REGIONAL REVIEW NOTIFICATION

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

DATE: 1/31/2005 **ARC REVIEW CODE**: R501311

TO: Mayor Shirley Franklin
ATTN TO: Nina Gentry, Senior Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

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

Name of Proposal: Coventry Station
Review Type: Development of Regional Impact

Description: The proposed Coventry Station development, located on 104 acres in the City of Atlanta, will consist of 802 total residential units, 30,000 square feet of retail space, and 20,000 square feet of office space. The residential units will be comprised of 68 single family homes, 150 townhomes, 524 apartments, and 60 lofts. Approximately 200 of the 524 apartments may become mid-rise senior housing. The development is locate along the west side of Interstate 285, east of Barge Road, south of Campbellton Road, and north of Greenbriar Parkway. Primary access to the site will occur along Barge Road and Greenbriar Parkway.

Submitting Local Government: City of Atlanta
Date Opened: 1/31/2005
Deadline for Comments: *2/14/2005*
Earliest the Regional Review can be Completed: 3/2/2005

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
CLAYTON COUNTY
CITY OF EAST POINT
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
CITY OF ATLANTA SCHOOLS
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
HENRY COUNTY
CITY OF ATLANTA

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2/14/2005, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Coventry Station** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

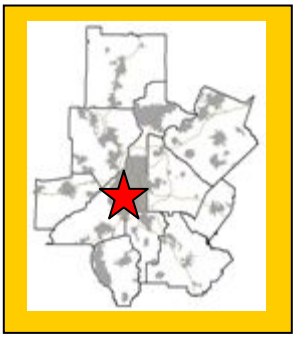
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *2/14/2005*

Preliminary Report:	Jan 31, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Coventry Station #659
Final Report Due:	March 2, 2005		Comments Due By:	Feb. 14, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Coventry Station development, located on 104 acres in the City of Atlanta, will consist of 802 total residential units, 30,000 square feet of retail space, and 20,000 square feet of office space. The residential units will be comprised of 68 single family homes, 150 townhomes, 524 apartments, and 60 lofts. Approximately 200 of the 524 apartments may become mid-rise senior housing. The development is locate along the west side of Interstate 285, east of Barge Road, south of Campbellton Road, and north of Greenbriar Parkway. Primary access to the site will occur along Barge Road and Greenbriar Parkway.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for June 2008.

GENERAL

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

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

The project site is currently zone SPI-20 (special public interest) and allows for the proposed development. The DRI trigger for this development is the application for sewer upgrade with the City of Atlanta. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as mixed use.

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

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

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

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

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

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

2004	**Lakeside Redevelopment**
2002	**Butner Road MUD**
2002	**Princeton Lakes**
2002	**Camp Creek Business Center**
2001	**South Meadow Business Park Expansion**
1988	**Cowart Lake**
1986	**Camp Creek Center**

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

Based on information submitted for the review, the site is currently undeveloped.

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

No.

Is the proposed development consistent with regional plans and policies?

The project is located within the Greenbriar LCI study area and represents a rare opportunity for redevelopment in an important activity center; therefore, this development should meet or exceed the goals and policies set forth in the LCI plan as well as Regional Development Goals and Policies.

The LCI plan includes a concept plan for the various neighborhoods throughout the activity center. The West Neighborhood (I-285 to Barge Road) includes the site of the proposed development. The concept plan for this neighborhood calls for medium density residential in conjunction with mixed use commercial buildings. A key element of this neighborhood is the creation of a street network that will improve circulation for both the automobile and the pedestrian throughout the community.

The proposed development meets many of the Regional Development Policies of the ARC. The mix of uses and various housing types will help to for accommodate the forecasted population and employment in the City of Atlanta. It is one goal of the ARC to increase the share of new development in activity centers. This development is an example of infill development in an existing activity center offers housing and employment of diverse incomes and age groups.

However, there are several improvements that can be made to the site plan to ensure the overall development better meets or exceeds ARC Regional Development Polices and the goals of the LCI plan. It is strongly recommended that the site plan reflect a more direct connection from the apartment

complex to the retail uses located on Greenbriar Parkway. This should include additional paths for pedestrian and bicyclists. Best Transportation Practices 9 and 10 emphasize alternative routes and shortcuts for pedestrians and bicyclists that are of the standard as the network for motorist.

It is also strongly encouraged that pedestrian and trail access be provided to the residents along Rex Avenue. This will provide those residents with a safe alternate to the retail located along Greenbriar Parkway as well as to the trails that are proposed in the open space areas of the development.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

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

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

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

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in the City of Atlanta. The project site approximately 104 acres in size along the west side of Interstate 285, east of Barge Road, south of Campbellton Road, and north of Greenbriar Parkway.

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

The proposed development is entirely within the City of Atlanta. Fulton County is approximately 2 miles to the west and the City of East Point is approximately 1.5 miles to the south.

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

To be determined during the review.

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is $105,000,000 with an expected $2,420,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Watershed Protection/ Stream Buffers

A portion of the proposed project property appears to be crossed by an unnamed blue line stream, as shown on the Ben Hill and Southwest Atlanta 1:24,000 USGS quad sheets. The stream is a tributary to Camp Creek, which in turn is a tributary to the Chattahoochee River. Under the Metropolitan River Protection Act, local jurisdictions with tributaries draining into the Corridor portion of the Chattahoochee, which is defined as the portion of the river between Buford Dam and the downstream limits of Fulton and Douglas Counties, must adopt tributary buffer ordinances for those streams. The City of Atlanta buffer ordinance, which is city-wide, requires a 75-foot buffer along both perennial and intermittent streams. If applicable, the required City buffers should be clearly shown on all the streams on the project property. In addition, all state waters on the property are subject to the State 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year:

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	6.00	10.26	104.40	648.00	5898.00	7.38	1.32
Forest/Open	25.00	2.00	15.00	225.00	5975.00	0.00	0.00
Low-Med. SF (0.5-1 ac)	2.60	2.81	12.27	88.40	1661.40	0.70	0.16
Med. SF (0.25-0.5 ac)	21.60	29.16	127.66	928.40	17301.60	7.34	1.73
Townhouse/Apartment	48.80	51.24	522.65	3269.60	29524.00	37.09	6.83
TOTAL	104.00	95.47	781.98	5159.80	60260.00	52.51	10.04

Total % Impervious 33%

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

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

There are three access points to this development. A new roadway (spine road) will connect Barge Road with Geenbriar Parkway. Two additional driveways will provide access onto Greenbriar Parkway.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
68 Single-Family Detached	14	43	57	48	28	76	730
324 Apartment	32	130	162	127	69	196	2098
210 Condos/Townhouses	16	77	93	74	36	110	1206
200 Senior Adult Housing	19	32	51	49	32	81	976
20,000 SF Office Park	50	6	56	18	112	130	618
30,000 SF Retail	46	30	76	136	147	283	3066
TOTAL NEW TRIPS	**175**	**310**	**485**	**395**	**371**	**766**	**7630**

Total includes internal capture and pass-by trip reductions.

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

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

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

To be determined during the review.

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030 and FY 2005-2010 TIP, adopted in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-BP304	SOUTHWEST ATLANTA SIDEWALK PROGRAM: CASCADE ROAD FROM WILLIS MILL ROAD TO DELONG DRIVE; BEN E.	Pedestrian Facility	2007

	MAYS ROAD FROM CASCADE ROAD TO WILLIS MILL ROAD; FOTAINE AVENUE FROM CASCADE ELEMENTARY SCHOOL TO CASCADE ROAD		

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-110	BARGE ROAD / GREENBRIAR PARKWAY CONNECTOR	Roadway Capacity	2020
AT-032	SR 154/166 (CAMPBELLTON ROAD)	Roadway Capacity	2030
AT-AR-302	SR 166 (LANGFORD PARKWAY)	Interchange Capacity	2030

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Coventry Station

The results of the detailed intersection analysis for the 2008 Future No-Build (excluding Coventry Station) and 2008 Future Build conditions (including Coventry Station) identified acceptable Levels of Service (LOS D) for all intersections within the study network except the Barge Road/Proposed Spine Road intersection. The 2008 Future Build analysis indicated this unsignalized intersection will experience delay for vehicles on the side street approach (EB and WB). A new signal at this location is not recommended due to the proximity of the existing traffic signal at the Campbellton Road/Barge Road intersection (approximately 300'). Modifications to this intersection should include providing a southbound left-turn lane along Barge Road. This can be accomplished through restriping the roadway to consist of one southbound left-turn lane, one southbound through lane, and two northbound lanes).

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

Marta Blue Flyer Route #283 services a park and ride lot adjacent to this development on Campellton Road. This route travels down Barge Road through the center of the development prior to its terminus on Campellton Road at the park and ride lot. This route connects to the Oakland City Marta Rail Station on the north-south line. This route runs weekdays only and headways are every 20 minutes. Though this route runs through this project, the bus is an express route and has limited stops, none of which are inside the development. The nearest stop is at the park and ride lot.

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

None proposed.

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

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based	Credits	Total

on ARC strategies)		
SF Detached Dwellings	15%	15%
With all of the below:		
Has a neighborhood center or one in close proximity?		
Has Bike and Pedestrian Facilities that include?		
connections between units in the site?		
connections to retail center and adjoining uses with the project limits?		
Total		**15%**

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

Coventry Station is a nicely laid out, mixed-use community allowing residents the option of walking to retail and office areas. Though this project is mixed-use, there is large room for improvement. A Marta park and ride lot is across the street from this development and the bus servicing this lot runs down the spine road of the development. There are no stops within the development and no easy access, other than vehicular, to the park and ride lot from the development. The bus running through the development makes a direct connection with a Marta rail station providing auto free access to the Atlanta region. This additional bus stop within the development would benefit Marta by adding additional riders, it would benefit the region by taking a few drivers off of the roads and would serve as an additional amenity to the development

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.17016 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Camp Creek plant will provide wastewater treatment for the proposed development.

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

The capacity of Camp Creek is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

13	13	13	17	-4	Expansion to 24mgd by 2005.	Step permit (13/19/24) approved by EPD.

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

The developer and the City of Atlanta have agreed to upgrade an existing off site sewer line from an 18" line to a 30" and 36" line to be constructed in 2005.

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.17016 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 740 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

To be determined during the review.

AGING

Does the development address population needs by age?

To be determined during the review.

What is the age demographic in the immediate area of the development?

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 802 housing units that will include single family residences, townhomes, apartments, and lofts.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tracts 77.02. This tract had a 4 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 44 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

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

Your DRI ID NUMBER for this submission is: 659
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 10/8/2004 10:25:46 AM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Nina E. Gentry 55 Trinity Avenue, Suite 3350 Atlanta, GA 30303
Telephone:	404.330.6722
Fax:	404.658.7491
E-mail **(only one)**:	ngentry@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project:	Coventry Station

Development Type	Description of Project	Thresholds
Mixed Use	Mixed-use development on 104 acres consisting of 68 SF homes 150 townhomes524 apartments 60 lofts 30000 sf of retail and 20000 sf of office	View Thresholds

Developer / Applicant and Mailing Address:	Priske-Jones southeast 2740 Bert Adams Road Suite 100 Atlanta, GA 30339
Telephone:	770.433.1624
Fax:	770.433.1890
Email:	jknight@priske-jones.com
Name of property owner(s) if different from developer/applicant:	American Equitites & Development, LLC
Provide Land-Lot-District Number:	LL 252 & 253 14th District
What are the principal streets or roads providing vehicular access to the site?	Campbellton Road, Greenbriar Parkway and Barge Road
Provide name of nearest street(s) or intersection:	Campbellton Road/Barge Road
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	City of East Point one mile east of site

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Other sewer upgrade with City of Atlanta
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/ phase represent?	
Estimated Completion Dates:	This project/phase: 2008 Overall project: 2008

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	Y
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	Y
Developer/Applicant has identified needed improvements?	N
Other (Please Describe): An intersection improvement project for the Campbellton Rd/Barge Rd intersection has been indentified in GDOT's STIP report (2004 LCI project). the DRI traffic strudy will be prepared by the applicant's traffic consultant.	Y

Submitted on: 1/4/2005 6:04:05 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Nina E. Gentry
Telephone:	404.330.6722
Fax:	404.658.7491
Email (**only one**):	ngentry@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Coventry Station
DRI ID Number:	659
Developer/Applicant:	Priske-Jones Southeast
Telephone:	770.433.1624
Fax:	770.433.1890
Email(s):	jknight@priske-jones.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	$105,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2,420,000.00
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc):	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.17016MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.17016MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below: the Developer & City of Atlanta have agreed to upgrade an existing off site sewer line from an 18" line to a 30" & 36" line to be constructed in 2005	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	8734 trips per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Refer to 12/27/04 transportation analysis	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	740 tons/yr
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

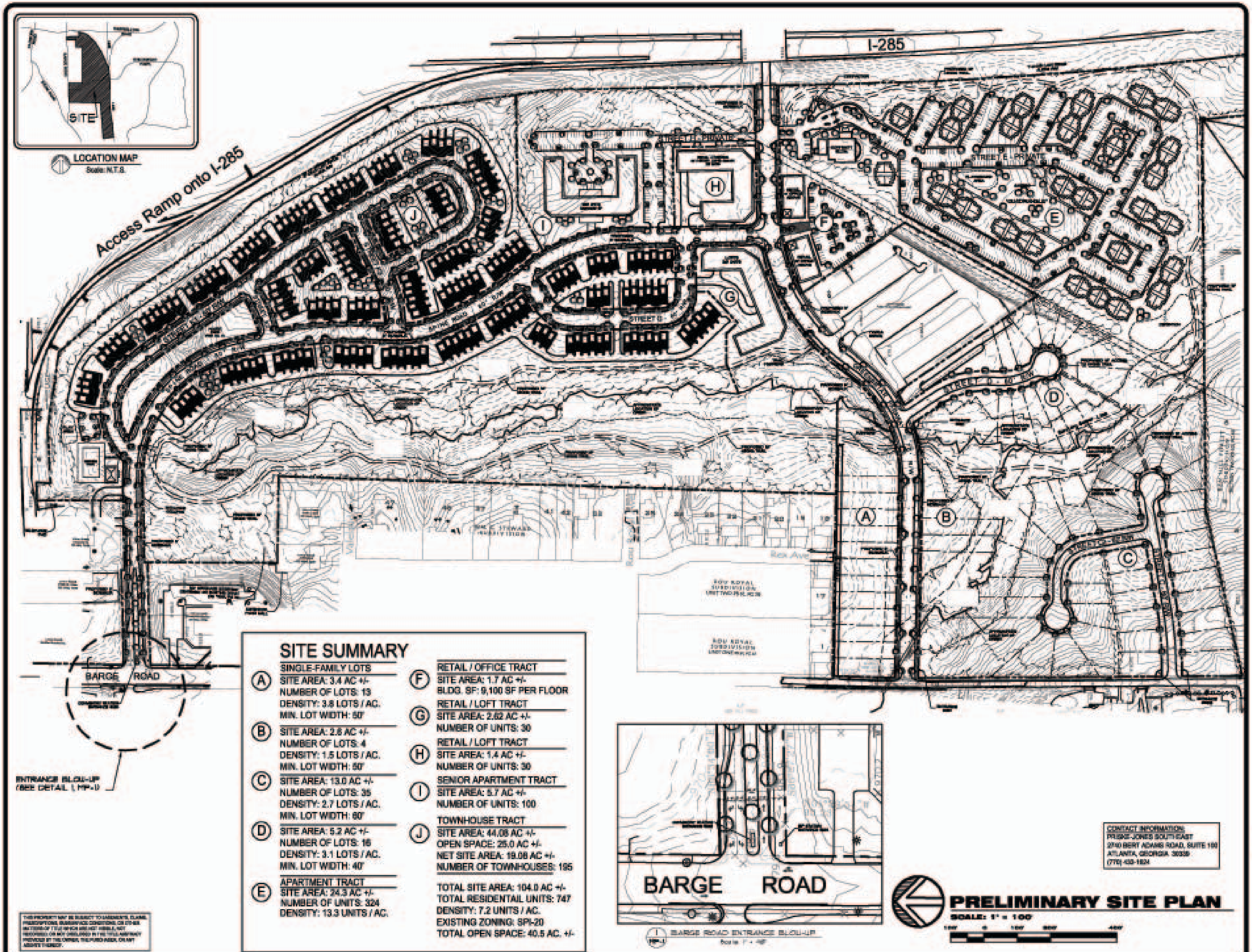
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	+/- 45%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention ponds will be utilized and stream buffers will be honored	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



SITE SUMMARY

(A) SINGLE-FAMILY LOTS
SITE AREA: 3.4 AC +/-
NUMBER OF LOTS: 13
DENSITY: 3.8 LOTS / AC.
MIN. LOT WIDTH: 50'

(B)
SITE AREA: 2.6 AC +/-
NUMBER OF LOTS: 4
DENSITY: 1.5 LOTS / AC.
MIN. LOT WIDTH: 50'

(C)
SITE AREA: 13.0 AC +/-
NUMBER OF LOTS: 35
DENSITY: 2.7 LOTS / AC.
MIN. LOT WIDTH: 60'

(D)
SITE AREA: 5.2 AC +/-
NUMBER OF LOTS: 16
DENSITY: 3.1 LOTS / AC.
MIN. LOT WIDTH: 40'

(E) APARTMENT TRACT
SITE AREA: 24.3 AC +/-
NUMBER OF UNITS: 324
DENSITY: 13.3 UNITS / AC.

(F) RETAIL / OFFICE TRACT
SITE AREA: 1.7 AC +/-
BLDG. SF: 9,100 SF PER FLOOR

(G) RETAIL / LOFT TRACT
SITE AREA: 2.62 AC +/-
NUMBER OF UNITS: 30

(H) RETAIL / LOFT TRACT
SITE AREA: 1.4 AC +/-
NUMBER OF UNITS: 30

(I) SENIOR APARTMENT TRACT
SITE AREA: 5.7 AC +/-
NUMBER OF UNITS: 100

(J) TOWNHOUSE TRACT
SITE AREA: 44.08 AC +/-
OPEN SPACE: 25.0 AC +/-
NET SITE AREA: 19.08 AC +/-
NUMBER OF TOWNHOUSES: 195

TOTAL SITE AREA: 104.0 AC +/-
TOTAL RESIDENTAIL UNITS: 747
DENSITY: 7.2 UNITS / AC.
EXISTING ZONING: SPI-20
TOTAL OPEN SPACE: 40.5 AC. +/-

PRELIMINARY SITE PLAN

COVENTRY STATION

CITY OF ATLANTA, GEORGIA

PRISKE-JONES SOUTHEAST

MP-1