REGIONAL REVIEW FINDING

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DATE: 8/26/2004 **ARC REVIEW CODE**: R407261

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

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: **Castlegate**

Review Type: Development of Regional Impact	**Date Opened:** 7/26/2004	**Date Closed:** 8/26/2004

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the State.

Additional Comments: This project meets many of the policies and best development practices of the Regional Development Plan (RDP). It is centrally located with close access to I-75, which meets the regional goal to guide an increased share of new development to the Central Business District, transportation corridors, activity centers, and town centers. The proposal seeks to reduce the amount of parking below what is required by the local zoning ordinance.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

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

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	July 26, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Castlegate #610
Final Report Due:	August 25, 2004		Comments Due By:	August 9, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

Castlegate is a proposed mixed-use redevelopment consisting of 304,835 square feet of multi-story retail development and 280 multiple-family units on a total of 17.1 acres. The applicant will demolish the existing Castlegate Hotel to construct the proposed development. The project is located at the southeastern corner of the intersection of I-75 and Howell Mill Road in the City of Atlanta. Access to the development will be provided along Howell Mill Road and Commerce Drive. The proposed design allows for vehicular and pedestrian access to the retail from the residential development.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2005.

GENERAL

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

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

The project site is currently zoned C-1 and the development appears to be consistent with the Comprehensive Plan which recommends low-density commercial. This DRI review was initiated because the applicant is requesting a special exception from zoning regulations to reduce the minimum off-street parking requirement from 1,647 spaces (required) to 1,407.

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

No inconsistencies were determined during the review.

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

No.

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

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

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

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

YEAR	NAME	YEAR	NAME
2003	1180 PEACHTREE ST & ASO	2000	MIDTOWN WEST MARIETTA ST MUD
2003	MIDTOWN GRAND	1997	ATLANTIC STEEL
2003	WEST HIGHLANDS	1992	GLG CENTER
2001	MIDTOWN PARK	1991	PEACHTREE AT 14TH
2001	WINTER PROPERTIES MARIETTA BLVD MUD	1988	AT&T PROMENADE
2000	MILLENNIUM IN MIDTOWN	1988	1100 PEACHTREE BUILDING
2000	WEST PEACHTREE VILLAS	1986	PEACHTREE POINT

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently occupied by a vacant hotel structure.

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

No.

Is the proposed development consistent with regional plans and policies?

This project meets many of the policies and best development practices of the Regional Development Plan (RDP). It is centrally located with close access to I-75, which meets the regional goal to guide an increased share of new development to the Central Business District, transportation corridors, activity centers, and town centers. The proposal seeks to reduce the amount of parking below what is required by the local zoning ordinance.

The number of uses proposed for development is limited to commercial/retail and residential with no office is included in the proposal. There is no integration of the proposed uses at the building scale and given the development opportunity provided by the location of this site, the uses and the resultant design of the structures should be modified to create a true pedestrian oriented environment.

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 at the southeastern corner of the intersection of I-75 and Howell Mill Road in the City of Atlanta. Access to the development will be provided along Howell Mill Road and Commerce Drive.

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's government's boundary in Fulton County; however, it is approximately 4 miles from the western boundary for DeKalb County.

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

The development will add retail shopping opportunities to an underserved area.

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 $120,000,000 with an expected $5,700,000 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?

This type of development will attract new business to the area that wish to located near the development due to volume of trips to the site.

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.

Stream and Watershed Protection
The project is not located in any water supply watershed and is not near any flowing stream.

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 amounts 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. The impervious areas are based on estimated averages for land uses in the Atlanta Region. The net land area was used in the calculations. The following table summarizes the results of the analysis:

Pollutant loads (lb. /yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	5.12	8.76	89.09	552.96	5032.96	6.30	1.13
TOTAL	5.12	8.76	89.09	552.96	5032.96	6.30	1.13

Total Impervious: 85% in this analysis

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.

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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

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review. The proposed development will consist of 290 apartment units, a 139,000 square foot discount superstore, and 151, 000 square feet of additional retail on approximately 16 acres. Access will be provided at Howell Mill Road and Bellemeade Avenue at Commerce Drive. Build-out is scheduled for 2006.

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

URS Corporation 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 seventh edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	P.M. Peak Hour			Saturday Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Discount Superstore 139,000 square feet	204	214	418	282	267	549	5,928
Retail 151,000 square feet	242	265	507	377	344	721	8,095
Apartments 290 units	79	29	108	50	40	90	1,221
TOTAL NEW TRIPS	**525**	**508**	**1,033**	**709**	**651**	**1,360**	**15,244**

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 1.0, 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 0.8 or above are considered congested.

V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
	Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB
Howell Mill Road at I-75 SB Ramps													
2005	2	**6,220**	3,170	3,050	**0.60**	0.61	0.59	**7,120**	3,150	3,970	**0.69**	0.61	0.76
2010	2	**6,340**	3,200	3,140	**0.61**	0.62	0.60	**7,660**	3,500	4,160	**0.74**	0.67	0.80
2025	2	**8,410**	3,950	4,460	**0.81**	0.76	0.86	**10,220**	4,570	5,650	**0.99**	0.88	1.09
% Change 2005-2010		**1.9%**	**0.9%**	**3.0%**	**1.7%**	**1.6%**	**1.7%**	**7.6%**	**11.1%**	**4.8%**	**7.3%**	**9.8%**	**5.3%**
% Change 2010-2025		**32.6%**	**23.4%**	**42.0%**	**32.8%**	**22.6%**	**43.3%**	**33.4%**	**30.6%**	**35.8%**	**34.0%**	**31.3%**	**36.3%**
% Change 2005-2025		**35.2%**	**24.6%**	**46.2%**	**35.0%**	**24.6%**	**45.8%**	**43.5%**	**45.1%**	**42.3%**	**43.8%**	**44.3%**	**43.4%**
Howell Mill Road (I-75 Overpass)													
2005	1	**3,860**	2,160	1,700	**1.07**	1.20	0.94	**4,020**	2,090	1,930	**1.12**	1.16	1.07
2010	1	**4,300**	2,280	2,020	**1.08**	1.14	1.01	**4,510**	2,320	2,190	**1.13**	1.16	1.10
2025	1	**4,280**	2,260	2,020	**1.07**	1.13	1.01	**5,440**	2,820	2,620	**1.36**	1.41	1.31
% Change 2005-2010		**11.4%**	**5.6%**	**18.8%**	**0.5%**	**-5.0%**	**7.4%**	**12.2%**	**11.0%**	**13.5%**	**1.3%**	**0.0%**	**2.8%**
% Change 2010-2025		**-0.5%**	**-0.9%**	**0.0%**	**-0.5%**	**-0.9%**	**0.0%**	**20.6%**	**21.6%**	**19.6%**	**20.4%**	**21.6%**	**19.1%**
% Change 2005-2025		**10.9%**	**4.6%**	**18.8%**	**0.0%**	**-5.8%**	**7.4%**	**35.3%**	**34.9%**	**35.8%**	**22.0%**	**21.6%**	**22.4%**
Howell Mill Road at I-75 NB Ramps													
2005	1	**3,330**	1,480	1,850	**0.70**	0.62	0.77	**4,050**	1,880	2,170	**0.84**	0.78	0.90
2010	1	**3,360**	1,610	1,750	**0.70**	0.67	0.73	**4,140**	1,880	2,260	**0.86**	0.78	0.94
2025	1	**3,520**	1,480	2,040	**0.73**	0.61	0.85	**4,620**	1,960	2,660	**0.97**	0.82	1.11
% Change 2005-2010		**0.9%**	**8.8%**	**-5.4%**	**0.7%**	**8.1%**	**-5.2%**	**2.2%**	**0.0%**	**4.1%**	**2.4%**	**0.0%**	**4.4%**
% Change 2010-2025		**4.8%**	**-8.1%**	**16.6%**	**4.3%**	**-9.0%**	**16.4%**	**11.6%**	**4.3%**	**17.7%**	**12.2%**	**5.1%**	**18.1%**
% Change 2005-2025		**5.7%**	**0.0%**	**10.3%**	**5.0%**	**-1.6%**	**10.4%**	**14.1%**	**4.3%**	**22.6%**	**14.9%**	**5.1%**	**23.3%**
Howell Mill Road at Bellemeade Avenue													
2005	1	**5,210**	2,510	2,700	**1.00**	0.96	1.04	**5,740**	2,580	3,160	**1.10**	0.99	1.21
2010	1	**5,070**	2,390	2,680	**0.98**	0.92	1.03	**6,120**	2,840	3,280	**1.18**	1.09	1.26
2025	1	**7,660**	3,410	4,250	**0.74**	0.66	0.82	**9,540**	4,350	5,190	**0.92**	0.84	1.00
% Change 2005-2010		**-2.7%**	**-4.8%**	**-0.7%**	**-2.5%**	**-4.2%**	**-1.0%**	**6.6%**	**10.1%**	**3.8%**	**6.8%**	**10.1%**	**4.1%**
% Change 2010-2025		**51.1%**	**42.7%**	**58.6%**	**-24.1%**	**-28.3%**	**-20.4%**	**55.9%**	**53.2%**	**58.2%**	**-21.7%**	**-22.9%**	**-20.6%**
% Change 2005-2025		**47.0%**	**35.9%**	**57.4%**	**-26.0%**	**-31.3%**	**-21.2%**	**66.2%**	**68.6%**	**64.2%**	**-16.4%**	**-15.2%**	**-17.4%**
Howell Mill Road (Between Bellemeade Avenue and Chattahoochee Avenue)													
2005	1	**5,430**	2,740	2,690	**1.04**	1.05	1.03	**5,910**	2,880	3,030	**1.14**	1.11	1.17
2010	1	**5,090**	2,440	2,650	**1.06**	1.01	1.10	**6,020**	2,910	3,110	**1.25**	1.21	1.29
2025	2	**7,860**	3,620	4,240	**0.82**	0.75	0.88	**10,290**	4,890	5,400	**1.07**	1.02	1.12
% Change 2005-2010		**-6.3%**	**-10.9%**	**-1.5%**	**1.4%**	**-3.8%**	**6.8%**	**1.9%**	**1.0%**	**2.6%**	**9.6%**	**9.0%**	**10.3%**
% Change 2010-2025		**54.4%**	**48.4%**	**60.0%**	**-22.7%**	**-25.7%**	**-20.0%**	**70.9%**	**68.0%**	**73.6%**	**-14.4%**	**-15.7%**	**-13.2%**
% Change 2005-2025		**44.8%**	**32.1%**	**57.6%**	**-21.6%**	**-28.6%**	**-14.6%**	**74.1%**	**69.8%**	**78.2%**	**-6.1%**	**-8.1%**	**-4.3%**
Northside Drive at Bellemeade Avenue													
2005	2	**7,540**	3,730	3,810	**0.63**	0.62	0.63	**10,770**	4,290	6,480	**0.90**	0.72	1.08
2010	2	**8,970**	4,120	4,850	**0.75**	0.69	0.81	**10,740**	4,370	6,370	**0.90**	0.73	1.06
2025	2	**8,520**	4,210	4,310	**0.71**	0.70	0.72	**10,900**	4,550	6,350	**0.91**	0.76	1.06
% Change 2005-2010		**19.0%**	**10.5%**	**27.3%**	**20.0%**	**11.3%**	**28.6%**	**-0.3%**	**1.9%**	**-1.7%**	**-0.6%**	**1.4%**	**-1.9%**
% Change 2010-2025		**-5.0%**	**2.2%**	**-11.1%**	**-5.3%**	**1.4%**	**-11.1%**	**1.5%**	**4.1%**	**-0.3%**	**1.7%**	**4.1%**	**0.0%**
% Change 2005-2025		**13.0%**	**12.9%**	**13.1%**	**13.6%**	**12.9%**	**14.3%**	**1.2%**	**6.1%**	**-2.0%**	**1.1%**	**5.6%**	**-1.9%**

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M. /P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The 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.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-026	Howell Mill Road Upgrade from Chattahoochee Avenue to Bellemeade Avenue	Roadway Operations	2007
AT-030A	US 41/SR 3 – Northside Drive from Trabert Avenue to I-75 North	Roadway Operations	2007
AT-187	US 41/SR 3 – Northside Drive Bridge at CSX R/R	Bridge Upgrade	2010

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-148	Howell Mill Road from I-75 North to Chattahoochee Industrial Avenue	Roadway Capacity	2020
AT-149	Howell Mill Road from Marietta Street to Chattahoochee Industrial Drive	Roadway Capacity	2020

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Castlegate Mixed-Use Development: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies because of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. They are as follows:

Howell Mill Road at Collier Road

- Addition of second northbound left-turn lane on Howell Mill Road with protected-only phasing
- Addition of second receiving lane on Collier Road

Howell Mill Road at I-75 Northbound

- Addition of exclusive southbound right-turn lane from Howell Mill Road onto I-75 North
- Re-striping of center lane on northbound off-ramp to allow left and right turns

Howell Mill Road at Bellemeade Avenue

- Addition of second northbound through lane between Chattahoochee Avenue and Bellemeade Avenue

Howell Mill Road at Chattahoochee Avenue

- Addition of second northbound through lane beginning south of Chattahoochee Avenue and extending to Bellemeade Avenue

Northside Drive at Collier Road
- Addition of northbound right-turn lane on Northside Drive

Northside Drive at I-75 southbound off-ramp
- Signalization required at southbound off-ramp and appears to be warranted base don preliminary review of peak hour volumes

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

Howell Mill Road at Collier Road
- Addition of second northbound left-turn lane from Howell Mill Road onto Collier Road with protected-only phasing. A second receiving lane on Collier Road would also be required.

Howell Mill Road at I-75 Northbound
- Addition of exclusive southbound right-turn lane onto northbound I-75 ramp
- Re-striping of center lane on ramp to allow left and right turns

Howell Mill Road at Bellemeade Avenue
- Addition of second northbound through lane between Chattahoochee Avenue and Bellemeade Avenue

Howell Mill Road at Chattahoochee Avenue
- Addition of second northbound through lane beginning south of Chattahoochee Avenue and extending to Bellemeade Avenue

Northside Drive at Collier Road
- Addition of northbound right-turn lane from Northside Drive to Collier Road

Northside Drive at I-75 Southbound Off-Ramp
- Signalization required to meet LOS standard

Northside Drive at Bellemeade Avenue
- Provide eastbound left-turn lane on Bellemeade Avenue
- Modify traffic signal to include eastbound protected-permissive left-turn phasing

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed project is not located in a rapid transit station area.

Is the site served by transit? If so, describe type and level of service.

The site is serviced by transit. MARTA bus routes 12 and 37 both operate within the vicinity of the site. Route 12 operates along Howell Mill Road and offers service from the Midtown MARTA Station to the IBM Complex north of Mount Paran Road. Route 37 offers service from the Midtown MARTA Station to DeFoors Ferry Road at Moore's Mill Road via Northside Drive.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

Currently, there are no immediate plans to expand transit service.

What transportation demand management strategies does the developer propose (carpool, flextime, 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 on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR .6-.8	4%	4%
Where Retail is dominant, 10% Residential or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**16%**

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

Currently, Howell Mill Road experiences high levels of congestion resulting in increased travel time along the corridor. Unless capacity and operations improvements are made to Howell Mill Road, the Castlegate Mixed-Use development will be another contributor to the existing traffic congestion. Several trouble spots that are indicated in the traffic study fail to meet level of service criteria. Such issues must be mitigated in order to ensure efficient traffic flow during peak hour periods.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at .1075 MGD.

Which facility will treat wastewater from the project?

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

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

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

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

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .1275 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 1,800 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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.)?**

None.

HOUSING

Will the proposed project create a demand for additional housing?

Yes.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within the proposed development.

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

The site proposed for the development is located in Census Tract 89.02. This tract had a 2.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 42 percent, respectively, 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: 610
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 6/30/2004 3:52:36 PM

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 Ave. 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:	Castlegate Mixed Use Development

Development Type	Description of Project	Thresholds
Mixed Use	675000 square feet consisting of 300000 s.f. of retail space and 300 apartment units	View Thresholds

Developer / Applicant and Mailing Address:	Selig Enterprises, Inc 1100 Spring Street NW Suite 550 Atlanta, GA 30309-2848
Telephone:	404.876.5511
Fax:	404.892.6505
Email:	gcote@seligenterprises.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	152 17th District
What are the principal streets or roads providing vehicular access to the site?	Howell Mill Road and Commerce Drive
Provide name of nearest street(s) or intersection:	Bellemeade & Northside Dr.; Bellmeade & Commerce Dr.; Bellmeade & Howell Rd & Howell Mill Rd & I-75
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?	
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:	Variance
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: Overall project: April 2006

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?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): See Traffic Study prepared by URS Corp. dated 2.11.04	

Submitted on: 7/21/2004 2:45:25 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:	Castlegate Mixed Use Development
DRI ID Number:	610
Developer/Applicant:	Selig Enterprises, Inc.
Telephone:	404.876.5511
Fax:	404.892.6505
Email(s):	gcatoe@seligenterprises.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:	$120,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5,700,000
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)?	.0593 MGD
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)?	.0538 MGD
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:	
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.)	

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 July 17, 2004 traffic study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1357
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?	
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 vault will be installed. There will be no net increase in runoff rates from existing developed site.	

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:	

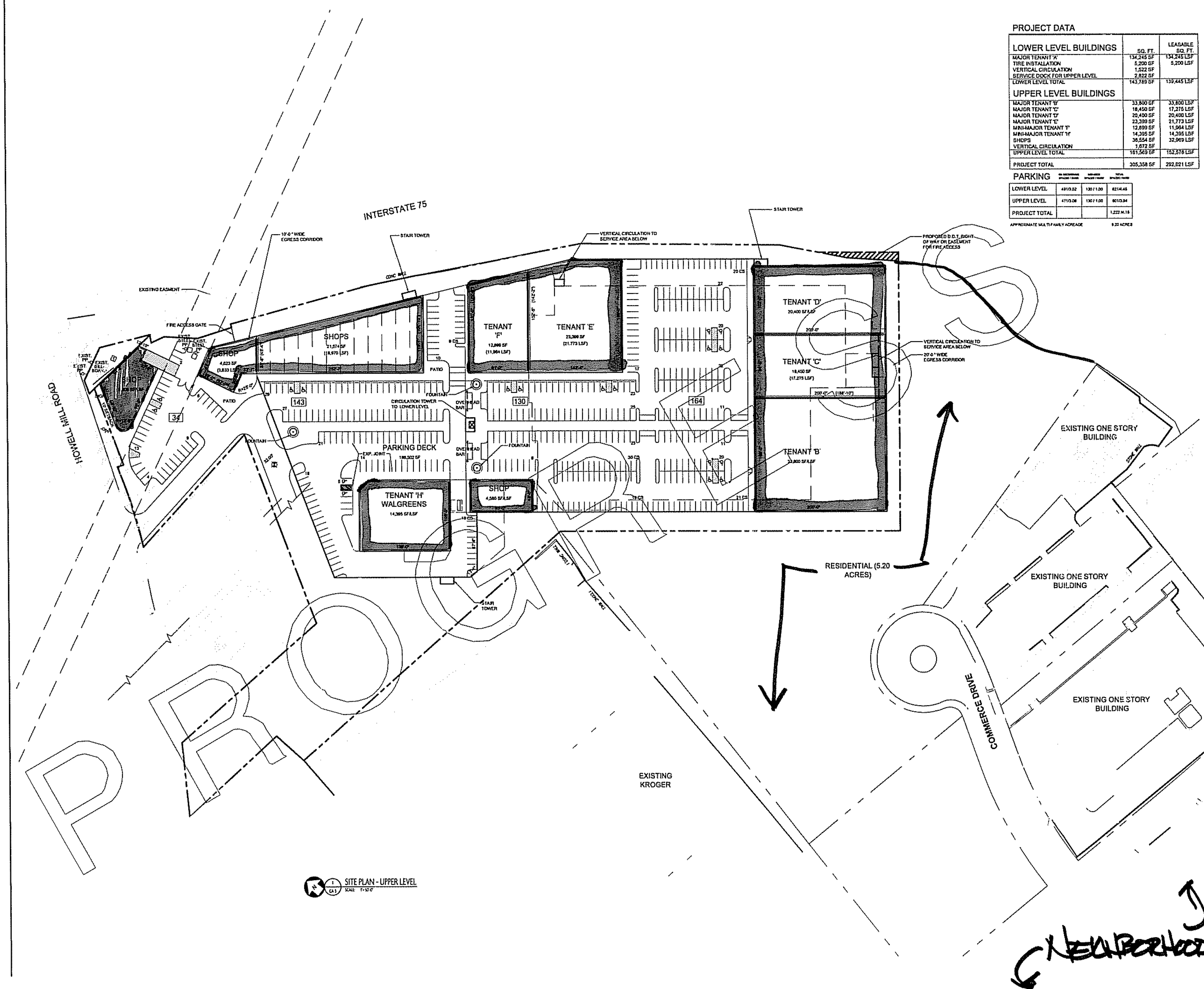
PROJECT DATA

LOWER LEVEL BUILDINGS	SQ. FT.	LEASABLE SQ. FT.
MAJOR TENANT 'A'	134,245 SF	134,245 LSF
TIRE INSTALLATION	5,200 SF	5,200 LSF
VERTICAL CIRCULATION	1,522 SF	
SERVICE DOCK FOR UPPER LEVEL	2,822 SF	
LOWER LEVEL TOTAL	143,789 SF	139,445 LSF
UPPER LEVEL BUILDINGS		
MAJOR TENANT 'B'	33,800 SF	33,800 LSF
MAJOR TENANT 'C'	18,450 SF	17,275 LSF
MAJOR TENANT 'D'	20,400 SF	20,400 LSF
MAJOR TENANT 'E'	23,399 SF	21,773 LSF
MINI-MAJOR TENANT 'F'	12,899 SF	11,984 LSF
MINI-MAJOR TENANT 'H'	14,395 SF	14,395 LSF
SHOPS	36,554 SF	32,969 LSF
VERTICAL CIRCULATION	1,672 SF	
UPPER LEVEL TOTAL	161,569 SF	152,576 LSF
PROJECT TOTAL	305,358 SF	292,021 LSF

PARKING

LOWER LEVEL	491/3.52	130 / 1.00	621/4.45
UPPER LEVEL	471/3.08	130 / 1.00	601/3.94
PROJECT TOTAL			1,222 /4.18

APPROXIMATE MULTI FAMILY ACREAGE 5.20 ACRES



SITE PLAN - UPPER LEVEL

PHILLIPS PARTNERSHIP
Architecture · Interior Design · Planning
770.394.1616 770.394.1314

CONSULTANT
SEAL
REVISIONS

#	DATE	DESCRIPTION

TENANT
PROJECT

CASTLEGATE
AT HOWELL MILL ROAD AND I-75
ATLANTA, GEORGIA

CLIENT
SELIG ENTERPRISES INC.

PHILLIPS JOB NUMBER 0302502
ISSUE DATE 09/25/03
DRAWN BY/CHECKED BY CG/DEB
DRAWING TITLE

CODE ANALYSIS
-SITE PLAN

SHEET NUMBER
CA-3

9000 CENTRAL PARK WEST • SUITE 400 • ATLANTA, GEORGIA 30328

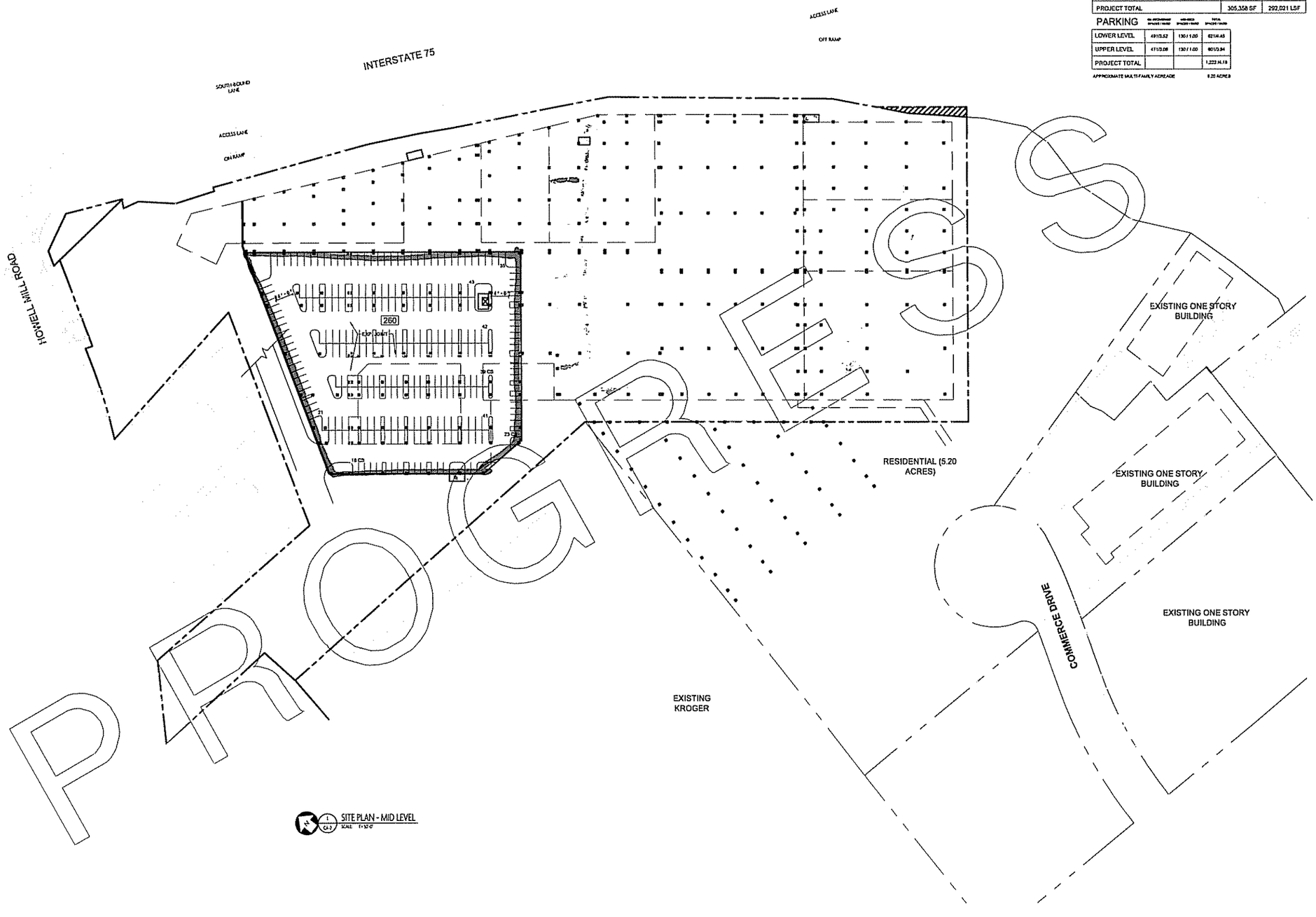
PROJECT DATA

LOWER LEVEL BUILDINGS	SQ. FT.	LEASABLE SQ. FT.
MAJOR TENANT 'A'	134,245 SF	134,245 LSF
TIRE INSTALLATION	5,200 SF	5,200 LSF
VERTICAL CIRCULATION	1,522 SF	
SERVICE DOCK FOR UPPER LEVEL	2,822 SF	
LOWER LEVEL TOTAL	143,789 SF	139,445 LSF
UPPER LEVEL BUILDINGS		
MAJOR TENANT 'B'	33,800 SF	33,000 LSF
MAJOR TENANT 'C'	18,450 SF	17,275 LSF
MAJOR TENANT 'D'	20,400 SF	20,400 LSF
MAJOR TENANT 'E'	23,390 SF	21,773 LSF
MINI-MAJOR TENANT 'F'	12,809 SF	11,964 LSF
MINI-MAJOR TENANT 'H'	14,395 SF	14,395 LSF
SHOPS	38,554 SF	32,969 LSF
VERTICAL CIRCULATION	1,672 SF	
UPPER LEVEL TOTAL	161,469 SF	152,576 LSF
PROJECT TOTAL	305,358 SF	292,021 LSF

PARKING

LOWER LEVEL	4913.52	1301 / 1.00	6214.48
UPPER LEVEL	4113.06	1301 / 1.00	5013.94
PROJECT TOTAL			1,222 /4.18

APPROXIMATE MULTI FAMILY ACREAGE 9.20 ACRES



SITE PLAN - MID LEVEL
SCALE: 1" = 50'-0"

PHILLIPS PARTNERSHIP
Architecture · Interior Design · Planning
770.394.1616 · 770.394.1314

CONSULTANT

SEAL

REVISIONS

#	DATE	DESCRIPTION

TENANT

PROJECT

CASTLEGATE
AT HOWELL MILL ROAD AND I-75
ATLANTA, GEORGIA

CLIENT

SELIG ENTERPRISES, INC.
1100 SPRING STREET
SUITE 550
ATLANTA, GEORGIA 30309
(404) 876-1111

PHILLIPS JOB NUMBER 03025.02
ISSUE DATE 09/25/03
DRAWN BY/CHECKED BY CD/DEB
DRAWING TITLE

CODE ANALYSIS
-SITE PLAN

SHEET NUMBER

CA-2

9000 CENTRAL PARK WEST
• SUITE 400 •
ATLANTA, GEORGIA 30328

PROJECT DATA

LOWER LEVEL BUILDINGS	SQ. FT.	LEASABLE SQ. FT.
MAJOR TENANT 'A'	134,245 SF	134,245 LSF
TIRE INSTALLATION	5,200 SF	5,200 LSF
VERTICAL CIRCULATION	1,522 SF	
SERVICE DOCK FOR UPPER LEVEL	2,822 SF	
LOWER LEVEL TOTAL	143,789 SF	139,445 LSF
UPPER LEVEL BUILDINGS		
MAJOR TENANT 'B'	33,800 SF	33,800 LSF
MAJOR TENANT 'C'	18,450 SF	17,275 LSF
MAJOR TENANT 'D'	20,400 SF	20,400 LSF
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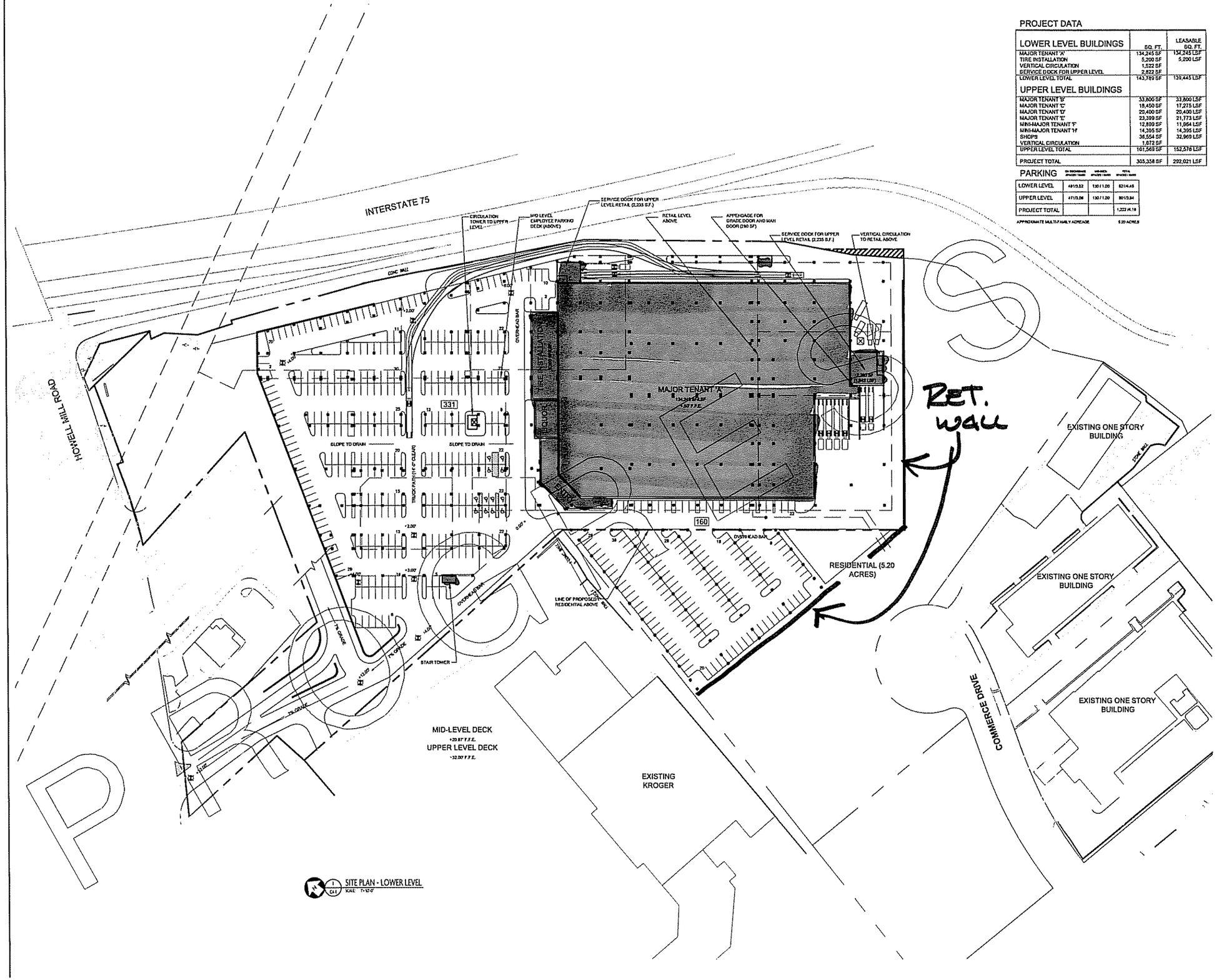
MINI-MAJOR TENANT 'H'	14,395 SF	14,395 LSF
SHOPS	36,554 SF	32,969 LSF
VERTICAL CIRCULATION	1,872 SF	
UPPER LEVEL TOTAL	161,569 SF	152,576 LSF
PROJECT TOTAL	305,358 SF	292,021 LSF

PARKING

LOWER LEVEL	491/3.52	130 / 1.20	621/4.46
UPPER LEVEL	471/3.06	130 / 1.20	601/3.94
PROJECT TOTAL			1,222 /4.18

APPROXIMATE MULTI FAMILY ACREAGE 5.20 ACRES



SITE PLAN - LOWER LEVEL
SCALE: 1"=120'-0"

PHILLIPS PARTNERSHIP
Architecture · Interior Design · Planning
Phone 770.394.1616 Fax 770.394.1314

CONSULTANT

SEAL

REVISIONS

#	DATE	DESCRIPTION

TENANT

PROJECT

CASTLEGATE
AT HOWELL MILL ROAD AND I-75
ATLANTA GEORGIA

CLIENT

SELIG ENTERPRISES, INC.
1100 SPRING STREET
SUITE 550
ATLANTA, GEORGIA 30309
(404) 876-1111

PHILLIPS JOB NUMBER 0302502
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CODE ANALYSIS -SITE PLAN

SHEET NUMBER
CA-1

9000 CENTRAL PARK WEST
• SUITE 400 •
ATLANTA, GEORGIA 30328