:	0.41
RESIDENTIAL UNITS/ACRE:	175.63
TOTAL NUMBER OF STORIES/LEVELS:	1
PARKING SPACES REQUIRED (PER SPI 9):	763

PROPOSED LAND USE:	MIXED USE
TOTAL BUILDING SQUARE FOOTAGE:	36,896 SF
RETAIL:	36,896 SF
FLOOR AREA RATIO:	0.77
RESIDENTIAL UNITS/ACRE:	N/A

ACRE ARE BASED ON GROSS LAND AREA (GLA).

GRAPHIC SCALE

0 25 50 100

A horizontal scale bar with alternating black and white segments. The segments are labeled 0, 25, 50, and 100, representing units of length. The bar is divided into four equal segments, each representing 25 units.

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[illegible][illegible][illegible]

--	--

HEAD A
ATLANTA, GE
DRI SITE

C	

PROPER
ROAD NW,
GA, GA 30305
869-7160

BEN C
3050 F

SCALE (H):	1"=50'
SCALE (V):	NONE

SHEET NUMBER
1-00