



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: Jun 4 2008

ARC REVIEW CODE: R805052

TO: Mayor Alan Hallman
ATTN TO: Chris Montesinos, Planning 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 Hapeville
Name of Proposal: Asbury Park

Review Type: Development of Regional Impact

Date Opened: May 5 2008

Date Closed: Jun 4 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 includes a mix of residential and commercial uses. The development is located within the Hapeville Livable Centers Initiative (LCI) Study, completed 2005, therefore the development should not only meet the Regional Development Policies, but also the goals and recommendations set forth in the LCI Study.

The proposed development is consistent with many of the Regional Development Plan Policies and the Atlanta Region Unified Growth Policy Map (UGPM). The UGPM indicates that the proposed is located within a mega corridor. Mega corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a Town Center, which are defined as low intensity centers that serve a local area. Town centers have a mixture of residential and commercial land uses.

The LCI Study set forth several recommendations for the study area which the proposed development is located. Recommendations included providing a framework for land uses that support a traditional town environment based on neighborhoods. This notion includes neighborhood centers that serve the populations within a quarter mile walk. Portions of the proposed site have been identified as part of one of four neighborhood centers within the study area. The development should comply with the recommendations set forth in the LCI Study pertaining to street and block pattern, lot pattern, building pattern, the public realm, and architectural preservation.

ARC has completed its review of the Hapeville Ford Plan redevelopment, located adjacent to the development to the east. There are potential street connections between the developments that are encouraged to be made where possible. It is strongly encouraged that the City of Hapeville work with each of the developments to ensure that these connections can be made. Secondly, alternative connections, such as sidewalks, multi-use paths for bicyclists and pedestrians, should be made where the street connection is not possible.

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
CITY OF COLLEGE PARK
PLANNING HARTSFIELD ATL. INT. AIRPORT

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA
CLAYTON COUNTY
FEDERAL AVIATION ADMINISTRATION

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF EAST POINT
CITY OF FOREST 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.

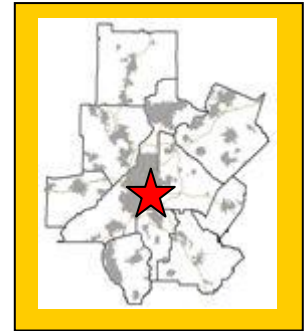
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Asbury Park project is a mixed use development on 29.86 acres in the City of Hapeville. This project was previously reviewed as Old Town Hapeville (#1108) in 2006. The proposed development will include 2,104 residential units comprised of 58 townhomes, 38 flats, 2,008 condominium units, and 69,031 square feet of retail. The project site is bounded by South Central Avenue, Oak Street, Atlanta Street, and the railroad line running parallel to Elm Street.



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 UV (urban village). The DRI trigger for this development is a text amendment to the existing zoning expansion of the number of residential uses. Information submitted for the review states that the proposed zoning is consistent with the City of Hapeville's Future Land Use Map which designates the area as mixed use.

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 identifying inconsistencies with any potentially affected local government's short-term work program.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
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**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 to 1991) or as a DRI (1991 to present), within a three mile radius of the proposed project.

YEAR	NAME
2008	Hapeville Ford Redevelopment
2006	Old Town Hapeville
1999	Hartsfield Master Plan
1989	College Park Redevelopment Area
1989	Hartsfield Centre

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

Based on information submitted for the review, the site is currently occupied by single family residences, commercial and retail businesses, and light industrial businesses.

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 includes a mix of residential and commercial uses. The development is located within the Hapeville Livable Centers Initiative (LCI) Study, completed 2005, therefore the development should not only meet the Regional Development Policies, but also the goals and recommendations set forth in the LCI Study.

The proposed development is consistent with many of the Regional Development Plan Policies and the Atlanta Region Unified Growth Policy Map (UGPM). The UGPM indicates that the proposed is located within a mega corridor. Mega corridors are defined as the most intensely developed radial corridors in the region. The proposed development is also located within a Town Center, which are defined as low intensity centers that serve a local area. Town centers have a mixture of residential and commercial land uses.

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ARC has completed its review of the Hapeville Ford Plan redevelopment, located adjacent to the development to the east. There are potential street connections between the developments that are encouraged to be made where possible. It is strongly encouraged that the City of Hapeville work with each of the developments to ensure that these connections can be made. Secondly, alternative connections, such as sidewalks, multi-use paths for bicyclists and pedestrians, should be made where the street connection is not possible.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
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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.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

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.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

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 project is located in the City of Hapeville bounded by South Central Avenue, Oak Street, Atlanta Street, and the railroad line running parallel to Elm Street.

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.

It is entirely within the City of Hapeville’s boundaries; however, the site is within two miles of the City of Atlanta, East Point, and Fulton County. The proposed development is also within two miles of Hartsfield-Jackson Atlanta International Airport.

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.

Other residential, industrial, and commercial uses immediately surround the development.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$300 million with an expected \$250,000 in annual local tax revenues.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

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?

The proposed development will consist of 2,104 new residential units and 69,031 new retail space as infill development. Partnered with the increase in new office construction in the City of Hapeville, and the close proximity of Hartsfield-Jackson International Airport, the development will increase the opportunities of providing new residential units near major employment centers

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection and Stream Buffers

Based on regional topographic coverage, the project property is located in the Flint River water supply watershed, which is a large water supply watershed (more than 100 square miles) as defined in the Part 5 Environmental Minimum Planning Criteria. The only criteria that apply in a large water supply watershed without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

The USGS coverage for the project area shows no perennial streams located on or near the project site. Any unmapped streams on the property may be subject to the City of Hapeville's stream buffer requirements. Any waters of the state on the property will subject to the State 25-foot erosion and sedimentation buffer.

Stormwater / Water Quality

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plans. 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 with impervious areas based on

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

estimated averages for land uses in the Atlanta Region. The project is being built over existing impervious surfaces, which will affect the change in the new loading amounts. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. 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	29.86	51.06	519.56	3224.88	29352.38	36.73	6.57
TOTAL	29.86	51.06	519.56	3224.88	29352.38	36.73	6.57

Total % impervious 85%

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?

The development will add one roadway (proposed "Street B") to the existing street grid. This new street will extend east-west from Union Avenue, across Elm Street, to the eastern edge of the development. A connection to the neighboring parcels to the east may be made, depending on negotiations with property owners. The eleven parcels comprising the development are separated by

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

numerous existing public roadways including Elm Street, Perkins Street, College Street, Georgia Avenue, Union Avenue, and South Fulton Street. Consequently, each parcel is proposed to have its own driveway(s). Driveway locations by Parcel are described below:

- Parcel A will have one full movement driveway along College Street.
- Parcel B will have one full movement driveway along College Street and three full movement driveways along South Fulton Street.
- Parcel C will have two full movement driveways along South Fulton Street, two full movement driveways along Georgia Avenue, and three full movement driveways along Chestnut Street. The driveways along South Fulton Street and Georgia Avenue will provide a connection between the two streets.
- Parcel D will have one full movement driveway along Georgia Avenue and one full movement driveway along Chestnut Street.
- Parcel E will have one full movement driveway along Atlanta Avenue and one full movement driveway along South Fulton Street.
- Parcel F will have one full movement driveway along Oak Street and one full movement driveway along Georgia Avenue.
- Parcel G will have one full movement driveway along Georgia Avenue, one full movement driveway along Oak Street, and one full movement driveway along Forest Avenue.
- Parcel H will have one full movement driveway along Chestnut Street.
- Parcel I will have one full movement driveway along College Street.
- Parcel J will have one full movement driveway along Perkins Street.
- Parcel K will have one full movement driveway along the proposed "Street B."

See the referenced conceptual plan for a visual representation of access to the proposed development as well as the above description of driveway locations.

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:

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Low-Rise Apartments 689 Dwelling Units	56	211	267	240	129	369	3,916
Residential Condominium/Townhouse 1,415 Dwelling Units	73	357	430	354	174	528	6,104
Shopping Center 69,031 SF	76	49		235	255	490	2,336
<i>Mixed-Use Reductions</i>	-0	-0	-0	-52	-52	-104	-1,068
<i>Alternative Mode Reductions</i>	-10	-30	-40	-39	-25	-64	-714
<i>Pass-By Reductions</i>	-0	-0	-0	-71	-71	-142	-1,550
TOTAL NEW TRIPS	195	587	782	667	410	1,077	12,024

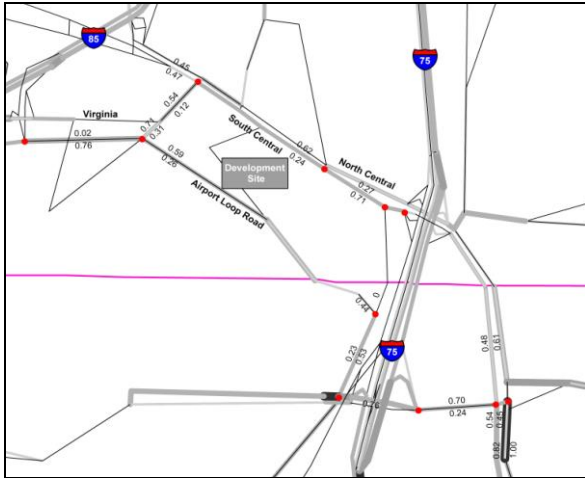
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

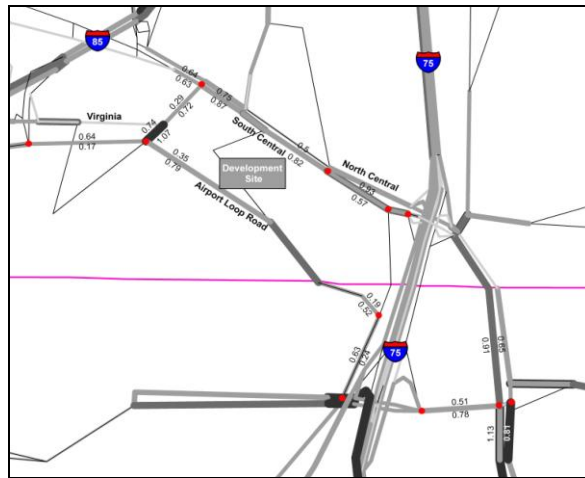
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

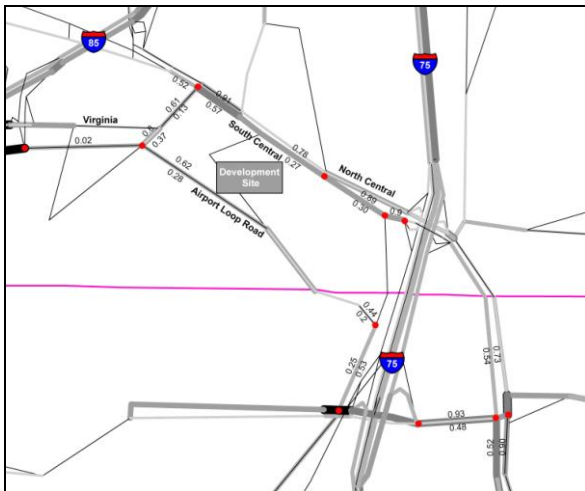
V/C Ratios



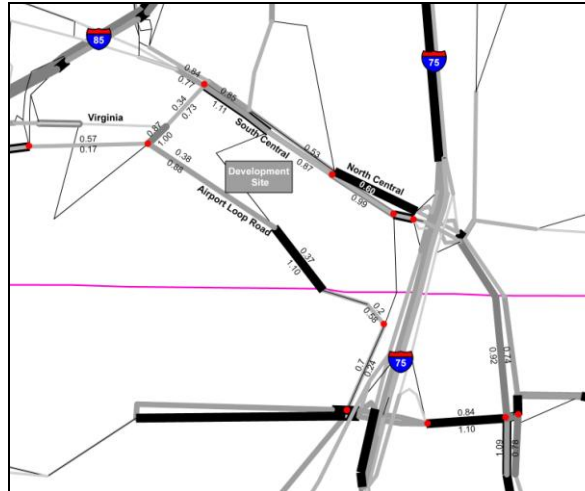
2010 AM Peak



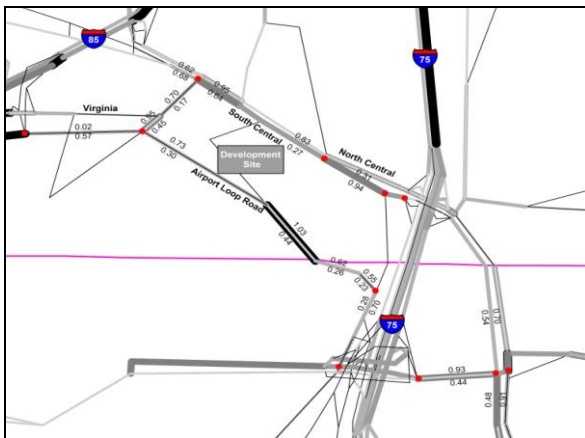
2010 PM Peak



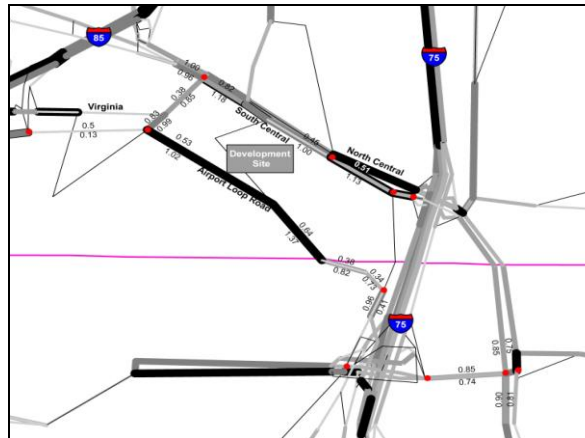
2020 AM Peak



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+

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

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
AR-268B	Commuter rail service – Atlanta/Griffin/Macon (Stations and Park and Ride lots for Lovejoy section)	Fixed Guideway Transit Capital	2010
AR-510	C.W. Grant Pkwy grade separation at Norfolk Southern Rail Line includes realignment of Conley Road and US 19/41 in vicinity	Interchange Capacity	2011
AR-H-050	I-75 managed lanes from Aviation Blvd to SR 54 in Clayton County (PE and ROW only – CST Long Range)	Managed Lanes – Auto/Bus	2020
FS-044	Harrison Rd from Virginia Ave to Central Ave	General Purpose Roadway Capacity	2012
FS-197	Virginia Ave from Harrison Rd to Norman Berry Dr/Bobby Brown Pkwy	Roadway Operational Upgrades	2012
FS-210	North Central Ave pedestrian facilities from N. Whiney Ave to Dearborn Plaza	Pedestrian Facilities	2012
FS-AR-180	Virginia Ave from Hapeville city limits to Doug Davis Dr	Pedestrian Facilities	2009

Envision6 RTP (Long Range Projects)*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-511A-C	I-75/Aviation Boulevard/I-285 Interchange Reconstruction (including managed lane ramps)	Interchange Capacity	2030
AT-158	Southside Industrial Pkwy from US 19/41 to Ruby Harper Pkwy	General Purpose Roadway Capacity	2020
CL-004	Conley Rd at I-285 South	Bridge Capacity	2015
CL-074	Conley Rd/Aviation Blvd Extension from I-285 South to SR 54 (Jonesboro Rd)	General Purpose Roadway Capacity	2020
CL-AR-179	I-285 Eastbound to I-75 Southbound ramp improvements	Interchange Upgrade	2020

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

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

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

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

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

South Central Avenue @ US Highway 41

- Install a traffic signal, if warranted and approved by the City of Hapeville

North Central Avenue @ Perkins Street

- Install a traffic signal, if warranted and approved by the City of Hapeville
- Provide an exclusive northbound right-turn lane along Perkins Street

South Central Avenue/Henry Ford II Avenue @ Perkins Street

- Install signal, if warranted and approved by the City of Hapeville. Interconnect the signal with intersection #5 (North Central and Perkins)

Henry Ford II Avenue @ I-75 SB on/off ramps

- Install a traffic signal, if warranted and approved by the City of Hapeville. Note: there is an existing signal operating in flash at all approaches

Perry J Hudson Parkway/Airport Loop Road @ Union Avenue

- Provide an exclusive southbound right-turn lane along Union Avenue

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

The proposed development is located along South Central Avenue/Henry Ford II Avenue, which is also adjacent to North Central Avenue. Currently, two MARTA bus routes (72 and 95) provide service on these streets, with the nearest bus stop located along North Central Avenue at Connector Road. Route 72 connects the site to Tradeport Boulevard to the east and the MARTA College Park rail station to the west. Route 95 connects the site to the north and west to the West End MARTA rail station. During weekday peak hours, Route 72 operates on scheduled approximate 30-minute headways while Route 95 operates on scheduled 15-minute headways.

Clayton County's C-Tran provides service along Airport Loop Road in the vicinity of the proposed development. Bus Route 500 operates on scheduled 15-minute headways during weekday peak hours while Route 501 operates on scheduled one-hour headways during

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

weekday peak hours. No C-Tran bus stops are currently located immediately adjacent to the proposed project.

In addition to the existing transit services there are a number of other transit related plans and proposals for the immediate area surrounding the proposed development. An extension of the MARTA heavy rail line has been proposed by MARTA, the Transit Planning Board (TPB), and as recommendation from the Southern Regional Accessibility Study. The proposed route would either utilize the existing Norfolk Southern Rail Line to the north of the site or the Airport Loop Road to the south of the site. The extension would terminate in the proposed Southern Crescent transportation center near Aviation Blvd. Additionally, proposed commuter rail service from Lovejoy to Atlanta would utilize the Norfolk Southern rail line adjacent to the site with stops at the Southern Crescent transportation center.

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%
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		14%

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 consistent with adopted local and regional plans:

- Recommend that the developer provide a direct connection between the current end of Chestnut Drive and "Road G" as proposed in the Hapeville Ford Plant Redevelopment DRI.
- ARC staff has concerns over the appropriateness of constructing a right-turn lane northbound on Perkins Street onto South Central Avenue as recommended in the traffic study. This could disrupt the pedestrian friendly environment proposed in the site plan as recommended in the Hapeville Town Center LCI Plan.
- Recommend that the developer coordinate with MARTA on future location of bus stops and provide shelters and amenities such as benches, trash receptacles, and route maps.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.512 MGD.

Which facility will treat wastewater from the project?

The South River facility will provide wastewater treatment for the proposed development.

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

The capacity of the South River 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
48	54	37	45	3	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	

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 0.614 MGD based on regional averages.

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.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 6,219 tons of solid waste per year.

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 project will provide an additional 2,104 housing units that will include single family residential, townhouses, flats, and condominiums.

Preliminary Report:	May 5, 2008	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Asbury Park #1780
Final Report Due:	June 4, 2008		Comments Due By:	May 19, 2008

Will the proposed project provide housing opportunities close to existing employment centers?

Yes.

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

The site proposed for the development is located in Census Tract 108. This tract had a 4.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 74 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.



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, Interim Director
John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: May 30, 2008

SUBJECT: Asbury Park

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

ARC REVIEW CODE	COMMENTS
R505052	<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 Georgia Smokefree Air Act of 2005.</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 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.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p> <p>This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be baited prior to demolition.</p>

Developments of Regional Impact

DRI Home

DRI Rules

Thresholds

Tier Map

FAQ

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DRI #1780

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:	City of Hapeville
Individual completing form:	Chris Montesinos
Telephone:	(404) 669-8269
E-mail:	cmontesinos@hapeville.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:	Asbury Park DRI
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	S Central Avenue, Hapeville, Georgia
Brief Description of Project:	A mixed-use project featuring a combination of apartments, condominiums, townhouses, and a neighborhood-serving commercial component.

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.):	2104 residential units, 69,031 sf of retail
Developer:	Main Street Partners Group
Mailing Address:	2450 Atlanta Highway
Address 2:	Suite 1002
	City:Cumming State: GA Zip:30040
Telephone:	(770) 844-1815
Email:	obcrew@aol.com
Is property owner different from developer/ applicant?	(not selected) Yes No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Olde Town Hapeville
	Project ID: 1108
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2009 Overall project: 2012
Back to Top	

Developments of Regional Impact

[DRI Home](#) [DRI Rules](#) [Thresholds](#)
[Tier Map](#)
[FAQ](#) [Apply](#) [View Submissions](#) [Login](#)

DRI #1780

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:	City of Hapeville
Individual completing form:	Chris Montesinos
Telephone:	(404) 669-8269
Email:	cmontesinos@hapeville.org

Project Information

Name of Proposed Project:	Asbury Park DRI
DRI ID Number:	1780
Developer/Applicant:	Main Street Partners Group
Telephone:	(770) 844-1815
Email(s):	obcrew@aol.com

Additional Information Requested

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

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

Economic Development

Estimated Value at Build-Out:	575,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	10,403,300
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 Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.614
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?	(not selected) Yes No
---	-----------------------------

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.512
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?

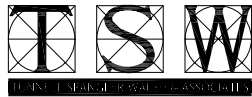
Land Transportation

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.)	781 vehicular trips (AM), 1,078 vehicular trips (PM)
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: Refer to the traffic study performed by Kimley-Horn and Associates, Inc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	6,219 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?	approximately 64 percent		
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 local jurisdiction's stormwater detention and 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:			
Back to Top			



Community Design and Architecture
1389 Peachtree Street NE, Suite 200
Atlanta, Georgia 30309
PH 404.873.6730 FX 404.874.6471
www.tswpa.com

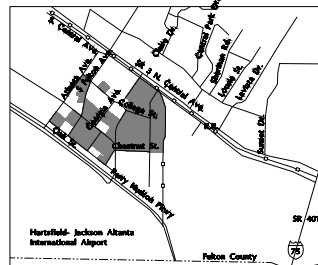
TSW CONSULTANT: CALEB RAGCOT
CLIENT: BILL O'BRIEN
MAIN STREET PARTNERS GROUP
770.844.1815
2450 ATLANTA HIGHWAY
SUITE 1002
CUMMING, GA 30040

TRAFFIC CONSULTANT:
KIMLEY-HORN AND ASSOCIATES, INC.
404.419.8700
THE BELTMOORE
817 W. PEACHTREE ST. N.W.
SUITE 601
ATLANTA, GA 30308

GRTA SITE PLAN NOTES:

1. Total Site Acreage is 29.86 Acres
2. The project is located entirely in the city of Hapeville and does not cross any jurisdictional boundaries.
3. Site does not contain any jurisdictional waters of the U.S.
4. All roads are two lanes with two way traffic
5. The current zoning is Urban Village (UV)
6. Sidewalks are 6'-0" wide plus 5'-0" tree zone unless noted.

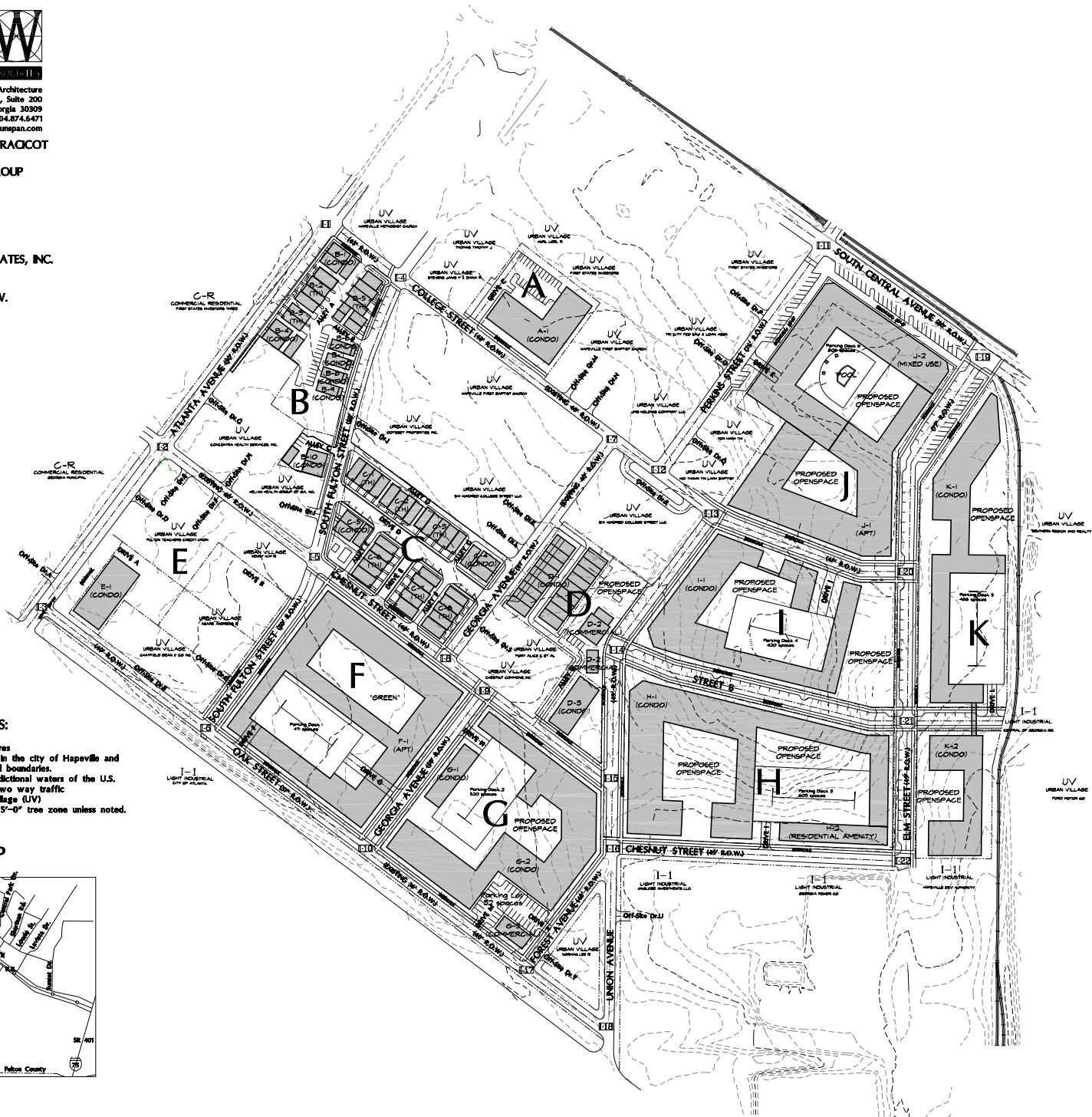
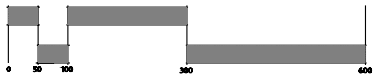
LOCATION MAP



PRELIMINARY PHASING PLAN:

Year	Phase	Development Activity
2007-2009	1	Block B Block C Block F
2010-2012	2	Block A Block D Block E Block G Block H Block I Block J Block K

DRI PLAN for: ASBURY PARK HAPEVILLE, GA



Asbury Park Development Summary

	Stories Total	Total SF Residential	For-Sale Units	Rental Units	Total SF Commercial	Parking Required	Off-Street Parking Provided
Block A: (Phase II)							
Building A-1: Condominiums	5	73,340	64			64	70
Block B: (Phase I)							
Building B-1: Condominiums	3	7,020	6			6	6
Building B-2: Townhouses	3	15,072	4			4	8
Building B-3: Townhouses	3	7,536	2			2	4
Building B-4: Condominiums	3	7,020	6			6	6
Building B-5: Townhouses	3	22,608	6			6	12
Building B-6: Condominiums	2	2,420	2			2	2
Building B-7: Condominiums	2	2,420	2			2	3
Building B-8: Condominiums	2	2,420	2			2	3
Building B-9: Condominiums	2	2,420	2			2	3
Building B-10: Condominiums	3	7,020	6			6	8
Block C: (Phase I)							
Building C-1: Townhouses	3	15,072	4			4	8
Building C-2: Townhouses	3	15,072	4			4	8
Building C-3: Townhouses	3	18,840	5			5	10
Building C-4: Condominiums	3	7,020	6			6	6
Building C-5: Condominiums	3	7,020	6			6	6
Building C-6: Townhouses	3	18,840	5			5	10
Building C-7: Townhouses	3	18,840	5			5	10
Building C-8: Townhouses	3	18,840	5			5	10
Block D: (Phase II)							
Building D-1: Condominiums over TH	4	37,600	36			36	54
Building D-2: Commercial	1				3,750	11	16
Building D-3: Condominiums	5	24,000	16			16	24
Block E: (Phase II)							
Building E-1: Condominiums	5	31,500	21		10,500	63	79
Block F: (Phase I)							
Building F-1: Apartments	5	309,104		261		261	471
Block G: (Phase II)							
Building G-1: Condominiums	5	28,900	25			25	40
Building G-2: Condominiums	5	310,510	274			274	480
Building G-3: Commercial	2				5,052	15	32
Block H: (Phase II)							
Building H-1: Condominiums	5	372,975	337			337	603
Building H-2: Residential Amenity	1				9,505	0	
Block I: (Phase II)							
Building I-1: Condominiums	5	265,590	253			253	420
Block J: (Phase II)							
Building J-1: Apartments	5-6	348,850		268		268	461
Building J-2: Mixed Use	5	159,285		160	40,224	281	345
Block K: (Phase II)							
Building K-1: Condominiums	5	221,575	207			207	330
Building K-2: Condominiums	5	110,310	104			104	156
TOTAL		2,489,039	1,415	689	69,031	2,293	3,703

Totals For All Phases	Units	SF
Condominiums	1,357	
Apartments	689	
Townhouses	58	
Commercial		69,031
Total	2,104	69,031

Commercial FAR = 1.25 acres / 29.86 acres = 0.06

Development Density - 2,104 units / 29.86 acres = 70 units per acre

Totals For Phase 1	Units	SF
Condominiums	38	
Apartments	261	
Townhouses	40	
Commercial		
Total	339	

Totals For Phase 2	Units	SF
Condominiums	1,319	
Apartments	428	
Townhouses	18	
Commercial		69,031
Total	1,765	69,031

