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: Oct 24 2007 **ARC REVIEW CODE**: P709251

TO: CEO Vernon Jones
ATTN TO: Kamen Swan White, Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

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

Submitting Local Government: DeKalb County
Name of Proposal: **Highland Park Gardens**

Review Type: Development of Regional Impact	**Date Opened:** Sep 25 2007	**Date Closed:** Oct 24 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 the mega corridor along Interstate 85. Mega corridors are defined as the most intensely developed radial corridors in the region.
The Regional Development Policies encourage mixed use development along principal transportation corridors. The proposed development is located adjacent to Interstate 285 and will allow for individuals to conveniently access the regional transportation network. The site is also currently accessible to a MARTA bus stop located along Chamblee-Tucker Road. With the improved pedestrian amenities of sidewalks, street trees, and a bus shelter, individuals will be able to easy access the regional transit system.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
DEKALB COUNTY	DEKALB COUNTY SCHOOLS	CITY OF DORAVILLE
METRO ATLANTA RAPID TRANSIT AUTHORITY	CITY OF CHAMBLEE	GWINNETT 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.

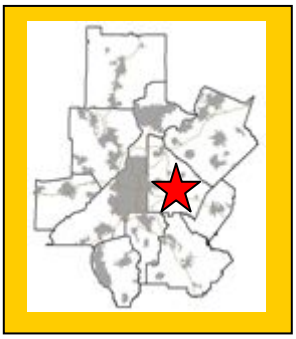
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	September 25, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Highland Park Gardens #1532
Final Report Due:	October 24, 2007		Comments Due By:	October 9, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Highland Park Gardens is a mixed use development on 10.1 acres in DeKalb County. The proposed development will include 380 apartments and 25,000 square feet of retail. The proposed development is located along Chamblee- Tucker Road, south of Interstate 85 and west of Interstate 285.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned RM-100. The proposed zoning for the site is PC-2 (pedestrian community). Information submitted for the review states that the proposed development is consistent with DeKalb County's Future Development Map, which designates the site as suburban.

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 the implementation of any local government's short term work program

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

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

Year	Name
1985	AMWEST NORTHCREST CENTER

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

Information submitted for the review states that there currently a 124 apartments and is presumed to be 90% occupied.

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 the mega corridor along Interstate 85. Mega corridors are defined as the most intensely developed radial corridors in the region.

The Regional Development Policies encourage mixed use development along principal transportation corridors. The proposed development is located adjacent to Interstate 285 and will allow for individuals to conveniently access the regional transportation network. The site is also currently accessible to a MARTA bus stop located along Chamblee-Tucker Road. With the improved pedestrian amenities of sidewalks, street trees, and a bus shelter, individuals will be able to easy access the regional transit system.

FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in east DeKalb County, south of Interstate 85 and west of Interstate 285.

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

The proposed development is entirely within DeKalb County.

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.

None were determined during the review.

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 $53,000,000 with an expected $833,180 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

Stream Buffers and Watershed Protection

A tributary to the North Fork of Peachtree Creek is shown on the property, a portion of which appears to have been piped in the past. The 75-foot buffer required under the DeKalb County's Buffer Ordinance is shown on the open section of the stream on the property. However, a portion of a new emergency access road is shown as intruding into the 75-foot buffer, which will require approval from DeKalb County, including a variance if necessary. The 25-foot State Erosion and Sedimentation Act buffer is not shown along the stream. This buffer needs to be shown on all state waters on the property, as they are all subject to the State Erosion and Sedimentation Act buffer requirements, which are administered by the Environmental Protection Division of Georgia DNR.

The property is in the Peachtree Creek watershed and therefore is in the Chattahoochee River Basin. Peachtree Creek enters the Chattahoochee downstream of the water intakes in the Atlanta Region; therefore it is not in any water supply watershed in the Atlanta Region

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after construction of the proposed development. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Townhouse/Apartment	10.13	10.64	108.49	678.71	6128.65	7.70	1.42
TOTAL	10.13	10.64	108.49	678.71	6128.65	7.70	1.42

Total Impervious = 48%

If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

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

The site proposes to have one full access (Main Site Driveway), one right-in / right-out, and one emergency access driveway. All access points are on Chamblee Tucker Road. The full access driveway will align across from an existing shopping center driveway; the emergency access driveway will align across from Buckeye Road; and the right-in / right-out driveway will be located approximately equidistant between the two.

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

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

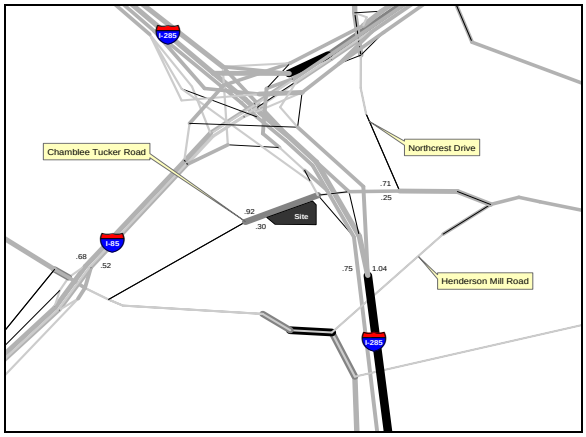
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartment 380 Units	38	152	190	148	79	227	2,434
Retail Space 25,000 SF	41	27	68	120	131	251	2,758
Mixed-Use Reductions	*-2*	*-4*	*-6*	*-27*	*-27*	*-54*	*-552*
Pass-By Reduction	*0*	*0*	*0*	*-63*	*-67*	*-130*	*-1,300*
Transit Reduction	*-1*	*-3*	*-4*	*-2*	*-1*	*-3*	*-38*
Existing Park Garden Trips	*-29*	*-48*	*-77*	*-75*	*-67*	*-142*	*-1,420*
TOTAL NEW TRIPS	**46**	**125**	**172**	**101**	**48**	**149**	**1,882**

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

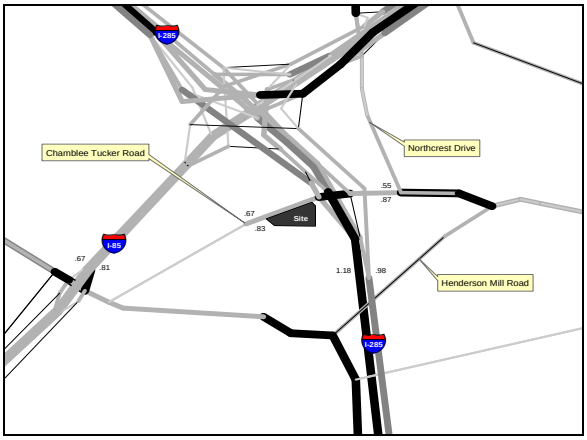
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

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

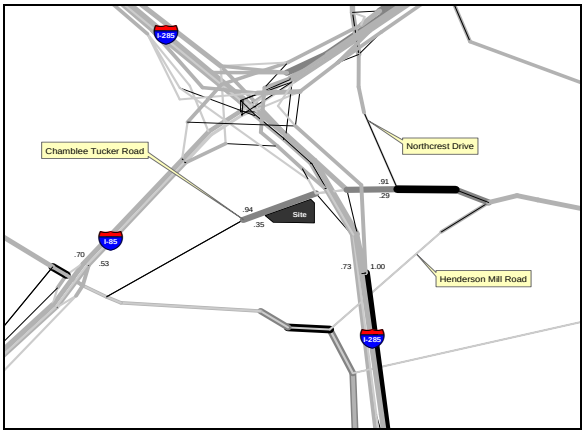
V/C Ratios



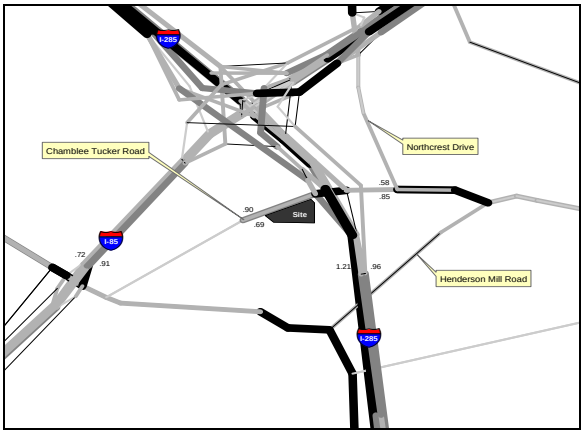
2010 AM Peak



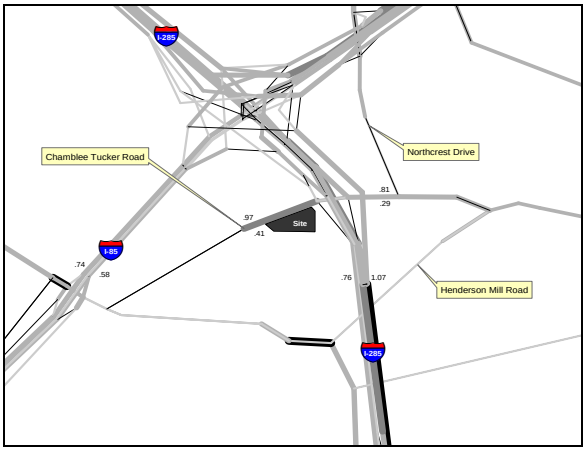
2010 PM Peak



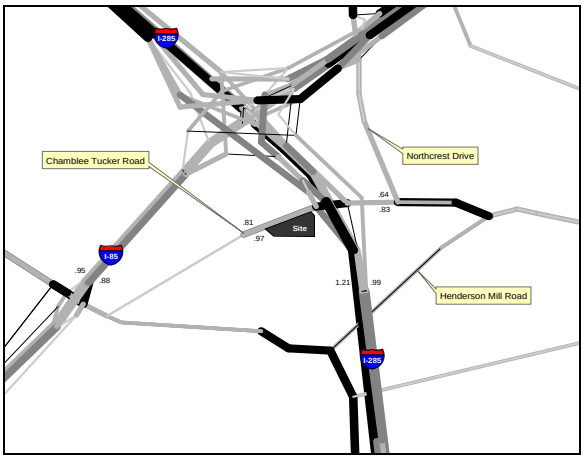
2020 AM Peak



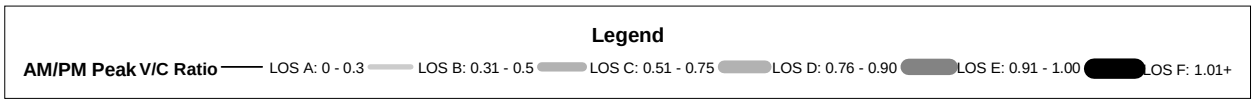
2020 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model

incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-900	SR 13 (Buford Highway) arterial Bus Rapid Transit (BRT) from Pleasant Hill Road in Gwinnett County to MARTA Lindbergh Station in City of Atlanta	Arterial BRT	2026
AR-H-300	I-285 North HOV lanes from I-75 North in Cobb County to I-85 North in DeKalb County	HOV Lanes	2015
AR-H-301	I-285 East HOV lanes from I-20 East to I-85 North in DeKalb County	HOV Lanes	2020

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-901A	I-285 North BRT from Perimeter Center area to Doraville MARTA Station	Fixed Guideway Transit Capital	2020
AR-901B	I-285 North BRT from Perimeter Center area to Doraville MARTA Station	Fixed Guideway Transit Capital	2020
AR-902A	I-285 East BRT from Doraville MARTA Station to I-20 East	Fixed Guideway Transit Capital	2030
AR-902B	I-285 East BRT from Doraville MARTA Station to I-20 East	Fixed Guideway Transit Capital	2030
AR-905A	I-85 North BRT from Doraville MARTA Station to Sugarloaf Parkway	Fixed Guideway Transit Capital	2025
AR-905B	I-85 North BRT from Doraville MARTA Station to Sugarloaf Parkway	Fixed Guideway Transit Capital	2025

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Highlands Park Gardens.

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.

- *Chamblee Tucker Road / I-285 Southbound Ramps*
  - No feasible enhancements can be given at this intersection to improve the LOS without the condemnation of the property to the south (to add a second eastbound right turn lane) or the widening of the bridge over I-285 (to add a second westbound left turn lane to create dual left turn lanes).

- There is a significant amount of cut through traffic (southbound through) that is using the exit ramp from I-85 / I-285 to go southbound through the intersection to get back onto I-285 and bypass some of the congestion around the Spaghetti Junction Interchange. If this traffic were eliminated from the intersection then the LOS could be improved to the LOS standard.
  - The island to the south of the intersection could be further extended to hinder the southbound through movement, which would likely decrease the number of southbound vehicles and improve the LOS.
  - As another alternative, a short southbound through lane could also be added at the intersection by reconfiguring the island on the north side of the intersection and reconfiguring the island on the south side (to receive the southbound through traffic); however, encouraging cut through traffic at an interchange ramp is not typically recommended.

- *Chamblee Tucker Road / Northcrest Road / Kroger / Embry Village Driveway*
  - Add a dedicated westbound right turn lane on Chamblee Tucker Road.
  - Restripe the existing southbound approach on Northcrest Road to include a dedicated left turn lane and a shared left / through turn lane. The existing right turn flare lane can remain. This restriping will not require any additional pavement.

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.

- *Chamblee Tucker Road / I-285 Southbound Ramps*
  - Same as background traffic recommendations

- *Chamblee Tucker Road / Northcrest Road / Kroger / Embry Village Driveway*
  - Same as background traffic recommendations

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 proposed site has a MARTA bus stop along its frontage on Chamblee Tucker Road. Two MARTA bus routes provide transit service to the proposed development: routes 91 (Henderson Mill) and 126 (NorthLake/Chamblee). Route 91 provides connection to the Chamblee MARTA Station. Route 126 provides connection to the Doraville MARTA Station.

There are long range plans to provide extensive BRT service north and south along I-285 and west along I-85 using the Doraville MARTA Station as a hub. In addition, BRT is planned on Buford Highway from Pleasant Hill Road, in Gwinnett County, to the Lindbergh MARTA Station.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**18%**

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

Based on the traffic analysis completed by A & R Engineering and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections: especially at the intersection of Chamblee Tucker Road and the I-285 South ramps. However, future year projections show that delays would occur even in no-build conditions.

The ARC concludes that the improvements recommended in the traffic analysis are needed (with the exception of the southbound through lane on Chamblee Tucker Road at the I-285 South ramps) and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.083 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Information submitted for the review state that the R.L Sutton 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.L Sutton Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	

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 0.095MGD 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 374 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 380 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 217.05. This tract had a 0.7 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 30 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.

Metropolitan Atlanta Rapid Transit Authority

October 1, 2007

Mr. Jared Lombard, Senior Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

RE: Development of Regional Impact (DRI) # 1532
Highland Park Gardens

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1532 – Highland Park Gardens – located in DeKalb County.

MARTA Bus Route 126, which originates from the Chamblee Rail Station and runs on Chamblee Tucker Road adjacent to the proposed site, will provide appropriate service and transit connection to the development. We applaud the project team for incorporating pedestrian sidewalks in the design concept that ties into the existing MARTA bus stop next to the site, and for proposing a shelter for the stop. This will make for a more comfortable pedestrian access to the stop.

Do note that the DRI did not address existing transportation services in the project area, including MARTA Bus Route 126. You may want to make this correction, if possible, in the final DRI documentation.

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

2424 Piedmont Road NE Atlanta Georgia 30324-3330 (404) 848-5000

Developments of Regional Impact

DRI #1532

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
E-mail:	kswhite@co.dekalb.ga.us

*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:	Highland Park Gardens
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	3343 Chamblee Tucker Road LL 284; 18th District; Parcel 04
Brief Description of Project:	450 apartments; 30,000 square feet retail; parking.

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	○ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	405,000 square feet
Developer:	Highlands Residential Properties, LLC
Mailing Address:	3340 Peachtree Road, NE, Suite 2050
Address 2:	
	City:Atlanta State: GA Zip:30326
Telephone:	404-867-2540
Email:	ccassidy@highlandscompanies.com; mforsling@swfllp.
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	Park Garden, LLC
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	

Estimated Project Completion Dates:	This project/phase: October 2009 Overall project: October 2009

Back to Top

GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page

Site Map | Statements | Contact

Developments of Regional Impact

DRI #1532

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	DeKalb
Individual completing form:	Karmen Swan White
Telephone:	404-371-2155
Email:	kswhite@co.dekalb.ga.us

Project Information

Name of Proposed Project:	Highland Park Gardens
DRI ID Number:	1532
Developer/Applicant:	Highlands Residential Properties, LLC
Telephone:	404-867-2540
Email(s):	ccassidy@highlandscompanies.com; mforsling@swfllp.

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	○ (not selected) ○ Yes ○ No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	○ (not selected) ○ Yes ○ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	$53,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$833,160

Is the regional work force sufficient to fill the demand created by the proposed project?	○ (not selected) ○ Yes ○ No
Will this development displace any existing uses?	○ (not selected) ○ Yes ○ No
If yes, please describe (including number of units, square feet, etc): There is an apartment complex with 124 units, leasing office and pool that will be removed. A relocation package will be offered to residents. See Supplemental Information for details.	

Water Supply

Name of water supply provider for this site:	DeKalb County - Scott Candler WTP
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.095
Is sufficient water supply capacity available to serve the proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required? N/A Water line is at the site - see Supplemental Information for details.	

Wastewater Disposal

Name of wastewater treatment provider for this site:	R.L. Sutton WWT Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.083
Is sufficient wastewater treatment capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	○ (not selected) ○ Yes ○ No
If yes, how much additional line (in miles) will be required?Not Applicable. Sewer is available at the site. See Supplemental Information for details.	

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.)	3,254 24 hr. 2-way trips with reductions
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	○ (not selected) ○ Yes ○ No
Are transportation improvements needed to serve this project?	○ (not selected) ○ Yes ○ No
If yes, please describe below:All recommended transportation improvements are described in a Traffic Study, as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	374 tons/yr
Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	53.6%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Site plan includes buffers, detention pond and landscaping, resulting in over 46% open space to mitigate stormwater impacts. See Supplemental Information for details.

Environmental Quality

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

1. Water supply watersheds?	○ (not selected) ○ Yes ○ No
2. Significant groundwater recharge areas?	○ (not selected) ○ Yes ○ No
3. Wetlands?	○ (not selected) ○ Yes ○ No
4. Protected mountains?	○ (not selected) ○ Yes ○ No
5. Protected river corridors?	○ (not selected) ○ Yes ○ No
6. Floodplains?	○ (not selected) ○ Yes ○ No
7. Historic resources?	○ (not selected) ○ Yes ○ No
8. Other environmentally sensitive resources?	○ (not selected) ○ Yes ○ No

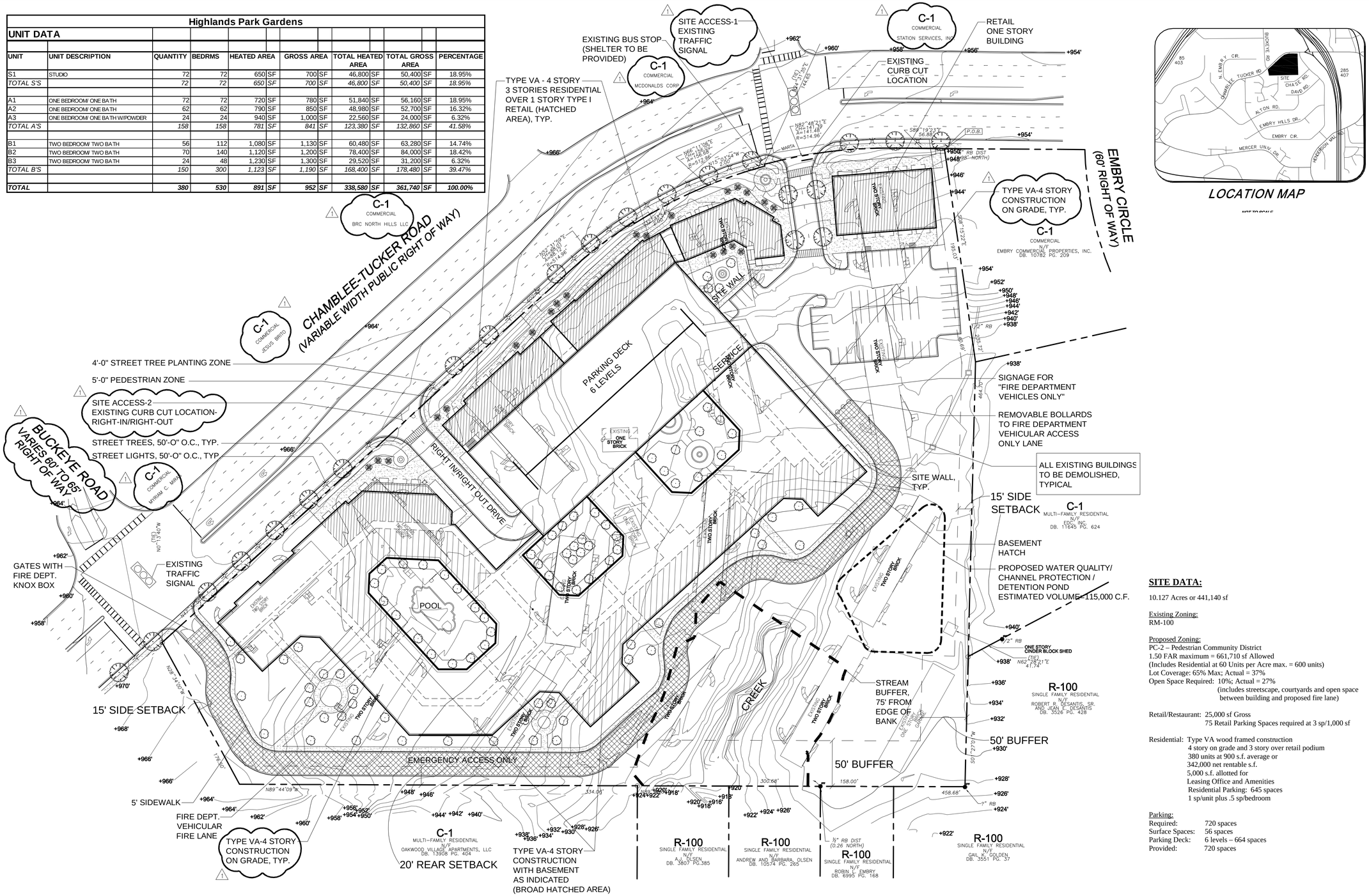
If you answered yes to any question above, describe how the identified resource(s) may be affected:
There is a stream on site; however, no impacts are anticipated. See Supplemental Information for details.

Back to Top

Highlands Park Gardens

UNIT DATA

UNIT	UNIT DESCRIPTION	QUANTITY	BEDRMS	HEATED AREA	GROSS AREA	TOTAL HEATED AREA	TOTAL GROSS AREA	PERCENTAGE
S1	STUDIO	72	72	650 SF	700 SF	46,800 SF	50,400 SF	18.95%
TOTAL S'S		*72*	*72*	*650 SF*	*700 SF*	*46,800 SF*	*50,400 SF*	*18.95%*
A1	ONE BEDROOM/ ONE BATH	72	72	720 SF	780 SF	51,840 SF	56,160 SF	18.95%
A2	ONE BEDROOM/ ONE BATH	62	62	790 SF	850 SF	48,980 SF	52,700 SF	16.32%
A3	ONE BEDROOM/ ONE BATH W/POWDER	24	24	940 SF	1,000 SF	22,560 SF	24,000 SF	6.32%
TOTAL A'S		*158*	*158*	*781 SF*	*841 SF*	*123,380 SF*	*132,860 SF*	*41.58%*
B1	TWO BEDROOM/ TWO BATH	56	112	1,080 SF	1,130 SF	60,480 SF	63,280 SF	14.74%
B2	TWO BEDROOM/ TWO BATH	70	140	1,120 SF	1,200 SF	78,400 SF	84,000 SF	18.42%
B3	TWO BEDROOM/ TWO BATH	24	48	1,230 SF	1,300 SF	29,520 SF	31,200 SF	6.32%
TOTAL B'S		*150*	*300*	*1,123 SF*	*1,190 SF*	*168,400 SF*	*178,480 SF*	*39.47%*
TOTAL		***380***	***530***	***891 SF***	***952 SF***	***338,580 SF***	***361,740 SF***	***100.00%***



LOCATION MAP

NOT TO SCALE

SITE DATA:

10.127 Acres or 441,140 sf

Existing Zoning:
RM-100

Proposed Zoning:
PC-2 – Pedestrian Community District
1.50 FAR maximum = 661,710 sf Allowed
(Includes Residential at 60 Units per Acre max. = 600 units)
Lot Coverage: 65% Max; Actual = 37%
Open Space Required: 10%; Actual = 27%
(includes streetscape, courtyards and open space between building and proposed fire lane)

Retail/Restaurant: 25,000 sf Gross
75 Retail Parking Spaces required at 3 sp/1,000 sf

Residential: Type VA wood framed construction
4 story on grade and 3 story over retail podium
380 units at 900 s.f. average or
342,000 net rentable s.f.
5,000 s.f. allotted for
Leasing Office and Amenities
Residential Parking: 645 spaces
1 sp/unit plus .5 sp/bedroom

Parking:
Required: 720 spaces
Surface Spaces: 56 spaces
Parking Deck: 6 levels – 664 spaces
Provided: 720 spaces

1 GRTA — GRTA–DRI SITE PLAN
SCALE: 1" = 50'-0"

0 25' 50' 100'
SCALE: 1" = 50'-0"

THE PRESTON PARTNERSHIP, LLC
A MULTI-DISCIPLINARY DESIGN FIRM
1000 ABERNATHY ROAD NE, SUITE 600
ATLANTA, GEORGIA 30328
TELEPHONE: 770 396 7248
FAX: 770 396 2945
WWW.THEPRESTONPARTNERSHIP.COM

CONSULTANT

SEAL

PROJECT
HIGHLANDS PARK GARDENS
DEKALB COUNTY, GEORGIA

FOR
BRANCH
BRANCH PROPERTIES
3340 PEACHTREE RD NE SUITE 2050
ATLANTA, GEORGIA 30326
TEL: 404-832-8900
FAX: 404-892-8898

REVISIONS
1 GRTA CLARIFICATIONS SEPTEMBER 24, 2007

DATE 09/18/07
JOB NUMBER 0700201
DRAWN BY
CHECKED BY
SHEET TITLE
GRTA–DRI SITE PLAN
SHEET NUMBER
GRTA DRI–1
COMMENTS
NOT ISSUED FOR CONSTRUCTION