REGIONAL REVIEW FINDING

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

DATE: Nov 14 2005 **ARC REVIEW CODE**: R510271

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal 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: Ponce Park

Review Type: Development of Regional Impact	Date Opened: Oct 27 2005	Date Closed: Nov 14 2005

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 Region, and therefore, of the State.

Additional Comments: The proposed Ponce Park development meets a majority of the ARC's Regional Development Policies. The proposed development is located within the existing urban core of Atlanta. The proposed development promotes ARC's RDP Policies 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently, guide an increased share of new development into activity centers, transportation corridors, and central business districts, and increases opportunities for mixed use development and transportation choices.

ARC strongly encourages a parking management program for carpooling, electric vehicles, and bicycles. Based on information received by the developer and attached at the end of this report, the proposed development will implement carpooling, electric vehicle charging facilities, and bicycle facilities. In addition, the developer intends to implement a bike sharing program and an automobile rental program. The developer also intends to explore shuttle service to the nearby MARTA rapid rail stations to supplement MARTA bus service on North Avenue.

The proposed development is located with the Ponce de Leon/Moreland Avenue Corridor Study completed in 2005. The study seeks to strengthen the transportation and land use relationship along this corridor by improving traffic operations, balancing regional and state needs along the corridor, improving the existing MARTA transit facilities and service, balancing mixed use development with impacts to existing single family neighborhoods, and establishing a series of pedestrian oriented mixed use nodes. There are several recommendations in the study that hinge on the redevelopment of City Hall East, the proposed site for Ponce Park. It is strongly encouraged that as the site plan is revised that the developer continues to work with the City of Atlanta to ensure that the proposed recommendations along this corridor are able to be implemented in a timely fashion with the redevelopment of City Hall East.

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
GEORGIA CONSERVANCY	METRO ATLANTA RAPID TRANSIT AUTHORITY	CITY OF ATLANTA SCHOOLS
FULTON COUNTY	DEKALB COUNTY	CITY OF DECATUR

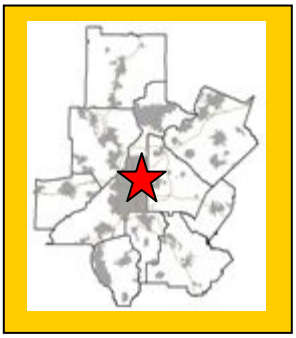
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

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

Preliminary Report:	October 27, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Ponce Park #910
Final Report Due:	November 26, 2005		Comments Due By:	November 10, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Ponce Park is a proposed mixed use development located on 22 acres in the City of Atlanta. The proposed development includes the redevelopment of City Hall East on Ponce de Leon Avenue. The proposed development consists of two parcels: a north parcel and a south parcel. The north parcel will consist of the renovated existing City Hall East building and six newly built buildings. Spread among these seven structures will be 182,610 square feet of retail space, of which approximately 20% is expected to be restaurant use, 154,380 square feet of office space, 12,600 square feet of live/work units, and 1,167 residential units, of which the mix will include rental, for sale, and senior adult units. The south parcel will consist of two residential buildings with approximately 405 rental and for sale residential units, and 12,500 square feet of retail space. The proposed development is located at the corner of Ponce de Leon Avenue and Glen Iris Drive. Access to the site is proposed along Ponce de Leon Avenue, Glen Iris Drive, North Avenue, and Morgan Avenue.

PROJECT PHASING:

The project is being proposed in multiple phases with a total project build out date of 2014.

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 I -1 (industrial). The proposed zoning for the site is MRC-3 (mixed use development). 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.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

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	**Peachtree Portal**
2003	**Moreland Avenue Retail Project**
2003	**Midtown Grand**
2002	**Alta @ Inman Park**
2001	**BellSouth Midtown Center**
2001	**Midtown Park**
2000	**Millennium in Midtown**
2000	**Highland Avenue Development**
1992	**GLG Park Plaza**
1990	**Rock Springs Apartments**
1990	**C&S Plaza**
1989	**Mospar Mixed Use Devleopment**
1989	**One Peachtree Center**
1989	**Renaissance City Centre**
1987	**City Chateau**

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 occupied by City Hall East.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed Ponce Park development meets a majority of the ARC's Regional Development Policies. The proposed development is located within the existing urban core of Atlanta. The proposed development promotes ARC's RDP Policies 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently,

guide an increased share of new development into activity centers, transportation corridors, and central business districts, and increases opportunities for mixed use development and transportation choices.

ARC strongly encourages a parking management program for carpooling, electric vehicles, and bicycles. Based on information received by the developer and attached at the end of this report, the proposed development will implement carpooling, electric vehicle charging facilities, and bicycle facilities. In addition, the developer intends to implement a bike sharing program and an automobile rental program. The developer also intends to explore shuttle service to the nearby MARTA rapid rail stations to supplement MARTA bus service on North Avenue.

The proposed development is located with the Ponce de Leon/Moreland Avenue Corridor Study completed in 2005. The study seeks to strengthen the transportation and land use relationship along this corridor by improving traffic operations, balancing regional and state needs along the corridor, improving the existing MARTA transit facilities and service, balancing mixed use development with impacts to existing single family neighborhoods, and establishing a series of pedestrian oriented mixed use nodes. There are several recommendations in the study that hinge on the redevelopment of City Hall East, the proposed site for Ponce Park. It is strongly encouraged that as the site plan is revised that the developer continues to work with the City of Atlanta to ensure that the proposed recommendations along this corridor are able to be implemented in a timely fashion with the redevelopment of City Hall East.

The proposed development is also located along the proposed Inner Core Transportation Corridor and is the site of a proposed transit stop. Although the implementation of a transit system along the abandoned Northfolk Southern railroad is long term, it is noted that the site plan indicates a transit stop for this system on the property's Beltline frontage, and that there is easy resident and public access to the proposed transit stop.

All three residential developers in the development team have demonstrated a commitment to providing affordable housing. Attached at the end of this report is confirmation that 20% of the residential units in the development will meet the standard definition herein at the area median income published by HUD in any given year.

FINAL 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 22 acres bounded by Ponce de Leon Avenue, Glen Iris Drive, Morgan Street, and the abandoned Norfolk Southern railroad.

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.

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 proposed development is surrounded by existing mixed use and commercial land uses on the north and west sides of the property and low density industrial uses to the south. To the east of the property on the other side of the railroad are industrial, commercial, and mixed use land uses.

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 $350- $400 million with an expected $4.3 million 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?

The proposed infill development will provide opportunities for individuals to live, work, and shop within close proximity to one another.

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.

The project is located in the Peachtree Creek watershed, which is tributary to the Corridor portion of the Chattahoochee River. However, the proposed project site is not near any streams.

The project is proposed on a site that is already almost entirely impervious in a dense urban area. Further, the proposed project appears to reduce the impervious surface on the site and stormwater will be handled by the City stormwater system.

HISTORIC RESOURCES

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

The developer intends to explore the possibility of pursuing the placement of the City Hall East building on the National Register of Historic Places.

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?

Twelve site access points will be associated with this development. Two access points will be provided on Ponce De Leon Boulevard, three access points will be provided on Glen Iris Drive, four

access points will be provided along North Avenue and three access points will be provided along Morgan Street.

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

Grice 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 two tables:

South Parcel

Land Use	A.M. Peak Hour			P.M. Peak Hour			Saturday
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
127,770 sq ft Retail Space	110	71	181	353	383	736	1015
19,000 sq ft Electronics Store	3	2	5	52	34	86	80
21,980 sq ft Quality Restaurant	9	9	18	111	54	165	238
13,860 sq ft High Turnover Sit Down Restaurant	83	77	160	91	60	151	277
924 Apartments	91	365	456	342	184	526	398
155 Condominiums	14	64	78	61	31	92	84
100 Senior Adult Units	11	17	28	30	19	49	27
154,380 sq ft Office Space	233	32	265	43	209	252	125
Mixed-Use Reduction	-78	-88	-166	-152	-137	-289	-381
Modal Split Reduction	-96	-110	-206	-186	-167	-353	-371
Pass-by Reduction	-	-	-	-157	-132	-169	-309
TOTAL NEW TRIPS	**380**	**439**	**819**	**588**	**658**	**1246**	**1183**

North Parcel

Land Use	A.M. Peak Hour			P.M. Peak Hour			Saturday
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
341 Apartments	34	137	171	133	72	205	159
74 Condominiums	7	34	41	31	16	47	64
Apparel Store 8,600 sq ft	7	2	9	17	16	33	36
High Turnover Sit Down Restaurant 3,900 sq ft	23	22	45	26	17	43	78
Mixed-Use Reduction	-9	-25	-34	-26	-15	-41	-57
Modal Split Reduction	-12	-34	-46	-36	-22	-58	-56
Pass-by Reduction	-	-	-	-12	-9	-21	-20
TOTAL NEW TRIPS	**50**	**136**	**186**	**133**	**75**	**208**	**204**

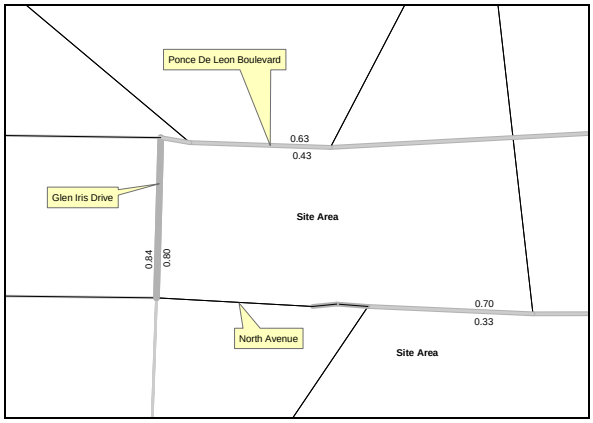
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

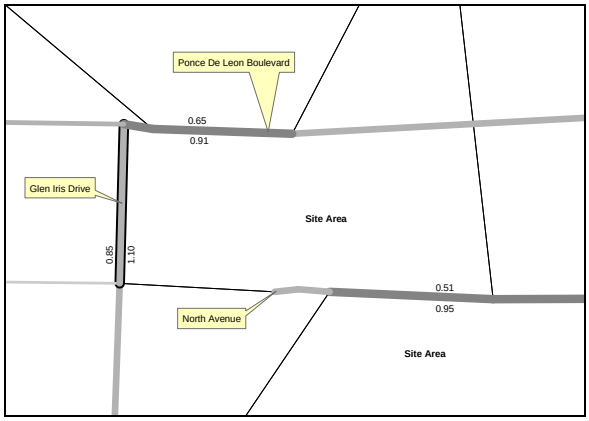
an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

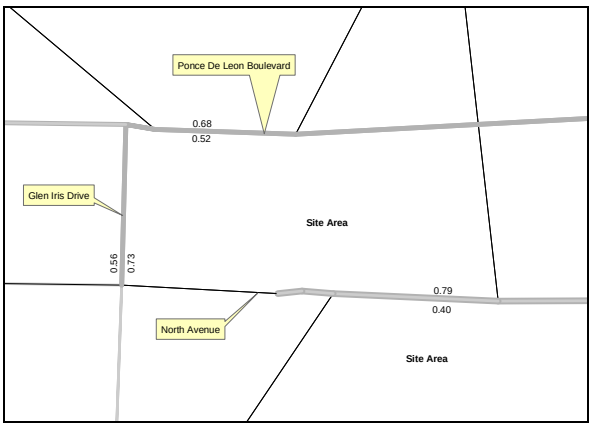
V/C Ratios



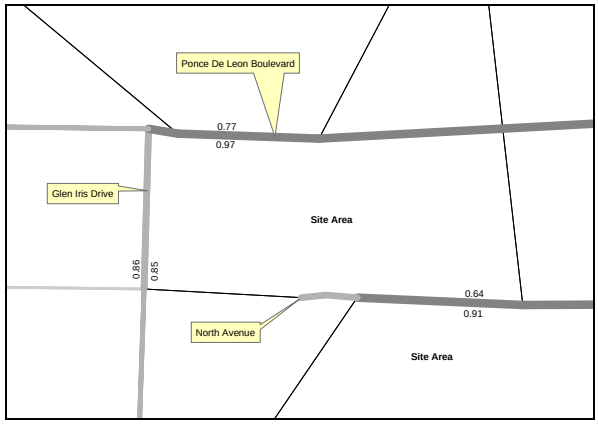
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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, the 2030 RTP and the FY 2005-2010 TIP, approved 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-BP302	HIGHLAND AVENUE STREETSCAPE	Pedestrian Facility	2007
AT-212	INTERSECTION IMPROVEMENTS ON NORTH AVENUE, LINDEN AVENUE, WEST PEACHTREE STREET AND PONCE DE LEON AVENUE	Roadway Operations	2009

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-450A	INNER CORE TRANSPORTATION CORRIDOR - PHASE 1, SEGMENT 1 – MULTI-USE PATH IN THE NORTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2011

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 Ponce Park.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service, which include widening North Avenue from two lanes to four lanes between Bonaventure Avenue and Freedom Parkway, installing a traffic signal on North Avenue at the access point to the north and south parcels of the project, upgrading pedestrian facilities to include countdown pedestrian signals and ADA ramps at all signalized intersections, the widening of sidewalk pavement from 5 ft to 10 ft, the installation of high visibility pavement markings and textured pavement. Other improvements include the installation of bike racks, the addition of bike lanes and multi-use facilities within the study area, optimization of signal timing and phasing, providing a shuttle service from Ponce Park to nearby MARTA stations and key midtown and downtown areas.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The recommendations stated in the no-build condition are also applicable to the build condition.

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 Bus route 2 travels along Ponce De Leon Avenue from the Avondale MARTA Rail Station to the North Avenue Station with stops directly in front of the project site. This route operates from 5:05

am till 11:55 pm, Monday through Friday with headways between 15 minutes and 40 minutes. This route provides service on Saturday from 5:15 am till 11:59 pm with headways of 30 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, >15 units/ac	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
PMP= reserved spaces for carpool vehicles, and monthly discount voucher raffles	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**26%**

Based on information received by the developer and attached at the end of this report, the proposed development will implement carpooling, electric vehicle charging facilities, and bicycle facilities. In addition, the developer intends to implement a bike sharing program and an automobile rental program. The developer also intends to explore shuttle service to the nearby MARTA rapid rail stations to supplement MARTA bus service on North Avenue.

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

This development will impact traffic. It is suggested that all recommended improvements be implemented prior to completion of this project in order to decrease the stress placed on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.42 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton 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 R.M.Clayton 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 City of Atlanta wastewater system by 2207 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 5.25 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 3504 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.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1597 housing units that will include apartments, condominiums, and senior adult housing.

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 Tract 13.00. This tract had an 8.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 33 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. The developer has shown commitment to providing affordable housing and has confirmed that 20% of the residential units in the development will meet the standard definition herein at the area median income published by HUD for any given year.

* 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.

Haley Fleming

From: Gay, Sharon [sgay@mckennalong.com]
Sent: Monday, November 14, 2005 11:05 AM
To: Haley Fleming
Cc: Mariama Tyler; Charletta Jacks; Melora Furman; Harry Boxler; John Perlman; Rod Teachey; Hilliard, Hakim; dedwards@atlantaga.gov; Mike Alexander
Subject: Ponce Park DRI #910 -- response to questions

Haley, my partner Hakim Hilliard is in court this morning and has asked me to respond to your query regarding two aspects of the Ponce Park development.

Affordable housing: The Development team has committed to the City that 20% of the housing developed, whether rental or fee simple, will be priced at levels affordable to households whose incomes do not exceed 80 percent of the area median income.

Transportation management plan: The MRC zoning regulations of the City of Atlanta, which is the zoning classification sought here, require submission of transportation management plans ("TMP") for any development with more than 100,000 SF of retail. This development exceeds that threshold, so compliance with this zoning term will be required. The development team has engaged a consultant, Urbantrans, to assist in preparation of a TMP. The applicable code section requires the following:
"Sec. 16-34.022. Membership in transportation management associations and transportation management plans.
Any development in a MRC district that has an office component greater than 100,000 square feet of total gross leasable floor area of space shall become a member of an existing transportation management association (TMA) which provides service to the area or shall provide a transportation management plan (TMP) with the criteria listed below. The bureau of buildings shall not issue occupancy permits for any development in this district until such time as the developer or leasing agent for each of the components has submitted to the director of the bureau of planning, written confirmation of TMA membership or has submitted a transportation management plan. The local TMA may assist with the preparation of the TMP.
The TMP shall contain strategies to reduce single occupancy vehicle trips generated by the project and shall be based on an annual commute mode survey. Said survey shall be based on a continuous five-day workweek for all estimated employees arriving at the work site and for all residents leaving the residential site between 6:00 a.m. and 10:00 a.m., Monday through Friday. Based upon the survey information, the employer and residential manager shall develop a TMP which shall include, but not be limited to:
1. Commute alternatives.
a. Incentives for public transit ridership such as transit cards; b. Carpooling and vanpooling; c. Commuter bicycling and walking programs; d. Alternative work hours:
I. Staggered work hours;
ii. Compressed work weeks;
iii. Flexible work hours (flextime);
iv. Telecommuting.
2. Transportation demand strategies.
a. Improvements to alternative modes such as vanpooling; b. Financial incentives given to employees who use commute alternatives;

c. Parking management programs;
d. Commute alternatives information and marketing; e. Shared parking arrangements; f. Provision for a mixture of uses on-site; g. Pedestrian links to adjacent uses.
3. A program to promote and maintain employee participation in carpooling, vanpooling, and use of mass transit, including a method of monitoring the number of ride sharers and their travel patterns."

If you need anything else, please let Hakim and me know.

-- Sharon Gay

NEW E-MAIL ADDRESS FOR:

Sharon A. Gay, Esq.
McKenna Long & Aldridge LLP
303 Peachtree St., NE
Suite 5300
Atlanta, GA 30308
404-527-4676
404-527-4198 (fax)
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Metropolitan Atlanta Rapid Transit Authority

November 8, 2005

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, GA 30303

RE: Development of Regional Impact (DRI)
Ponce Park

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has reviewed the documentation for a proposed Development of Regional Impact called Ponce Park.

The proposed development directly abuts the north-east quadrant of the proposed Atlanta Inner Core Transit Corridor currently under study by MARTA. With its location, density, and mix of uses, this project is transit oriented and will further support the purpose and need for the Inner Core transit concept.

Currently, MARTA Bus Route #2, which operates from the North Avenue Rail Station to the Avondale Rail Station, has a stop on Ponce De Leon Avenue directly in front of the proposed development. There are no pending plans to increase or expand bus service in this area.

MARTA strongly supports this project and would encourage coordination of the development plans with MARTA's ongoing Inner Core Alternatives Analysis to ensure suitable connections to the proposed transit infrastructure.

Thank you for the opportunity to review the proposal. Please let me know if you have any questions.

Sincerely,

Henry Ikwut-Ukwa
Manager of Transit System Planning

2424 Piedmont Road Atlanta, Georgia 30324-3330 (404) 848-5000

REGIONAL REVIEW NOTIFICATION

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 yo 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: **Ponce Park** *See the Preliminary Report* .

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

See Attached response Letter dated 11/8/05.

Individual Completing form:
Will Stinson, Lease & Finance Specialist along w/Henry Ikwut-Ukwa, Manager Planning

Local Government: MARTA

Department: Office of the Controll & TOD & Planning

Telephone: (404) 848-5828 Henry Ikwut-Ukwa

Signature: Will Stinson
Date: 11.8.05

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: ***Nov 10 2005***

Your DRI ID NUMBER for this submission is: 910
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 9/12/2005 4:53:35 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:	Harry Boxler City Hall, Bureau of Planning Suite 3350 55 Trinity Ave. Atlanta, GA 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail **(only one)**:	hboxler@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:	Ponce Park, LLC

Development Type	Description of Project	Thresholds
Mixed Use	North Parcel 1555260 sf residential 1167 residential units 12360 sf live/work 182610 sf retail 154380 sf office South Parcel 444000 sf residential 415 residential units 12500 sf retail	View Thresholds

Developer / Applicant and Mailing Address:	M. Hakim Hilliard/Sharon A. Gay McKenna Long & Aldridge, LLP 303 Peachtree St., Suite 5306 Atlanta, GA 30308
Telephone:	404-527-8329
Fax:	404-527-4198
Email:	hhilliard@mckennalong.com
Name of property owner(s) if different from developer/applicant:	City of Atlanta
Provide Land-Lot-District Number:	Land Lot 17 of 14th District
What are the principal streets or roads providing vehicular access to the site?	Ponce de Leon Avenue and Glen Iris. North Avenue and Glen Iris.
Provide name of nearest street(s) or intersection:	
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?	DeKalb County is approximately 5 miles east
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:	Rezoning
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: South Parcel - 18ms, North Parcel - 5 years Overall project: 5 years

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?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	Y

Other (Please Describe): A traffic study is being undertaken to fully address transportation issues.	Y

Submitted on: 10/18/2005 6:30:31 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email (**only one**):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Ponce Park, LLC
DRI ID Number:	910
Developer/Applicant:	M. Hakim Hilliard/Sharon A. Gay
Telephone:	404-527-8329
Fax:	404-527-4198
Email(s):	hhilliard@mckennalong.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$350-$400 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	RE Tax=1.25 % of est. build-out value; $6,200 sales tax
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): Approximately 2 million sf including; office, health club, vehicle maintenance (APD), storage, deck and surface parking areas, and unutilized space.	

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)?	5.25 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, RM Clayton WWTP
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	ADF=0.42MGD, Peak=876 gpm
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?	Y
If there are plans to expand existing wastewater treatment capacity, briefly describe below: Basin is currently designed as a combined sewer and is scheduled for improvements before 2025.	
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.)	AM Peak=1,149; PM Peak=1,731
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: TBD	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1.5 cubic yards per residential unit, per month; (South Parcel 415 units), (North Parcel 1,167 units)
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

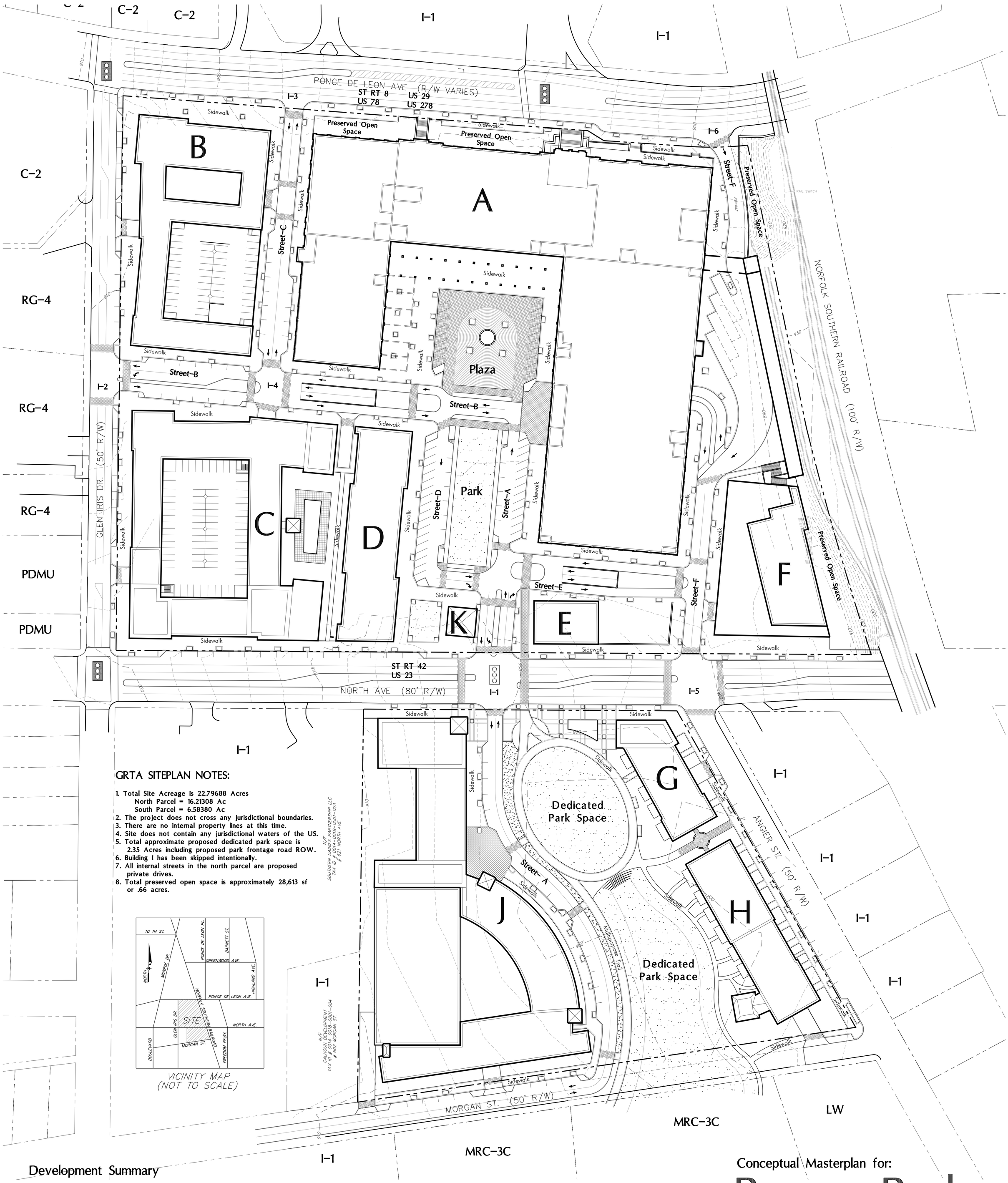
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	75% nom. / 100% current
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: In addition to nominal 25% reduction in impervious area the project will include on-site detention and other BMP's to address water quality issues needed and appropriate.	

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:	



GRTA SITEPLAN NOTES:

1. Total Site Acreage is 22.79688 Acres
   North Parcel = 16.21308 Ac
   South Parcel = 6.58380 Ac
2. The project does not cross any jurisdictional boundaries.
3. There are no internal property lines at this time.
4. Site does not contain any jurisdictional waters of the US.
5. Total approximate proposed dedicated park space is 2.35 Acres including proposed park frontage road ROW.
6. Building I has been skipped intentionally.
7. All internal streets in the north parcel are proposed private drives.
8. Total preserved open space is approximately 28,613 sf or .66 acres.

VICINITY MAP
(NOT TO SCALE)

Development Summary

A Existing Main Building
9 stories, 137' high average (214' tower)
8 levels of residential over 1 level of retail & office wrapping 9-story private/residential parking garage; public parking below grade

+/- 912,890 sf residential (incl. circ)
+/- 614 units at 1180 sf average
+/- 1080 residential parking spaces, 1.75 /unit

+/- 127,770 sf retail
+/- 42,080 sf office
+/- 439 public parking spaces
+/- 120 private (office & retail) parking spaces

B Corner site at Ponce & Glen Iris
6 stories, 80' high maximum
5 levels of residential & live/work wrapping 5-story residential parking garage; over 1 level of retail & public parking partially below grade

+/- 159,170 sf residential (incl. circ)
+/- 143 units at 950 sf average
+/- 230 residential parking spaces, 1.6 / unit

+/- 5,370 sf live/work

+/- 12,260 sf retail
+/- 118 public parking spaces

C Corner site at North & Glen Iris
6 stories, 80' high maximum
5 levels of residential over 1 level of retail & live-work wrapping 6-story residential parking garage; public parking below grade

+/- 278,740 sf residential (incl. circ)
+/- 242 units at 950 sf average
+/- 424 residential parking spaces, 1.75 / unit

+/- 6,990 sf live/work

D Building at Plaza
6 stories, 80' high maximum
5 levels of office over 1 level of retail; shared public parking with Buildings A & C

+/- 19,000 sf retail
+/- 112,300 sf office

E Retail Building at Plaza
1.5 stories, 20' high maximum
1.5 levels of retail; shared parking with Buildings A & C

+/- 5,400 sf retail

F Corner site at North and Belt Line
16 stories, 185' high
14 levels of residential over 2 levels residential parking screened by lobby fronting North Avenue; additional residential parking below grade

+/- 204,460 sf residential (incl. circ)
+/- 168 units at 1030 sf average
+/- 250 residential parking spaces, 1.5 per unit

K Building at Plaza Entry
1.5 stories, 20' high maximum
1.5 levels retail; shared public parking with Buildings A & C

+/- 1,600 sf retail

North Parcel Totals and Calculations:

+/- 1,555,260 sf residential
+/- 1,167 units
+/- 1,984 residential parking spaces (1.7 per unit average)

+/- 12,360 sf street front live/work

+/- 182,610 sf retail
+/- 154,380 sf office
+/- 914 retail & office parking spaces (shared between all retail & office space)

706,241 sf, 16.2 acres net lot area – NLA

FAR residential
= res sf / NLA
= 1,555,260 / 706,241 = 2.20
allowed at 3.2

FAR non-residential
= non-res sf / NLA
= 349,350 / 706,241 = 0.49
allowed at 4.0

FAR mixed-use
= FAR res + FAR non-res
= 2.20 + 0.49 = 2.69
allowed at 7.20

Building Coverage
= area bldgs / NLA
= 360,434 / 706,241 = 51% covered
allowed at 85%

Public Space
= 220,214 provided
min req'd = 20% NLA
= 20% x 706,241 = 141,248

TOSR = not required by MRC zoning

G Corner site at North & N. Angier
4 stories, 60' high maximum
3 levels of residential with retail fronting North Avenue; residential parking primarily below grade

+/- 31,500 sf residential (incl. circ)
+/- 26 units at 1200 gross sf average
+/- 30 residential parking spaces, 1 per unit

+/- 3,900 sf retail
+/- 4 public parking spaces

H Corner site at Morgan & N. Angier
4 stories, 60' high maximum
3 levels of residential; residential parking primarily below grade

+/- 57,900 sf residential (incl. circ)
+/- 48 units at 1200 gross sf average
+/- 55 residential parking spaces, 1.2 per unit

J Building at Park
8 stories, 110' high maximum
8 levels of residential with retail fronting North Avenue; wrapping 6-story parking garage

+/- 354,600 sf residential (incl. circ)
+/- 341 units at 1040 gross sf average
+/- 460 residential parking spaces, 1.35 per unit

+/- 8,600 sf retail
+/- 15 public parking spaces (assume daytime use of residential parking and street).

South Parcel Totals and Calculations:

+/- 444,000 sf residential
+/- 415 units
+/- 545 residential parking spaces (1.31 per unit average)

+/- 12,500 sf retail
+/- 19 retail & office parking spaces (shared between all retail & office space)

286,762 sf, 6.58 acres net lot area – NLA

FAR residential
= res sf / NLA
= 444,000 / 286,762 = 1.55
allowed at 3.2

FAR non-residential
= non-res sf / NLA
= 12,500 / 286,762 = 0.04
allowed at 4.0

FAR mixed-use
= FAR res + FAR non-res
= 1.55 + 0.04 = 1.59
allowed at 7.20

Building Coverage
= area bldgs / NLA
= 109,649 / 286,762 = 38% covered
allowed at 85%

Public Space
= 162,122 provided
min req'd = 20% NLA
= 20% x 286,762 = 57,352

TOSR = not required by MRC zoning

UOSR = will be provided in accordance with City of Atlanta requirements

Conceptual Masterplan for:

Ponce Park

for: Ponce Park LLC,
Contact John Perlman 404-255-7535

by:

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Community Design and Architecture
881 Piedmont Avenue
Atlanta, Georgia 30309
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mail@smithdalia.com

GRICE & ASSOCIATES

SCALE: 1" = 50'

Aug. 1, 2005