



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: Apr 14 2008

ARC REVIEW CODE: R801292

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: Buckhead Place

Review Type: Development of Regional Impact

Date Opened: Jan 29 2008

Date Closed: Apr 14 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 (UGPM). The proposed development is located within a regional center, according to the Atlanta Region UGPM. Regional centers are defined as areas of intense retail, office, and residential uses that can be integrated or separate. The proposed development is located within the Buckhead Livable Centers Initiative (LCI) Study. Therefore, the proposed development should meet or exceed the goals of the LCI Study. The proposed development is located along the Peachtree Spine, which seeks to reinforce the high density core and Peachtree Road as a destination place as well as improving accessibility within and to the Buckhead area and improving the pedestrian environment.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
DEKALB COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT
CITY OF SANDY SPRINGS

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

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.

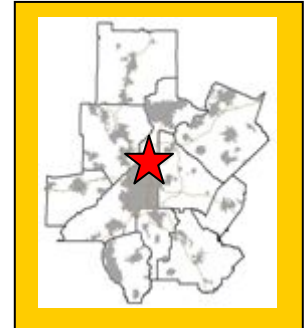
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	January 29, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Buckhead Place #1652
Final Report Due:	February 22, 2008		Comments Due By:	February 6, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Buckhead Place is a mixed use infill development that is located on 13.98 acres in the City of Atlanta. The proposed development will consist of 275,000 square feet of office, 1,964 square feet of retail, 200 residential units, and a 300 room hotel. Currently, there is an existing 96,000 square foot hotel, 117,400 square feet of retail, and 155 residential units and 9,500 square feet of office under construction. The proposed development is located at the intersection of Peachtree Road and Piedmont Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2014.

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. The proposed zoning is PD-OC (planned development-office commercial). 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 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.

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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
2007	Buckhead Avenues
2007	Roxy Residential
2006	Stratford on Peachtree
2000	Bass Buckhead
1987	Capital City Plaza & Revised
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 is an existing 136,000 square feet of retail that will on the site. There is other retail space that will be demolished (approximately 8,000 square feet).

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 (UGPM). The proposed development is located within a regional center, according to the Atlanta Region UGPM. Regional centers are defined as areas of intense retail, office, and residential uses that can be integrated or separate.

The proposed development is located within the Buckhead Livable Centers Initiative (LCI) Study. Therefore, the proposed development should meet or exceed the goals of the LCI Study. The proposed development is located along the Peachtree Spine, which seeks to reinforce the high density core and Peachtree Road as a destination place as well as improving accessibility within and to the Buckhead area and improving the pedestrian environment.

The recently completed Piedmont Corridor Study considered a multimodal approach that would improve travel conditions for all users. The Study created a list of 47 recommended projects. The proposed development is located within the Roswell Road to Peachtree Road segment where the recommendations included creating a gateway to Buckhead in the north, pedestrian and transit connections throughout, and a vehicular/pedestrian boulevard in the south. There are several capacity improvement recommendations put forth in the Study. It is strongly recommended that the developer work with the City of Atlanta and the Buckhead CID to ensure that implementation of the improvement projects are feasible in the future.

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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 in the northwest quadrant of the intersection of Peachtree Road and Piedmont Road.

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

The proposed development is entirely within the City of Atlanta.

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

The proposed development will negatively affect land uses in other jurisdictions.

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 \$277 million with an expected \$3,312,920 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 is providing mixed use opportunities for individuals to live and work within close proximity. Buckhead has a severe jobs to housing imbalance; however, the proposed development adds residential uses to the area.

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?

The development will have vehicular access in four locations with one service driveway. All driveways currently exist, and all driveways are proposed to serve all portions of the development in the future.

Driveway #1 is located at the signalized intersection of Peachtree Road at Maple Drive and currently serves the southern portion of the Piedmont Peachtree Crossings shopping center, specifically Marshall's, Rock Bottom Brewery, LA Fitness, and the Hyatt hotel. This intersection is located

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approximately 390 feet southwest of the intersection of Peachtree Road at Piedmont Road (measured from the stop-bar).

Driveway #2 is located at the unsignalized intersection currently serving Rooms to Go along Piedmont Road, approximately 341 feet north of the Peachtree Road / Piedmont Road intersection.

Driveway #3 is located approximately 142 feet north of Driveway #2 along Piedmont Road and currently serves the Piedmont Peachtree Crossings shopping center.

Driveway #4 is located at the signalized intersection of Piedmont Road at Tower Place Drive. The existing driveway currently serves the northern portion of the Piedmont Peachtree Crossings shopping center. Vehicles entering via Driveway #4 would pass through the parking lot area adjacent to Kroger to turn south into the Buckhead Place development.

The service driveway is located at the unsignalized intersection currently serving Priscilla's, 610 feet west of the intersection of Peachtree Road at Piedmont Road along Peachtree Road.

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 Apartment 355 Units	27	80	107	77	49	126	1,594
Hotel 300 Rooms	98	62	160	94	83	177	2,312
General Office Building 305,500 SF	403	55	458	72	349	421	3,152
Shopping Center 60,000 SF	70	45	115	215	232	447	4,872
Quality Restaurant 21,500 SF	14	3	17	108	53	161	1,934
<i>Mixed-Use Reductions</i>	-	-	-	-95	-88	-183	-1,900
<i>Pass-By Reductions</i>	-	-	-	-93	-92	-185	-2,060
<i>Alternate Mode Reductions</i>	-31	-12	-43	-24	-34	-58	-600
TOTAL NEW TRIPS	581	233	814	354	552	906	9,304

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

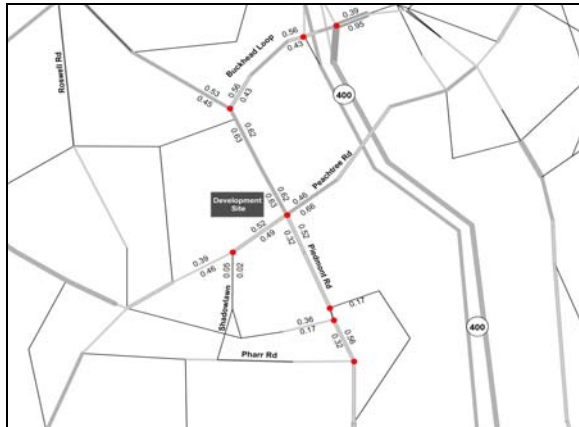
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Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to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

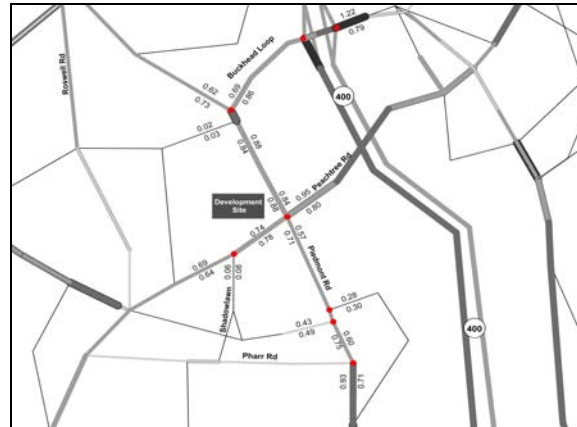
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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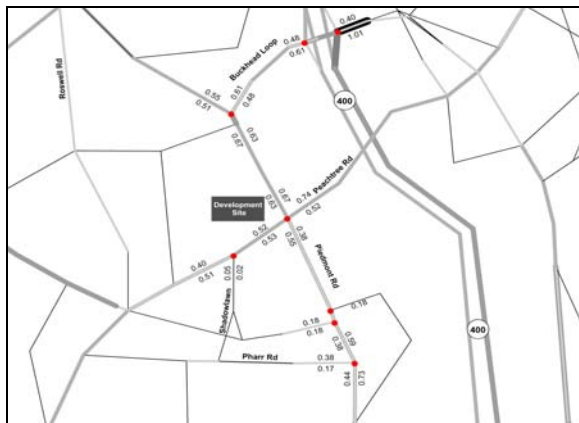
V/C Ratios



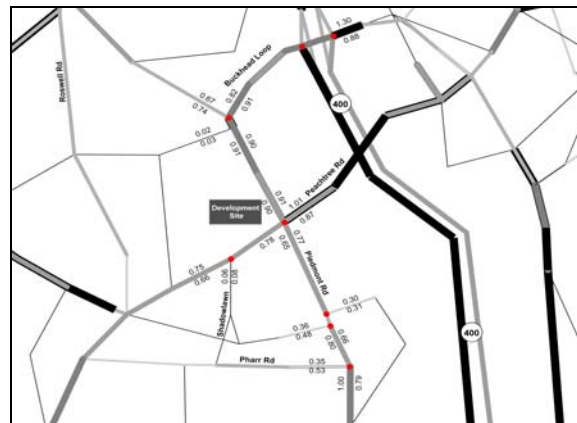
2010 AM Peak



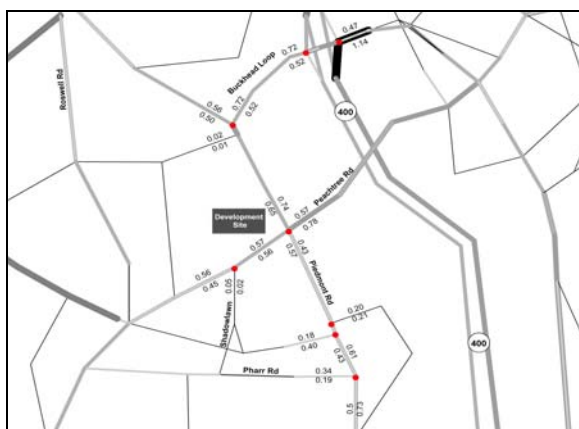
2010 PM Peak



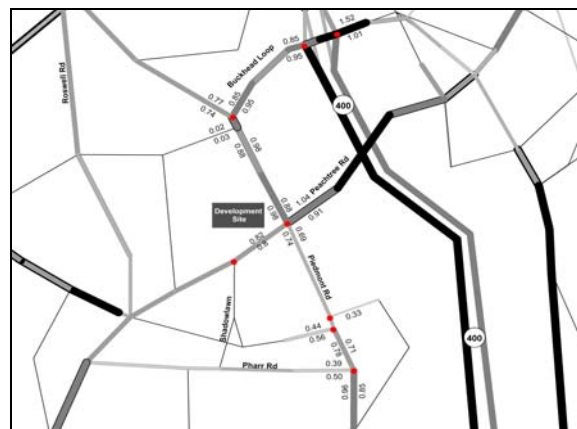
2020 AM Peak



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 incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses,

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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
AT-215B	Peachtree Rd from SR 400 Overpass to Roxboro Rd	Roadway Operational Upgrades	2009
AT-215C	Peachtree Rd from Shadowlawn Ave to Maple Dr	Roadway Operational Upgrade	2010

Envision6 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-456B	Peachtree Streetcar north from Brookwood Station to Club Dr	Fixed Guideway Transit Capital	2030

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Buckhead Place.

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.

Piedmont Road at Buckhead Loop

- Remove one of the three westbound right turn lanes and install an additional westbound left-turn lane, creating triple left-turn lanes. (Improvement recommended in preliminary BCID Piedmont Road Corridor Study)
- Restrict eastbound vehicles exiting along Carson Lane to a right-out only movement. (Improvement recommended in preliminary BCID Piedmont Road Corridor Study)
- Install an additional northbound right-turn lane, creating dual right-turn lanes. The outside right-turn lane may operate as a free-flow lane.

Piedmont Road at Tower Place Drive / Piedmont Peachtree Crossings North Driveway

- Install an additional northbound lane and an additional southbound through lane along Piedmont Road from its intersection with Buckhead Loop to the north to Peachtree Road to the south. (Improvement recommended in preliminary BCID Piedmont Road Corridor Study)
- Install an eastbound right-turn lane.
- Install a westbound left-turn lane.

Piedmont Road at Piedmont Peachtree Crossings South Driveway



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- Install an additional northbound through lane and an additional southbound through lane along Piedmont Road. (Improvement recommended in preliminary BCID Piedmont Road Corridor Study)
- Provide separate eastbound left-turn and right-turn lanes.

Piedmont Road at Rooms to Go Driveway

- Install an additional northbound through lane and an additional southbound through lane along Piedmont Road. (Improvement recommended in preliminary BCID Piedmont Road Corridor Study)

Peachtree Road at Highland Drive

- Install two southbound left-turn lanes, creating dual left-turn lanes.

Peachtree Road at Piedmont Road

- Install an additional northbound through lane by restriping the existing northbound right-turn lane to a through lane and constructing a new right-turn lane.
- Install an additional northbound left-turn lane, creating dual northbound left-turn lanes.
- Install an additional southbound through lane.
- Install an eastbound right-turn lane.

Piedmont Road at Pharr Road

- Install a northbound left-turn lane. (Improvement recommended in preliminary BCID Piedmont Road Corridor Study)
- Install a southbound right-turn lane.

Note: Intersection #4 (*Piedmont Rd at Tower Place Dr*) is expected to operate at an unacceptable LOS during the AM and PM peak hours during the future No-Build condition, even with the above recommended improvements. Additional improvements, including the installation of dual southbound left-turn lanes and addition of a northbound right-turn lane, could improve the level of service at this intersection to an acceptable level. These additional improvements are not recommended for the following reasons:

In order to preserve the pedestrian character of the Buckhead area, it is not recommended that additional turn-lanes be installed at the intersection, which would increase the distance a pedestrian is required to clear the intersection.

If dual left-turn lanes are installed at this intersection, protected (green arrow only) left-turns would be required, thereby prohibiting left-turn movements during gaps in northbound through traffic (if allowed during the green ball phase). For example, during most hours of the day, having a single southbound left-turn lane with protected-permissive (green arrow followed by green ball) appears to be the most practical/feasible.

Additional lanes would be needed primarily during the AM Peak Hour for employees entering the Terminus site via Tower Place Drive. At other hours during the day, the additional lanes would likely not be necessary under standard conditions.

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.

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Buckhead Loop at Tower Place Drive

- Install an additional southbound left-turn lane, creating dual left-turn lanes. (Note: The Buckhead Place DRI does not add traffic to this movement)

Note: A signal at the location of Driveway #3 would improve its level of service to an acceptable level; however, a signal might not meet signal warrant guidelines at this location due to the proximity of other signals and peak-hour signal requirements. Nevertheless, a signal at this location is worth considering due to limited turning movements and the need for a mid-block pedestrian signal.

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 Buckhead MARTA station is located less than ½ mile from the site. In addition, the proposed development is located along three MARTA bus routes: Route 23 – Lenox / Arts Center (5-10-minute headways), Route 5 – Sandy Springs (15-minute headways), and Route 110 – The Peach (30-minute headways). Route 23 intersects the Lenox MARTA Station, the Buckhead MARTA Station, and the Arts Center Station. Route 5 intersects the Lindbergh MARTA Station and the Dunwoody MARTA Station. Route 110 intersects the Five Points MARTA Station and the Lenox MARTA Station.

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 and 10% Office	9%	9%
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)		31%

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 not fully

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capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that, *with the following exceptions*, the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

- ARC is concerned about the recommendation of adding one general purpose lane in each direction to Piedmont Rd from Buckhead Loop to Peachtree Rd. This recommendation is not in the TIP or RTP and given the right-of-way constraints, high land values adjacent to the corridor, and a general lack of regional transportation funding ARC sees such a project as unfeasible.
- ARC also has reservations about adding a traffic signal at driveway #3. The Transportation Research Board reports in the Access Management Manual that each additional traffic signal per mile reduces travel speed by 2 to 3 miles per hour. Unless the signal meets warrants it should not be considered.

ARC makes the no further recommendations for the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.88 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, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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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
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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 1.06 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 4,900 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.

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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.)?**

Comments received from the City of Atlanta Public Schools and attached at the end of this report state that it is not anticipated that the proposed 200 residential unit project will have an adverse impact upon the elementary and high schools serving the area; however, it may have a negative impact upon the middle school. More information concerning the planned price points and bedroom county is needed. It is recommended that the developer work with the school system to alleviate any negative impacts or concerns.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 355 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 33 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing

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Report. The report shows that seven 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) # 1652
Buckhead Place – City of Atlanta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1652 – Buckhead Place – located in the City of Atlanta.

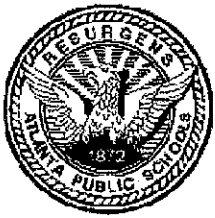
The project location is within half mile of MARTA's Buckhead Rail Station, and is served MARTA bus routes 110, 38, 23, and 5. Additionally, the proposed Peachtree Streetcar route will border the project site on the east. The DRI documentation gave no details of the transportation plan for the site but the project will likely benefit from these existing and planned transit services. Therefore, a pedestrian-friendly design concept is called for that will take full advantage of the abundant transit services at this signature intersection of the two most recognizable street names in Atlanta – Peachtree and Piedmont.

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



Our Focus... Student Success

ATLANTA PUBLIC SCHOOLS

FACILITIES SERVICES
1631 LAFRANCE STREET
ATLANTA, GA 30307

VALERIE D. THOMAS
EXECUTIVE DIRECTOR
(404) 802-3730
FAX (404) 802-3897
vdthomas@atlanta.k12.ga.us

February 13, 2008

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303

RE: Buckhead Place: R801292

Dear Mr. Alexander:

We have received the draft review documents for the Buckhead Place properties. Based on the documentation, the development will consist of 275,000 square feet of office, 1964 square feet for retail space, 200 residential units and a 300 room hotel. Currently, there is an existing 96,000 square foot hotel, 117,400 square feet of retail and 155 residential units and 9,500 square feet of office under construction.

The elementary school available to serve any elementary school age population in the community is currently Smith Elementary School located at 370 Old Ivey Road, Atlanta, Georgia 30342. The Middle School currently serving the area is Sutton Middle School located at 4360 Powers Ferry Road, Atlanta, Georgia 30327. The High School for the students in the community is North Atlanta High School located at 2875 Northside Drive, SE, Atlanta, Georgia 30305.

The development is located in the North Atlanta Cluster Study area of the Atlanta Public Schools. It is difficult to determine the total potential impact without additional information on the types of units proposed. However, based on the information in the draft review documents, it is not anticipated that the proposed 200 residential unit project will have an adverse impact upon the elementary and high schools serving this area. There maybe a possible negative impact upon the middle school. This information can be further clarified with information on the planned price points and bedroom count. We would appreciate receiving any additional information as it relates to the projection of school-aged children identified through your project planning research and information. This information may modify our preliminary assessment.

If there is any additional information needed or question please feel free to contact me at 404-802-3730.

Sincerely,

Valerie D. Thomas

Valerie D. Thomas
Executive Director, Facilities Services

CC: Roger Kubler, Sharron Pitts, Herb Joseph



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. Kim Turner, Acting Director
John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: February 19, 2008

SUBJECT: Comments to Regional Review for Buckhead Place (R801292)

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. Kim Turner, Acting Director

ARC REVIEW CODE	COMMENTS
R801292	<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>Since this proposed development includes a tourist accommodation as defined in the DHR rules and regulations for tourist accommodations, the owner or contractor must submit plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a tourist accommodation permit prior to opening.</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>

Developments of Regional Impact

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[Tier Map](#)
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DRI #1652

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: Buckhead Place

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 3312-3316 Piedmont; 3232-3242 Peachtree Rd

Brief Description of Project: A mixed use development consisting of 200 residential condo units, a 300 room hotel, 296,000 SF office, 60,000 SF retail, and 21,500 SF of quality restaurant space

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.):	See description
Developer:	Coro Realty
Mailing Address:	400 Northcreek - Suite 100
Address 2:	3715 Northside Parkway
	City:Atlanta State: GA Zip:30327
Telephone:	404-846-8660
Email:	gfarmer@cororealty.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	JH Holdings
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 Z-07-109
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?	Phase II Approx. 80% (phase 1 under construction)
Estimated Project Completion Dates:	This project/phase: 2014 Overall project: 2014
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Developments of Regional Impact

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DRI #1652

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:	Buckhead Place
DRI ID Number:	1652
Developer/Applicant:	Coro Realty
Telephone:	404-846-8660
Email(s):	gfarmer@cororealty.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
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If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected) Yes No
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If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$277 million
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$3,312,920.00
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): Priscilla of Boston Bridal Shop 6,000 SF	

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)?	1.06 MGD
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:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.88 MGD
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.)	814 AM Trips, 926 PM Trips (Net trips)
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 study performed by Kimley-Horn and Associates	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	4,900 Tons
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?	90%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will meet all required standards of the City of Atlanta's stormwater detention and water quality standards.	
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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