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: May 2 2008 **ARC REVIEW CODE**: R804021

TO: Mayor Joseph L. Macon
ATTN TO: Geneasa L. Elias, Assistant Director
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 East Point
Name of Proposal: **Village at Redwine**

Review Type: Development of Regional Impact	**Date Opened:** Apr 2 2008	**Date Closed:** May 2 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: According to the Unified Growth Policy Map, the proposed development is located in an area designated as an urban neighborhood. Urban Neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is consistent with the many of Regional Development Policies, encouraging mixed use development and redevelopment with access to the regional transportation system. The proposed development is also intending to provide a variety of home styles and price ranges, including a work force housing element, that ensure housing for individuals and families of all incomes and age groups.

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
CLAYTON COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY SCHOOLS
CITY OF ATLANTA
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF COLLEGE PARK

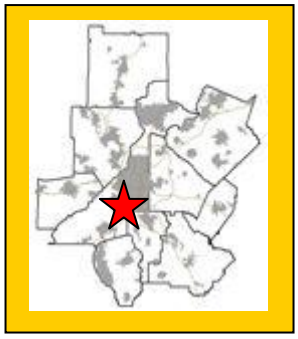
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	April 2, 2008	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Village at Redwine #1627
Final Report Due:	May 2, 2008		Comments Due By:	April 16, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Village at Redwine is a mixed use development located on 81 acres in the City of East Point. The proposed development will consist of 988 residential units, 8,000 square feet of retail space, and 34,000 square feet of office space. The residential component will include 458 garden apartments, 108 townhome units, 46 single family homes, and 375 mid rise condo and apartment units. The proposed development is located north of Camp Creek Marketplace along Redwine Road.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2012.

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 R-3, R-1, C-L. The proposed zoning for the site is R-4 and C-L. Information submitted for the review states that the proposed development is consistent with the City of East Point's Future Land Use Map, which designates the areas as medium density residential.

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?

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

YEAR	NAME
2005	Coventry Station
2002	Camp Creek Business Centre
2002	Princeton Lakes
2001	Camp Creek Business Centre
2001	South Meadow Business Park Expansion
2001	Camp Creek Marketplace
1988	Cowart Lake
1986	Camp Creek Center

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

Information submitted for the review, the site is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as an urban neighborhood. Urban Neighborhoods are defined as distinct areas that are located in an urban area that may have a small commercial component that serves the local area. The proposed development is consistent with the many of Regional Development Policies, encouraging mixed use development and redevelopment with access to the regional transportation system. The proposed development is also intending to provide a variety of home styles and price ranges, including a work force housing element, that ensure housing for individuals and families of all incomes and age groups.

Despite the presence of three MARTA bus routes that run directly adjacent the proposed development, there were no alternative mode reductions taken in the traffic analysis and no attempts to accommodate/encourage transit use are shown on the site plan. ARC staff recommends that the developer coordinate with MARTA and provide bus shelters at appropriate locations.

FINAL REPORT

Regional Development Plan Policies

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

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

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

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

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

6. Promote the reclamation of Brownfield development sites.

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

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

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

10. Promote sustainable and energy efficient development.

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

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

13. Provide strategies to preserve and enhance historic resources

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

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

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

17. Coordinate local policies and regulations to support Regional Policies

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

BEST LAND USE PRACTICES

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

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

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

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

BEST HOUSING PRACTICES

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

LOCATION

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

The proposed development is located in the City of East Point, west of Interstate 285 and north of Redwine 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 East Point; however the proposed development is adjacent to the City of Atlanta.

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

The proposed development is adjacent to the North Camp Creek Parkway Nature Preserve in the City of Atlanta. The proposed development should strive to mitigate the impacts of the development on the nature preserve.

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 $92,200,000 with an expected $12,256,886 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

None were determined during the review.

NATURAL RESOURCES

Watershed Protection

The proposed project is not in the Chattahoochee River Corridor, but is in the portion of the Chattahoochee Basin that drains into the Corridor. Two streams, Smith Creek and an unnamed stream, which are both tributaries to Camp Creek, are shown on the project property in the submitted project plans. Smith Creek is also shown as a perennial stream on the regional USGS coverage. The submitted plans show, but do not identify, buffers of about 30 to 35 feet in depth on both streams. However, the project will need to meet the requirements of the City of East Point Stream Buffer Ordinance for these two streams as well as any unmapped streams that meet the ordinance criteria. The ordinance requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on all streams under its jurisdiction. Buffers consistent with the City ordinance need to shown and identified in this project.

All state waters on the property are subject to the 25-foot Erosion and Sedimentation Act buffers.

Storm Water / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on regional storm water monitoring data from the Atlanta Region. Land use areas were estimated based on the project plans. As the single-family lots average less than ¼-acre, they are included with multi-family, as there are no separate factors for that lot size. Actual loading factors will depend on the amount of impervious surface in the final project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	1.25	2.14	21.75	135.00	1228.75	1.54	0.28
Forest/Open	17.44	1.40	10.46	156.96	4098.40	0.00	0.00
Office/Light Industrial	1.68	2.17	28.78	191.52	1189.44	2.49	0.32
Townhouse/Apartment	59.73	62.72	639.71	4001.91	36136.65	45.39	8.36
TOTAL	80.10	68.42	700.70	4485.39	42653.24	49.42	8.96

Total % impervious **39%**

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Full access to the site is proposed at three locations. The primary access point will be at the existing intersection of Redwine Road and Commerce Drive. Two other access points for the Garden Apartment Village and the Retail/Office/Mid-Rise areas are proposed along Redwine Road east and west of Commerce Drive.

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

URS Corporation 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
Shopping Center 8,000 SF	21	13	34	57	61	118	1,315
General Office Building 34,000 SF	70	9	79	20	97	117	581
Single-Family Detached Housing 47 Units	10	32	42	34	20	54	519
Residential Condominium/Townhouse 108 Units	9	46	55	43	21	64	685
Apartments 833 Units	82	330	412	309	167	476	5,157
Mixed-Use Reductions	*-7*	*-7*	*-14*	*-43*	*-43*	*-86*	*-914*
Alternative Mode Reductions	-	-	-	-	-	-	-
Pass-By Reductions	-	-	-	-	-	-	-
TOTAL NEW TRIPS	**185**	**423**	**608**	**420**	**323**	**743**	**7,343**

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

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

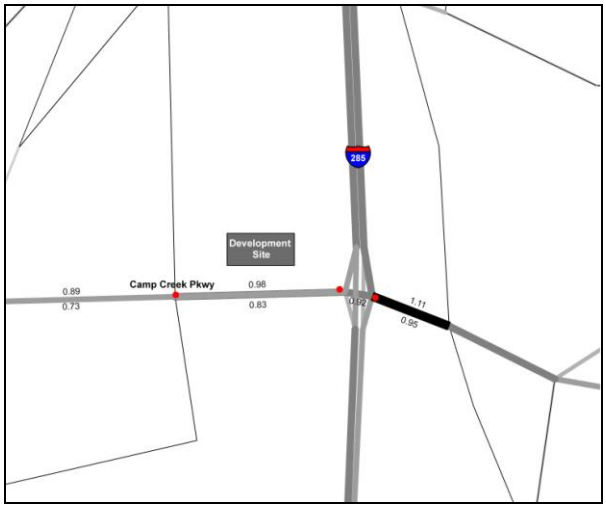
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

V/C Ratios

2010 AM Peak

2010 PM Peak

2020 AM Peak



2020 PM Peak

2030 AM Peak

2030 PM Peak

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 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
	No Programmed Projects in the Area		

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-112	Stone Hogan Connector extension from Stone Road to North Desert Drive	General Purpose Roadway Capacity	2020
FS-017A	I-285 South at Washington Road	Interchange Capacity	2020
FS-200A	Washington Road from I-285 to Desert Drive	General Purpose Roadway Capacity	2030
FS-200B	Washington Road from SR 6 (Camp Creek Parkway) to Delowe Drive	General Purpose Roadway Capacity	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 Village at Redwine.

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.

SR 6 (Camp Creek Parkway) @ Commerce Drive

- Add an additional westbound through lane creating three westbound through lanes.

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

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The proposed site is adjacent to fixed route bus service. MARTA bus routes 82, 84, and 88 run directly adjacent to the proposed site along Redwine Road. All three routes operate seven days a week. During the week all three routes operate with approximate 20 minute headways. Additionally, all three bus routes provide connecting service the East Point MARTA Station.

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

The Village at Redwine DRI is not located within a designated TMA and no developer sponsored transportation management strategies are proposed.

The development **DOES NOT PASS t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**12%**

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

ARC makes the following recommendations/Comments for the proposed development:

- Despite the presence of <u>three</u> MARTA bus routes that run directly adjacent the proposed development, there were no alternative mode reductions taken in the traffic analysis and no attempts to accommodate/encourage transit use are shown on the site plan.
    - ARC staff recommends that the developer coordinate with MARTA and provide bus shelters at appropriate locations.
- The primary driveway (at the intersection of Redwine Road and Commerce Drive) functions as an on-site collector street with potential for a future connection with North Camp Creek Parkway. This road should be designed with appropriate bicycle facilities to accommodate those cyclists who want to access the retail and transit amenities at Camp Creek Market Place.
- Appropriate, ADA compliant, sidewalks and crosswalks that connect all uses within the proposed development should be provided. The current site plan does not reflect proper pedestrian facilities for the garden apartments, mid-rise apartments, office space, and retail space. Without such facilities the internal capture reduction of 11.1% may not be appropriate.

<u>INFRASTRUCTURE</u>

Wastewater and Sewage

Wastewater is estimated at 241,920 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

Camp Creek Treatment Plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Camp Creek 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
13	13	13	17	-4	Expansion to 24 mgd by 2005.	Step permit (13/19/24) approved by EPD.

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 0.241,920 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 7,982 tons of solid waste per year and the waste will be disposed of in Fulton County.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 988 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 113.03. This tract had a 0.4 percent decrease in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 95 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a lack 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.

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

April 17, 2008

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

RE: Development of Regional Impact (DRI) # 1627
Village at Redwine

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1627 – Village at Redwine – located in City of East Point.

MARTA Bus Routes 82 operates on Redwine Road directly serves the proposed project location. In addition, Bus Routes 84 and 88 operate on Camp Creek Road less than one half mile from the project site. All three bus routes connect to the East Point rail station.

This area of South Fulton is developing rapidly and transit service will become a useful mobility alternative for area residents and surrounding business patrons. Provision of continuous sidewalks will make for easy access to the transit services. We wish to request, therefore, that a bus shelter on Redwine Road where residents and workers can take refuge from the elements be included in the project concept. To this point, MARTA is available to work with the developer on where to locate the bus shelter.

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

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, Interim Director

MEMORANDUM

TO: Haley Fleming, Review Coordinator
Atlanta Regional Commission

CC: Dr. Kim Turner, Interim Director
John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: April 25, 2008

SUBJECT: **Village at Redwine**

ARC REVIEW CODE	COMMENTS
R804021	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. Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy. This facility must comply with the Georgia Smokefree Air Act of 2005. 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. 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 and approval by 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 permit to operate the pool prior to opening. 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.

Developments of Regional Impact

DRI #1627

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:	East Point
Individual completing form:	Geneasa L. Elias, AICP
Telephone:	(404) 270-7026
E-mail:	gelias@eastpointcity.org

*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:	Village @ Redwine
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	Redwine Road @ North Commerce Drive -Land Lot 255
Brief Description of Project:	81-acre site to include aproximately 32% greenspace, 8000sf of retail space, 34000sf of office space and 988 residential units (multifamily, attached and detached). The amenity package includes pools, clubhouses, community parks, sidewalks and will connect to the trail constructed in the Princeton Lakes development (City of Atlanta).

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.):	988 residential units, 8000sf retail, 34000sf office
Developer:	Paul N. Donnelly
Mailing Address:	Madison Commercial Properties, LLC
Address 2:	2731 Eatonton Road
	City:Madison State: Ge Zip:30650
Telephone:	(706) 343-1028
Email:	paul@madisonlakes.net
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?	N/A
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name: N/A
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☑ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	N/A
Estimated Project Completion Dates:	This project/phase: 30 months Overall project:

Back to Top

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Developments of Regional Impact

DRI #1627

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:	East Point
Individual completing form:	Geneasa L. Elias, AICP
Telephone:	(404) 270-7026
Email:	gelias@eastpointcity.org

Project Information

Name of Proposed Project:	Village @ Redwine
DRI ID Number:	1627
Developer/Applicant:	Paul N. Donnelly
Telephone:	(706) 343-1028
Email(s):	paul@madisonlakes.net

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:	$92,200,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$12,256,886
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):	

Water Supply

Name of water supply provider for this site:	City of East Point
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.241920mgd
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:	Fulton County - Camp Creek Waste Water Treatment Plant
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	.241920mgd
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.)	7,343
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:System improvements- 1.) Additional westbound third lane @ Camp Creek Parkway and Commerce Drive, 2.) Traffic Signal @ Commerce Drive and Redwine Road (per URS Transportation Analysis) Project Improvements- Site access requirements at the full-movement access point opposite Commerce Drive will require a dedicated southbound left turn lane, a shared northbound through-right turn lane. Two other access points into the development from Redwine Road will require dedicated southbound left and right turn lanes (per URS Transportation Analysis)

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	900 tons per year (average)
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?	43%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Landscaped buffer areas, stream buffer areas, detention water quality ponds, wetlands protection and other landscape requirements

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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:	

Back to Top

GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page Site Map | Statements | Contact

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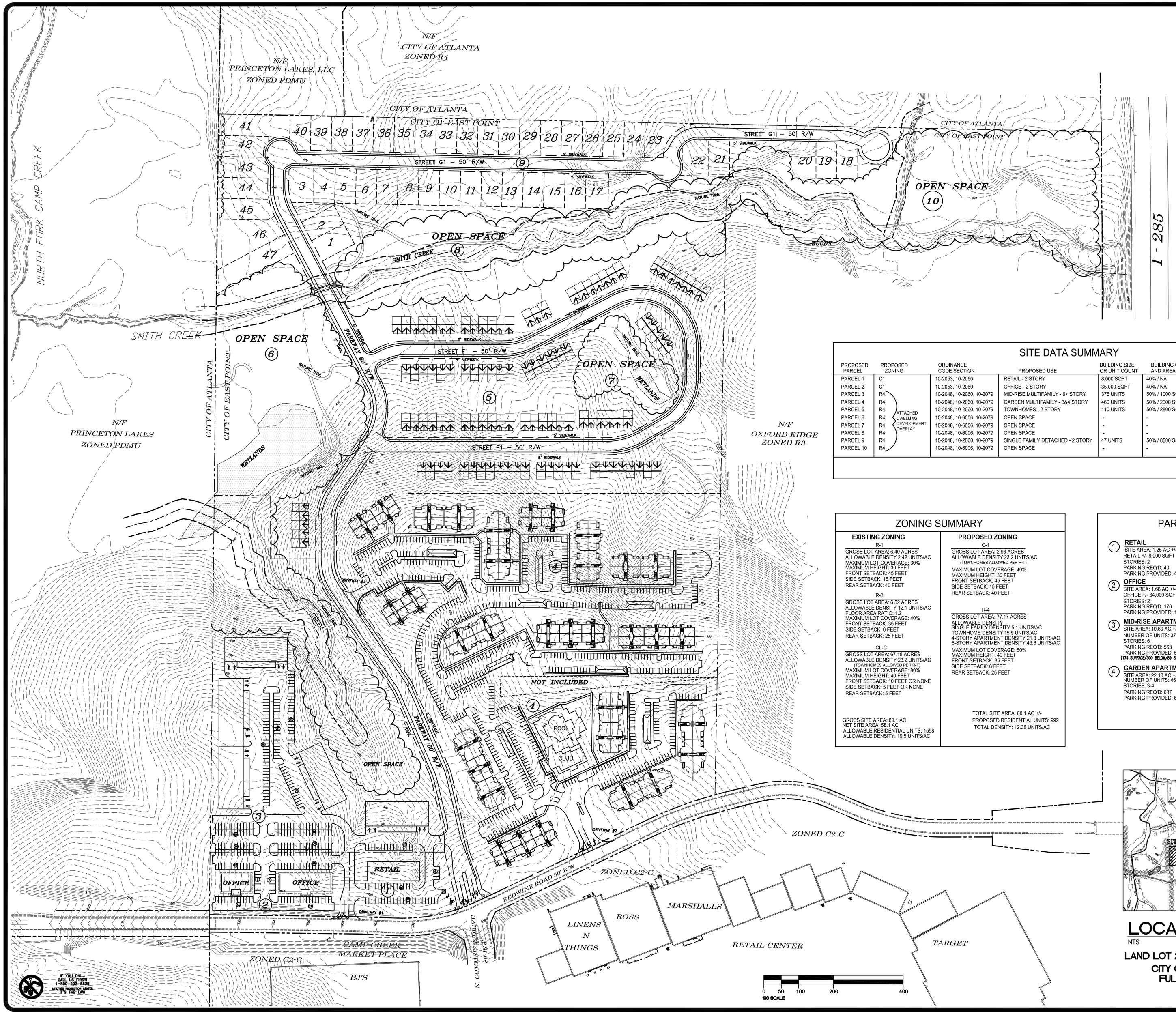


SITE DATA SUMMARY

PROPOSED PARCEL	PROPOSED ZONING	ORDINANCE CODE SECTION	PROPOSED USE	BUILDING SIZE OR UNIT COUNT	BUILDING COVERAGE AND AREA PER UNIT	MINIMUM LOT SIZE	PARCEL ACREAGE
PARCEL 1	C1	10-2053, 10-2060	RETAIL - 2 STORY	8,000 SQFT	40% / NA	-	1.25 ACRES
PARCEL 2	C1	10-2053, 10-2060	OFFICE - 2 STORY	35,000 SQFT	40% / NA	-	1.68 ACRES
PARCEL 3	R4 (ATTACHED DWELLING DEVELOPMENT OVERLAY)	10-2048, 10-2060, 10-2079	MID-RISE MULTIFAMILY - 6+ STORY	375 UNITS	50% / 1000 SQFT/UNIT	8.61 ACRES	10.60 ACRES
PARCEL 4	R4	10-2048, 10-2060, 10-2079	GARDEN MULTIFAMILY - 3&4 STORY	460 UNITS	50% / 2000 SQFT/UNIT	21.12 ACRES	22.10 ACRES
PARCEL 5	R4	10-2048, 10-2060, 10-2079	TOWNHOMES - 2 STORY	110 UNITS	50% / 2800 SQFT/UNIT	7.07 ACRES	16.77 ACRES
PARCEL 6	R4	10-2048, 10-6006, 10-2079	OPEN SPACE	-	-	-	4.32 ACRES
PARCEL 7	R4	10-2048, 10-6006, 10-2079	OPEN SPACE	-	-	-	1.72 ACRES
PARCEL 8	R4	10-2048, 10-6006, 10-2079	OPEN SPACE	-	-	-	4.65 ACRES
PARCEL 9	R4	10-2048, 10-2060, 10-2079	SINGLE FAMILY DETACHED - 2 STORY	47 UNITS	50% / 8500 SQFT/UNIT	9.17 ACRES	10.26 ACRES
PARCEL 10	R4	10-2048, 10-6006, 10-2079	OPEN SPACE	-	-		6.75 ACRES

TOTAL SITE 80.1 AC +/-
OPEN SPACE 17.44 AC / 21.8%
TOTAL UNITS 992
TOTAL DENSITY 12.38 UNITS / AC

ZONING SUMMARY

EXISTING ZONING

R-1
GROSS LOT AREA: 6.40 ACRES
ALLOWABLE DENSITY 2.42 UNITS/AC
MAXIMUM LOT COVERAGE: 30%
MAXIMUM HEIGHT: 30 FEET
FRONT SETBACK: 45 FEET
SIDE SETBACK: 15 FEET
REAR SETBACK: 40 FEET

R-3
GROSS LOT AREA: 6.52 ACRES
ALLOWABLE DENSITY 12.1 UNITS/AC
FLOOR AREA RATIO: 1.2
MAXIMUM LOT COVERAGE: 40%
FRONT SETBACK: 35 FEET
SIDE SETBACK: 6 FEET
REAR SETBACK: 25 FEET

CL-C
GROSS LOT AREA: 67.18 ACRES
ALLOWABLE DENSITY 23.2 UNITS/AC
(TOWNHOMES ALLOWED PER R-T)
MAXIMUM LOT COVERAGE: 80%
MAXIMUM HEIGHT: 40 FEET
FRONT SETBACK: 10 FEET OR NONE
SIDE SETBACK: 5 FEET OR NONE
REAR SETBACK: 5 FEET

GROSS SITE AREA: 80.1 AC
NET SITE AREA: 58.1 AC
ALLOWABLE RESIDENTIAL UNITS: 1558
ALLOWABLE DENSITY: 19.5 UNITS/AC

PROPOSED ZONING

C-1
GROSS LOT AREA: 2.93 ACRES
ALLOWABLE DENSITY 23.2 UNITS/AC
(TOWNHOMES ALLOWED PER R-T)
MAXIMUM LOT COVERAGE: 40%
MAXIMUM HEIGHT: 30 FEET
FRONT SETBACK: 45 FEET
SIDE SETBACK: 15 FEET
REAR SETBACK: 40 FEET

R-4
GROSS LOT AREA: 77.17 ACRES
ALLOWABLE DENSITY
SINGLE FAMILY DENSITY 5.1 UNITS/AC
TOWNHOME DENSITY 15.5 UNITS/AC
4-STORY APARTMENT DENSITY 21.8 UNITS/AC
6-STORY APARTMENT DENSITY 43.6 UNITS/AC
MAXIMUM LOT COVERAGE: 50%
MAXIMUM HEIGHT: 40 FEET
FRONT SETBACK: 35 FEET
SIDE SETBACK: 6 FEET
REAR SETBACK: 25 FEET

TOTAL SITE AREA: 80.1 AC +/-
PROPOSED RESIDENTIAL UNITS: 992
TOTAL DENSITY: 12.38 UNITS/AC

PARCEL SUMMARY

1. **RETAIL**
SITE AREA: 1.25 AC +/-
RETAIL +/- 8,000 SQFT
STORIES: 2
PARKING REQ'D: 40
PARKING PROVIDED: 40

2. **OFFICE**
SITE AREA: 1.68 AC +/-
OFFICE +/- 34,000 SQFT
STORIES: 2
PARKING REQ'D: 170
PARKING PROVIDED: 170

3. **MID-RISE APARTMENTS**
SITE AREA: 10.60 AC +/-
NUMBER OF UNITS: 375
STORIES: 6
PARKING REQ'D: 563
PARKING PROVIDED: 563
(174 SURFACE/300 BELOW/89 SHARED)

4. **GARDEN APARTMENTS**
SITE AREA: 22.10 AC +/-
NUMBER OF UNITS: 460
STORIES: 3-4
PARKING REQ'D: 687
PARKING PROVIDED: 687

5. **TOWNHOUSE TRACT**
SITE AREA: 16.77 AC +/-
NUMBER OF TOWNHOUSES: 110
STORIES: 2
PARKING REQ'D: 165
PARKING PROVIDED: 165

6. **OPEN SPACE**
SITE AREA: 4.32 AC +/-

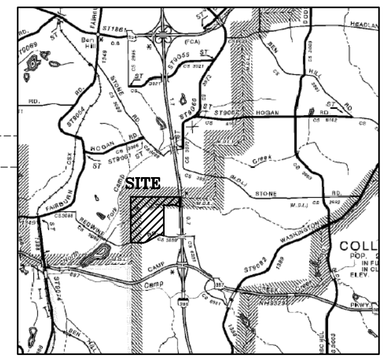
7. **OPEN SPACE**
SITE AREA: 1.72 AC +/-

8. **OPEN SPACE**
SITE AREA: 4.65 AC +/-

9. **SINGLE-FAMILY LOTS**
SITE AREA: 10.26 AC +/-
NUMBER OF LOTS: 47
STORIES: 2
PARKING 1.5 SPACES / DWELLING

10. **OPEN SPACE**
SITE AREA: 6.75 AC +/-

TOTAL SITE AREA: 80.1 AC +/-
TOTAL RESIDENTIAL UNITS: 992
DENSITY: 12.38 UNITS/AC
EXISTING ZONING: R1, C-L, R3
PROPOSED ZONING: R4, C-1
TOTAL OPEN SPACE: 17.44 AC - 21.8%



LOCATION MAP

NTS

LAND LOT 255 – 14th DISTRICT
CITY OF EAST POINT
FULTON COUNTY

DATE	REVISION
3/19/08	REVISE PLAN PER DRI CHECKLIST

S.E.Civil
501 THORNTON RD. SUITE B
LITHIA SPRINGS, GEORGIA 30122
678-445-4946 FAX-678-445-4633

THE VILLAGE AT REDWINE
PRELIMINARY SITE PLAN

CONTACT INFORMATION
MADISON COMMERCIAL PROPERTIES, LLC
2731 EATONTON RD
MADISON, GEORGIA 30350
PAUL DONNELLY
706-343-1028

DRAWN JSK | DATE 2/26/08
CHECKED RGB | JOB No. 06-95

SHEET C01