REGIONAL REVIEW NOTIFICATION

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

DATE: Jul 1 2008 **ARC REVIEW CODE**: R807011

TO: CEO Vernon Jones
ATTN TO: Karmen Swan-White,
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Buford Highway
Review Type: Development of Regional Impact

Description: The proposed Buford Hwy development is a mixed use infill development that is located on 25.55 acres in DeKalb County. The proposed development will consist of 40,000 square feet of office, 65,000 square feet of retail, 1,216 apartments, 54 live/work units and 13,000square feet of leasing office. Currently, there are 346 apartments existing on the site. The proposed development is bounded by Buford Highway to the southeast and Curtis Drive to the northeast and is approximately .5 miles northeast of the intersection of North Druid Hills Rd and Buford Hwy.

Submitting Local Government: DeKalb County
Date Opened: Jul 1 2008
Deadline for Comments: *Jul 15 2008*
Earliest the Regional Review can be Completed: Jul 30 2008

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by Jul 15 2008, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Buford Highway** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: *Jul 15 2008*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Jul 1 2008 **ARC REVIEW CODE:** R807011

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs
FROM: Haley Fleming, Review Coordinator, Extension: 3-3311

Reviewing staff by Jurisdiction:

Land Use: Calvert, Brad	**Transportation:** Kray, Michael
Environmental: Santo, Jim	**Research:** Skinner, Jim
Aging: Rader, Carolyn	

Name of Proposal: Buford Highway
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Deadline for Comments: *Jul 15 2008*

Earliest the Regional Review can be Completed: Jul 30 2008

Response:

1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
6) ☐Staff wishes to confer with the applicant for the reasons listed in the comment section.

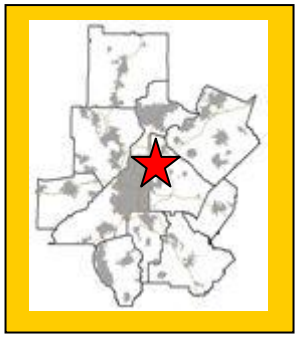
COMMENTS:

Preliminary Report:	July 1, 2008	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	**Project:**	Buford Hwy #1717
Final Report Due:	July 30, 2008		**Comments Due By:**	July 15, 2008

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Buford Hwy development is a mixed use infill development that is located on 25.55 acres in DeKalb County. The proposed development will consist of 40,000 square feet of office, 65,000 square feet of retail, 1,216 apartments, 54 live/work units and 13,000square feet of leasing office. Currently, there are 346 apartments existing on the site. The proposed development is bounded by Buford Highway to the southeast and Curtis Drive to the northeast and is approximately .5 miles northeast of the intersection of North Druid Hills Rd and Buford Hwy.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

GENERAL

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

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

The project site is currently zoned RM-75. The proposed zoning is PC-2. Information submitted for the review states that the proposed development is inconsistent with the Future Development Map which designates the property as Commercial Redevelopment Corridor. The development is requesting a change to the Future Development Map from Commercial Redevelopment Corridor to Town Center.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

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
2007	The Heights at Clairmont
1986	Lenox Park
1985	Lenox Ferncliff

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

Yes, the proposed development will displace housing units. Based on information submitted for the review, there are 346 existing apartments that will be demolished.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map (UGPM). The proposed development is located within a Mega Corridor, according to the Atlanta Region UGPM. Mega Corridors are defined as the most intensely radial developed corridors in the region.

The Regional Development Policies encourage mixed use development along principal transportation corridors. The proposed development is located adjacent to Buford Highway and will allow for individuals to conveniently access the regional transportation network. ARC recommends coordination with MARTA to assess whether a bus stop is warranted on site along Buford Highway. If so, facilities such as a concrete landing pad, benches, trash receptacles, lighting, landscaping and a covered shelter should be provided to encourage transit usage

It is important that stub outs to the adjacent development to the south are provided for future street connections as it is likely that other properties within the immediate area will redevelopment.

PRELIMINARY 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 bounded by Buford Highway to the southeast and Curtis Drive to the northeast and is approximately .5 miles northeast of the intersection of North Druid Hills Rd and Buford Hwy.

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

The proposed development is entirely within DeKalb County.

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

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $271,750,000 with an expected $2,320,000 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?

To be determined during the review.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The property is in the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the DeKalb County stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The project is being developed partly over existing impervious surfaces, which will affect the actual increases caused by the new development. 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	22.55	38.56	392.37	2435.40	22166.65	27.74	4.96
TOTAL	22.55	38.56	392.37	2435.40	22166.65	27.74	4.96

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?

Access to the site will be achieved through one full-access driveway and one right-in/right-out (RIRO) driveway along Buford Highway. In addition, two full-access driveways are proposed along Curtis Drive. The driveways will connect to a proposed street grid within the site between Buford Highway and Curtis Drive.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments 1,216 Units	120	480	600	446	240	686	7,460
General Office 40,000 SF	79	11	90	21	103	124	660
Shopping Center 65,000 SF	74	47	121	226	245	471	5,132
Mixed-Use Reductions	-	-	*0*	*-49*	*-49*	*-98*	*-1,026*
Alternative Mode Reductions	*-14*	*-27*	*-41*	*-32*	*-27*	*-59*	*-611*
Pass-By Reductions	-	-	*0*	*-93*	*-93*	*-186*	*-1,795*
Total New Trips	**259**	**511**	**770**	**519**	**419**	**938**	**9,820**

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 – ***to be determined during review***

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
DK-324D	Buford Highway (SR 13) from Lennox Rd in the City of Atlanta to Shallowford Terrace in DeKalb County	Pedestrian Facility	2012

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-910	Buford Highway (SR 13) from Pleasant Hill Road in Gwinnett County to MARTA Lindbergh station in City of Atlanta	Arterial BRT	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 Symphony Park Mixed-Use.

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.

N. Druid Hills Road @ Buford Highway

- Add a westbound right-turn lane along N. Druid Hills Road
- Add a northbound right-turn lane along Buford Highway
- Optimize the timing splits (cycle length, yellow and red times remain the same)

N. Druid Hills Road @ I-85 SB Ramps

- Add a second eastbound right-turn lane along N. Druid Hills Road
- Optimize the timing splits (cycle length, yellow and red times to remain the same)

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.

Buford Highway @ Proposed Drive A (full-access)

- Signalize the intersection if warranted and coordinate timings with Buford Highway @ Curtis Drive

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?

Currently, MARTA bus routes 39 and 139 serve the site. Route 39 connects the Lindbergh rail station and the Doraville station on approximate 12-minute headways. Route 139 connects the Lenox rail station and the Plaza Fiesta mall on 30-minute headways.

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%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**18%**

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

Based on the traffic analysis completed by Kimley-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development. However, right-of-way constraints must be considered before any conditions are placed on the County. The intersections of Buford Highway and N. Druid Hills Road and N. Druid Hills Road and I-85 are built out and face potential environmental constraints.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- The traffic study only proposes sidewalks along Curtis Drive and a bike lane/hiking trail along the southwest edge of the property. The submitted site plan reflects no pedestrian facilities at all. ARC strongly recommends that sidewalks be provided along all public rights-of-way and along both sides of all internal streets.

- ARC recommends coordination with MARTA to assess whether a bus stop is warranted on site along Buford Highway. If so, facilities such as a concrete landing pad, benches, trash receptacles, lighting, landscaping and a covered shelter should be provided to encourage transit usage and justify the alternative mode reduction taken for the project trip generation.
- ARC recommends retaining the potential for future inter-parcel access with adjacent properties via the northern and southern termini of proposed Road "F".

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.31 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton will provide wastewater treatment for the proposed development.

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

The capacity of R.M. Clayton Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
*[1] Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.26 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 1,215 tons of solid waste per year and the waste will be disposed of in DeKalb County.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**

- **Other government facilities?**

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 1,216 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 214.01. This tract had a 8.6 percent increase in number of housing units from 2000 to 2007 according to ARC's Population and Housing Report. The report shows that 31 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Developments of Regional Impact

DRI #1717

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

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

Local Government Information

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

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Buford Highway
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	18th district; land lot 198
Brief Description of Project:	Mixed used development of multifamily residential, live-work units; & retail space

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	1182 residential units; 44,000 sf retail
Developer:	Cortland Partners
Mailing Address:	260 Peachtree Street
Address 2:	Suite 1001
	City:Atlanta State: GA Zip:30303
Telephone:	404-965-3988
Email:	jacques@cortlandpartners.com
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
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: 2011 Overall project: 2011

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Developments of Regional Impact

DRI #1717

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

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

Local Government Information

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

Project Information

Name of Proposed Project:	Buford Highway
DRI ID Number:	1717
Developer/Applicant:	Cortland Partners
Telephone:	404-965-3988
Email(s):	jacques@cortlandpartners.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:	$271,750,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2,320,000
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): The site currently contains approximately 346 apartment units in mostly 2-story buildings

Water Supply

Name of water supply provider for this site:	Scott Candler Plant
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.26 MGD
Is sufficient water supply capacity available to serve the proposed project?	○ (not selected) ○ Yes ○ No

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

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

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

Wastewater Disposal

Name of wastewater treatment provider for this site:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.31 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No

If no, describe any plans to expand existing wastewater treatment capacity:

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

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	770 vph (Weekday AM Peak Hour); 938 vph (Weekday PM Peak Hour)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	○ (not selected) ○ Yes ○ No
Are transportation improvements needed to serve this project?	○ (not selected) ○ Yes ○ No

If yes, please describe below:Please refer to the Transportation Analysis performed by Kimley-Horn and Associates, Inc.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,215 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?	approx 70%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Bioswales and Pooling Fountains	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	○ (not selected) ○ Yes ○ No
2. Significant groundwater recharge areas?	○ (not selected) ○ Yes ○ No
3. Wetlands?	○ (not selected) ○ Yes ○ No
4. Protected mountains?	○ (not selected) ○ Yes ○ No
5. Protected river corridors?	○ (not selected) ○ Yes ○ No
6. Floodplains?	○ (not selected) ○ Yes ○ No
7. Historic resources?	○ (not selected) ○ Yes ○ No
8. Other environmentally sensitive resources?	○ (not selected) ○ Yes ○ No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	

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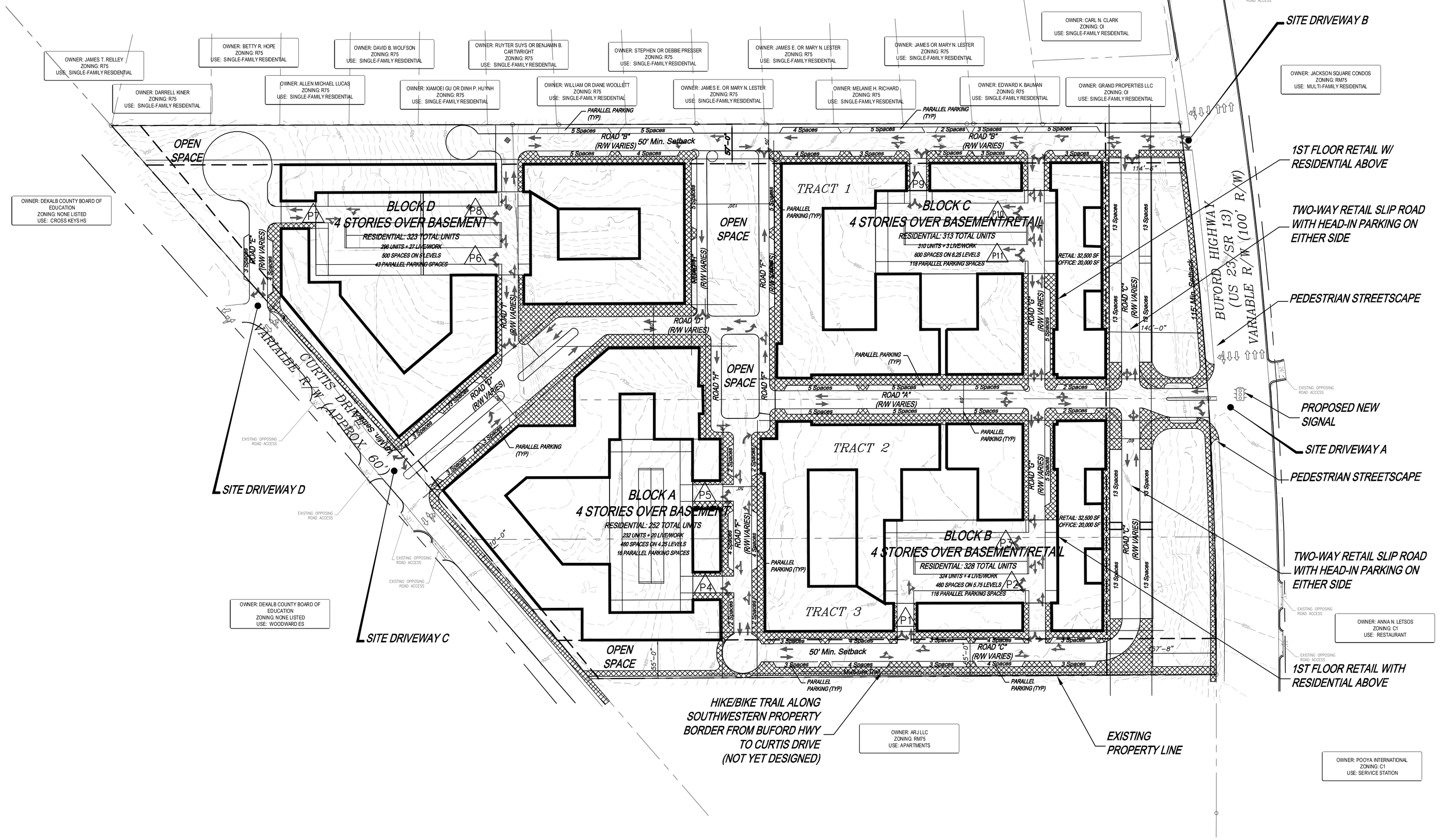
PLAN KEY

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- BUILDING SETBACK LINE (50' BSL)
- PROPOSED STREET ACCESS
- EXISTING R.O.W. LINE
- EXISTING CONTOUR (962)
- EXISTING ROADWAY LANEAGE
- PROPOSED ROADWAY LANEAGE



LOCATION MAP
SCALE AS SHOWN

GENERAL NOTES

APPLICANT: CORTLAND PARTNERS, LLC
260 PEACHTREE STREET
SUITE 1001
ATLANTA, GA 30303
CONTACT: JACQUES MEBIUS
PHONE: 404-591-3582

TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
THE BILTMORE
817 W. PEACHTREE STREET, NW, SUITE 601
ATLANTA, GA 30308
CONTACT: KELLY ROSENBERGER
PHONE: 404-419-8700
FAX: 404-419-8701

SURVEYOR: PLANNERS AND ENGINEERS COLLABORATIVE
350 RESEARCH COURT
NORCROSS, GA 30092
PHONE: 770-451-2741
FAX: 770-451-3915

SUMMARY TABLE

SITE ACREAGE
NET LOT AREA (NLA): 22.55 ACRES
LOT COVERAGE: 10.29 ACRES (46.29%)

PROPOSED DEVELOPMENT:
- RESIDENTIAL – 1,216 APARTMENT UNITS
- RETAIL – 65,000 SF
- OFFICE – 40,000 SF
- LEASING – 13,500 SF
- LIVE/WORK UNITS – 54

DENSITY: 22.24 ACRES GROSS; 54.68 UNITS PER ACRE

68.3% IMPERVIOUS AREA (15.19 ACRES)

FLOOR AREA RATIO:
3.2 (GLA) MAX, 1.13 ACTUAL (ALL SPACES); 1.01 (RESIDENTIAL+FLEX); 0.95 (RESIDENTIAL)

PARKING:
REQUIRED: 1,897 PARKING SPACES AT 1.56 SP/D.U.

PROPOSED: 2,484 TOTAL SPACES
OFFICE (@ 1 PER 300 SF) = 141 SPACES
RETAIL (@ 1 PER 300 SF) = 208 SPACES
LEASING (@1 PER 300 SF) = 45 SPACES
LIVE/WORK (@2 PER UNIT) = 96 SPACES
RESIDENTIAL (@1 PER 1.65 DU) = 1,994 SPACES

OPEN SPACE:
- TOTAL PUBLIC OPEN SPACE PROVIDED=3.63 ACRES (16.31%)

NOTES

- NO JURISDICTIONAL WATERS ON-SITE
- SIDEWALKS TYPICAL AROUND BUILDINGS AND ALONG ROADWAYS, EXCEPT FOR PLANTING ISLANDS.
- EXISTING BUILDING STRUCTURES TO BE DEMOLISHED (APPROX. 346 APARTMENT UNITS IN MOSTLY 2-STORY BUILDINGS)
- SINGLE-PHASE DEVELOPMENT
- ALL OFF-SITE PROPERTY LINES AND RIGHT-OF-WAY WIDTHS OBTAINED FROM SURVEY DATED JANUARY 7, 2007.
- ALL PROPOSED INTERNAL ROADS TO BE PRIVATE ROADS.

REV. No.:		DATE:	DRAWN BY:	CHECKED BY:
1	GRTA REVIEW COMMENTS	07/01/2008	ANF	KR

0 80 160
SCALE IN FEET

PREPARED BY:
Kimley-Horn and Associates, Inc.
817 WEST PEACHTREE ST, NW - SUITE 601 - ATLANTA, GEORGIA 30308-1121
Tel: (404) 419- 8700 Fax: (404) 419 - 8701

PREPARED FOR:
CORTLAND PARTNERS, LLC
260 PEACHTREE STREET, SUITE 1001, ATLANTA, GA 30303

PROJECT ARCHITECT:
JH&P ARCHITECTS
WWW.JHPARCH.COM

DRAWN BY: ANF
DESIGNED BY: ANF
CHECKED BY: KR

BUFORD HWY MIXED USE DRI #1717
DeKalb County, Georgia

GRTA DRI SITE PLAN

PROJECT NO: 019604003 | SCALE: 1" =80' | DATE: 06-25-08 | SHEET NO: 1 OF 1