



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 assess 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.

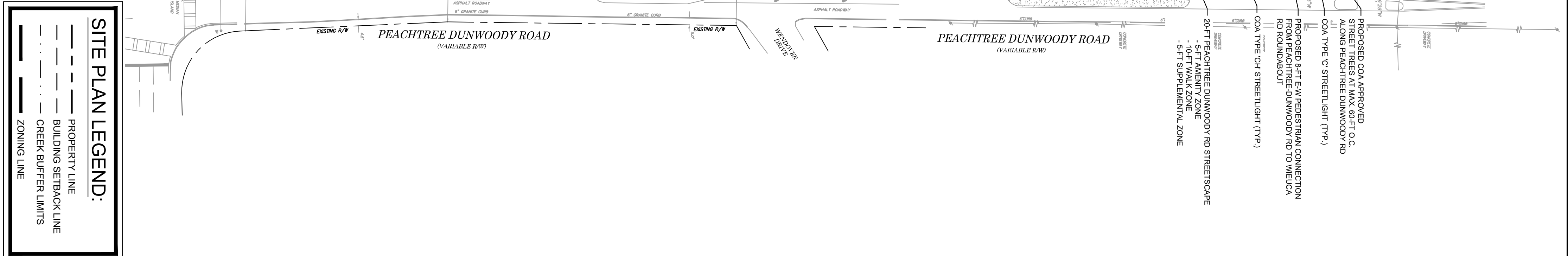
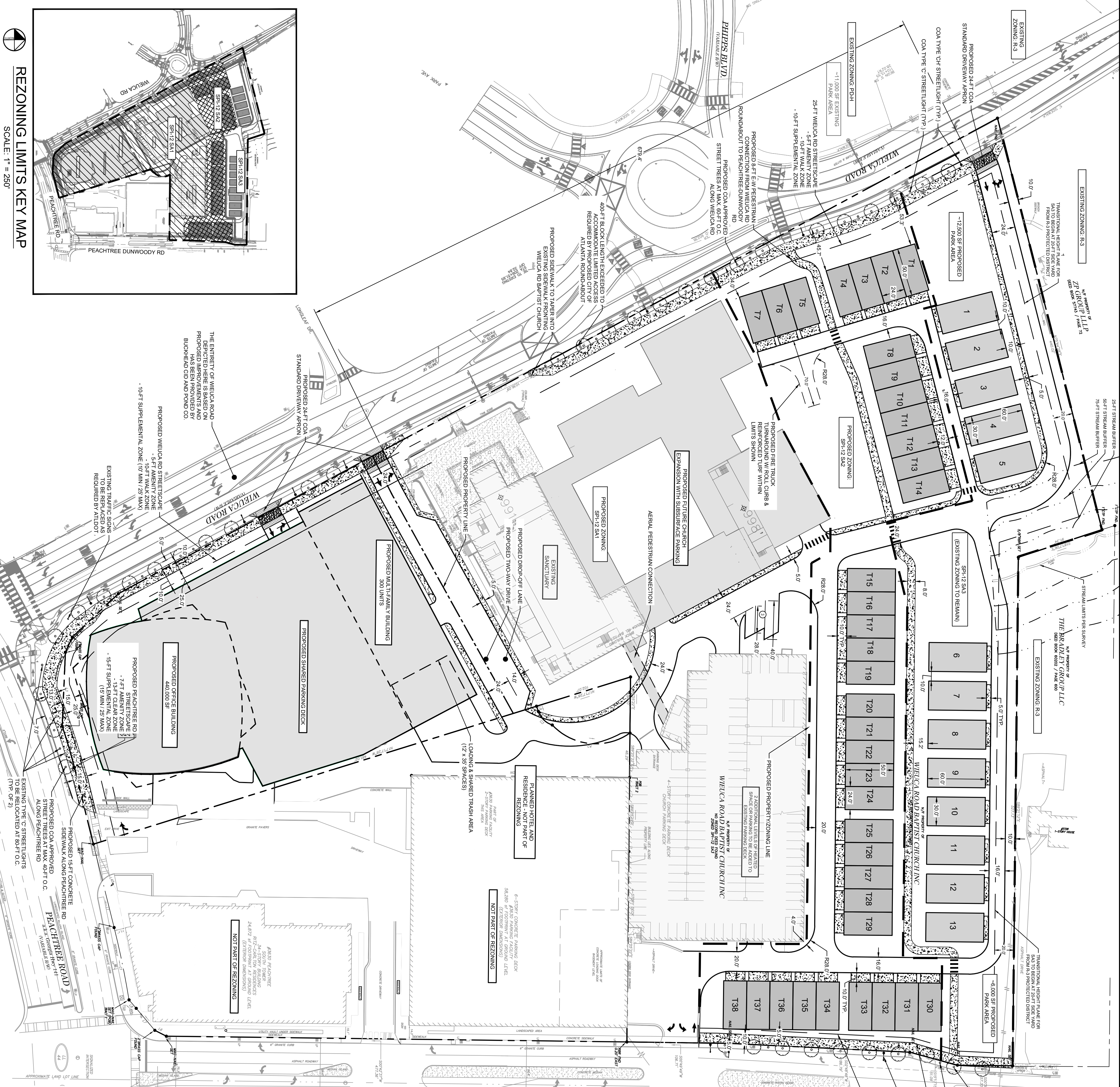
28. Applicant shall develop a pocket park in the northwest corner of the property with an area of approximately 12,500 square feet. Applicant shall develop a pocket park in the northeast corner of the property with an area of approximately 6,000 square feet. The pocket park will include plantings that 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\C0-20 ZONING SITE PLAN.dwg 21-00 ZONING SITE PLAN Aug 16, 2021 3:03pm by: Almarie Brennan



SITE PLAN SPECIFICATIONS:	
1. CURRENT ZONING:	SP12 SA 1, R3
2. PROPOSED ZONING:	SP12 SA 1, SP12 SA 2 & SP12 SA 3
3. TOTAL NET LOT AREA (NLA):	540,378 SF
4. GROSS LOT AREA (GLA):	575,033 SF
*GLA ASSUMES 40' ROW FOR ALL FRONTAGES. ACTUAL ROW VARIANCES.	
3. PROPOSED ZONING & LAND USES	
SP12 SA1	NET LOT AREA (NLA): 307,046 SF
	GROSS LOT AREA (GLA): 328,421 SF
SP12 SA2	NET LOT AREA (NLA): 123,952 SF
	GROSS LOT AREA (GLA): 133,231 SF
SP12 SA3	NET LOT AREA (NLA): 109,380 SF
	GROSS LOT AREA (GLA): 113,381 SF
- 24' x 50' TOWNHOMES	
MAXIMUM FAR ALLOWED: 38 UNITS = 133,000 SF (FAR = 0.40 NLA) (4,291 SF PER UNIT)	
MAXIMUM FAR ALLOWED: NONE	
- PROPOSED CHURCH/DAY SCHOOL	
- EXISTING CHURCH/DAY SCHOOL	
- OFFICE / ACCESSORY RETAIL	
- MULTIFAMILY RESIDENTIAL	
- PARKING DECK EXPANSION	
MAXIMUM FAR ALLOWED: NONE	
*2 ADDITIONAL LEVELS = 98,278 SF	
4 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 FT W/ TRANSITIONAL HEIGHT PLANE	
5. 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		
PROPOSED USE	MAXIMUM ALLOWED PER BUCKHEAD PARKING OVERLAY	PARKING PROVIDED
OFFICE (40,000 SF)	2.5 / 1,000 SF = 1,100 SPACES	1,540 SPACES
MULTIFAMILY APARTMENTS (300 UNITS)	1.25 / 1,800 SF UNIT = 294 SPACES	1,540 SPACES
TOTAL MAXIMUM ALLOWED = 1,540 SPACES		
CHURCH / DAY SCHOOL (238,872 SF)	158 SURFACE SPACES + 240 DECK SPACES TO BE ADDED	158 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 + 78 SPACES)		

OPEN SPACE CALCULATIONS	
USABLE OPEN SPACE REQUIRED (USOR) PER SEC. 16-418.008	
RESIDENTIAL USE	SP12 SA1 SP12 SA2 SP12 SA3
RECREATIONAL USE	20% NLA
OTHER USES (NON)	10% NLA
OPENSPACE PROVIDED	41,637 SF (9% NLA) 45,575 SF (9% NLA) 70,946 SF (13% NLA)
*44% OF OPENSPACE PROVIDED BY RECYCLED CONCRETE	

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 05/26/2021 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ROADWAY PLANS FOR EACH IMPROVEMENT.
- ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.

WIEUCA

3626, 3693, & 3715 WIEUCA ROAD NE & 3714 PEACHTREE DUNWOODY ROAD,
ATLANTA, GA 30326
LAND LOT 44, 17TH DISTRICT

PREPARED FOR:

GREENSTONE VENTURES INC.

3301 WINDY RIDGE PKWY, SUITE 320
ATLANTA, GA 30339
PHONE: 678.589.7608

PROJECT: 08/16/2021

TITLE: ZONING SITE PLAN

SHEET NUMBER: 21-00

ISSUANCE AND REVISION DESCRIPTIONS

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY

PREPARED BY:

Kimley Horn

© 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

Attachment C



Wieuca Road Church Rezoning Request NBCA Review Process

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

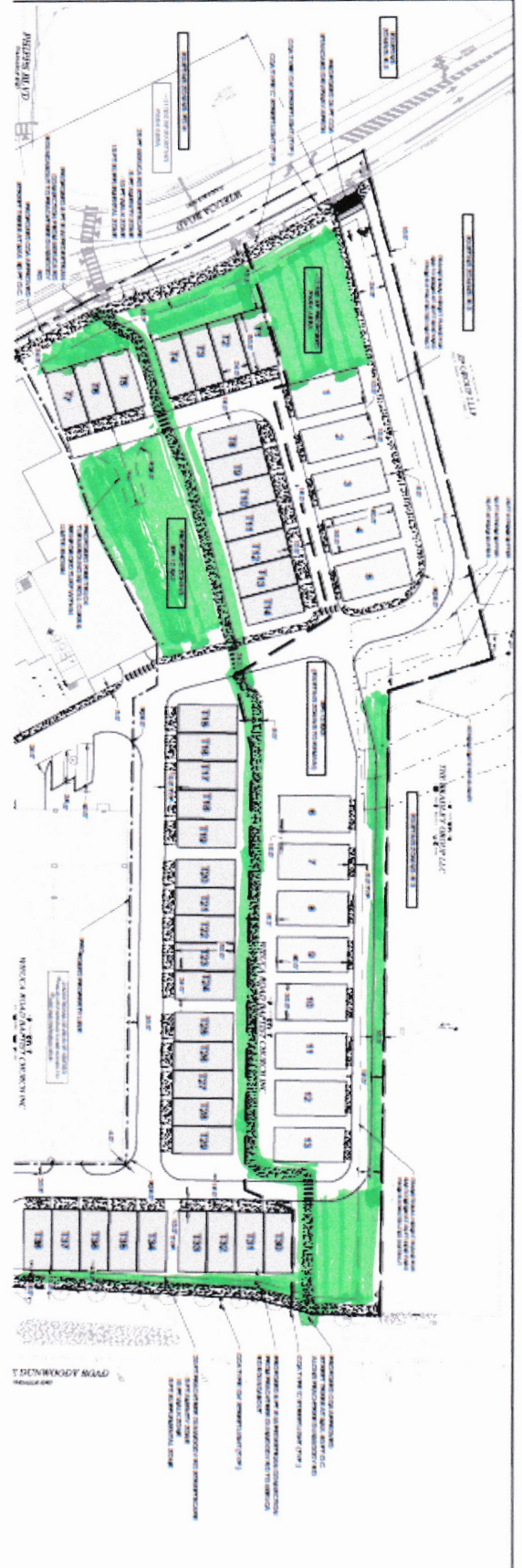
Key Activities to Date

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

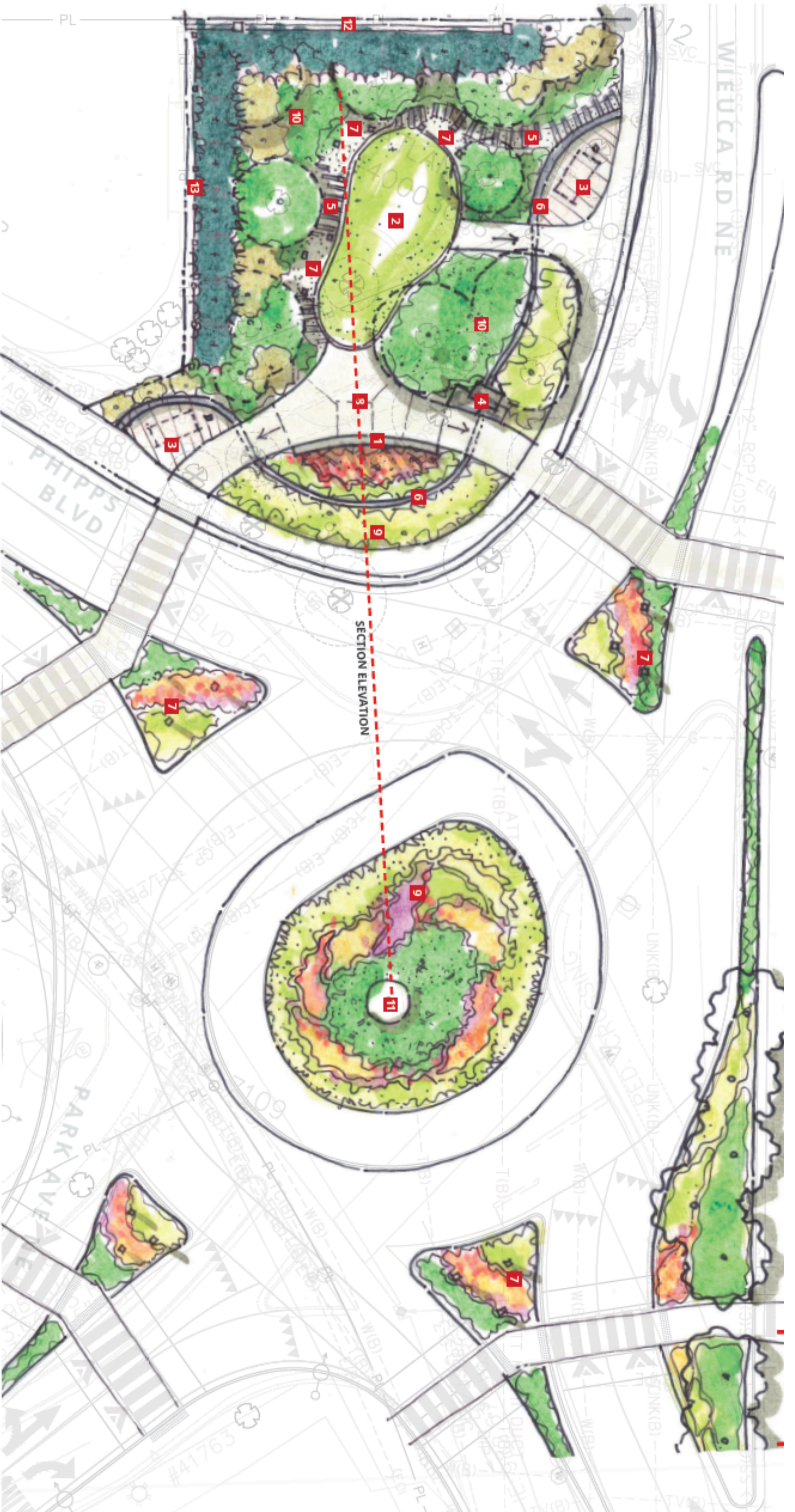
Revised



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

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

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(via electronic mail) Zane Grennell, DCA
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Adam Guercio, Toll Brothers
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Date: August 20, 2021

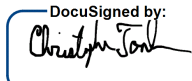
Notice of Decision for Request for Non-Expedited Review of DRI 3383 Mixed Use Development at Peachtree Wieuca

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:

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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.