



REGIONAL REVIEW FINDING

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

DATE: Feb 21 2008

ARC REVIEW CODE: R801231

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: City of Atlanta
Name of Proposal: Centennial Vista

Review Type: Development of Regional Impact

Date Opened: Jan 23 2008

Date Closed: Feb 21 2008

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 in a city center which is defined as areas with the most intense residential and commercial land uses that serve a regional population and are easily accessible by different transportation modes.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CENTRAL ATLANTA PROGRESS
FULTON COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
METRO ATLANTA RAPID TRANSIT AUTHORITY

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

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

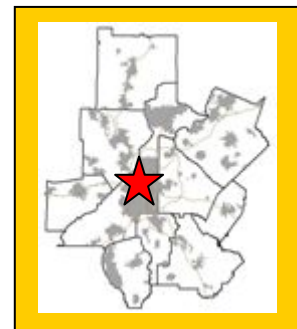
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	January 23, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Centennial Vista #1658
Final Report Due:	February 22, 2008		Comments Due By:	February 6, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Centennial Vista is a mixed use development on 2.3 acres in the City of Atlanta. The proposed development will include 418 residential units and 14,701 square feet of retail space. The proposed development is located along Centennial Olympic Park Drive and Ivan Allen Jr. Blvd.



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 SPI-1 subarea Centennial Olympic Park. The zoning will remain the same. The DRI trigger for the development is a request for permit. 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?

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?

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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
2007	24 & 50 Allen Plaza
2006	Post Allen Plaza
2005	55 Allen Plaza
2004	Peachtree Portal (Twelve Centennial)
2003	Georgia Aquarium

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, the site is currently occupied vacant.

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 in a city center which is defined as areas with the most intense residential and commercial land uses that serve a regional population and are easily accessible by different transportation modes.

The proposed development is adjacent to the JSA McGill LCI Study area. The developer should coordinate with the City of Atlanta and Central Atlanta Progress to ensure that the developer is consistent with the LCI Plan as well as other downtown initiatives and plans.

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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 along the east side of Centennial Olympic Park Drive, the north side of Ivan Allen Jr. Boulevard, and the west side of Williams Street to I 75/85.

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.

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 \$84,990,000 with an expected \$798,000 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 provide additional housing opportunities in downtown Atlanta in which individuals may live and work within close proximity.

NATURAL RESOURCES

This project is proposed on a site that has no streams and is already developed with landscaping and large areas of impervious surface. The site is in an existing heavily developed urban area and 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?

Vehicular access to Centennial Vista is proposed in two full-movement locations along Centennial Olympic Park Drive.

Driveway 1 is proposed directly across from Mills Street, approximately 250' north of Ivan Allen Jr. Boulevard. Mills Street currently forms a signalized intersection with Centennial Olympic Park Drive and creates the eastbound approach.

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Driveway 2 is proposed approximately 400' north of Ivan Allen Jr. Boulevard (150' north of Mills Street/Driveway 1). There is currently an existing Private Driveway that forms an unsignalized westbound approach with Centennial Olympic Park Drive. This Private Driveway provides access to the property directly adjacent to the north, and the proposed site will connect to this existing driveway. A total of 3 access points are proposed to the site. Access A will enter/exit the site via Driveway 1, and will provide access to the first level for the residential and retail uses. Access B and Access C will enter/exit the site via Private Driveway/Driveway 2. Access B will provide a secondary access to the first level for the residential and retail uses. Access C will provide a residential-only access point to the second level.

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

Kimley-Horn and Associates, Inc. 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
High-Rise Apartments 418 Units	32	94	126	89	57	146	1,825
Shopping Center 14,701 SF	31	19	50	85	92	177	1,953
<i>Mixed-Use Reductions</i>	-0	-0	-0	-19	-19	-38	-390
<i>Alternative Mode Reductions</i>	-12	-23	-35	-31	-26	-57	-678
<i>Pass-By Reductions</i>	-0	-0	-0	-21	-21	-42	-478
TOTAL NEW TRIPS	51	90	141	102	83	185	2,232

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,

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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



2010 AM Peak



2010 PM Peak



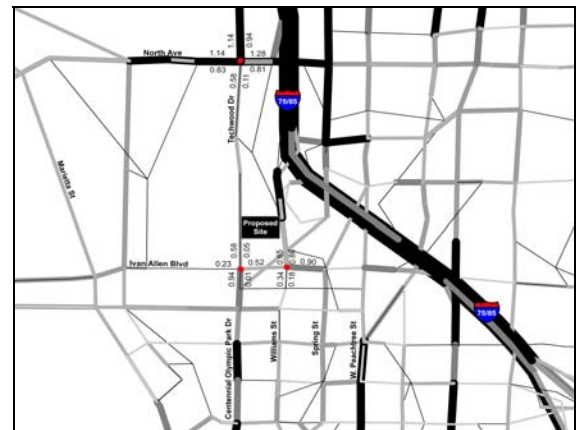
2020 AM Peak



2020 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 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

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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.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-111G	I-17/85 from University Avenue to Brookwood Split	Roadway Maintenance/Operations	2009
AR-456A	Peachtree Streetcar from Five Points Station to Brookwood Station	Fixed Guideway Transit Capital	2020
AT-206	Marietta Street from Ivan Allen Boulevard to Centennial Olympic Park Drive (COP) and COP from Marietta Street to Martin Luther King Jr. Drive	Pedestrian Facility	2008
AT-210A	12 intersections in Midtown/Downtown Atlanta	ADA Ramp Improvements	2009
AT-AR-247	West Peachtree Street from Civic Center MARTA Station to Hardy Ivy Park and Simpson Street from West Peachtree Street to COP	Pedestrian Facility	2009

Envision6 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
	None		

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26, 2007*

Summarize the transportation improvements as recommended by consultant in the traffic study for Centennial Vista.

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

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

Note: For both the No-build and Build conditions the Ivan Allen Jr. Boulevard at Williams Street intersection is projected to operate at LOS F during the AM and PM peak hours. Heavy volumes of traffic moving through the intersection can create substantial delay and can cause large queues along the intersection approaches. *Additional turn lanes may be warranted; however, there is a limited amount of right-of-way cause by minimal building setbacks to the northeast, southeast, and southwest,*

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and a bridge structure to the northwest. It may be unreasonable to construct additional turn lanes that may not physically fit within the obtainable right-of-way without major reconstruction.

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 development is located along two MARTA bus routes. Route 97 (Georgia Aquarium/Zoo Atlanta) and Route 113 (Atlantic Station/Auburn Avenue) both travel along Centennial Olympic Park Drive and Ivan Allen Jr. Boulevard directly adjacent to the proposed site. The proposed development is also located approximately ¼ mile southwest of the Civic Center MARTA station at West Peachtree Street.

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

The proposed development is located within the Central Atlanta Progress/Atlanta Downtown Improvement District Transportation Management Association jurisdiction.

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%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%	3%
w/in 1/2 mile of MARTA Rail Station		5%	5%
Located within a Transportation Management Association		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)			22%

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 Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is capable (with the exception of the intersection of Williams St and Ivan Allan Boulevard) of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC makes no additional recommendations for the proposed development.

INFRASTRUCTURE

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Wastewater and Sewage

Wastewater is estimated at 0.305 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:

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 0.305 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?

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 3,381 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?

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?

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No, the proposed development will add 418 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 21. This tract had a 33 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 16 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.

February 6, 2008

Ms. Haley Fleming, Principal Planner
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303


**RE: Development of Regional Impact (DRI) # 1658
Centennial Vista**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1658 – Centennial Vista – located in City of Atlanta.

This project is within walking distance of the MARTA Civic Center Station. Other transit providers such as GRTA also operate Express bus services out of the Civic Center Station. The transit services will provide good alternatives to the single-occupancy vehicle for residents and other patrons. At this time MARTA is not planning service expansion in the immediate project location.

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

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning



DEPARTMENT OF HEALTH AND WELLNESS

Environmental Health Services

99 Jesse Hill Jr. Drive, Suite 101

Atlanta, Georgia 30303

Telephone (404) 730-1301, Fax (404) 730-1462

MEMORANDUM

TO: Haley Fleming, Review Coordinator
Atlanta Regional Commission

CC: Dr. Steven R. Katkowsky, Director
Janet Adams, Chief of Staff
John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: February 5, 2008

SUBJECT: Comments to Regional Review for Centennial Vista (R801231)

Fulton County Board of Health

Phoebe Bailey, PhD, Chair
Lynne P. Meadows, RN, MS
Harrison Rogers, MD
Monica Ryan, BS
Khaatim S. El
Samantha P. Williams, PhD
Mary Long, RN

Dr. Steven R. Katkowsky, Director

ARC REVIEW CODE	COMMENTS
R801231	<p>The Fulton County Department of Health and Wellness recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This facility must comply with the Fulton County Clean Indoor Air Ordinance.</p> <p>If this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.</p> <p>If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval be this department and must obtain a Department of Health and Wellness permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Department of Health and Wellness permit to operate the pool prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p> <p>This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be baited prior to demolition.</p>

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DRI #1658

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: Atlanta

Individual completing form: Shelley Peart

Telephone: 404-330-6781

E-mail: 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: Centennial Vista

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 377 Centennial Olympic Park Drive

Brief Description of Project: A mixed use development consisting of 418 apartment units and 14,708 SF of retail

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.):	418 Apt units, 14,708 SF retail
Developer:	Vista Realty Partners, LLC
Mailing Address:	1100 Peachtree Street
Address 2:	Suite 1500
	City:Atlanta State: GA Zip:30309
Telephone:	404-995-4446
Email:	db@vistarp.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	
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 SAP-07-136
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: 2010 Overall project: 2010
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DRI #1658

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: Atlanta
 Individual completing form: Shelley Peart
 Telephone: 404-330-6781
 Email: speart@atlantaga.gov

Project Information

Name of Proposed Project: Centennial Vista
 DRI ID Number: 1658
 Developer/Applicant: Vista Realty Partners, LLC
 Telephone: 404-995-4446
 Email(s): db@vistarp.com

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: \$84,990,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$798,000.00
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): Gravel parking lot	
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)?	.102 MGD, 0.305 MGD (Peak of 3.0)
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?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.305 MGD (Peak)
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?	
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.)	2,711 Daily trips; 141 AM peak, 228 PM peak		
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: Please refer to the DRI Transportation Analysis prepared by Kimley-Horn & Associates, Inc.			
Solid Waste Disposal			
How much solid waste is the project expected to generate annually (in tons)?	3,381 tons per year		
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?	79%		
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Project has a 25' buffer on east side, plus project has a master stormwater management system to reduce predeveloped folws by 30%.			
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:			
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