

*Meeting Methodology Packet (MMP)*

# **Mixed-Use Development at Peachtree/Wieuca DRI #XXXX**

City of Atlanta, Georgia

*Methodology Meeting:*

May 24, 2021

*Applicant:*

Greenstone Ventures, Inc.

**Kimley»Horn**

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## Project Orientation

<b>Permitting Local Government</b>	City of Atlanta
<b>Additional Local Government(s) with development approval authority</b>	N/A
<b>DRI Trigger</b>	Rezoning
<b>DRI Trigger Application/Permit #</b>	Application to be filed May 28
<b>Qualifying DRI Threshold Exceeded</b>	600,000 SF for Mixed-Use in Region Core
<b>Existing Zoning</b>	SPI-12 SA3
<b>Proposed Zoning</b>	<a href="#">SPI-12 SA1</a>

## Project Information

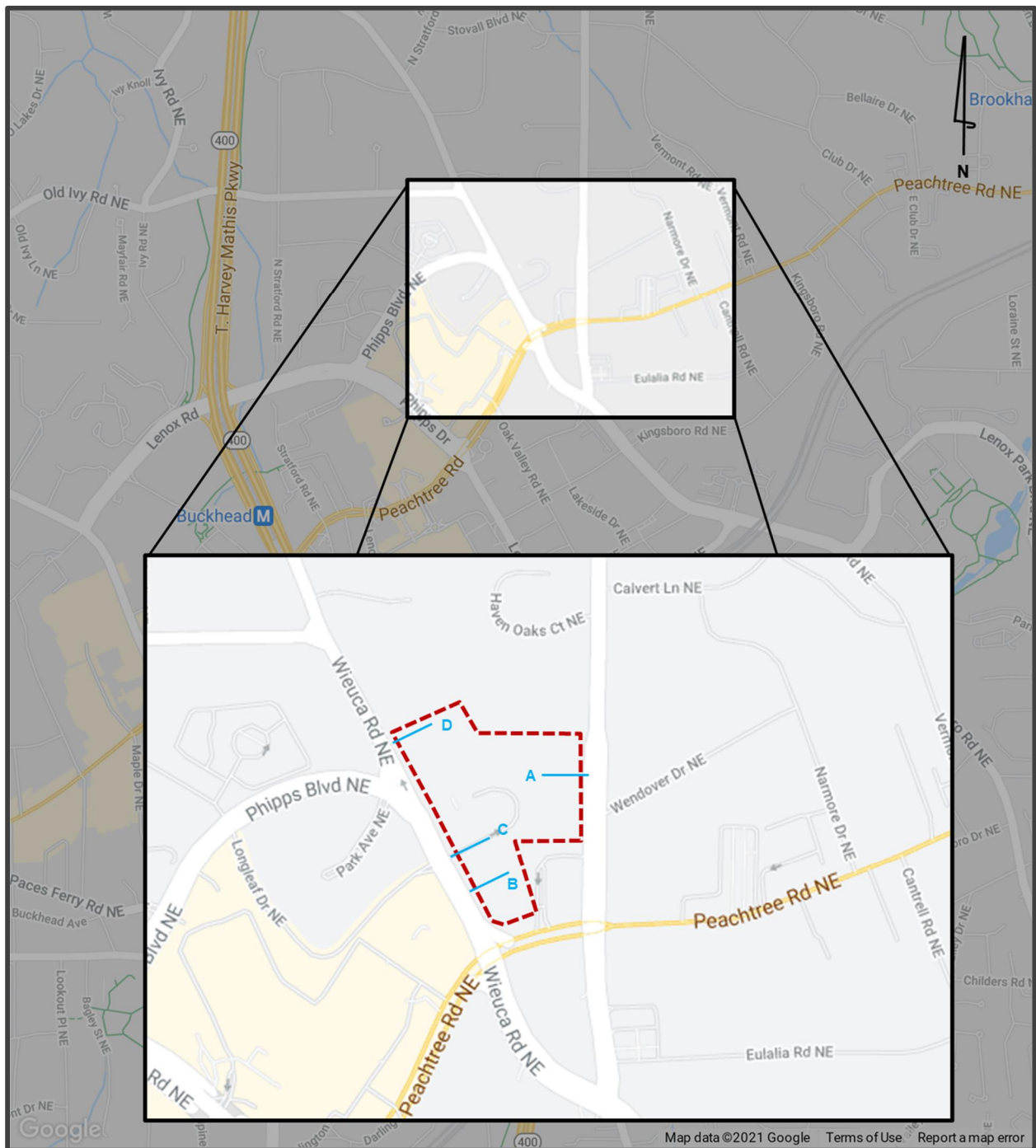
Land Use	Density
Single-Family Cottages	18 units
Townhomes	39 units
Multifamily Residential	400 units
Office	500,000 SF
Retail	12,000 SF
Church/School	298,672 SF*

\*140,000 SF existing church/school to remain

## Project Location

<b>GPS Coordinates</b>	33.856210, -84.360437
<b>Location Description</b>	3693 Wieuca Road, Atlanta, GA 30326 Land Lot 44, 17 <sup>th</sup> District
<b>Site Acreage</b>	Approximately 13.3 acres
<b>Unified Growth Policy Map land use area designation</b>	Buckhead Region Core, Maturing Neighborhood
<b>Neighboring Jurisdictions</b>	City of Brookhaven (DeKalb County) is located ½ mile east of the site.

## Project Orientation Map



### Project Driveways & Access Points

Driveway Name	EX/PR	Along	Movements	Location
Driveway A	Existing	Peachtree-Dunwoody Road	Full	Approx. 580' n/o Peachtree Road
Driveway B	Proposed	Wieuca Road	RIRO	Approx. 275' n/o Peachtree Road
Driveway C	Existing	Wieuca Road	RCUT	Aligns with Longleaf Drive
Driveway D	Existing	Wieuca Road	Full	Approx. 285' n/o Phipps Boulevard

### Project Build Out Year & Phase(s)

<b>Build Out Year</b>	2025
<b>Phases</b>	Office and Residential in one phase (church expansion to be done by others at a later date)

### Net Average Daily Trips (ADT) & Requested Review Schedule

<b>Net Average Daily Trips (ADT)</b>	7,282 (3,641 entering, 3,641 exiting)
<b>Requested Review Schedule</b>	GRTA – Non-Expedited ARC – Expedited Review (per Buckhead LCI)
<b>Requested Transportation Study Type</b>	Transportation Impact Study

### Government Stakeholders

GRTA	MARTA
ARC	Buckhead CID
City of Atlanta	GDOT

### Applicant Stakeholders (Section 1.2.2)

<b>Applicant</b>	Harvey Rudy	Greenstone Ventures
<b>Applicant</b>	Adam Guercio	Toll Brothers
<b>Attorney</b>	Woody Galloway	The Galloway Law Group, LLC
<b>Civil Engineer</b>	Ben Skidmore	Kimley-Horn
<b>Civil Engineer</b>	Emmy Montanye	Kimley-Horn
<b>Civil Engineer</b>	Daniel Kerr	Kimley-Horn
<b>Traffic Engineer</b>	John Walker	Kimley-Horn
<b>Traffic Engineer</b>	Harrison Forder	Kimley-Horn

### Applicant Email & Mailing Address

Harvey Rudy
Partner, Greenstone Properties
hrudy@getgreenstone.com
3301 Windy Ridge Parkway, Suite 320
Atlanta, GA 30339

## Planning Context

### Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Wieuca Road Roundabout	Intersection at Phipps Boulevard	Buckhead CID	N/A	N/A	2020	2021	Q4 2021
Lenox Road Corridor Trail	East Paces Ferry Road to SR 141	Buckhead CID, City of Atlanta	<a href="#">0015999</a>	<a href="#">AT-316</a>	2019	2022	2022
Peachtree Road Pedestrian Improvements	North Druid Hills Road to Ashford-Dunwoody Road	City of Brookhaven	<a href="#">0010326</a>	<a href="#">DK-376</a>	2011	2023	2023
PATH 400 Trail	Wieuca Road to Loridans Drive	City of Atlanta, Liveable Buckhead	<a href="#">0015997</a>	<a href="#">AT-307A</a>	2019	2022	2022

\*Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC)

### Programmed Project Attached Design Documents

- [Wieuca Road Roundabout](#)





### Transportation Project Interaction with DRI

- The Wieuca Road roundabout is programmed to begin construction in Q4 of 2021. This improvement project will be assumed to be complete under Projected No-Build and Build conditions.

### Planned Projects

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
North Druid Hills Widening	SR 13 to Lenox Park Road	City of Brookhaven	<a href="#">DK-241</a>	2030	ARC Fact Sheet

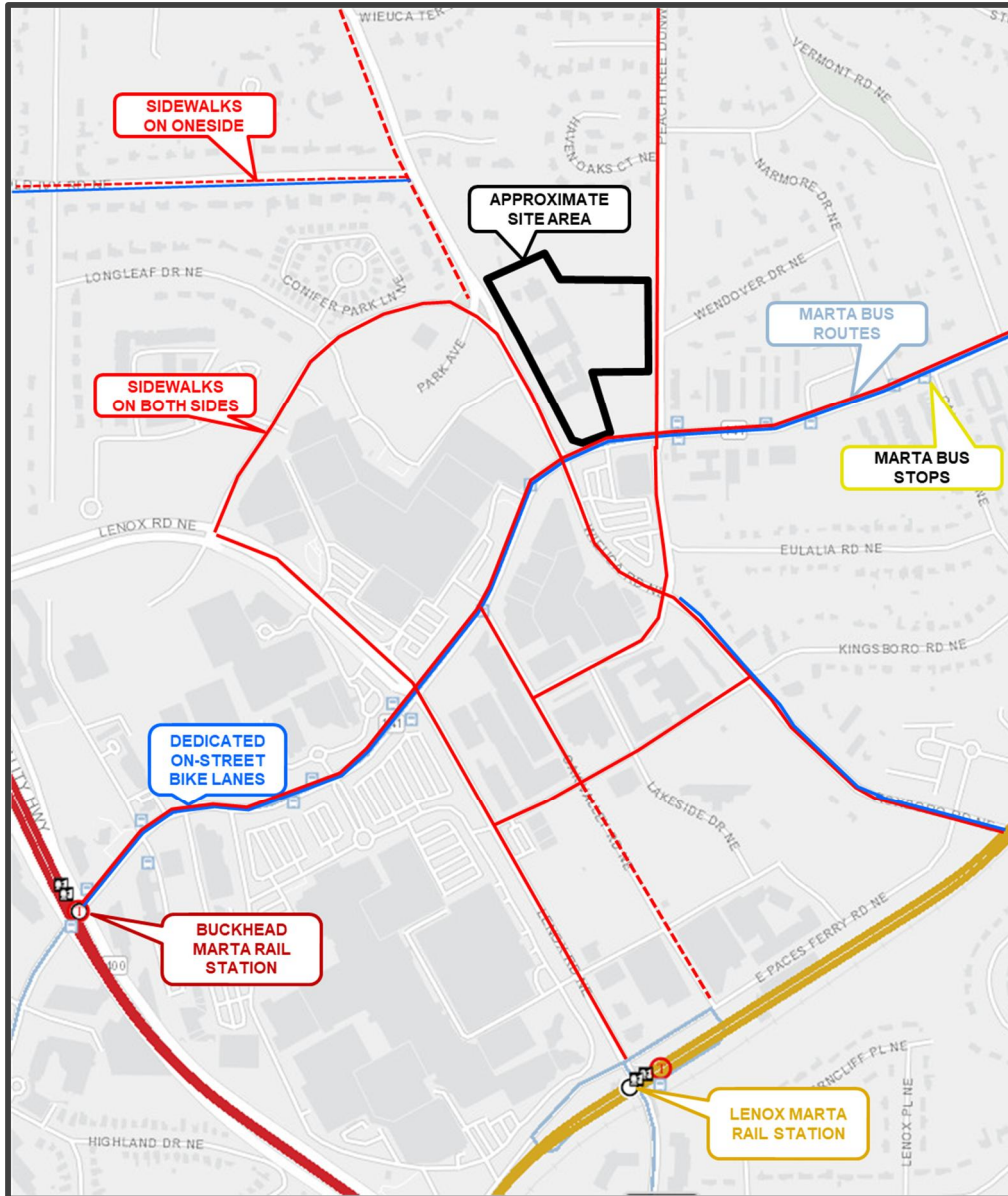
### Land Use and Zoning

<p><a href="#">Existing Zoning</a></p>	<p>SPI-12 SA3</p>
<p><a href="#">Future Land Use Map Zoning:</a></p>	<p>Low-Density Residential, Single-Family Residential, High-Density Commercial</p>

<p><b>Land Use Vision &amp; Goals:</b></p>	<p>The site is located within an area that has been included in the following studies adopted by the City of Atlanta: <a href="#">BUCKHEAD REdeFINED</a>, <a href="#">North Buckhead Neighborhood Master Plan</a></p> <p>The vision for the area including and surrounding the project site has identified the need to densify commercial areas while retaining the character of single family neighborhoods.</p>
<p><b>Relation to Existing Land Use Plans:</b></p>	<p>The proposed Wieuca development is consistent with the plans listed above by providing a transition from the single-family neighborhoods along Wieuca Road to the high-density towers along Peachtree Road.</p>
<p><b>Chattahoochee River/ Metropolitan River Protection Act</b></p>	<p>N/A</p>

Alternative Mode Access

Existing Alternative Transportation Map



Bicycle and Pedestrian Context

Description of Existing Infrastructure

<b>Bicycle</b>	On-street bicycle facilities are provided along Peachtree Road (SR 141).
<b>Pedestrian</b>	Sidewalks are provided along both sides of Wieuca Road, Peachtree Road (SR 141) and Peachtree-Dunwoody Road. North of the site, sidewalks are provided along one side of Wieuca Road.



**Sidewalk & Streetscape Ordinance Standards**

City of Atlanta Code [Sec. 16-18L.009. - Sidewalks](#)

- Sidewalk widths
  - Total width – Peachtree Road: 20’ minimum
  - Total width – All other roads: 15’ minimum
- Street furniture and tree planting zone: 5’ minimum
  - Clear sidewalk – Peachtree Road: 15’ minimum
  - Clear sidewalk – All other roads: 10’ minimum
- Tree planting requirements
  - Peachtree Road: 40’ on center maximum (center with streetlights)
  - All other roads: 30’ on center maximum (center with streetlights)
- Street lighting requirements
  - Peachtree Road: 80’ on center maximum (center between trees)
  - All other roads: 60’ on center maximum (center between trees)

Sidewalks and streetscapes will be designed in accordance with City of Atlanta standards and will be coordinated with the City during the permitting process.

**Potential Pedestrian & Bicycle Destinations**

<b>Recreation</b>	Little Nancy Creek Park, Brookhaven Park, Frankie Allen Park
<b>Institutional</b>	UGA College of Business, Sarah Smith Elementary School
<b>Commercial/Retail</b>	Phipps Plaza, Lenox Square Mall
<b>Entertainment</b>	Buckhead Village, Buckhead Theatre

**Transit Accommodations**

**Existing Transit Routes**

Route #	Service Locations
<a href="#">110</a>	Local service to Arts Center & Buckhead & Brookhaven-Oglethorpe MARTA rail stations
<a href="#">27</a>	Local service to Lenox & Arts Center MARTA rail stations

**Existing High Capacity Transit Stations**

Station	Access via
Buckhead MARTA Station	Red Line, MARTA Route 110, Walking/Biking (0.7 miles)
Lenox MARTA Station	Gold Line, MARTA Route 27, Walking (0.7 miles)

**Existing Transit Service Details**

Route	Operating Days	Span	Peak Headway
110	MON-FRI	4:20 AM – 12:40 AM	15 min
	SAT	5:00 AM – 12:40 AM	20 min
	SUN	5:00 AM – 12:40 AM	20 min
27	MON-FRI	5:30 AM – 11:30 PM	45 min
	SAT	6:15 AM – 11:30 PM	45 min
	SUN	6:15 AM – 11:30 PM	45 min

**Proposed Pedestrian Route to Access Transit**

- A MARTA bus stop with shelter is currently provided 500 feet south of the site along Peachtree Road (SR 141).

**Transit Stop Ridership**

<b>Existing</b>	See <b>Attachment C</b> .
<b>Proposed</b>	+ 200 boardings/200 alightings daily (30% of daily alt mode reduction)

**Transit Stop Amenity Standards**

- MARTA Bus Stop Sign – all bus stops are marked with a sign, contact for customer service and bus schedule information (MARTA Service Standards FY 2020, p. 30).
- Bench and Shelter Installation – riders can provide input for the placement of shelters, which must consider the following factors for urban, suburban, and rural areas: ridership, span of service, trip frequency, proximity to other shelters, Title VI compliance, local land use. Additionally, installation shall be considered based on the following constraints: site must accommodate a concrete pad and set back 10 feet from roadway, be ADA compliant and wheelchair accessible, not be next to a guardrail, barrier, or fire hydrant, not block vehicular traffic, and comply with all other local jurisdictional requirements including ordinances and design guidelines. Additionally, MARTA (MARTA Service Standards FY 2020, p. 30).
  - Note: FY 2019 noted specific ridership requirements of at least 15 boardings per day for a bench, and at least 25 boardings per day for a shelter.

## Trip Generation & Adjustments

### Trip Generation Inputs

- ITE Trip Generation Manual Used
- ITE Land Use Code(s)
- ITE Independent Variable Inputs for each Land Use Code
- Day & Time of Day of ITE Surveys
- ITE Trip Generation Formula Used

LUC	Land Use	Ind. Variable	DAILY	AM	PM
			Weekday	Weekday, Peak of Adj. Street Traffic	
				7AM-9AM	4PM-6PM
210	Single-Family Detached Housing	Per 1 Unit	0.92Ln(X) + 2.71 50% In/50% Out	0.71X + 4.80 25% In/75% Out	0.96Ln(X) + 0.20 63% In/37% Out
220	Multi-Family Housing (Low-Rise)	Per 1 Unit	7.56X – 40.86 50% In/50% Out	0.95Ln(X) – 0.51 23% In/77% Out	0.89Ln(X) – 0.02 63% In/37% Out
222	Multi-Family Housing (High-Rise)	Per 1 Unit	3.94X + 211.81 50% In/50% Out	0.95Ln(X) – 0.51 23% In/77% Out	0.89Ln(X) – 0.02 63% In/37% Out
560	Church	Per 1,000 SF	6.14X + 17.09 50% In/50% Out	0.36X – 0.74 60% In/40% Out	0.37X + 3.90 45% In/55% Out
710	General Office Building	Per 1,000 SF	0.97Ln(X) + 2.5 50% In/50% Out	0.94X + 26.49 86% In/14% Out	0.95Ln(X) + 0.36 16% In/84% Out
820	Shopping Center	Per 1,000 SF	37.75X 50% In/50% Out	0.94X 62% In/38% Out	3.81X 48% In/52% Out

\*All rates and equations listed are from the ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017

### Trip Generation Calculation Alternative Approaches

- N/A

**Trip Generation Reductions**

**Existing Square Footage to be demolished/redeveloped**

- Church – 140,000 SF to remain

**Alternative Mode Reduction**

**Contributing Factors**

**Summary of Existing and Proposed Bicycle / Pedestrian / Transit**

Pedestrian facilities will be provided along the site frontage. Additionally, pedestrian facilities will be provided through the development, providing connections between Peachtree-Dunwoody Road and Wieuca Road.

**Parking Requirements & Proposed Amount**

Land Use	Min	Max	Proposed
Office/Retail	N/A	1,280 2.5 spaces per 1,000 SF	1,280
Church (Other Non-Res)	N/A	748 2.5 spaces per 1,000 SF	213 net spaces
Multi-family Residential	N/A	744 1.25 per 1-bedroom unit 2.25 per 2-bedroom unit	744
Townhomes/Cottages	N/A	114 2 spaces per unit	114
<b>Total</b>		<b>2,886 spaces</b>	<b>2,351 spaces</b>

\* 182 existing surface spaces will be demolished as a result of the development

See site plan (last page) for parking details.

**Alternative Parking Provided (I.e. car share, vanpool, etc. If applicable)**

- Dedicated parking for bicycles, vanpool, carpool and carshare
  - 50 bicycle spaces minimum, per [City code](#)
- Dedicated parking for alternative charging vehicles
- Dedicated loading/unloading spaces

Alternative parking will be designed in accordance with City of Atlanta standards and will be coordinated with the City during the permitting process. Other alternative parking options will be considered as design advances.

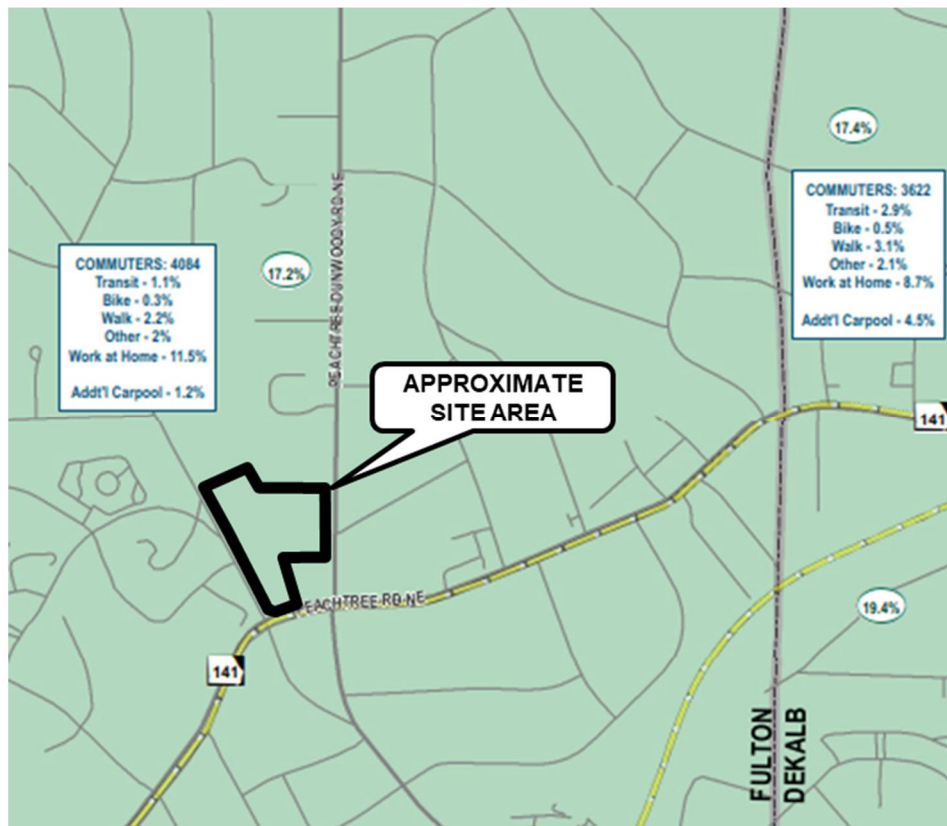
**Affordable Housing**

- Affordable Housing is not currently contemplated for the proposed residential development.

**Transportation Demand Management**

- Dedicated parking for bicycles, vanpool, carpool and carshare
  - Required by code – Bike code per city
- Enhanced pedestrian environments including street trees and furniture zones
  - Streetscaping by code
- An established, verified employer program(s) encouraging employees to take transit, telework or work flexible schedules
  - CID functions as a TMA
- Company fleet vehicles for staff to use who do not drive alone to work
  - N/A (possible)
- Showers and changing facilities for employees walking or bicycling to work
  - Yes – as required by code for >50,000 SF – 2/50,000 SF, max of 4
- Shuttle service and associated transit amenities such as transit shelters, benches, etc.
  - N/A (possible)
- Real-time transit arrival and departure information available to employees and visitors
  - N/A

**Supplemental Commuter Data**



\*American Community Survey Census Commute to Work

**Proposed Reduction Percentage:**

- 15%

**Proposed Reduction Justification Explanation**

- Proximity to multiple transit routes
- Consistent with community trend shown in ACS Commute to Work data
- Site will have an emphasis on TDM to reduce the number of single vehicle trips.

**Internal Capture / Mixed Use Reduction**

- AM and PM peak hour internal capture reductions were calculated based on methodologies provided in the ITE *Trip Generation Handbook*, 3rd Edition, August 2014.
- Daily internal capture reductions were calculated based on methodologies provided in the ITE *Trip Generation Handbook*, 2nd Edition, June 2004 (daily not provided in 3<sup>rd</sup> Edition).
- See **Attachment A** for more detail on the internal capture reduction calculations.

**Pass-by Trips Reduction**

**Proposed Pass-by Trips Table:**

- No reductions for pass-by trips will be taken based on lay-out of the site.

**Trip Generation Summary Table**

<b>Gross Trips</b>	<b>8,758</b>
<i>Redevelopment Trips (to be removed)</i>	<i>-0</i>
<i>Mixed-Use</i>	<i>-190</i>
<i>Alt. Mode</i>	<i>-1,286</i>
<i>Pass-by</i>	<i>-0</i>
<b>Net Trips</b>	<b>7,282</b>

- See **Attachment A** for a full trip generation table shown by land use and peak.





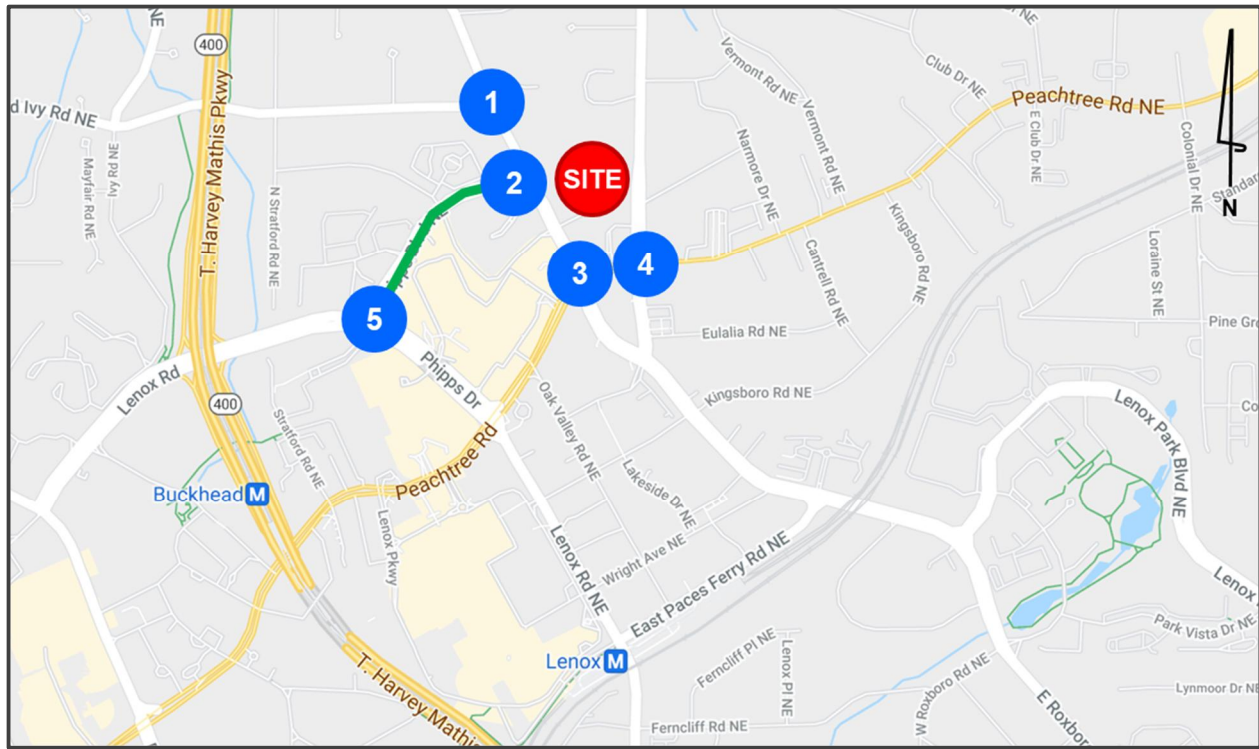
Draft Study Network

Study Network 7% Table

Roadway	From	To	Lanes	Class	Service Vol	Adj. Vol	%
Peachtree Road (SR 141)	Piedmont Road (SR 237)	Lenox Parkway	6	Princ Art	49,000	49,000	1.9%
Peachtree Road (SR 141)	Lenox Parkway	Lenox Road	6	Princ Art	49,000	49,000	2.1%
Peachtree Road (SR 141)	Lenox Road	Wieuca Road	6	Princ Art	49,000	49,000	3.3%
Peachtree Road (SR 141)	Wieuca Road	Peachtree-Dunwoody Road	6	Princ Art	49,000	49,000	0.0%
Peachtree Road (SR 141)	Peachtree-Dunwoody Road	North Druid Hills Road	5	Princ Art	40,800	40,800	3.3%
Peachtree Road (SR 141)	North Druid Hills Road	Dresden Drive	5	Princ Art	40,800	40,800	2.5%
Roxboro Road	Lenox Park Boulevard	Peachtree-Dunwoody Road	4	Mnr Art	33,900	32,205	1.1%
Wieuca Road	Peachtree-Dunwoody Road	Peachtree Road (SR 141)	4	Local	33,900	33,900	0.0%
Wieuca Road	Peachtree Road (SR 141)	Site Driveways	4	Maj Coll	33,900	33,900	4.8%
Wieuca Road	Site Driveways	Phipps Boulevard	4	Maj Coll	33,900	33,900	6.4%
Wieuca Road	Phipps Boulevard	Site Driveway	2	Maj Coll	16,000	16,000	4.6%
Wieuca Road	Site Driveways	Old Ivy Road	2	Maj Coll	16,000	16,000	2.3%
Wieuca Road	Old Ivy Road	Ivy Road	2	Maj Coll	16,000	12,800	2.8%
Phipps Boulevard	Wieuca Road	Lenox Road	4	Local	33,900	33,900	8.6%
Lenox Road (SR 141C)	East Paces Ferry Road	Peachtree Road (SR 141)	4	Mnr Art	32,600	32,600	2.0%
Lenox Road (SR 141C)	Peachtree Road (SR 141)	Phipps Boulevard	6	Mnr Art	49,000	49,000	0.0%
Lenox Road (SR 141C)	Phipps Boulevard	SR 400	8	Mnr Art	60,100	60,100	4.8%
Lenox Road (SR 141C)	SR 400	Piedmont Road (SR 237)	7	Mnr Art	54,550	54,550	0.7%
Peachtree-Dunwoody Road	Wieuca Road	Peachtree Road (SR 141)	4	Mnr Art	33,900	33,900	1.1%
Peachtree-Dunwoody Road	Peachtree Road (SR 141)	Site Driveways	4	Mnr Art	33,900	33,900	5.1%
Peachtree-Dunwoody Road	Site Driveways	Loridans Drive	2	Mnr Art	16,000	12,800	5.0%



**Study Network Map**



Roadway	Ownership
Phipps Boulevard	City of Atlanta
Wieuca Road	City of Atlanta
Peachtree-Dunwoody Road	City of Atlanta
Peachtree Road (SR 141)	GDOT
Lenox Road (SR 141 Conn)	GDOT

Intersection	Existing Control
1. Wieuca Road at Old Ivy Road	Signalized
2. Wieuca Road at Phipps Boulevard	Signalized
3. Peachtree Road (SR 141) at Wieuca Road	Signalized
4. Peachtree Road (SR 141) at Peachtree-Dunwoody Road	Signalized
5. Lenox Road (SR 141 Conn) at Phipps Boulevard	Signalized

Site driveways will also be analyzed under Build conditions.

**Proposed Study Network Additions or Deletions**

- TBD at Methodology Meeting

**Level of Service Standard(s)**

- The site is located in the Region Core. The overall LOS standard is LOS E for all proposed study intersections.

**Adjustments for Unified Growth Policy Map or ½ mi. of High Capacity Transit Station**

- N/A

## Scenario Modeling

### Background Growth

**Proposed Background Growth Rate**

- Assume 0.5% per year.

**Historic Traffic Count Growth Data**

- See **Attachment B**.

**Nearby Developments or DRIs Underway**

- Ritz-Carlton – located at intersection of Peachtree Road (SR 141) at Peachtree-Dunwoody Road.

Note: The actual schedule of this project is undetermined.

**Multiple Growth Rate Accommodations**

- None Proposed

### Programmed Transportation Project Modeling

- The programmed roundabout for the intersection of Wieuca Road at Phipps Boulevard will be included in the future no-build and build analysis

### Pedestrian Crosswalk Adjustment Factor

- N/A – Existing City of Atlanta signal timings typically include max pedestrian recall, to be confirmed during study.

### Vehicle Delay Factor for Transit Vehicles and/or Other Curbside Usage

- N/A – Majority of curbside activity will occur internal to the site

## Enhanced Focus Area for Dense Urban Environments –

Site is located in the Buckhead CID, therefore the DRI is required to provide an analysis for Enhanced Focus Area for Dense Urban Environments.

### Proposed Curbside Management Approach

- A loading zone for deliveries is provided on site and identified on the site plan, no heavy vehicle pick-ups/deliveries should occur on the site frontage.
- The location of ride-hail and takeout deliveries is still to be determined as the site undergoes the zoning review.
- No transit stops are located along the site frontage, so on-street operations of the site will not impact the ability of transit operators to provide ADA compliant access to transit.

### Proposed Modeling Adjustments

- Given the nature of the roadways, no modeling adjustments are proposed.

**Enhanced Focus Area for Heavy Vehicles – N/A – limited heavy vehicles anticipated**

### Proposed Truck Routing

### Heavy Vehicle Modeling Percentage

### Site Access Analysis for Pavement Condition, Roadway Width and Corner Radii

### Proposed Pedestrian Infrastructure

## Draft Schedule

### Proposed Traffic Count Approach

#### Traffic Count Collection Date(s)

- Collected on Thursday 5/6 for the following study intersections:
  - Wieuca Road at Old Ivy Road
  - Wieuca Road at Phipps Boulevard
  - Peachtree Road (SR 141) at Wieuca Road
  - Peachtree Road (SR 141) at Peachtree-Dunwoody Road
  - Lenox Road at Phipps Boulevard

#### Local School Schedule(s)

- N/A

**Historical Counts**

- Wieuca Road at Phipps Boulevard (March 26, 2019)
- Peachtree Road (SR 141) at Wieuca Road (March 26, 2019)
- Peachtree Road (SR 141) at Peachtree-Dunwoody Road (September 20, 2018)
- Peachtree-Dunwoody Road at Site Driveway A (August 13, 2020)
- Peachtree Road (SR 141) west of Club Drive (August 13, 2020)

**COVID-19 Approach**

- We collected traffic counts at the study intersections on May 6, 2021 and will compare to GDOT TADA historic traffic counts and previously collected traffic counts.

**Draft Transportation Study Submittal Date**

- Full DRI Package (Transportation Analysis and Site Plan) is submitted to GRTA and ARC for review – July 13

**Anticipated GRTA Review Schedule (Section 4.2)**

- GRTA issues the “Notice of Decision” (NOD) – August 17

**DCA DRI ‘Initial Form’ & ‘Additional Form’ Submittal Date(s)**

- DRI Form 1 Submitted – May 17
- DRI Form 2 to be Submitted – June 28

**Key Permitting Local Government Review Board Date(s)**

- Zoning Application submitted to the City of Atlanta on May 28
- City of Atlanta Zoning Review Board (ZRB) Hearing – September 2<sup>nd</sup> or September 9<sup>th</sup>
- Zoning Committee – September 27<sup>th</sup>
- CD/HS Committee – September 27<sup>th</sup>
- City Council Vote – October 4<sup>th</sup>, 2021

**Attachment A: Trip Generation**

Trip Generation Analysis (10th Ed. with 2nd Edition Handbook Daily IC & 3rd Edition AM/PMIC)									
Mixed-Use Development at Peachtree/Wieuca DRI #XXXX									
Buckhead, City of Atlanta, GA									
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
<b>Proposed Site Traffic</b>									
210 Single-Family Detached Housing	18 d.u.	214	18	5	13	20	13	7	
220 Multi-Family Housing (Low-Rise)	39 d.u.	254	19	4	15	26	16	10	
222 Multi-Family Housing (High-Rise)	400 d.u.	1,788	125	30	95	145	88	57	
560 Church	158,672 s.f.	992	56	34	22	63	28	35	
710 General Office Building	500,000 s.f.	5,056	496	427	69	525	84	441	
820 Shopping Center	12,000 s.f. gross leasable area	454	11	7	4	46	22	24	
			<b>8,758</b>	<b>725</b>	<b>507</b>	<b>218</b>	<b>825</b>	<b>251</b>	<b>574</b>
<b>Gross Trips</b>									
Residential Trips			2,256	162	39	123	191	117	74
Mixed-Use Reductions			-79	-4	-1	-3	-16	-11	-5
Alternative Mode Reductions			-327	-24	-6	-18	-26	-16	-10
Adjusted Residential Trips			1,850	134	32	102	149	90	59
Office Trips			5,056	496	427	69	525	84	441
Mixed-Use Reductions			-50	-5	-3	-2	-10	-3	-7
Alternative Mode Reductions			-751	-74	-64	-10	-77	-12	-65
Adjusted Office Trips			4,255	417	360	57	438	69	369
Retail Trips			454	11	7	4	46	22	24
Mixed-Use Reductions			-61	-5	-3	-2	-10	-4	-6
Alternative Mode Reductions			-59	-1	-1	0	-5	-3	-3
Pass By Reductions (Based on ITE Rates)			0	0	0	0	0	0	0
Adjusted Retail Trips			334	5	3	2	31	15	15
Other Non-Residential Trips			992	56	34	22	63	28	35
Mixed-Use Reductions			0	0	0	0	0	0	0
Alternative Mode Reductions			-149	-8	-5	-3	-9	-4	-5
Adjusted Other Non-Residential Trips			843	48	29	19	54	24	30
Mixed-Use Reductions - TOTAL			-190	-14	-7	-7	-36	-18	-18
Alternative Mode Reductions - TOTAL			-1,286	-107	-76	-31	-117	-35	-83
Pass-By Reductions - TOTAL			0	0	0	0	0	0	0
<b>New Trips</b>			<b>7,282</b>	<b>604</b>	<b>424</b>	<b>180</b>	<b>672</b>	<b>198</b>	<b>473</b>
<b>Driveway Volumes</b>			<b>7,282</b>	<b>604</b>	<b>424</b>	<b>180</b>	<b>672</b>	<b>198</b>	<b>473</b>

**Attachment B: Growth Calculations**

**Mixed-Use Development at Peachtree/Wieuca DRI #XXXX  
Growth Rate Table**

<b>Source:</b>	GDOT
<b>Location:</b>	Peachtree Road (SR 141) w/o Club Drive
<b>Route #:</b>	00014100
<b>Route Type:</b>	Principal Arterial
<b>Station:</b>	121-5354
<b>Capacity:</b>	

Count Year	Volume	Growth Rate
2014	36,400	
2015	37,700	3.57%
2016	35,700	-5.31%
2017	37,800	5.88%
2018	37,700	-0.26%
2019	33,900	-10.08%

<b>Avg. 1 Year Rates 2014-2019</b>	<b>-1.41%</b>
------------------------------------	---------------

<b>Source:</b>	GDOT
<b>Location:</b>	Roxboro Road s/o Peachtree Road (SR 141)
<b>Route #:</b>	00701303
<b>Route Type:</b>	Minor Arterial
<b>Station:</b>	232-5639
<b>Capacity:</b>	

Count Year	Volume	Growth Rate
2014	20,000	
2015	19,100	-4.50%
2016	19,700	3.14%
2017	20,900	6.09%
2018	20,900	0.00%
2019	20,200	-3.35%

<b>Avg. 1 Year Rates 2014-2019</b>	<b>0.20%</b>
------------------------------------	--------------

<b>Source:</b>	GDOT
<b>Location:</b>	Lenox Road n/o Peachtree Road (SR 141)
<b>Route #:</b>	00014100
<b>Route Type:</b>	Minor Arterial (Urban)
<b>Station:</b>	121-0895
<b>Capacity:</b>	

Count Year	Volume	Growth Rate
2014	26,900	
2015	21,300	-20.82%
2016	22,000	3.28%
2017	23,300	5.91%
2018	23,300	0.00%
2019	23,400	0.43%

<b>Avg. 1 Year Rates 2014-2019</b>	<b>-2.75%</b>
<b>Avg. 1 Year Rates 2017-2019</b>	<b>0.21%</b>

**Annual Growth**  
1.21%  
1.47%  
1.12%  
0.06%  
1.91%

Fulton County Population Annual Growth (2000-2010):  
Fulton County Population Annual Growth (2010-2019):  
Fulton County ARC Population Forecast (2015-2050):  
City of Atlanta Population Annual Growth (2000-2010):  
City of Atlanta Population Annual Growth (2010-2019):

**CHOSEN GROWTH RATE: 0.5%**

## Attachment C: Existing MARTA Ridership

Office of Regional Planning  
 Special Projects and Analysis



### MARTA Ridership by Stop for Buckhead Site

May 5, 2021

STOP NO.	STOP NAME	STOP TYPE	LOCATION	DIRECTION	2019 ON	2019 OFF	2020 ON	2020 OFF
905421	PEACHTREE RD NE @ OAK VALLEY RD NE	SAT	FS	S	29	38	26	19
905478	PEACHTREE RD @ PEACHTREE DUNWOODY RD	SGN	NS	W	5	9	6	6
905188	PEACHTREE RD @ ROXBORO RD NE	SGN	FS	E	9	13	6	13
905182	PEACHTREE RD NE @ OAK VALLEY RD NE	SAT	NS	N	31	49	20	32



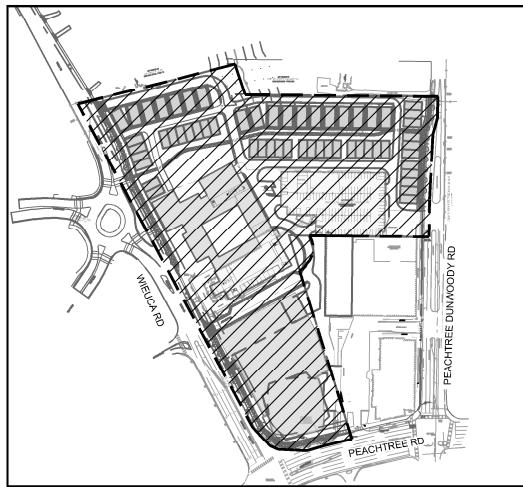
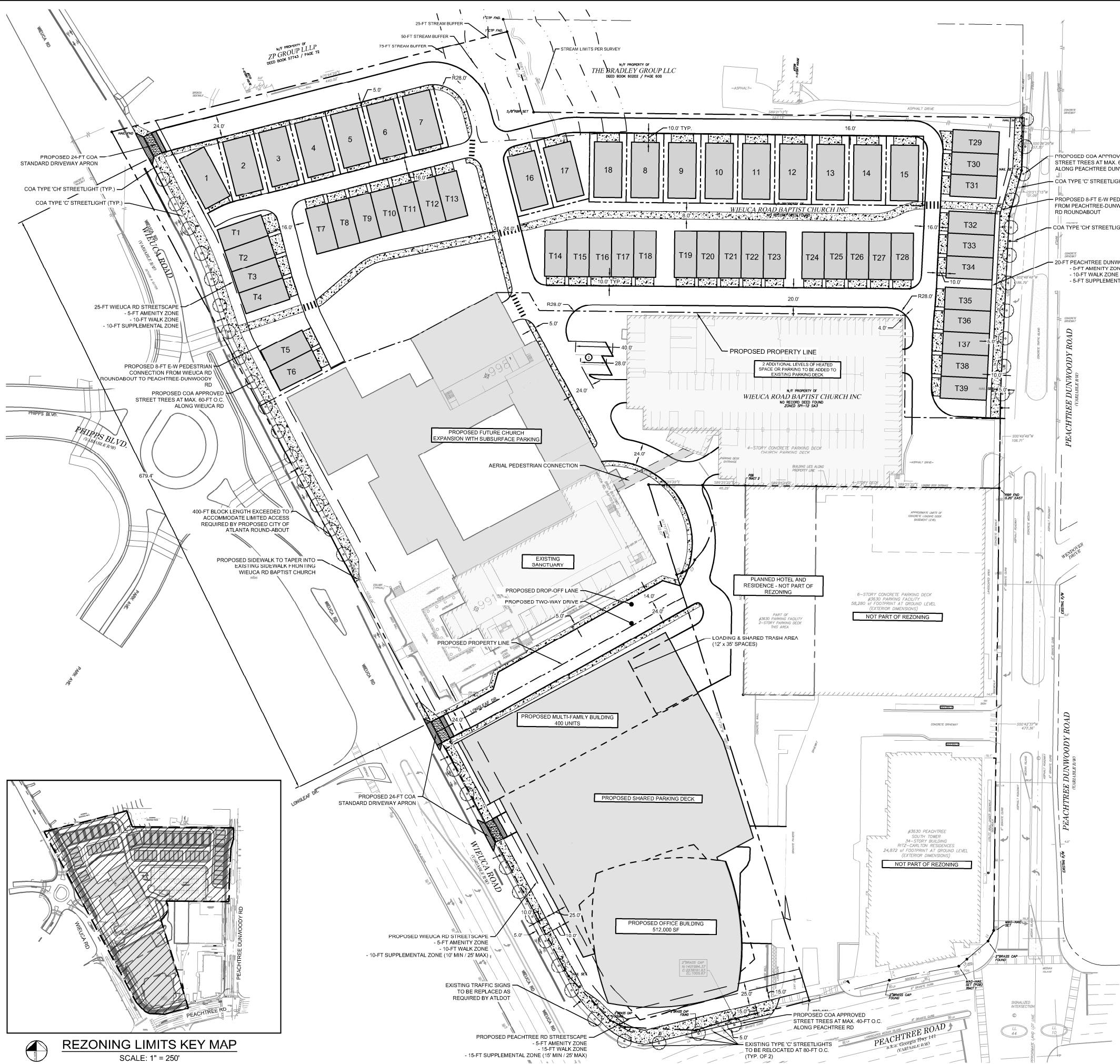
Attachment D: Site Aerial





**Attachment E: Full-Size Site Plan**

Drawing name: K:\MT\_CIVIL\12826043\_ Wieuca Rd BaptistCAD\12826043\_Z1-00\_ZONING SITE PLAN.dwg Z1-00\_ZONING SITE PLAN May 13, 2021 12:00pm by: Almarie Brennan



**SITE PLAN SPECIFICATIONS:**

- CURRENT ZONING: SPI-12 SA3  
PROPOSED ZONING: SPI-12 SA1
- TOTAL NET LOT AREA (NLA): 545,176 SF  
GROSS LOT AREA (GLA): 579,983 SF  
*\*NLA INCLUDES TRACTS 3 & 4 ONLY  
\*\*GLA ASSUMES 40-FT ROW FOR ALL FRONTAGES. ACTUAL ROW VARIES*
- PROPOSED LAND USES
  - SINGLE-FAMILY COTTAGE HOMES 18 UNITS = 113,400 SF (40'x70' LOTS)
  - 24' x 50' TOWNHOMES 39 UNITS = 163,800 SF
  - PROPOSED CHURCH/DAY SCHOOL 298,672 GSF
  - EXISTING CHURCH/DAY SCHOOL 149,000 GSF
  - NET NEW CHURCH/DAY SCHOOL 158,672 GSF
  - OFFICE / ACCESSORY RETAIL 512,000 GSF
  - MULTIFAMILY RESIDENTIAL 400 UNITS
  - PARKING DECK EXPANSION +2 ADDITIONAL LEVELS 95,278 SF
- OFFICE/MULTI-FAMILY BUILDING HEIGHT: 415-FT
- SETBACKS
  - PEACHTREE DUNWOODY RD: 20-FT FROM BACK OF CURB
    - 5-FT AMENITY ZONE
    - 10-FT WALK ZONE
    - 5-FT SUPPLEMENTAL ZONE (0' MIN / 25' MAX)
  - WIEUCA RD: 25-FT FROM FUTURE BACK OF CURB
    - 5-FT AMENITY ZONE
    - 10-FT WALK ZONE
    - 10-FT SUPPLEMENTAL ZONE (10' MIN / 25' MAX)
  - PEACHTREE RD:
    - 5-FT AMENITY ZONE
    - 15-FT WALK ZONE
    - 15' MIN / 25' MAX FT SUPPLEMENTAL ZONE

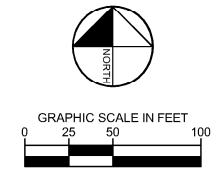
PARKING CALCULATIONS	MAXIMUM ALLOWED PER BUCKHEAD PARKING OVERLAY	PARKING PROVIDED
OFFICE (512,000 SF)	2.5 / 1,000 SF = 1,280 SPACES	2,024 SPACES
MULTI-FAMILY APARTMENTS (400 UNITS)	1.25 / 1-BR UNIT = 195 SPACES 2.25 / 2-BR UNIT = 549 SPACES	IN PROPOSED PARKING DECK W/ 35% OF SPACES SHARED FOR OFFICE & MF USE 744 SPACES
<b>TOTAL MAXIMUM ALLOWED = 2,024 SPACES</b>	<b>TOTAL PROVIDED = 2,024 SPACES</b>	
CHURCH / DAY SCHOOL (298,672 SF)	155 SUBSURFACE SPACES + 240 DECK SPACES TO BE ADDED 182 EXISTING SURFACE SPACES TO BE REMOVED	
EXISTING DECK	685 SPACES IN EXISTING DECK DEDICATED TO USE BY 9:30 OFFICE TO REMAIN	
SINGLE-FAMILY COTTAGE HOMES (18 UNITS)	2 PER UNIT = 36 SPACES PROVIDED WITHIN UNITS	
TOWNHOMES (39 UNITS)	2 PER UNIT = 78 SPACES PROVIDED WITHIN UNITS	
<b>NET NEW SPACES FOR OVERALL DEVELOPMENT = 2,351 SPACES</b> (2,024 + 213 = 36 + 78 SPACES)		

**SITE NOTES:**

- THE PROPOSED OFFICE & MULTIFAMILY BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY HKS, DATED 04/08/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
- EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY GEOSURVEY, DATED 02/12/2021.
- THE PROPOSED ROADWAY IMPROVEMENTS FOR WIEUCA ROAD AND PEACHTREE ROAD SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY BUCKHEAD CID & POND CO, DATED 09/24/2020 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ROADWAY PLANS FOR EXACT INFORMATION.
- ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.

**SITE PLAN LEGEND:**

- PROPERTY LINE
- BUILDING SETBACK LINE
- LOT LINE



**Kimley-Horn**  
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
1000 W. BUCKHEAD AVENUE, SUITE 100  
ATLANTA, GEORGIA 30308  
PHONE: (404) 49-8700  
WWW.KIMLEY-HORN.COM

**GREENSTONE VENTURES INC.**  
3301 WINDY RIDGE PKWY, SUITE 320  
ATLANTA, GA 30339  
PHONE: 678.598.7608

NO.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

**WIEUCA**  
3626, 3663, & 3715 WIEUCA ROAD NE & 3714 PEACHTREE DUNWOODY ROAD,  
ATLANTA, GA 30326  
LAND LOT 44, 17TH DISTRICT

**PRELIMINARY**  
NOT FOR CONSTRUCTION  
07/14/2021

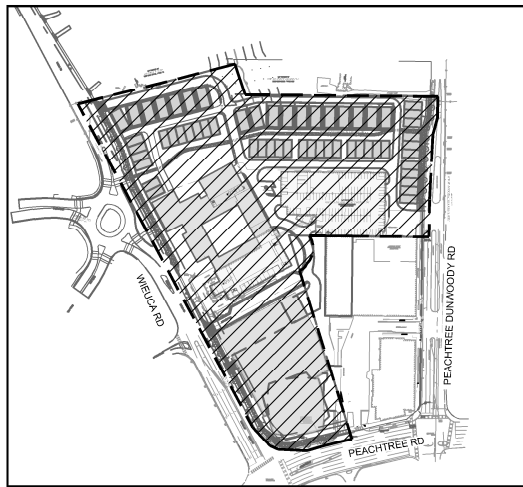
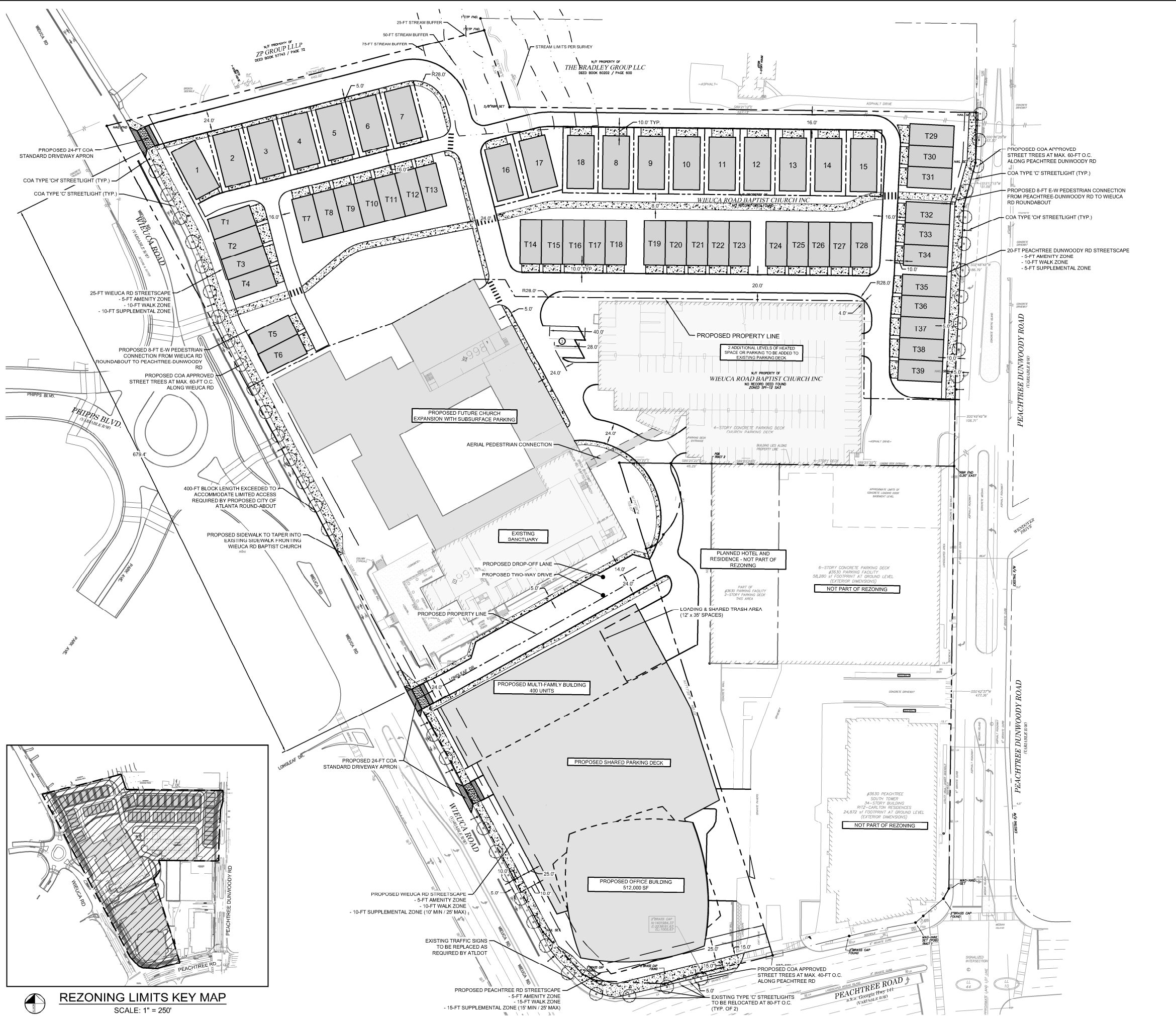
GSWCC NO (LEVEL II) 00000XXXXX  
DRAWN BY ATB  
DESIGNED BY IDK  
REVIEWED BY BWS  
DATE 05/14/2021  
PROJECT NO. 012826043  
TITLE  
**ZONING SITE PLAN**  
SHEET NUMBER  
**Z1-00**

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- LOT LINE

**GEORGIA811.**  
Utility Protection Center, Inc.  
Know what's below. Call before you dig.

GRAPHIC SCALE IN FEET  
0 25 50 100

**Kimley-Horn**  
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1000 W. PEACHTREE STREET, NW  
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**NOTICE OF DECISION**

---

**To:** Doug Hooker, ARC  
**(via electronic mail)** Bob Voyles, GRTA  
Dick Anderson, GRTA  
Kathryn Zickert, GRTA  
Sharon Mason, GRTA  
Sonny Deriso, GRTA

**To:** City of Atlanta  
**(via electronic mail and certified mail)** Greenstone Ventures, Inc.

**From:** Christopher Tomlinson, GRTA Executive Director

**Copy:** Jon West, DCA  
**(via electronic mail)** Zane Grennell, DCA  
Richard Hathcock, GRTA/ATL  
Cain Williamson, GRTA/ATL  
Andrew Smith, ARC  
Greg Giuffrida, ARC  
Aries Little, ARC  
Marquitrice Mangum, ARC  
Monique Forte, City of Atlanta  
Lenise Lyons, City of Atlanta  
Betty Smoot Madison, City of Atlanta  
Nursef Kedir, City of Atlanta  
Mark Tai, City of Atlanta  
Desmond Cole, City of Atlanta  
Nathaniel Hoelzel, City of Atlanta  
Curtis Tyger, City of Atlanta  
Tony Peters, Buckhead CID  
Denise Starling, Livable Buckhead  
Nancy Bliwise, NPU-B  
Robert Patterson, NBCA

Greg Floyd, MARTA  
Charles Rosa, MARTA  
Corentin Auguin, MARTA  
Paul DeNard, GDOT  
Megan Wilson, GDOT  
Daniel Parker, GDOT  
Josh Montefusco, GDOT  
Justin Hatch, GDOT  
Harrison Forder, Kimley Horn  
John Walker, Kimley Horn  
Ben Skidmore, Kimley Horn  
Emmy Montanye, Kimley Horn  
Daniel Kerr, Kimley Horn  
Harvey Rudy, Greenstone Ventures  
Adam Guercio, Toll Brothers  
Don Hellein, Crescent Communities  
Kyle Brock, Crescent Communities  
Woody Galloway, The Galloway Law Group LLC

**Date:** August 20, 2021

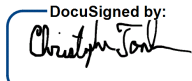
## Notice of Decision for Request for Non-Expedited Review of DRI 3383 Mixed Use Development at Peachtree Wieuca

The purpose of this notice is to inform Greenstone Ventures, Inc. (the Applicant) and the City of Atlanta (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3383 Mixed Use Development at Peachtree Wieuca (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on July 16, 2021. The review package includes: the site development plan (Site Plan) dated July 12, 2021 titled "Wieuca" prepared by Kimley-Horn & Associates, the Transportation Study dated July 2021 prepared by Kimley-Horn & Associates received by GRTA on July 16, 2021, and the DCA Initial and Additional forms filed on July 9, 2021 and July 12, 2021.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

DocuSigned by:  
  
5409E9A65D48478...  
Christopher Tomlinson  
Executive Director  
Georgia Regional Transportation Authority

## Attachment A – General Conditions

### General Conditions of Approval to GRTA Notice of Decision:

#### Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing between the DRI and Longleaf Drive. If feasible, install the crossing as specified and per the approval of the City of Atlanta DOT
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing across Peachtree Dunwoody Road at the DRI's pedestrian connection to Peachtree Dunwoody Road in the northeast corner of the Site Plan. Consideration should be given to either locating the crosswalk north of the right turn deceleration lane or shortening the length of the right turn deceleration lane from what is shown on the Site Plan dated July 12, 2021. Install the crossing, as specified and per the approval of the City of Atlanta DOT.

### Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

#### Transportation Project Coordination

- Coordinate to ensure the Site Plan aligns with ongoing transportation projects in the area, per the Buckhead CID and City of Atlanta DOT approval. The coordination shall address:
  - Concerns over driveway interactions with the Wieuca Road cycle track project. Install pavement marking and signage where DRI driveways intersect the cycle track, per Buckhead CID and City of Atlanta DOT specifications and approval.
  - Continue to coordinate with the Phipps Blvd / Wieuca Rd / Park Ave round-a-bout project.

#### Driveways

- Coordinate with the Buckhead CID and City of Atlanta DOT to determine the appropriate number of driveways and driveway configurations. Adjust the proposed driveway and access control, per the Buckhead CID and City of Atlanta specifications and approval. Consideration shall be given to:
  - Driveway interactions with the adjacent Wieuca Road cycle track and round-a-bout projects.
  - Implications for bicycle and pedestrian safety and potential vehicle turning conflicts.
  - Specifically, the discussion shall:
    - Evaluate whether or not Driveway F should be removed given Driveway D can be used to access the site and the parking deck.
    - Evaluate whether or not Driveway E's access control should prohibit exiting left turns.

#### Deliveries

- Provide the dedicated area for heavy vehicle deliveries via Site Driveway D as depicted on the Site Plan dated July 12, 2021 unless required otherwise by the City of Atlanta.

Peachtree Road (SR 141) at Wieuca Road

- Monitor the southbound approach's congestion and queuing. Adjust the intersection's signal timing, if and when necessary, and per the approval of the City of Atlanta DOT and GDOT.

Wieuca Road between Old Ivy Road and Peachtree Road (SR 141)

- Monitor the Wieuca Road corridor's congestion and queuing between Old Ivy Road and Peachtree Road (SR 141). Adjust signal timing as necessary, per City of Atlanta, Buckhead CID and GDOT approval.

## **Attachment B – Required Elements of the DRI Plan of Development**

### **Conditions Related to Altering Site Plan after GRTA Notice of Decision:**

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.



## **Attachment C – Required Improvements to Serve the DRI**

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

### **Section 1:**

#### **General Conditions of Approval to GRTA Notice of Decision:**

##### Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing between the DRI and Longleaf Drive. If feasible, install the crossing as specified and per the approval of the City of Atlanta DOT
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing across Peachtree Dunwoody Road at the DRI’s pedestrian connection to Peachtree Dunwoody Road in the northeast corner of the Site Plan. Consideration should be given to either locating the crosswalk north of the right turn deceleration lane or shortening the length of the right turn deceleration lane from what is shown on the Site Plan dated July 12, 2021. Install the crossing, as specified and per the approval of the City of Atlanta DOT.

#### **Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:**

##### Transportation Project Coordination

- Coordinate to ensure the Site Plan aligns with ongoing transportation projects in the area, per the Buckhead CID and City of Atlanta DOT approval. The coordination shall address:
  - Concerns over driveway interactions with the Wieuca Road cycle track project. Install pavement marking and signage where DRI driveways intersect the cycle track, per Buckhead CID and City of Atlanta DOT specifications and approval.
  - Continue to coordinate with the Phipps Blvd / Wieuca Rd / Park Ave round-a-bout project.

##### Driveways

- Coordinate with the Buckhead CID and City of Atlanta DOT to determine the appropriate number of driveways and driveway configurations. Adjust the proposed driveway and access control, per the Buckhead CID and City of Atlanta specifications and approval. Consideration shall be given to:

- Driveway interactions with the adjacent Wieuca Road cycle track and round-about projects.
- Implications for bicycle and pedestrian safety and potential vehicle turning conflicts.
- Specifically, the discussion shall:
  - Evaluate whether or not Driveway F should be removed given Driveway D can be used to access the site and the parking deck.
  - Evaluate whether or not Driveway E's access control should prohibit exiting left turns.

#### Deliveries

- Provide the dedicated area for heavy vehicle deliveries via Site Driveway D as depicted on the Site Plan dated July 12, 2021 unless required otherwise by the City of Atlanta.

#### Peachtree Road (SR 141) at Wieuca Road

- Monitor the southbound approach's congestion and queuing. Adjust the intersection's signal timing, if and when necessary, and per the approval of the City of Atlanta DOT and GDOT.

#### Wieuca Road between Old Ivy Road and Peachtree Road (SR 141)

- Monitor the Wieuca Road corridor's congestion and queuing between Old Ivy Road and Peachtree Road (SR 141). Adjust signal timing as necessary, per City of Atlanta, Buckhead CID and GDOT approval.

### **Section 2:**

#### **Roadway Improvement Conditions to GRTA Notice of Decision:**

##### Transit Facilities

- Continue to coordinate with MARTA, the Buckhead CID, the City of Atlanta and neighborhood groups to install the agreed upon bus shelters in the Peachtree Road corridor near the DRI site.

##### Sidewalk Connectivity

- Coordinate with adjacent property owner to determine the feasibility of a continuous public sidewalk connection between Wieuca Road and Peachtree Dunwoody Road. Consideration should be given to a sidewalk connection between Driveway B and Driveway D.

##### Peachtree Road (SR 141) at Roxboro Road / Peachtree Dunwoody Road

- Consider reallocating the existing right-of-way of Roxboro Road to provide a new exclusive northbound right turn lane. The final configuration would consist of one southbound lane, one dedicated northbound right lane, one dedicated northbound through lane and one dedicated northbound left lane.



9/3/21

Via email

To: NPU-B Board

From: Robert Patterson  
NBCA President

Jim Sibley  
NBCA Zoning Committee Chair

Re: Rezoning request for Wieuca Road Church Property

On August 16, the NBCA Zoning Committee (“Committee”) approved a motion to support the rezoning request for the Wieuca Road Church property subject to a Conditions List and to a revised site plan, attached as Attachment A and Attachment B respectively. On August 31, the NPU-B Zoning Committee approved the rezoning request subject to the same conditions and site plan revisions. This matter will be on the NPU-B Board agenda on September 7. As it prepares to review this rezoning request, this memorandum is to provide the NPU-B Board with the NBCA Zoning Committee’s reasoning on this matter that underlies its approval of the rezoning request and the related Conditions List and revised site plan. This seems appropriate for such a large rezoning request that will have major impacts.

### The Project

The land in question is approximately twelve acres and owned by Wieuca Road Church. Greenstone Ventures is the master developer and applicant. The basic components of the proposal are:

1. A southern section adjacent to Peachtree and Wieuca Roads on which the developers would build an office tower (Greenstone Ventures) and an apartment tower (Crescent Properties).
2. A center section of approximately six acres (approximately half the total acreage) to be retained and used by Wieuca Road Church
3. A northern section to be developed by Toll Brothers as attached townhouses closer to the church and detached homes along the border with a large neighborhood zoned R-3.

### Committee Objectives

The Committee developed three overriding objectives:

1. Negotiate
2. Reduce density, including maintaining half the land for church use
3. Complement the fabric of North Buckhead

1. Negotiate: The Committee believes that the City of Atlanta will likely rezone this land and that the interests of North Buckhead will be best served by negotiating conditions and revisions

rather than just saying “no”, effectively excluding the Committee from having influence on the shape of the development.

2. Reduce density: The subject parcel is a large piece of land and increased density will increase traffic and congestion. The Committee’s objective is to lower project density by both:
  - a. Reducing the size of the individual project components, and
  - b. Retaining church-use for half of the property. The church intends to retain approximately half of the land and church use is considerably lower in density compared to other potential uses for these six acres. If the church were to simply sell out and move, the resulting development would likely be much denser than the proposed development with even more negative consequences.
  
3. Complement fabric of North Buckhead: North Buckhead has dense urban uses along Peachtree and Piedmont Roads ringing a large expanse of R-3 single-family housing. The balance of the two are a defining element of North Buckhead – urban amenities and quiet residential charm. North Buckhead has been vigilant over the years to carefully define how these two elements relate and transition. Thus, our third overall objective is to make sure that this project, moving from south to north, concentrates height along Peachtree Road, then a mid-rise church area, and finally a low-rise residential use that transitions into North Buckhead’s R-3 neighborhood area.

Review Process

The Committee received the rezoning request in the first week of June. During June, July, and the first half of August, the Committee invested considerable time understanding the proposal, seeking neighborhood input, determining a response, and negotiating conditions and site plan revisions with the developer. The Committee’s process is summarized in Attachment C entitled “NBCA Review Process”.

The Committee followed an open process that surfaced a wide range of views and opinions. All public input meetings and update emails were communicated to our email list of over 1,400 North Buckhead residents. We did not adopt every idea submitted by residents or convince the developer of every idea. But all ideas and points of view were heard and considered within the mix of all ideas put forth and the objectives outlined above. In all, the Committee tried to balance all input received and determine the best overall course for North Buckhead.

Specific Changes Demanded from Developer

1. Reduce density: The Committee sought to reduce the density in all three components of the new development and the related parking. The outcome of the negotiations is as follows:

	<u>Original Proposal</u>	<u>Negotiated</u>	<u>Change</u>
a. Office:	512,000 SF	440,000 SF	15%
b. Multi-Family:	400 units	300 units	25%
c. Housing/Townhouses	39 units	38 units	3%
d. Housing/Detached	18 units	13 units	28%
e. Office/Multi-Family Parking	2024 spaces	1,540 spaces	24%

The reductions achieved are significant but not as much as we sought. Even greater reductions are desirable simply because they would further reduce potential traffic. However, the surrounding buildings (specifically 3630 Peachtree and Park Avenue) set the precedent for height in this location and undermine the Committee’s ability to demand even lower height.

Further, we limited the height of buildings on the church property to 75 feet (See Condition 20). A related protection against future density on the approximately six acres occupied by the church is that the approved use for this property in the site plan is for church use.

We achieved some reduction in the number of Housing units for the northern end of the project, primarily for the detached housing. However, our main focus with the housing was to pull the townhouses back from Wieuca and Peachtree Dunwoody and increase the buffering and greenspace so that the housing blends smoothly into the neighborhood (see items 3 & 4 below).

2. Support alternatives to driving: The Committee wanted the developer to emphasize alternatives to driving. To that end, the developer is required to provide bike parking, showers, and to fund \$30,000 toward MARTA bus shelters on Peachtree for Bus Route 110 (See Conditions 24 & 25).
3. Pull development back from Wieuca and Peachtree-Dunwoody: At the northern end of the site, the original site plan showed townhouses fronting directly on the sidewalks, creating an urban feel just as the project is transitioning into a R-3 neighborhood. We successfully sought to have the townhouses pulled back from the sidewalks on both Wieuca and Peachtree Dunwoody. This creates a much more comfortable transition to North Buckhead's single-family neighborhood. Combined with the existing North Buckhead Park across Wieuca, this creates an attractive "gateway" to North Buckhead. (See Attachment D)
4. Add greenspace: In this same northern area, in addition to pulling the townhouses back from the sidewalk, the revised site plan adds a 12,500 SF greenspace on Wieuca Road and a 6,000 SF greenspace on Peachtree Dunwoody Road. The revised site plan retained an attractive pedestrian walkway through the residential area, connecting Wieuca and Peachtree Dunwoody. All the greenspace and walkways are public amenities, allowing North Buckhead residents to much more easily connect on foot or bike between Wieuca and Peachtree Dunwoody. (See Condition 28 and Attachment D.) As public amenities, the Committee also required that the developer install video surveillance cameras and connect these with the City's Video Integration Center (See Condition 18).
5. Complement the landscape design in North Buckhead Park: A roundabout is planned for the Wieuca/Phipps Boulevard intersection. NBCA has been heavily involved with the landscape design for this roundabout and the associated North Buckhead Park. The design employs a distinctive plant palette based on native plants (see Attachment E). The Committee wanted all landscaping for the new project along Wieuca Road to complement this landscape design. Similarly, the Committee wanted all landscaping in proximity to 3630 Peachtree to complement 3630's landscape design. This objective was achieved (see Condition 16).
6. Address the potential congestion associated with left turns from Wieuca: The Committee is very worried about potential congestion associated with cars attempting to turn left from southbound Wieuca into the project. We originally intended to write this in as a Condition, but this is useless since this is a problem for Atlanta DOT and GA DOT to address through signal timing, congestion monitoring technology at the roundabout, and other traffic control efforts in the section of Wieuca between Old Ivy and Peachtree. Therefore, we asked the NBCA Traffic Committee to monitor and influence decisions that will affect this potential traffic issue and



persuaded GRTA to add an item regarding this concern to GRTA's Notice of Decision. (See Attachment F, page 4 "Wieuca Road Between Old Ivy Road and Peachtree Road".)

7. Protect aesthetics, functionality, and safety in 3630 Peachtree Plaza: 3630 Peachtree's plaza area is vitally important to its resident's use and enjoyment. We demanded several concessions from the developer to protect the aesthetics, functionality, and safety in this area (See Conditions 8, 11, 14, 26, and 30). These address items such as cleanliness during construction, parking deck screening, blocking headlights from shining out from the parking deck, shielding against light spillage, connectivity, and pedestrian/bicyclist safety.

In addition, 3630 Peachtree has a private easement agreement with the church that was negotiated when the church sold the land for the construction of 3630 Peachtree. That agreement determines the respective rights and obligations of the parties relative to the plaza. The Committee is not privy to this agreement.

8. Assure proper stormwater management: The Committee heard considerable input regarding stormwater and is very concerned about the proper handling of stormwater and preventing downstream flooding affecting North Buckhead residents. To a large degree, NBCA is reliant on the City of Atlanta properly reviewing the developer's stormwater management plan when it is developed in the future and assuring its conformance with all City stormwater ordinances and requirements. So that NBCA can monitor the City's review and approval of the developer's stormwater management plan, we required that the developer submit a copy of the plan to NBCA at the same time that it submits the plan to the City (See Condition 29).
9. Assure conformance to all stream protection requirements: The Committee also heard considerable input regarding properly protecting the tributary to Little Nancy Creek that originates on the church property. The Committee shares those concerns and, as per item #8 above, expects the City to thoroughly review the developer's plans and to ensure that it conforms to all city, state, and federal requirements regarding streams. NBCA intends to monitor the developer's study results, plans, and the City's review process. (See Condition 33.)
10. Provide means to reach developer during construction: The Committee wanted to make sure that NBCA and neighbors could reach the developer regarding construction problems and required that the developer provide NBCA and nearby HOA's with the name, phone number, and email address of the Project Managers (See Condition #4).
11. Minimize construction impact on neighborhood: The Committee imposed various requirements concerning how the developer and its contractor operate, all aimed at reducing the negative impacts of the construction process on the neighborhood (See Conditions 3, 4, 5, 5, 7, 8, 9).

#### Neighborhood Concerns Not Satisfied

There are some major concerns that the Committee heard from neighbors that were not satisfied in the Conditions List or revised site plan. These merit explanation.

1. Request to require that the residential tower be an owner-occupied condominium rather than a rental property: The Committee favored and requested from the developer condominium use for the residential tower. This was an absolute deal breaker for the developer and the

Committee backed off this request in favor of other concessions. The Committee would still prefer a condominium ownership structure but not at the expense of not reaching an overall agreement with the developer and losing its ability to shape other aspects of the project.

2. Request to contain height so as to not block the views from 3630 Peachtree residences: Our friends, members, and neighbors at 3630 Peachtree asked that we seek to reduce the height of the office and multi-family towers from 415 feet to 150 feet so that the new buildings would not block their views. This is a very understandable request. Although we did reduce the height to 382 feet, this is nowhere near the cut requested by 3630 Peachtree. However, as mentioned previously, 3630 Peachtree itself sets the precedent for height in this immediate area. Similar to Item #1 above, since this request was a complete non-starter from the developer's point of view, the Committee decided not to scuttle the entire agreement and lose its ability to shape other aspects of the project.
3. Request to delay the zoning review process to more thoroughly access traffic implications and mitigations: Many residents voiced strong concerns that this project will compound the traffic congestion in the area of the project and in other areas of North Buckhead. The Committee shares these concerns. However, the City sets the timetable for the zoning review process and the Committee must respond within the deadlines it is given. Further, traffic review and mitigation are up to Atlanta DOT, GA DOT, and GRTA. The Committee's primary tools for reducing negative traffic impacts through the zoning process are to lower density and to encourage alternatives to driving, both of which it did. The Committee has asked the NBCA Traffic Committee to carry the effort from here to help mitigate traffic impacts on North Buckhead and have invited all concerned neighbors to join the NBCA Traffic Committee.

We hope this memorandum assists the NPU-B Board as it reviews this rezoning request and appreciate your attention to this matter. We will be at the NPU-B Board meeting on September 7 to answer any questions.

#### Attachments

- A Conditions List
- B Revised Site Plan
- C NBCA Review Process
- D Site Plan Comparison
- E North Buckhead Park landscape plan
- F GRTA Notice of Decision

# Attachment A

## Wieuca Road Church Development Proposed Conditions

1. To the extent that the conditions of this Agreement are more restrictive than, or are not reflected, in conditions applied to the property by the Atlanta City Council, the conditions in this agreement will control. The proposed development shall be restricted as follows:
2. The property shall be developed in accordance with the site plan and uses entitled "Wieuca, 3626, 3693 and 3715 Wieuca Road and 3714 Peachtree Dunwoody Road" prepared by Kimley Horn and Associates, Inc. dated August 16, 2021 and marked received by the City of Atlanta Office of Zoning and Development 8/20/2021.
3. Working hours on site shall be restricted as provided in the City of Atlanta Noise control Ordinance Section 74-134 (between the hours of 8:00 p.m. and 7:00 a.m. the following day on a weekday or between 8:00 p.m. and 9:00 a.m. on a weekend day or legal holiday, construction noise of any type including but not limited to, noise caused by excavation, demolition, alteration, or repair of any building, as well as the operation of any earth-moving equipment, crane, saw, drill, pile driver, steam shovel, pneumatic hammer, hoist, automatic nailer or stapler, or any similar equipment, shall not be plainly audible within any single-family residential, two-family residential, or multi-family residential zoning district more than 100 feet beyond the property boundary of the property from which the noise emanates. Should blasting be necessary, all State and City Ordinances shall be strictly observed. Applicant shall use a fully licensed and insured contractor with experience in urban conditions.
4. Applicant shall have full-time Project Managers on site who will adhere to all requirements of the City of Atlanta. Further, the Applicant shall provide 3630 Office Property Management, 3630 Condominium Association President, Park Avenue Homeowner's Association President, Longleaf Homeowner's Association President and the President of the North Buckhead Civic Association (NBCA) with a contact name and phone number which will be answered at all times when construction work is in progress. Applicant will also provide and link to the construction cam and an email address for the Project Managers. Program Managers shall make reasonable efforts to respond within 72 hours of notification.

5. Construction worker's vehicles, delivery vehicles, and construction equipment shall be parked within the development and no parking shall be permitted on surrounding streets or properties. No development vehicles, equipment, materials or supplies shall be permitted on the 3630 property except as allowed by agreement between the appropriate parties.
6. Except as allowed by agreement between the appropriate parties, all building materials shall be staged solely within the development and not on adjacent properties. All use of cranes will conform to relevant City ordinances/codes.
7. Applicant shall submit a traffic management plan for the transportation of construction vehicles for approval by the City of Atlanta and shall provide a copy of said plan to the President of NBCA concurrent with the filing of the original with the governmental authorities. Applicant shall take reasonable measures to significantly limit construction vehicles from using Wieuca Road (north of the roundabout), 3630 Auto Plaza, Old Ivy Road or Peachtree Dunwoody Road for ingress to or egress from the development.
8. The Applicant shall ensure that the adjoining streets and properties are swept from its construction dirt and gravel on an as-needed basis and ensure that its construction-related debris, spills and trash are removed promptly.
9. At such times that access to sidewalks is temporarily closed due to construction of this development, the applicant shall comply with the City of Atlanta Codes regarding sidewalk closure, including the signage requirements of Section 138-65 and 138-67.
10. The office use shall not exceed 440,000 gross square feet. The number of units in the multi-family building shall be limited to 300 units to minimize the impact of traffic. The multi-family building will be structured and constructed such that the residential units could be converted to condominium ownership in the future.
11. The exterior of the eastern façade of the office and multi-family parking deck shall include screening and or other architectural design elements complimentary to the office and multi-family buildings. Design of the parking deck will block the view of headlights from within the deck. Interior lighting of the deck will be designed with shielding to contain light within the parking deck.

12. Applicant shall provide a \$500 per month rental subsidy for a minimum of 2 law enforcement officers/first responders and agrees to coordinate with Livable Buckhead, LLC, regarding the provision of additional rent subsidies to law enforcement/first responders through Livable Buckhead.
13. Applicant shall incorporate sidewalk level retail and/or active uses on all Peachtree Road and Wieuca Road facades of the office and apartment buildings.
14. Walkways and other connective measures as shown on the site plan will be designed to safely connect and unify the development with existing and planned walkways on adjoining properties.
15. Applicant shall provide a copy of its Tree Save Survey and Tree Replacement Plan to the President of NBCA concurrent with the filing of the original with the governmental authorities. The President of NBCA shall be concurrently copied on any correspondence (including enclosure therewith) from the Applicant or its representative regarding the Tree Save Survey, the Tree Replacement Plan, or any material issue related thereto (greenery issues). Tree Replacement trees shall be planted in the North Buckhead neighborhood if appropriate locations are available.
16. Applicant shall install landscaping plants and hardscape materials that are coordinating/complementary to those used in North Buckhead Park and/or the existing 3630 property and consistent with the architectural design of the project.
17. The property shown on the site plan to be developed as single-family homes shall remain in SPI-12 Subarea 3 with a maximum floor area ratio of .40 and a maximum height of 35 feet. The property shown on the site plan to be developed as townhomes shall be limited to no more than 38 townhomes with a maximum average height of 50 feet.
18. Prior to issuance of the final Certificate of Occupancy, the Developer of the townhome and single-family property agrees to install video surveillance cameras and connect them with the Atlanta Police Department's Video Integration Center.
19. Principal permitted uses of structures shall be limited to those shown on the final Site plan.



20. The height of future church buildings on what is currently the sanctuary and proposed church expansion property but excluding the existing church deck shall be limited to 75 feet above the existing sanctuary floor elevation.
21. The Applicant shall prioritize use of the ingress and egress points located on Peachtree Road and the curb cuts on Wieuca Road between Peachtree Road and the Wieuca/Phipps roundabout for use by tenants and visitors of the office and apartment developments by using signage, landscaping, width of roadways, etc. Applicant will adhere to all traffic conditions as required by the Notice of Decision for DRI #3383 issued by ARC/GRTA with respect to this development.
22. The total number of parking spaces within the office and apartment portion of the development shall not exceed 1,540 spaces.
23. The Applicant shall provide a shared parking study/plan for uses located in the SPI-12 Subarea 1 portion of the property.
24. Applicant will supply bicycle parking to meet the SPI-12 requirements in the multifamily building and in the office building. The office building will provide showers to accommodate people who bicycle to work.
25. Applicant will support and, if necessary, underwrite up to \$30,000 of the cost of installing bus shelters for MARTA Route 110 on the southbound and northbound sides of Peachtree as close as possible to the project site.
26. All exterior lighting shall be designed, shielded, and constructed to minimize light spill off the property and meet all SPI-12 requirements.
27. The Applicant shall support appropriate legislation that will require that all transportation impact fees generated from this development will be used to mitigate traffic in the area surrounding the development, especially Wieuca Road, West Wieuca, Old Ivy Road, Long Leaf Drive, Peachtree Dunwoody, Phipps Boulevard and Peachtree Road. In particular, and in keeping with NBCA's longstanding position that the roundabout will function better if it incorporates modern flow-control technology, the legislation will state that some of the impact fees be directed to adding this type of technology to the roundabout project.

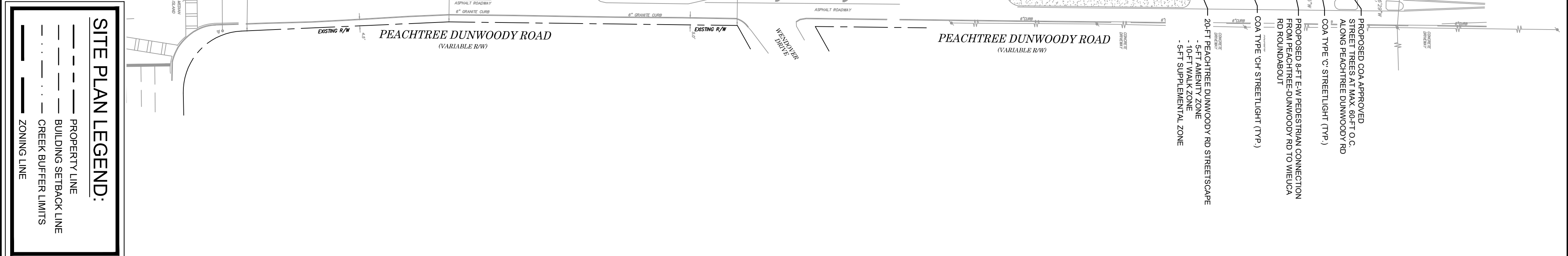
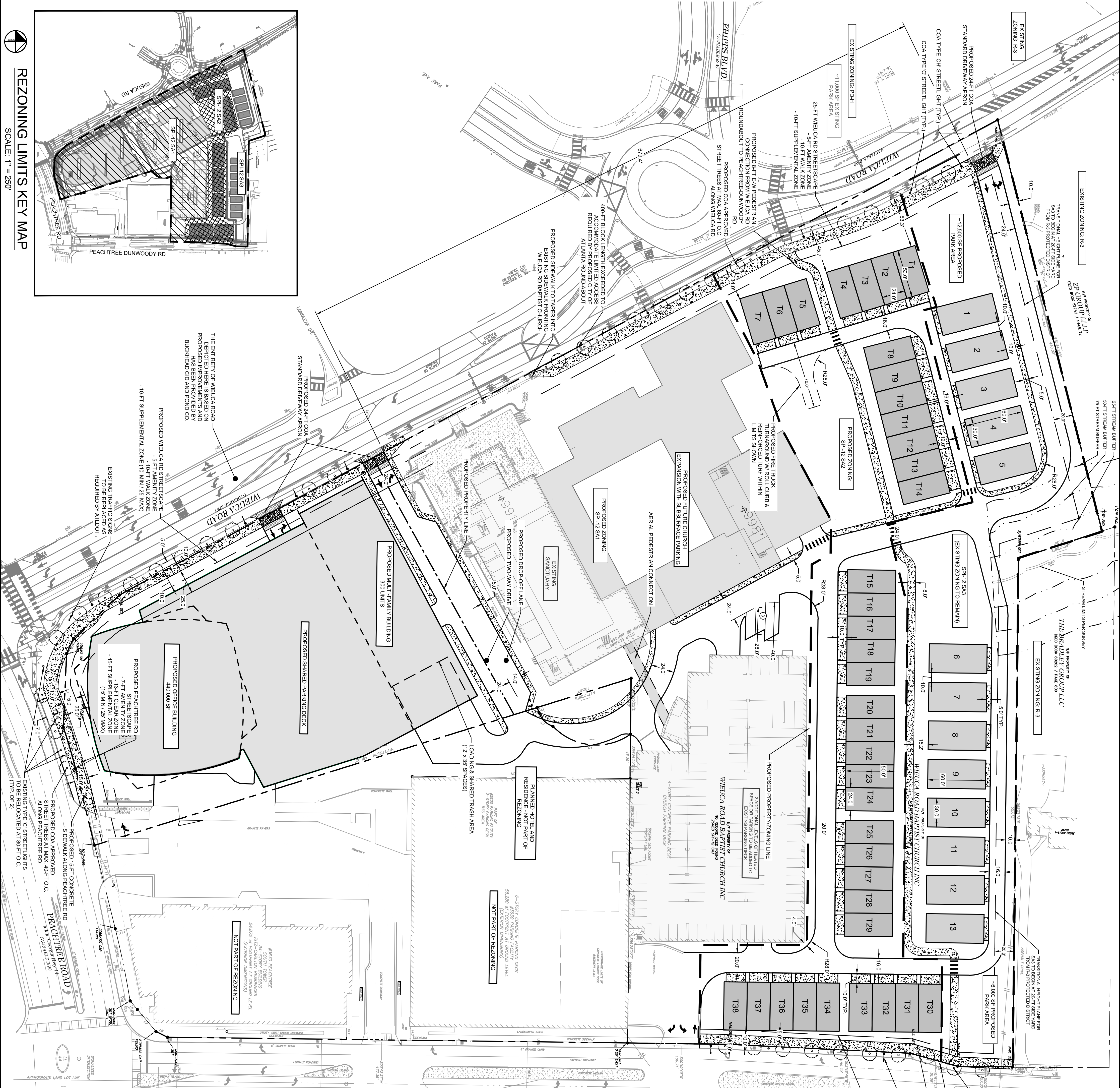
28. Applicant shall develop a pocket park in the northwest corner of the property with an area of approximately 12,500 square feet. Applicant shall develop a pocket park in the northeast corner of the property with an area of approximately 6,000 square feet. The pocket park will include plantings that are coordinating/complementary to those used in North Buckhead Park.
29. Developer(s) will address to the satisfaction of City of Atlanta the stormwater management system for the entire site so as to minimize the impact of stormwater runoff discharge downstream and shall meet or exceed all code requirements such that the rate of release of stormwater from the site will be designed to reduce the rate of stormwater flow post development versus predevelopment per the requirements of the then current City of Atlanta Stormwater Ordinance. Applicant shall provide a copy of its stormwater management plans to the President of NBCA concurrent with the filing of the original with the governmental authorities.
30. Developer(s) will work to enhance pedestrian and bicycle safety in the plaza area between 3630 Peachtree and the new development.
31. Streets within the single-family and townhome portion of the development shall be designed to minimize cut-through traffic between Wieuca Road and Peachtree Dunwoody Road.
32. All post-construction dumpsters and service facilities shall be screened and located within the enclosed area of the parking decks in the development. Signage indicating loading hours, no idling outside the loading dock, and no queuing for space in the loading dock shall be conspicuously posted at the loading dock.
33. Applicant will undertake a study to locate the origin of the perennial stream tributary of Little Nancy Creek that originates on or near the Wieuca Church property's northern boundary line and take appropriate remediation and protection measures as required by city, state and/or federal law.
34. These conditions of zoning shall be binding upon all successors and assigns of the Applicant for a period of 30 years. The subdivision, sale or partition of all or any part of the property shall not alter the obligation of all owners of the property to comply with these conditions of zoning. Any change to the above conditions that does not qualify for an administrative site plan amendment must complete the then applicable zoning process with the City of Atlanta.

35. The Applicant will not request any administrative site plan amendment which seeks to change any of the conditions contained herein without first giving notice of such request to the president of NBCA and the Chair of the Zoning Committee of NPU-B. However, the Applicant will have the right to request administrative changes to the site plan without such notification so long as such changes are required to comply with technical permitting requirements of the City of Atlanta and do not: (a) increase the height or square footage of any building or the number of parking spaces; (b) decrease any exterior setback or the amount of landscaped area; (c) materially reduce public access or public spaces; or (d) otherwise materially alter these conditions.
  
36. All of these narrative conditions will be attached to the Applicant's final site plan filed with the City of Atlanta.



# Attachment B

Drawing name: K:\AMT\_CIVIL\012826043\_Wieuca Rd Baptist\CAD\Plansheets\CO-20 ZONING SITE PLAN.dwg 21-00 ZONING SITE PLAN Aug 16, 2021 3:03pm by: Almarie Brennan



## SITE PLAN SPECIFICATIONS:

- CURRENT ZONING: SP-12 SA 1, SP-12 SA 2, & SP-12 SA 3
- TOTAL NET LOT AREA (NLA): 540,378 SF  
GROSS LOT AREA (GLA): 575,033 SF  
\*GLA INCLUDES TRACTS 3 & 4 ONLY  
\*GLA ASSUMES 40 FT ROW FOR ALL FRONTAGES. ACTUAL ROW VARIANCES.
- PROPOSED ZONING & LAND USES
  - SP-12 SA1  
NET LOT AREA (NLA): 307,046 SF  
GROSS LOT AREA (GLA): 328,421 SF
  - PROPOSED CHURCH/DAY SCHOOL  
EXISTING CHURCH/DAY SCHOOL  
NET NEW CHURCH/DAY SCHOOL  
146,000 GSF  
158,672 GSF
  - OFFICE / ACCESSORY RETAIL  
MULTIFAMILY RESIDENTIAL  
PARKING DECK EXPANSION  
MAXIMUM FAR ALLOWED:  
NONE
  - SP-12 SA2  
NET LOT AREA (NLA): 123,952 SF  
GROSS LOT AREA (GLA): 133,231 SF
  - 24' x 50' TOWNHOMES  
MAXIMUM FAR ALLOWED:  
NONE
  - SP-12 SA3  
NET LOT AREA (NLA): 109,380 SF  
GROSS LOT AREA (GLA): 113,381 SF
  - SINGLE-FAMILY COTTAGE HOMES  
13 UNITS = 43,550 SF  
(FAR = 0.40 NLA) /  
0.40 NLA = 43,659 SF
  - MAXIMUM FAR ALLOWED:  
NONE
- BUILDING HEIGHTS  
OFFICE/MULTIFAMILY BUILDING HEIGHT: 38-2 FT  
CHURCH EXPANSION HEIGHT: 75-2 FT (ABOVE EXISTING SANCTUARY FLOOR ELEV.)  
COTTAGE HOME MAXIMUM HEIGHT: 35-2 FT W/ TRANSITIONAL HEIGHT PLANE
- SETBACKS  
PEACHTREE DUNWOODY RD 20 FT FROM BACK OF CURB  
  - 5 FT AMENITY ZONE
  - 5 FT SUPPLEMENTAL ZONE (0' MIN / 25' MAX)
  - WIEUCA RD, 25 FT FROM FUTURE BACK OF CURB
  - 5 FT AMENITY ZONE
  - 10 FT SUPPLEMENTAL ZONE (0' MIN / 25' MAX)
  - PEACHTREE RD  
    - 5 FT AMENITY ZONE
    - 15' MIN / 25' MAX FT SUPPLEMENTAL ZONE

## PARKING CALCULATIONS

PER BUCKHEAD PARKING OVERLAY DISTRICT SEC. 16-38

PROPOSED USE	MAXIMUM ALLOWED PER BUCKHEAD PARKING OVERLAY	PARKING PROVIDED
OFFICE (440,000 SF)	2.5 / 1,000 SF = 1,100 SPACES	1,540 SPACES
MULTIFAMILY APARTMENTS (300 UNITS)	1.25 / 1 BR UNIT = 254 SPACES 2.50 / 2 BR UNIT = 146 SPACES 440 SPACES	N/A (PROPOSED PARKING DECK FOR OFFICE & AIR USE)
TOTAL MAXIMUM ALLOWED = 1,540 SPACES		TOTAL PROVIDED = 1,540 SPACES
CHURCH / DAY SCHOOL (238,072 SF)	155 SUBSURFACE SPACES + 240 DECK SPACES TO BE ADDED 126 EXISTING SURFACE SPACES TO BE REMOVED NET ADDITIONAL PARKING = 213 SPACES	
EXISTING DECK	688 SPACES IN EXISTING DECK DEDICATED TO USE BY 3830 OFFICE TO REMAIN	
SINGLE-FAMILY COTTAGE HOMES (11 UNITS)	2 PER UNIT = 22 SPACES PROVIDED WITHIN UNITS	
TOWNHOUSES (28 UNITS)	2 PER UNIT = 78 SPACES PROVIDED WITHIN UNITS	
NET NEW SPACES FOR OVERALL DEVELOPMENT = 1,951 SPACES	(1,540 + 213 + 78 = 1,831 SPACES)	

## OPEN SPACE CALCULATIONS

USABLE OPEN SPACE REQUIRED (USOR) PER SEC. 16-41.81.008	SP-12 SA1	SP-12 SA2	SP-12 SA3
RESIDENTIAL USE	20% NLA	25%	60%
OFFICE USE	10% NLA	-	-
OTHER USES (SCHOOL)	37,252 SF	31,046 SF	-
OPENSPACE PROVIDED	41,637 SF (9.5% NLA)	45,575 SF (9.5% NLA)	70,946 SF (9.5% NLA)
4. ALL DIMENSIONS ARE FROM FACE OF CURB UNLESS OTHERWISE NOTED			

## SITE NOTES:

- THE PROPOSED OFFICE & MULTIFAMILY BUILDING INFORMATION SHOWN HEREIN IS FROM AN ELECTRONIC FILE PROVIDED BY HKS, DATED 04/08/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EACH BUILDING INFORMATION.
- EXISTING CONDITIONS SHOWN HEREIN ARE FROM A SURVEY FILE PROVIDED BY GEOSURVEY, DATED 02/12/2021.
- THE PROPOSED ROADWAY IMPROVEMENTS FOR WIEUCA ROAD AND PEACHTREE DUNWOODY ROAD ARE FROM AN ELECTRONIC FILE PROVIDED BY BUCKHEAD CID & POND CO. DATED 05/25/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ROADWAY PLANS FOR EACH IMPROVEMENT.
- ALL DIMENSIONS ARE FROM FACE OF CURB UNLESS OTHERWISE NOTED.

## GEORGIA811

UNIFORM PROTECTION COORDINATING CENTER  
Call before you dig.

GRAPHIC SCALE IN FEET

0 25 50 100

<p>PROJECT</p> <p><b>WIEUCA</b></p> <p>3626, 3693, &amp; 3715 WIEUCA ROAD NE &amp; 3714 PEACHTREE DUNWOODY ROAD, ATLANTA, GA 30326 LAND LOT 44, 17TH DISTRICT</p>	<p>PREPARED FOR</p> <p><b>GREENSTONE VENTURES INC.</b></p> <p>3301 WINDY RIDGE PKWY, SUITE 320 ATLANTA, GA 30339 PHONE: 678.589.7608</p>	<p>PREPARED BY</p> <p><b>Kimley»Horn</b></p> <p>© 2021 WIMLEY+HORN AND ASSOCIATES, INC. 817 W. PEACHTREE STREET, NW THE BILTMORE, SUITE 601 ATLANTA, GEORGIA 30308 PHONE (404) 419-8700 WWW.KIMLEY-HORN.COM</p>
<p>TITLE</p> <p><b>ZONING SITE PLAN</b></p> <p>SHEET NUMBER</p> <p><b>Z1-00</b></p>	<p>DATE</p> <p>08/16/2021</p> <p>PROJECT NO.</p> <p>012826043</p>	<p>DESIGNED BY</p> <p>ATB</p> <p>DRAWN BY</p> <p>ATB</p> <p>REVIEWED BY</p> <p>BMS</p> <p>DATE</p> <p>08/16/2021</p> <p>PROJECT NO.</p> <p>012826043</p>

ISSUED FOR CONSTRUCTION



# Attachment C



## Wieuca Road Church Rezoning Request NBCA Review Process

Goal: Develop a recommended set of conditions for the Wieuca Church Rezoning Request

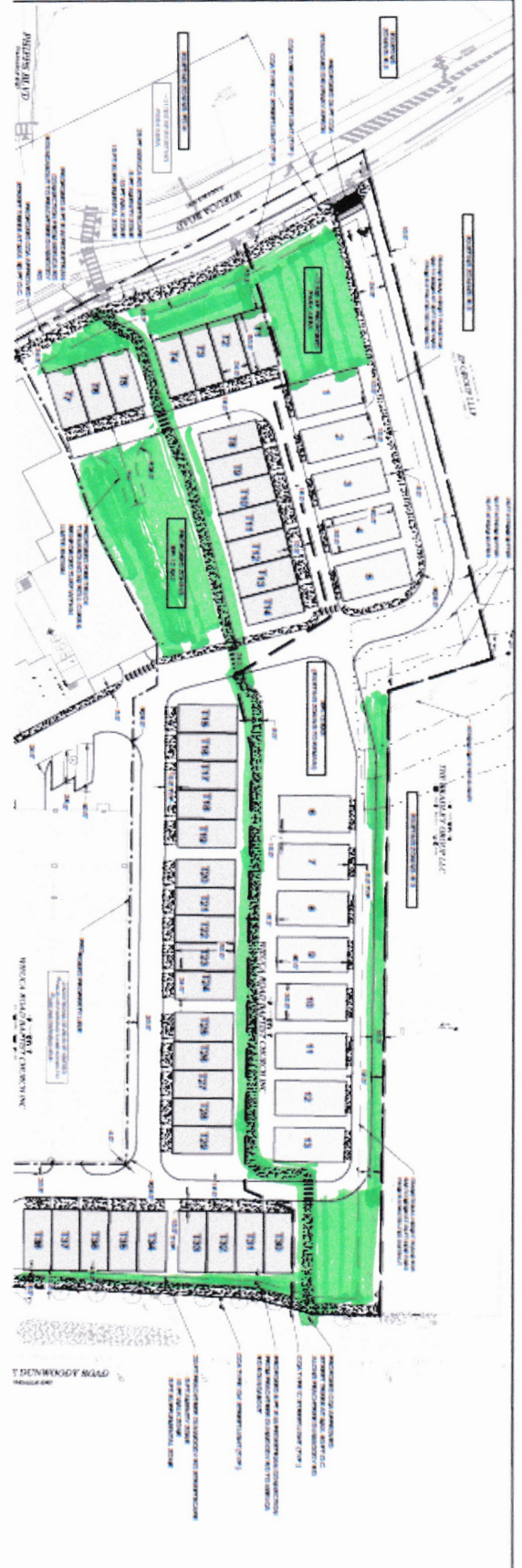
### **Key Activities to Date**

Public Input Meeting	6/21
Public Input Meeting	7/8
Newsletter Article	7/16
Public Input Meeting	7/19
Developer Input Meeting	7/20
NBCA Board Input Meeting	7/26
Neighbor Input Meeting	7/27
Traffic Study Meeting	8/2
Input from neighborhood groups	8/4
Issue Preliminary Conditions List	8/9
Public Update Meeting	8/11
Begin negotiations with developer	8/12
NBCA Zoning Committee Vote on Conditions	8/16

### **Future Non-NBCA Activities**

NPU-B Zoning Committee Meeting	8/31
NPU-B Board Meeting	9/7

Revised

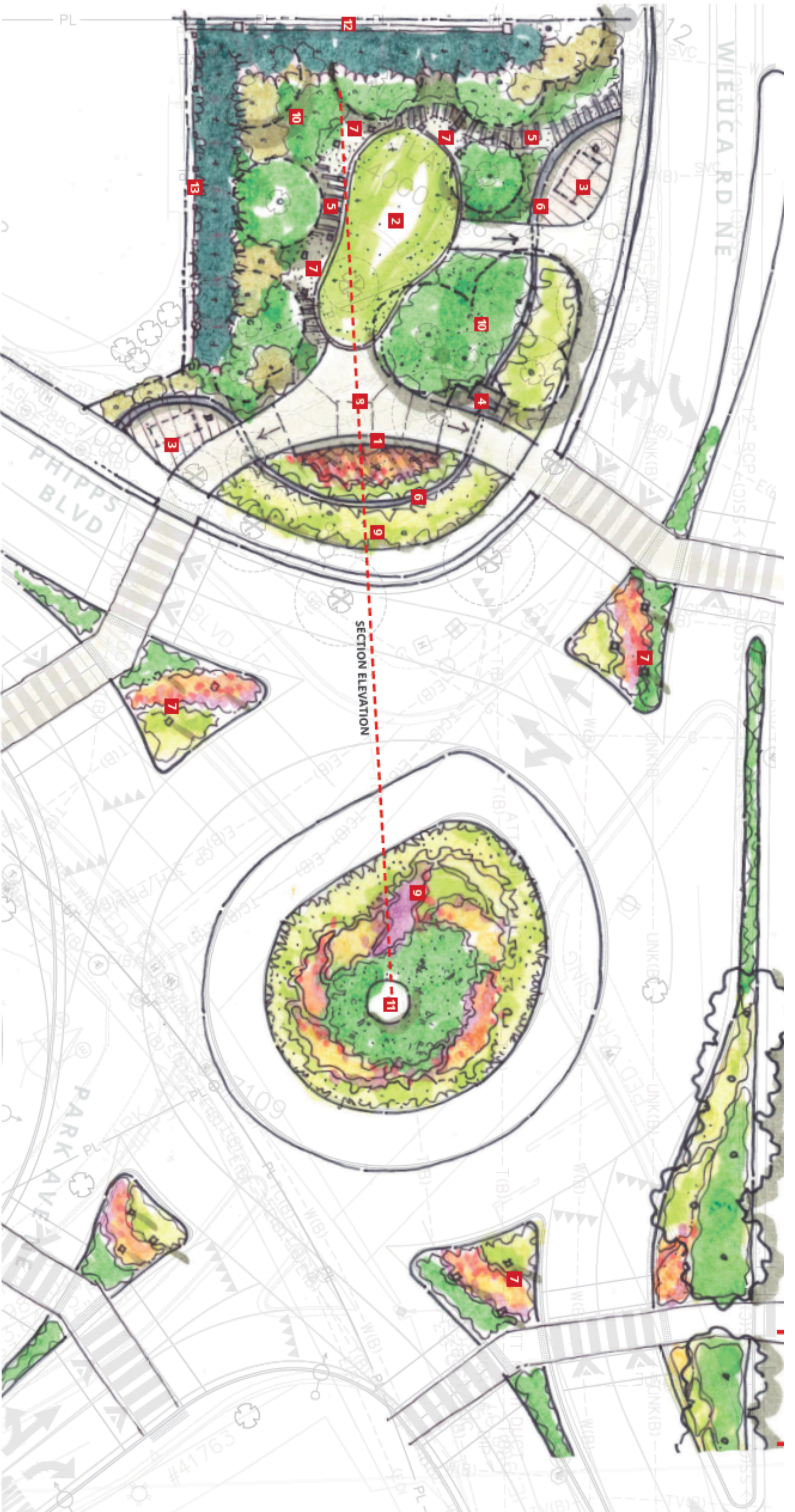


Original





# Attachment E



- 1** NORTH BUCKHEAD SIGNAGE
- 2** THE GREEN (BOCCE + PUTTING GREEN)
- 3** WELCOME PLAZAS + PARK RULES
- 4** STONE VIEWING AREA
- 5** RECYCLED GRANITE CURB WALKWAYS
- 6** SEATWALL/LANDSCAPE CURB BAND
- 7** VERTICAL GRANITE WAYFINDING MONUMENTS
- 8** SCULPTURE VIEWING PLAZA
- 9** NATIVE MEADOW MASSINGS
- 10** OPEN FOREST PLANTINGS WITH LOW GROUNDCOVER AND ACCENT SHRUBS
- 11** FUTURE SCULPTURE
- 12** EXISTING FENCE TO REMAIN
- 13** NEW IRON RESIDENTIAL FENCE 6FT
- 14** AMERICAN HOLLY SCREEN WITH SHRUB UNDERPLANTING





## Attachment F

## NOTICE OF DECISION

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**To:** Doug Hooker, ARC  
**(via electronic mail)** Bob Voyles, GRTA  
Dick Anderson, GRTA  
Kathryn Zickert, GRTA  
Sharon Mason, GRTA  
Sonny Deriso, GRTA

**To:** City of Atlanta  
**(via electronic mail and certified mail)** Greenstone Ventures, Inc.

**From:** Christopher Tomlinson, GRTA Executive Director

**Copy:** Jon West, DCA  
**(via electronic mail)** Zane Grennell, DCA  
Richard Hathcock, GRTA/ATL  
Cain Williamson, GRTA/ATL  
Andrew Smith, ARC  
Greg Giuffrida, ARC  
Aries Little, ARC  
Marquitrice Mangum, ARC  
Monique Forte, City of Atlanta  
Lenise Lyons, City of Atlanta  
Betty Smoot Madison, City of Atlanta  
Nursef Kedir, City of Atlanta  
Mark Tai, City of Atlanta  
Desmond Cole, City of Atlanta  
Nathaniel Hoelzel, City of Atlanta  
Curtis Tyger, City of Atlanta  
Tony Peters, Buckhead CID  
Denise Starling, Livable Buckhead  
Nancy Bliwise, NPU-B  
Robert Patterson, NBCA

Greg Floyd, MARTA  
Charles Rosa, MARTA  
Corentin Auguin, MARTA  
Paul DeNard, GDOT  
Megan Wilson, GDOT  
Daniel Parker, GDOT  
Josh Montefusco, GDOT  
Justin Hatch, GDOT  
Harrison Forder, Kimley Horn  
John Walker, Kimley Horn  
Ben Skidmore, Kimley Horn  
Emmy Montanye, Kimley Horn  
Daniel Kerr, Kimley Horn  
Harvey Rudy, Greenstone Ventures  
Adam Guercio, Toll Brothers  
Don Hellein, Crescent Communities  
Kyle Brock, Crescent Communities  
Woody Galloway, The Galloway Law Group LLC

**Date:** August 20, 2021

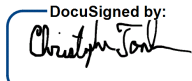
## Notice of Decision for Request for Non-Expedited Review of DRI 3383 Mixed Use Development at Peachtree Wieuca

The purpose of this notice is to inform Greenstone Ventures, Inc. (the Applicant) and the City of Atlanta (the Local Government), the Georgia Regional Transportation Authority (GRTA) Land Development Committee, the Georgia Department of Community Affairs (DCA), the Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC) of GRTA's decision regarding Development of Regional Impact (DRI) 3383 Mixed Use Development at Peachtree Wieuca (the DRI Plan of Development). GRTA has completed a non-expedited Review for the DRI Plan of Development pursuant to Section 4.2.3 of the *GRTA DRI Review Procedures* and has determined that the DRI Plan of Development meets the GRTA review criteria set forth in Section 4.3. The DRI Plan of Development as proposed is **approved subject to conditions**, as provided in Attachment A and subject to the limitations placed on allowable modifications to the DRI Plan of Development, as described in Attachment B.

Subject to the conditions set forth in Attachment A and Attachment B, GRTA will approve the expenditure of state and/or federal funds for providing the Land Transportation Services and Access improvements listed in Section 2 of Attachment C. The need for said approval shall terminate and be of no further force and effect after ten (10) years from the date of this Notice of Decision, unless substantial construction of the proposed DRI has been commenced during this ten (year) period.

The notice of decision is based on a review of the applicant's DRI Review Package received by GRTA on July 16, 2021. The review package includes: the site development plan (Site Plan) dated July 12, 2021 titled "Wieuca" prepared by Kimley-Horn & Associates, the Transportation Study dated July 2021 prepared by Kimley-Horn & Associates received by GRTA on July 16, 2021, and the DCA Initial and Additional forms filed on July 9, 2021 and July 12, 2021.

Pursuant to Section 5 of the *GRTA DRI Review Procedures* the Applicant, the GRTA Land Development Committee and the local government have a right to appeal this decision within five (5) Business Days of the date on this letter by filing a Notice of Appeal with the GRTA Land Development Committee. A Notice of Appeal must specify the grounds for the appeal and present any argument or analysis in support of the appeal. For further information regarding the right to appeal, consult Section 5 of the *GRTA DRI Review Procedures*. If GRTA staff receives an appeal, you will receive another notice from GRTA and the Land Development Committee will schedule the appeal hearing according to the timeline established in Section 5.1.2 of the *GRTA DRI Review Procedures*.

DocuSigned by:  
  
5409E9A65D48478...  
Christopher Tomlinson  
Executive Director  
Georgia Regional Transportation Authority

## Attachment A – General Conditions

### General Conditions of Approval to GRTA Notice of Decision:

#### Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing between the DRI and Longleaf Drive. If feasible, install the crossing as specified and per the approval of the City of Atlanta DOT
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing across Peachtree Dunwoody Road at the DRI's pedestrian connection to Peachtree Dunwoody Road in the northeast corner of the Site Plan. Consideration should be given to either locating the crosswalk north of the right turn deceleration lane or shortening the length of the right turn deceleration lane from what is shown on the Site Plan dated July 12, 2021. Install the crossing, as specified and per the approval of the City of Atlanta DOT.

### Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

#### Transportation Project Coordination

- Coordinate to ensure the Site Plan aligns with ongoing transportation projects in the area, per the Buckhead CID and City of Atlanta DOT approval. The coordination shall address:
  - Concerns over driveway interactions with the Wieuca Road cycle track project. Install pavement marking and signage where DRI driveways intersect the cycle track, per Buckhead CID and City of Atlanta DOT specifications and approval.
  - Continue to coordinate with the Phipps Blvd / Wieuca Rd / Park Ave round-a-bout project.

#### Driveways

- Coordinate with the Buckhead CID and City of Atlanta DOT to determine the appropriate number of driveways and driveway configurations. Adjust the proposed driveway and access control, per the Buckhead CID and City of Atlanta specifications and approval. Consideration shall be given to:
  - Driveway interactions with the adjacent Wieuca Road cycle track and round-a-bout projects.
  - Implications for bicycle and pedestrian safety and potential vehicle turning conflicts.
  - Specifically, the discussion shall:
    - Evaluate whether or not Driveway F should be removed given Driveway D can be used to access the site and the parking deck.
    - Evaluate whether or not Driveway E's access control should prohibit exiting left turns.

#### Deliveries

- Provide the dedicated area for heavy vehicle deliveries via Site Driveway D as depicted on the Site Plan dated July 12, 2021 unless required otherwise by the City of Atlanta.

Peachtree Road (SR 141) at Wieuca Road

- Monitor the southbound approach's congestion and queuing. Adjust the intersection's signal timing, if and when necessary, and per the approval of the City of Atlanta DOT and GDOT.

Wieuca Road between Old Ivy Road and Peachtree Road (SR 141)

- Monitor the Wieuca Road corridor's congestion and queuing between Old Ivy Road and Peachtree Road (SR 141). Adjust signal timing as necessary, per City of Atlanta, Buckhead CID and GDOT approval.

## **Attachment B – Required Elements of the DRI Plan of Development**

### **Conditions Related to Altering Site Plan after GRTA Notice of Decision:**

The on-site development will be constructed materially (substantially) in accordance with the Site Plan. Changes to the Site Plan will not be considered material or substantial so long as the following conditions are included as part of any changes:

- All “Proposed Conditions of Approval to GRTA Notice of Decision” set forth in Attachment A are provided.



## Attachment C – Required Improvements to Serve the DRI

As defined by the *GRTA DRI Review Procedures*, a “Required Improvement means a land transportation service or access improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI.”

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

### Section 1:

#### General Conditions of Approval to GRTA Notice of Decision:

##### Bicycle, Pedestrian & Transit Facilities

- Provide pedestrian connectivity between all buildings and uses.
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing between the DRI and Longleaf Drive. If feasible, install the crossing as specified and per the approval of the City of Atlanta DOT
- Coordinate with the City of Atlanta to determine the feasibility of a pedestrian crossing across Peachtree Dunwoody Road at the DRI’s pedestrian connection to Peachtree Dunwoody Road in the northeast corner of the Site Plan. Consideration should be given to either locating the crosswalk north of the right turn deceleration lane or shortening the length of the right turn deceleration lane from what is shown on the Site Plan dated July 12, 2021. Install the crossing, as specified and per the approval of the City of Atlanta DOT.

#### Roadway & Site Access Improvement Conditions to GRTA Notice of Decision:

##### Transportation Project Coordination

- Coordinate to ensure the Site Plan aligns with ongoing transportation projects in the area, per the Buckhead CID and City of Atlanta DOT approval. The coordination shall address:
  - Concerns over driveway interactions with the Wieuca Road cycle track project. Install pavement marking and signage where DRI driveways intersect the cycle track, per Buckhead CID and City of Atlanta DOT specifications and approval.
  - Continue to coordinate with the Phipps Blvd / Wieuca Rd / Park Ave round-a-bout project.

##### Driveways

- Coordinate with the Buckhead CID and City of Atlanta DOT to determine the appropriate number of driveways and driveway configurations. Adjust the proposed driveway and access control, per the Buckhead CID and City of Atlanta specifications and approval. Consideration shall be given to:

- Driveway interactions with the adjacent Wieuca Road cycle track and round-about projects.
- Implications for bicycle and pedestrian safety and potential vehicle turning conflicts.
- Specifically, the discussion shall:
  - Evaluate whether or not Driveway F should be removed given Driveway D can be used to access the site and the parking deck.
  - Evaluate whether or not Driveway E's access control should prohibit exiting left turns.

#### Deliveries

- Provide the dedicated area for heavy vehicle deliveries via Site Driveway D as depicted on the Site Plan dated July 12, 2021 unless required otherwise by the City of Atlanta.

#### Peachtree Road (SR 141) at Wieuca Road

- Monitor the southbound approach's congestion and queuing. Adjust the intersection's signal timing, if and when necessary, and per the approval of the City of Atlanta DOT and GDOT.

#### Wieuca Road between Old Ivy Road and Peachtree Road (SR 141)

- Monitor the Wieuca Road corridor's congestion and queuing between Old Ivy Road and Peachtree Road (SR 141). Adjust signal timing as necessary, per City of Atlanta, Buckhead CID and GDOT approval.

### **Section 2:**

#### **Roadway Improvement Conditions to GRTA Notice of Decision:**

##### Transit Facilities

- Continue to coordinate with MARTA, the Buckhead CID, the City of Atlanta and neighborhood groups to install the agreed upon bus shelters in the Peachtree Road corridor near the DRI site.

##### Sidewalk Connectivity

- Coordinate with adjacent property owner to determine the feasibility of a continuous public sidewalk connection between Wieuca Road and Peachtree Dunwoody Road. Consideration should be given to a sidewalk connection between Driveway B and Driveway D.

##### Peachtree Road (SR 141) at Roxboro Road / Peachtree Dunwoody Road

- Consider reallocating the existing right-of-way of Roxboro Road to provide a new exclusive northbound right turn lane. The final configuration would consist of one southbound lane, one dedicated northbound right lane, one dedicated northbound through lane and one dedicated northbound left lane.

## Wieuca Road Church Development Proposed Conditions

1. To the extent that the conditions of this Agreement are more restrictive than, or are not reflected, in conditions applied to the property by the Atlanta City Council, the conditions in this agreement will control. The proposed development shall be restricted as follows:
2. The property shall be developed in accordance with the site plan and uses entitled "Wieuca, 3626, 3693 and 3715 Wieuca Road and 3714 Peachtree Dunwoody Road" prepared by Kimley Horn and Associates, Inc. dated August 16, 2021 and marked received by the City of Atlanta Office of Zoning and Development 8/20/2021.
3. Working hours on site shall be restricted as provided in the City of Atlanta Noise control Ordinance Section 74-134 (between the hours of 8:00 p.m. and 7:00 a.m. the following day on a weekday or between 8:00 p.m. and 9:00 a.m. on a weekend day or legal holiday, construction noise of any type including but not limited to, noise caused by excavation, demolition, alteration, or repair of any building, as well as the operation of any earth-moving equipment, crane, saw, drill, pile driver, steam shovel, pneumatic hammer, hoist, automatic nailer or stapler, or any similar equipment, shall not be plainly audible within any single-family residential, two-family residential, or multi-family residential zoning district more than 100 feet beyond the property boundary of the property from which the noise emanates. Should blasting be necessary, all State and City Ordinances shall be strictly observed. Applicant shall use a fully licensed and insured contractor with experience in urban conditions.
4. Applicant shall have full-time Project Managers on site who will adhere to all requirements of the City of Atlanta. Further, the Applicant shall provide 3630 Office Property Management, 3630 Condominium Association President, Park Avenue Homeowner's Association President, Longleaf Homeowner's Association President and the President of the North Buckhead Civic Association (NBCA) with a contact name and phone number which will be answered at all times when construction work is in progress. Applicant will also provide and link to the construction cam and an email address for the Project Managers. Program Managers shall make reasonable efforts to respond within 72 hours of notification.

5. Construction worker's vehicles, delivery vehicles, and construction equipment shall be parked within the development and no parking shall be permitted on surrounding streets or properties. No development vehicles, equipment, materials or supplies shall be permitted on the 3630 property except as allowed by agreement between the appropriate parties.
6. Except as allowed by agreement between the appropriate parties, all building materials shall be staged solely within the development and not on adjacent properties. All use of cranes will conform to relevant City ordinances/codes.
7. Applicant shall submit a traffic management plan for the transportation of construction vehicles for approval by the City of Atlanta and shall provide a copy of said plan to the President of NBCA concurrent with the filing of the original with the governmental authorities. Applicant shall take reasonable measures to significantly limit construction vehicles from using Wieuca Road (north of the roundabout), 3630 Auto Plaza, Old Ivy Road or Peachtree Dunwoody Road for ingress to or egress from the development.
8. The Applicant shall ensure that the adjoining streets and properties are swept from its construction dirt and gravel on an as-needed basis and ensure that its construction-related debris, spills and trash are removed promptly.
9. At such times that access to sidewalks is temporarily closed due to construction of this development, the applicant shall comply with the City of Atlanta Codes regarding sidewalk closure, including the signage requirements of Section 138-65 and 138-67.
10. The office use shall not exceed 440,000 gross square feet. The number of units in the multi-family building shall be limited to 300 units to minimize the impact of traffic. The multi-family building will be structured and constructed such that the residential units could be converted to condominium ownership in the future.
11. The exterior of the eastern façade of the office and multi-family parking deck shall include screening and or other architectural design elements complimentary to the office and multi-family buildings. Design of the parking deck will block the view of headlights from within the deck. Interior lighting of the deck will be designed with shielding to contain light within the parking deck.

12. Applicant shall provide a \$500 per month rental subsidy for a minimum of 2 law enforcement officers/first responders and agrees to coordinate with Livable Buckhead, LLC, regarding the provision of additional rent subsidies to law enforcement/first responders through Livable Buckhead.
13. Applicant shall incorporate sidewalk level retail and/or active uses on all Peachtree Road and Wieuca Road facades of the office and apartment buildings.
14. Walkways and other connective measures as shown on the site plan will be designed to safely connect and unify the development with existing and planned walkways on adjoining properties.
15. Applicant shall provide a copy of its Tree Save Survey and Tree Replacement Plan to the President of NBCA concurrent with the filing of the original with the governmental authorities. The President of NBCA shall be concurrently copied on any correspondence (including enclosure therewith) from the Applicant or its representative regarding the Tree Save Survey, the Tree Replacement Plan, or any material issue related thereto (greenery issues). Tree Replacement trees shall be planted in the North Buckhead neighborhood if appropriate locations are available.
16. Applicant shall install landscaping plants and hardscape materials that are coordinating/complementary to those used in North Buckhead Park and/or the existing 3630 property and consistent with the architectural design of the project.
17. The property shown on the site plan to be developed as single-family homes shall remain in SPI-12 Subarea 3 with a maximum floor area ratio of .40 and a maximum height of 35 feet. The property shown on the site plan to be developed as townhomes shall be limited to no more than 38 townhomes with a maximum average height of 50 feet.
18. Prior to issuance of the final Certificate of Occupancy, the Developer of the townhome and single-family property agrees to install video surveillance cameras and connect them with the Atlanta Police Department's Video Integration Center.
19. Principal permitted uses of structures shall be limited to those shown on the final Site plan.

20. The height of future church buildings on what is currently the sanctuary and proposed church expansion property but excluding the existing church deck shall be limited to 75 feet above the existing sanctuary floor elevation.
21. The Applicant shall prioritize use of the ingress and egress points located on Peachtree Road and the curb cuts on Wieuca Road between Peachtree Road and the Wieuca/Phipps roundabout for use by tenants and visitors of the office and apartment developments by using signage, landscaping, width of roadways, etc. Applicant will adhere to all traffic conditions as required by the Notice of Decision for DRI #3383 issued by ARC/GRTA with respect to this development.
22. The total number of parking spaces within the office and apartment portion of the development shall not exceed 1,540 spaces.
23. The Applicant shall provide a shared parking study/plan for uses located in the SPI-12 Subarea 1 portion of the property.
24. Applicant will supply bicycle parking to meet the SPI-12 requirements in the multifamily building and in the office building. The office building will provide showers to accommodate people who bicycle to work.
25. Applicant will support and, if necessary, underwrite up to \$30,000 of the cost of installing bus shelters for MARTA Route 110 on the southbound and northbound sides of Peachtree as close as possible to the project site.
26. All exterior lighting shall be designed, shielded, and constructed to minimize light spill off the property and meet all SPI-12 requirements.
27. The Applicant shall support appropriate legislation that will require that all transportation impact fees generated from this development will be used to mitigate traffic in the area surrounding the development, especially Wieuca Road, West Wieuca, Old Ivy Road, Long Leaf Drive, Peachtree Dunwoody, Phipps Boulevard and Peachtree Road. In particular, and in keeping with NBCA's longstanding position that the roundabout will function better if it incorporates modern flow-control technology, the legislation will state that some of the impact fees be directed to adding this type of technology to the roundabout project.



28. Applicant shall develop a pocket park in the northwest corner of the property with an area of approximately 12,500 square feet. Applicant shall develop a pocket park in the northeast corner of the property with an area of approximately 6,000 square feet. The pocket park will include plantings that are coordinating/complementary to those used in North Buckhead Park.
29. Developer(s) will address to the satisfaction of City of Atlanta the stormwater management system for the entire site so as to minimize the impact of stormwater runoff discharge downstream and shall meet or exceed all code requirements such that the rate of release of stormwater from the site will be designed to reduce the rate of stormwater flow post development versus predevelopment per the requirements of the then current City of Atlanta Stormwater Ordinance. Applicant shall provide a copy of its stormwater management plans to the President of NBCA concurrent with the filing of the original with the governmental authorities.
30. Developer(s) will work to enhance pedestrian and bicycle safety in the plaza area between 3630 Peachtree and the new development.
31. Streets within the single-family and townhome portion of the development shall be designed to minimize cut-through traffic between Wieuca Road and Peachtree Dunwoody Road.
32. All post-construction dumpsters and service facilities shall be screened and located within the enclosed area of the parking decks in the development. Signage indicating loading hours, no idling outside the loading dock, and no queuing for space in the loading dock shall be conspicuously posted at the loading dock.
33. Applicant will undertake a study to locate the origin of the perennial stream tributary of Little Nancy Creek that originates on or near the Wieuca Church property's northern boundary line and take appropriate remediation and protection measures as required by city, state and/or federal law.
34. These conditions of zoning shall be binding upon all successors and assigns of the Applicant for a period of 30 years. The subdivision, sale or partition of all or any part of the property shall not alter the obligation of all owners of the property to comply with these conditions of zoning. Any change to the above conditions that does not qualify for an administrative site plan amendment must complete the then applicable zoning process with the City of Atlanta.

35. The Applicant will not request any administrative site plan amendment which seeks to change any of the conditions contained herein without first giving notice of such request to the president of NBCA and the Chair of the Zoning Committee of NPU-B. However, the Applicant will have the right to request administrative changes to the site plan without such notification so long as such changes are required to comply with technical permitting requirements of the City of Atlanta and do not: (a) increase the height or square footage of any building or the number of parking spaces; (b) decrease any exterior setback or the amount of landscaped area; (c) materially reduce public access or public spaces; or (d) otherwise materially alter these conditions.
  
36. All of these narrative conditions will be attached to the Applicant's final site plan filed with the City of Atlanta.