



# 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: Jun 24 2006

ARC REVIEW CODE: R605251

TO: Mayor Shirley Franklin  
ATTN TO: Harry Boxler, Principal  
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:** Northeast Atlanta Beltline

**Review Type:** Development of Regional Impact

**Date Opened:** May 25 2006

**Date Closed:** Jun 24 2006

**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 Northeast Atlanta Beltline DRI is located within the area modeled as a future premium double track transit facility (RTP project number AR-450) in the current RTP. Information originally submitted for the review shows that the developer proposed to provide right of way width sufficient only for single track transit service. Per Section 93.104 of the Federal Transportation Conformity Regulations, conformity must be re-determined for any FHWA/FTA project if a significant change in the project's design concept and/or scope occurs. A change to project design or scope for a regionally significant transportation project (regardless of funding source) will trigger a new conformity analysis and conformity determination for the entire regional transportation system before the project can proceed, as amended. Attached at the end of this report is the developer's commitment to provide continuous right of way for double track transit service, a 15-foot trail from north of Montgomery Ferry Road south to approximately 200 feet south of Edgewood Avenue, and a 10-foot trail from the point south of Edgewood Avenue to Airline Street within a block of the property's end near Decatur Street. The trail will leave the property at two points through Piedmont Park and through the proposed North Avenue Park. Also attached at the end of this report are location and dimensions of the combined right of way for the transit and trail. As agreed to by ARC, the City of Atlanta, MARTA, and GRTA, the right of way dimensions are determined as 30-feet for double-track only, 47-feet for transit and trails, and 58-feet for transit, transit stop, and trail. Overall, when including the proposed park space, the developer is committing 41 acres of the site for public right of way and use.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FULTON COUNTY  
METRO ATLANTA RAPID TRANSIT AUTHORITY  
CITY OF DECATUR  
GEORGIA CONSERVANCY  
PIEDMONT PARK CONSERVANCY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA SCHOOLS  
ATLANTA DEVELOPMENT AUTHORITY  
BELTLINE PARTNERSHIP  
NATIONAL PARK SERVICE  
ATLANTA HOUSING AUTHORITY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
DEKALB COUNTY  
BELTLINE INCORPORATED  
PATH FOUNDATION  
TRUST FOR PUBLIC LAND  
ATLANTA NEIGHBORHOOD DEVELOPMENT PARTNERSHIP

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.

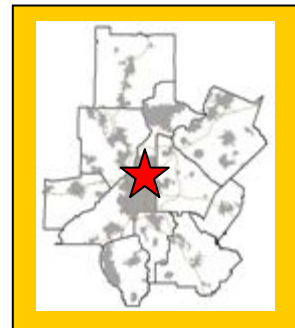
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	May 25, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Northeast Atlanta Beltline #1058
Final Report Due:	June 24, 2006		Comments Due By:	June 8, 2006

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Northeast Beltline development is an 80 acre mixed use project located in the City of Atlanta. The site is a five mile corridor of the former Norfolk Southern railroad lines between Interstate 85 and Decatur Street. There are nine potential development sites that include up to 3,079 attached and single family units of low, medium, and high rise residential units, 25,000 square feet of live/work space (10 residential units), and 120,000 square feet of mix of small and medium scale commercial uses, including specialty retail and restaurants. Upon build out, the proposed development is expected to contain about 39 acres of development, 23 acres dedicated for trails and transit, and 18 acres dedicated for new parks. The Montgomery Ferry site will include 176 residential units. The Piedmont Avenue North site will include 80 residential units and the Piedmont Avenue South site will include 24 residential units. The Amsterdam Walk site will include 924 residential units, 25,000 square feet of live/work space, and 120,000 square feet of retail. The Piedmont Park site will include 750 residential units and 20,000 square feet of retail. The Greenwood Avenue site will include 224 residential units. The North Avenue site will include 757 residential units and 20,000 square feet of retail. The Freedom Parkway North site will consist of 140 residential units and the Freedom Parkway South site will include 4 residential units. The overall development plan also includes trails, parks, and a transit corridor. Upon completion of the overall development, it is anticipated that there will be 16 access point serving the proposed development sites. Access points to the potential development sites include Montgomery Ferry Drive, Piedmont Avenue, Westminister Drive, Amsterdam Avenue, Cresthill Avenue, Monroe Drive, Pylant Street, Drewry Street, Greenwood Avenue, Angier Springs Road, Willoughby Way, and Alaska Avenue.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2012.

### **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 site has been divided into six zoning parcels. The current and proposed zoning for the parcels is shown in the table below:

	<b>Location</b>	<b>Current Zoning</b>	<b>Proposed Zoning</b>
<b>1</b>	Interstate 85 to Piedmont Avenue	R-4, C-1	No change
<b>2</b>	Piedmont Avenue to Park Drive	R-4	MRC-3
<b>3</b>	Park Drive to Monroe Drive	R-4, C-1	PD-H

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<b>4</b>	Monroe Drive to Ponce de Leon Avenue	I-1	MRC-3
<b>5</b>	Ponce de Leon Avenue to Freedom Parkway	I-1, I-2	MRC-3
<b>6</b>	Freedom Parkway to Decatur Street	I-1, I-2	MRC-3

Information submitted for the review states that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan. The City of Atlanta is currently in the process of updating the Comprehensive Development Plan. The developer has made a request to amend the 15 year Future Land Use and the Comprehensive Development Plan for the City of Atlanta to reflect mixed use along the Northeast Atlanta Beltline corridor.

**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. The proposed development is an infill development in the City of Atlanta with adequate and available infrastructure. Given the urban location of the development within the City of Atlanta, infrastructure improvements are minimal. Transportation mitigation measure are identified further in the report.

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

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

<b>2006</b>	<b>1010 Peachtree</b>
<b>2005</b>	<b>Lindmont Redevelopment</b>
<b>2005</b>	<b>Ponce Park</b>
<b>2003</b>	<b>Moreland Avenue Retail</b>
<b>2003</b>	<b>Lindbergh Plaza</b>
<b>2002</b>	<b>Alta at Inman Park</b>
<b>2001</b>	<b>Midtown Park</b>
<b>2001</b>	<b>Bellsouth Midtown Center</b>
<b>2000</b>	<b>Highland Avenue Development</b>

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<b>1992</b>	<b>GLG Park Plaza</b>
<b>1990</b>	<b>C&amp;S Plaza</b>
<b>1989</b>	<b>Renaissance City Center</b>
<b>1989</b>	<b>Mospar Mixed Use Development</b>
<b>1988</b>	<b>AT&amp;T Promenade</b>
<b>1988</b>	<b>Lindbergh TOD</b>
<b>1987</b>	<b>Mayfair</b>
<b>1987</b>	<b>Juniper Center</b>
<b>1987</b>	<b>City Chateau</b>

**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 former Norfolk Southern railroad line. The proposed development also includes the existing Amsterdam Walk retail development which is currently 135,000 square feet of retail on 8 acres. The right-of-way varies in width from 40 feet at Decatur Street to approximately 200 feet at various points along the corridor. The railroad tracks remain largely intact and there are no buildings or structures within the right-of-way except for a few encroachments of buildings or parking areas.

**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 development will have critical long-term impacts on the redevelopment potential of this area and as designed, and evidenced through the submitted traffic analysis and transit study, will have a significant long-term impact on the use of the public transportation system in this area. Based on the preliminary staff review and pending comments from affected jurisdictions, the ARC staff met with the City of Atlanta, MARTA, and the development team to discuss the proposed development and address concerns expressed by the ARC and affected agencies.

The Northeast Atlanta Beltline DRI is located within the area modeled as a future premium double track transit facility (RTP project number AR-450) in the current RTP. Information originally submitted for the review shows that the developer proposed to provide right of way width sufficient only for single track transit service. Per Section 93.104 of the Federal Transportation Conformity Regulations, conformity must be re-determined for any FHWA/FTA project if a significant change in the project's design concept and/or scope occurs. A change to project design or scope for a regionally significant transportation project (regardless of funding source) will trigger a new conformity analysis and conformity determination for the entire regional transportation system before the project can proceed, as amended.

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Attached at the end of this report is the developer's commitment to provide continuous right of way for double track transit service, a 15-foot trail from north of Montgomery Ferry Road south to approximately 200 feet south of Edgewood Avenue, and a 10-foot trail from the point south of Edgewood Avenue to Airline Street within a block of the property's end near Decatur Street. The trail will leave the property at two points through Piedmont Park and through the proposed North Avenue Park. Also attached at the end of this report are location and dimensions of the combined right of way for the transit and trail. As agreed to by ARC, the City of Atlanta, MARTA, and GRTA, the right of way dimensions are determined as 30-feet for double-track only, 47-feet for transit and trails, and 58-feet for transit, transit stop, and trail. Overall, when including the proposed park space, the developer is committing 41 acres of the site for public right of way and use.

The existing rail line parallels Clear Creek, a tributary of Peachtree Creek along much of the northern portion of the review area. Three of the proposed building sites are also adjacent to Clear Creek. Existing development, paralleling public transportation routes and multi-use trails listed in the City Comprehensive Plan are exempt from the City buffer requirements, so the existing rail line and proposed trail route should not be not affected by the ordinance requirements. Site plan originally submitted for the review showed intrusions by structures or access roads on the three development sites adjacent to Clear Creek. Amended site plan submitted during the review do not show any buildings in the stream buffer, and attached at the end of this report is the developer's commitment to comply with federal, state, and local stream buffer regulations.

In 2005 the necessary governmental entities adopted a tax allocation district for the Beltline to fund infrastructure improvements. The Beltline Partnership, as the recognized non profit agency, will implement the other significant planning efforts have been completed regarding the Beltline corridor. The land use planning studies recommend a scale and pattern to allow a sufficient amount of growth to implement the tax allocation district. This planning has been done in concert with the growth projections and is likely to be adopted by the City of Atlanta in the fall. Parcel 4 and 5 of the Beltline study conflict in height a scale with these plans.

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## **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.

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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.

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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 80 acres located along the former Norfolk Southern railroad lines between Interstate 85 and Decatur Street.

### **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; however it is approximately 1.5 miles from 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 proposed development is surrounded by single family residential, a private golf course, retail and commercial uses, multifamily residential and light industrial 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 \$880 million with an expected \$11.5 million in ad valorem tax revenue, \$200,000/year in local option sales tax revenue, and \$200,000/year in SPLOST.

### **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.



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

The proposed development will provide opportunities for individuals to live and work within close proximity to one another. The proposed mixed use development is located in a highly accessible location with existing and available infrastructure. The proposed development could lead to further development along this railroad corridor throughout the City.

## **NATURAL RESOURCES**

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

### **Watershed Protection and Stream Buffers**

The portion of the Beltline project included in this review is entirely within the Peachtree Creek watershed, which is within the portion of Chattahoochee River watershed that drains into the Chattahoochee River Corridor. The Metropolitan River Protection Act requires that local governments with land draining to the Corridor portion of the River adopt tributary buffer zone ordinances to protect tributaries flowing to the Chattahoochee. In addition, the Metropolitan North Georgia Water Planning District has required local governments in the District to adopt stream buffer ordinances at least as effective as the District's model ordinance. The City of Atlanta has a stream buffer ordinance that requires a 75-foot undisturbed buffer on perennial and intermittent streams. The buffer is not shown on any of the applicable plans. It needs to be shown.

The existing rail line parallels Clear Creek, a tributary of Peachtree Creek along much of the northern portion of the review area. Three of the proposed building sites are also adjacent to Clear Creek. Existing development, paralleling public transportation routes and multi-use trails listed in the City Comprehensive Plan are exempt from the City buffer requirements, so the existing rail line and proposed trail route should not be not affected by the ordinance requirements. However, the submitted plans also show intrusions by structures or access roads on the three development sites adjacent to Clear Creek. At the Montgomery Ferry site, one building is shown as coming to within 60 feet of the creek. At the Piedmont Road North site, a portion of the proposed access into a parking deck at the far end of the existing shopping center parking lot is about 65 feet from the creek. At Piedmont Road South, part of one building and a fire access lane are about 50 feet from the creek. Unless the proposed intrusions are eligible for variances under the City ordinance, they should be located outside the 75-foot buffer. Development near any unmapped streams on the project properties that meet ordinance criteria will also be subject to the City ordinance. Any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

### **Stormwater / Water Quality**

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The

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amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. These estimates are for the nine development sites only and do not include the existing rail line and proposed trail between the development parcels. The land uses were based on the proposed uses and coverage and are compiled in one table. Any portion of the project that is being built over existing impervious surfaces will affect the new loading amounts. Given the coverage of the proposed project, commercial and multi-family residential were chosen as the uses for the new development on the property. The following table summarizes the results of the analysis:

#### **Estimated Pounds of Pollutants Per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	15.01	25.67	261.17	1621.08	14754.83	18.46	3.30
Townhouse/Apartment	40.31	42.33	431.72	2700.77	24387.55	30.64	5.64
<b>TOTAL</b>	<b>55.32</b>	<b>67.99</b>	<b>692.89</b>	<b>4321.85</b>	<b>39142.38</b>	<b>49.10</b>	<b>8.95</b>

Total Impervious = 58%

If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://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.**

Comments received during the review identified several districts and buildings that are near or adjacent to the proposed development and currently on the National Register of Historic Places. These include:

- Ansley Park Historic District
- Virginia Highland Historic District
- Piedmont Park Historic District
- Midtown Historic District
- Inman Park Historic District
- Martin Luther King, Jr. Historic District and National Historic Site
- Cabbagetown Historic District
- Oakland Cemetery Historic District
- Rock Springs Presbyterian Church
- Habersham Memorial Hall

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- Piedmont Park Apartments
- Troy Peerless Laundry Building
- Empire Manufacturing
- Southern Dairies Building
- Ford Motor Company Building
- Griffith School of Music
- Western Electric Company Building
- National NuGrape Company Building

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

Development is proposed in the former Norfolk Southern Railroad corridor. Direct impacts to the properties are minimal; however, it is recommended that the developer work with the City of Atlanta Urban Design Commission to determine and mitigate any potential impacts to Piedmont Park.

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

It is undetermined at this time as to whether the proposed development will have a positive or negative influence on the historic districts and properties identified. As identified during the review, this proposed development abuts numerous historically significant structures and properties within the city. Additional planning work should be done to coordinate the development plans to ensure capability with each significant property as appropriate to protect the overall context of the area with respect to historical pattern.

## **INFRASTRUCTURE**

### **Transportation**

#### **Georgia Regional Transportation Authority Review Findings**

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

A total of 16 access points are proposed. They are as follows:

- Site #1 will have 2 access points. The first will be east of the bridge on Montgomery Ferry Drive and a second will be on Monroe Drive through Ansley Mall.
- Site #2 will have 3 access points along Piedmont Road, east of the bridge through Ansley Square.
- Site #3 will have 1 access point on Westminster Drive, south of Piedmont Avenue.
- Site #4 will have 2 access points. The first will be on Monroe Drive north of Amsterdam and a second will be on Amsterdam Avenue, west of the terminus of Amsterdam.
- Site #5 will have 2 access points. The first will be on Cresthill Avenue, west of the terminus of Cresthill and a second will be on Monroe Drive, north of 10<sup>th</sup> Street.

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- Site #6 will have 3 access points. The first will be on Pylant Street, west of the terminus of Pylant, the second will be on Drewery Street, west of the terminus of Drewery and the third will be on Greenwood Avenue, west of the terminus of Greenwood.
- Site #7 will have 1 access point on Angier Springs Road, west of the terminus of Angier Springs Road.
- Site #8 will have 1 access point on Willoughby Way, east of the terminus of Willoughby Way.
- Site #9 will have 1 access point on Alaska Avenue, east of the terminus of East Avenue.

**Will the proposed site access points present access management issues? If so, what are they?**

After examining each site access point on an individual basis since it is anticipated that they will be developed in that manner, there is serious concern over several site areas that must be addressed appropriately.

In the build condition, the traffic study recommends the installation of several signals pending a warrant study one of which is to be located at Monroe Drive and Cresthill Avenue. Therefore, there are some concerns with access point locations at Sites #4 and #5. The location of the signal at Monroe Drive and Cresthill Avenue may appear beneficial due to the proposed intensity of Site #5 with respect to improving levels of service at the intersection as stated by the traffic study and due to the even greater intensity of uses at Site #4 just to the north. However, an existing signal is located at both Monroe Drive and 10<sup>th</sup> Street a few blocks to the south of the proposed signal and another at Monroe Drive and Amsterdam Avenue. It is highly recommended that the proposed signal location at Monroe Drive and Cresthill Avenue be re-evaluated.

In addition, the turn movement restrictions at the southern intersection of Site #5 which aligns with Kanuga Street may warrant a right-in/right-out only. Permitting free flow movements in all directions at this intersection will likely result in extreme congestion on Monroe from 10<sup>th</sup> down to 8<sup>th</sup> and create safety issues due to its proximity to the rail crossing and the skewed angle.

Lastly, there are concerns at Site #2 with the access locations along Piedmont Road. The number of access points serving Ansley Square is currently very confusing and the addition of more traffic will only complicate matters. Circulation patterns within the shopping center should be revisited and perhaps a single well-defined access point with a signal on Piedmont may be warranted.

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

Street Smarts 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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Zone	Site	Land Use	AM Peak			PM Peak			24-Hour
			Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
0	1	High Rise Residential - 176 units	12	51	63	37	23	60	702
	2	High Rise Residential - 80 units	8	33	41	21	13	34	416
1	3	High Rise Residential - 24 units	2	5	7	5	2	7	78
	4	High Rise Residential - 934 units	42	189	231	145	91	236	2549
	4	Specialty Retail - 120,000 sf	57	35	92	60	73	133	2292
	4	General Office - 12,500 sf	24	2	26	9	57	66	172
2	5	High Rise Residential - 750 units	36	157	193	127	74	201	2269
	5	Quality Restaurant - 20,000 sf	6	6	12	41	20	61	718
3	6	High Rise Residential - 224 units	14	60	74	45	28	73	844
4	7	High Rise Residential - 757 units	36	158	194	130	80	210	2361
	7	Specialty Retail - 20,000 sf	9	6	15	8	10	18	241
	8	High Rise Residential - 140 units	10	44	54	31	19	50	594
5	9	High Rise Residential - 4 units	0	1	1	1	1	2	13
<b>Total Net Trips</b>			<b>256</b>	<b>747</b>	<b>1,003</b>	<b>660</b>	<b>491</b>	<b>1,151</b>	<b>13,249</b>

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

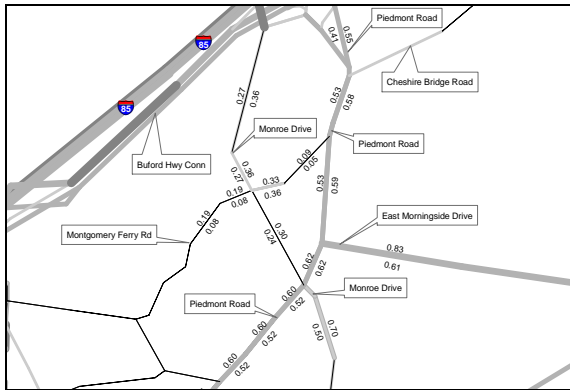
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

The following graphics in this review presents the various V/C ratios for the 2005, 2015 and 2030 network year in the AM and PM peak periods generated from ARC's 2030 RTP. 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.

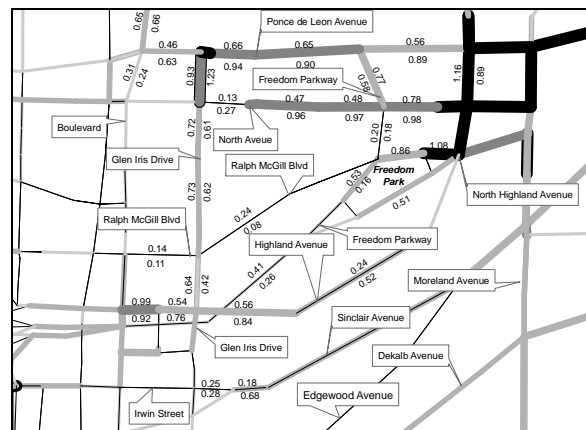
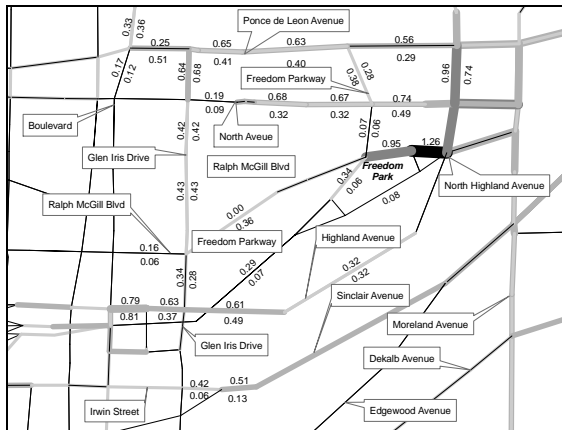
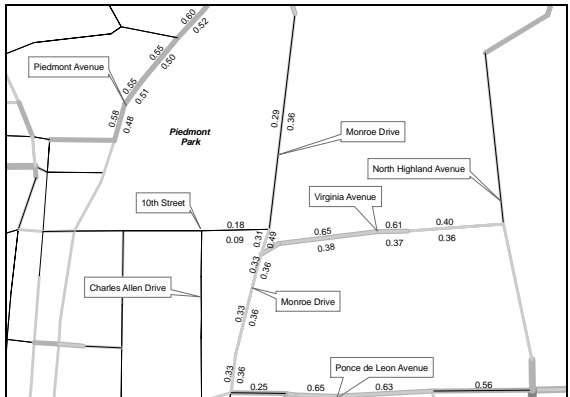
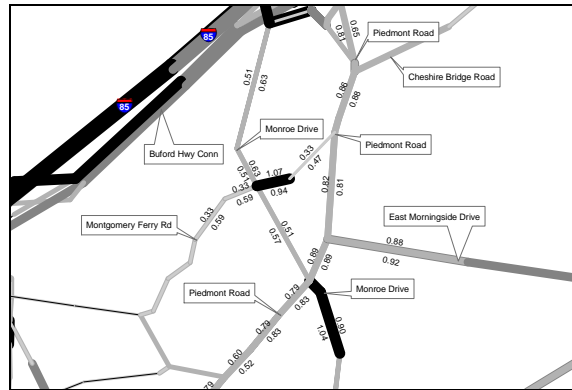
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## V/C Ratios

2005 AM Peak



2005 PM Peak

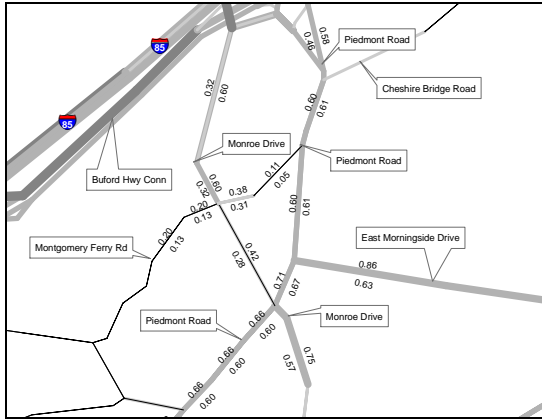


### Legend

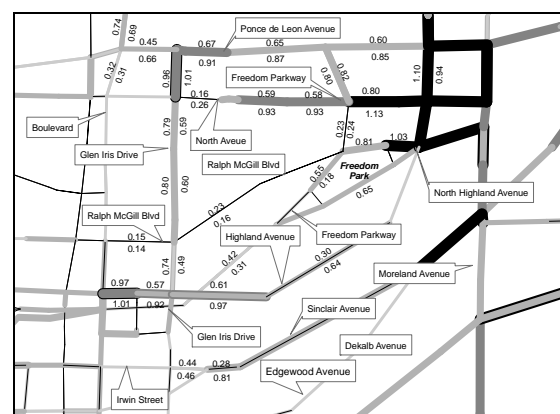
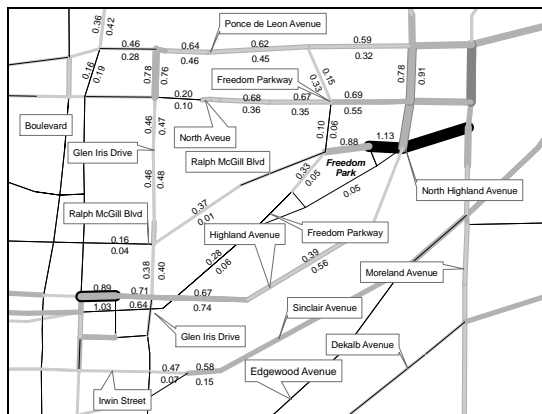
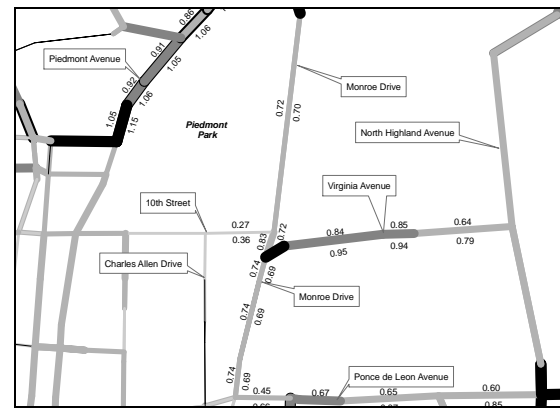
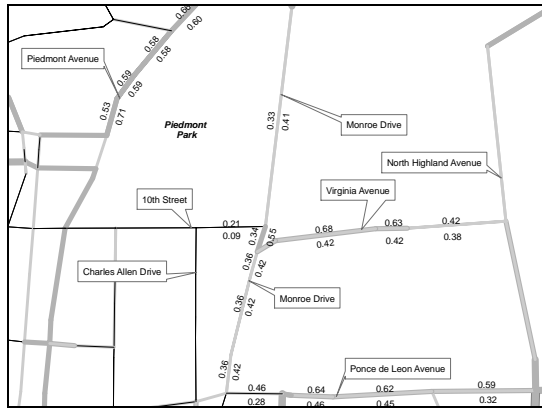
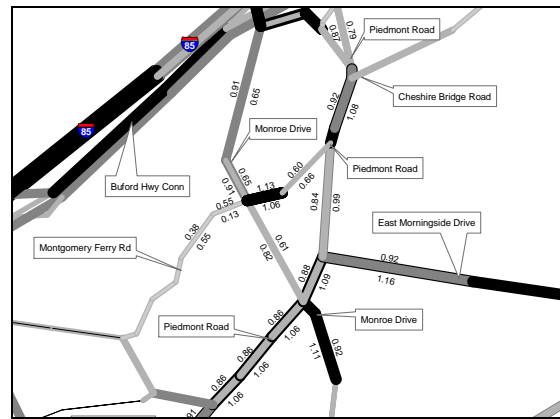
AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

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2015 AM Peak



2015 PM Peak

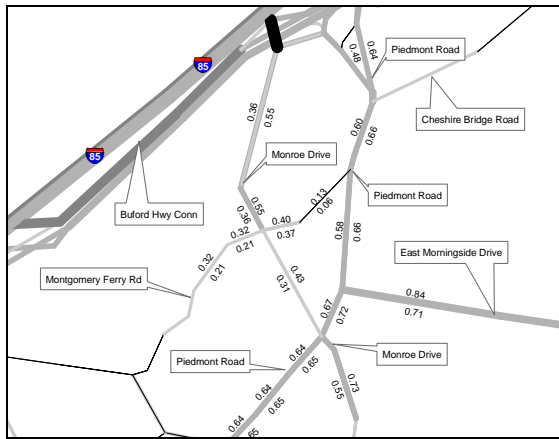


#### Legend

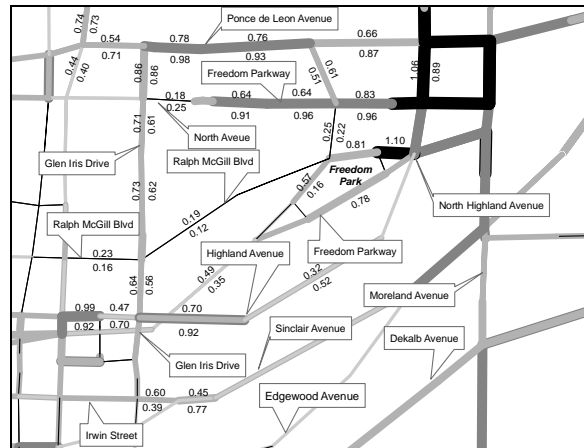
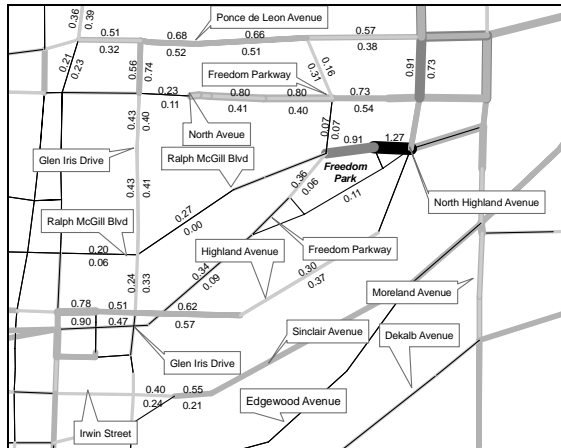
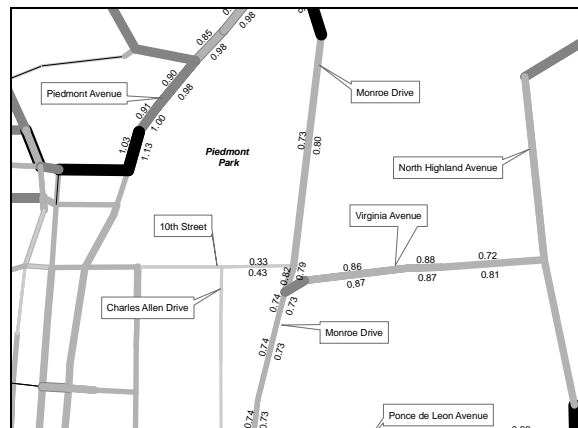
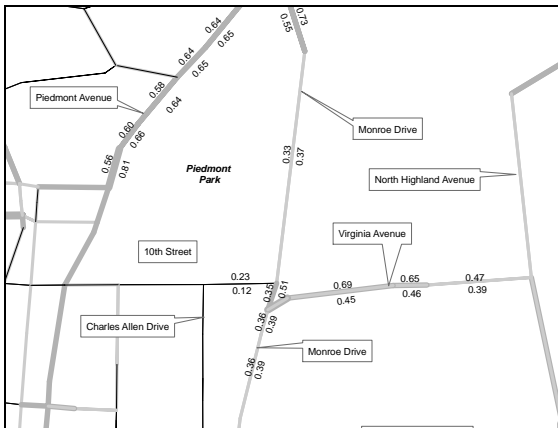
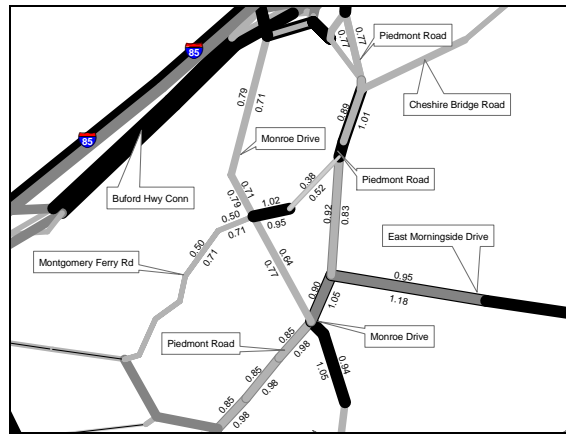
AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

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2030 AM Peak



2030 PM Peak



**Legend**

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+



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**Is the site served by local and/or regional transit? If so, describe type and level of service. How will the proposed development 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?**

The Northeast Atlanta Beltline DRI is unique in many ways in regards to transit accessibility in the Atlanta metropolitan region. Apart from proposed transit along the Beltline, currently there are a number of MARTA local bus routes that operate within the vicinity of the nine sites in this five-mile corridor. They are as follows:

*Route #2 – Ponce de Leon* operates from the North Avenue MARTA rail station via Ponce de Leon Avenue crossing Monroe Drive and Ponce de Leon Place. This route proceeds via Ponce de Leon Avenue to the Avondale MARTA rail station.

*Route #3 – Auburn Avenue/MLK Drive* operates from the HE Holmes MARTA rail station and onto the West Lake MARTA rail station. Along this route's alignment, service is offered along Irwin Street and Lake Avenue. This route then proceeds onto the Edgewood/Candler Park MARTA rail station.

*Route #16 – Noble* offers service to the Five Points and Civic Center MARTA rail stations. The remainder of the route operates via Ralph McGill Boulevard, Freedom Parkway and North Highland Avenue. The route proceeds onto Clifton Road.

*Route #17 – Inman Park/Lakewood* operates from Lakewood via Edgewood Avenue onto the Inman Park MARTA rail station.

*Route #27 – Monroe Drive/Lindbergh* operates from the North Avenue MARTA rail station via Monroe Drive parallel to a majority of the northern half of the Northeast Atlanta Beltline DRI. This route proceeds onto the Lindbergh MARTA rail station.

*Route #36 – North Decatur* operates from the Arts Center MARTA rail station via Piedmont Avenue and Monroe Drive terminating at the Avondale MARTA rail station.

*Route #45 – Virginia/Federica* operates from the Midtown MARTA rail station via 10<sup>th</sup> Street and then onto 8<sup>th</sup> Street and Monroe Drive and turns onto Virginia Avenue where it proceeds onto North Highland Avenue, Briarcliff Road and to Emory Village.

Currently, MARTA is undergoing the Alternative Analysis phase of the Inner Core Study in which the Northeast Atlanta Beltline DRI is located. Once the Inner Core analysis is complete, it is anticipated that the type of transit technology and station locations will be determined offering greater transit options along and within the site areas. The Inner Core Study further examines forecasted ridership and appropriate station locations for the entire 22-mile loop. Since the northeastern quadrant is only a piece of the larger proposed Inner Core system and the first with transit service anticipated by 2015, there is the expectation that it will set the precedent in developing a high level of connectivity via transit in which the region and the City of Atlanta is currently deficient. Also, adequate coordination between all entities regarding any facility improvements to roadways within proximity to the proposed site areas and the placement of transit is key to ensure the efficiency and safety of traffic flow and transit operations.

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There is no express bus service in operation within immediate vicinity of the site area. However, many of the MARTA local bus routes offer transfers to various regional express bus routes at MARTA rail stations and other locations in the MARTA service area.

**List the transportation improvements according to the 2006-2011 TIP and 2030 RTP, if any, that would affect or be affected by the proposed project.**

#### **2006-2011 TIP\***

<i>ARC Number</i>	<b>Route</b>	<i>Type of Improvement</i>	<i>Scheduled Completion Year</i>
AT-189	US 19 (14 <sup>th</sup> Street) Turn Lanes from Spring Street to West Peachtree Street	Roadway Operational Upgrades	2008
AT-200	Peachtree Street from 10 <sup>th</sup> Street to I-85 North	Multi-Use Bike/Ped Facility	2007
AT-202	Spring Street from Pine Street to Peachtree Street	Pedestrian Facility	2008
AT-203	West Peachtree Street from Pine Street to Peachtree Street	Multi-Use Bike/Ped Facility	2008
AT-205	14 <sup>th</sup> Street from West Peachtree Street to Piedmont Avenue [See Also AT-AR-224D]	Pedestrian Facility	2009
AT-208	Juniper Street from North Avenue to 14 <sup>th</sup> Street	Multi-Use Bike/Ped Facility	2008
AT-210	Midtown Atlanta Signal and Intersection Improvements at Multiple Locations	Roadway Operational Upgrades	2007
AT-218	US 19 (Peachtree Street) at West Peachtree Street and Beverly Road	Roadway Operational Upgrades	2008
AT-227B	Piedmont Avenue Pedestrian Improvements from Georgia State MARTA Station to John Wesley Dobbs Avenue	Pedestrian Facility	2008
AT-AR-249	West Peachtree Pedestrian Improvements from 14 <sup>th</sup> Street to Peachtree Street	Pedestrian Facility	2008
AT-AR-BP302	Highland Avenue Pedestrian Improvements from University Avenue to SR 42 Connector (Freedom Parkway)	Pedestrian Facility	2007
AR-441	I-75/I-85 Ramp Meters/Highway Advisory Radio from University Avenue to 10 <sup>th</sup> Street in City of Atlanta	ITS-Smart Corridor	2007
AR-450A	Beltline Multi-Use Path – Phase 1 [See Also Other AR-450 and AR-451 Series Line Items]	Bicycle/Pedestrian Facility	2011

#### **2030 RTP\***

<i>ARC Number</i>	<b>Route</b>	<i>Type of Improvement</i>	<i>Scheduled Completion Year</i>
AR-450B	Beltline Multi-Use Path – Phase 2 [See Also Other AR-450 and AR-451 Series Line Items]	Bicycle/Pedestrian Facility	2012
AR-450C	Beltline Multi-Use Path – Phase 3 [See Also Other AR-450 and AR-451 Series Line Items]	Bicycle/Pedestrian Facility	2020
AR-450D	Beltline Multi-Use Path – Phase 4 [See Also Other AR-450 and AR-451 Series Line Items]	Bicycle/Pedestrian Facility	2020
AR-451A1	Inner Core Transportation Corridor – Phase 2, Segment 1 – Transit Service in the Northeast Quadrant [See Also Other AR-450 and AR-451 Series Line Items]	Fixed Guideway Transit Capital	2015
AR-451A2	Inner Core Transportation Corridor – Phase 2, Segment 1 – Transit Service in the Northeast Quadrant [See Also Other AR-	Fixed Guideway Transit Capital	2015

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	450 and AR-451 Series Line Items]		
AR-451B1	Inner Core Transportation Corridor – Phase 2, Segment 2 – Transit Service in the Southeast Quadrant [See Also Other AR-450 and AR-451 Series Line Items]	Fixed Guideway Transit Capital	2025
AR-451B2	Inner Core Transportation Corridor – Phase 2, Segment 2 – Transit Service in the Southeast Quadrant [See Also Other AR-450 and AR-451 Series Line Items]	Fixed Guideway Transit Capital	2025
AR-451D1	Inner Core Transportation Corridor – Phase 2, Segment 4 – Transit Service in the Northwest Quadrant [See Also Other AR-450 and AR-451 Series Line Items]	Fixed Guideway Transit Capital	2030
AR-451D2	Inner Core Transportation Corridor – Phase 2, Segment 4 – Transit Service in the Northwest Quadrant [See Also Other AR-450 and AR-451 Series Line Items]	Fixed Guideway Transit Capital	2030
AR-H-600	I-75/I-85 Bridge and HOV Interchange at 15 <sup>th</sup> Street in City of Atlanta	HOV Lanes	2020

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30<sup>th</sup>, 2006.*

**Summarize briefly the transportation improvements as recommended by Street Smarts in the traffic study for the Northeast Atlanta Beltline.**

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.

*Monroe Drive at Montgomery Ferry Road*

- Add eastbound right turn lane
- Optimize current traffic signal timing

*Monroe Drive at Piedmont Avenue*

- Add southbound left turn lane with a “protected only” phase
- Optimize traffic signal timing

*Monroe Drive at Ponce de Leon Avenue*

- Add southbound right turn lane
- Add eastbound right turn lane
- Add westbound right turn lane
- Optimize traffic signal timing

*Piedmont Avenue at Montgomery Ferry Road*

- Install traffic signal pending warrant study

*Piedmont Avenue at Ansley Square North Driveway*

- Re-stripe eastbound approach to provide separate left turn and right turn lanes

*Virginia Avenue at Ponce de Leon Place*

- Optimize current traffic signal timing

*Virginia Avenue at Barnett Street*

- Add westbound left turn lane



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*North Avenue at SR 10/Freedom Parkway*

- Add eastbound through lane and westbound through lane
- Optimize traffic signal timing

*Ralph McGill Boulevard at SR 10/Freedom Parkway*

- Eliminate split phasing for east-west movements
- Make eastbound left “protected only” phasing
- Make westbound left “protected plus permitted” phasing
- Optimize signal timing

*SR 10/Freedom Parkway at Boulevard NE*

- Add eastbound left turn lane
- Optimize traffic signal timing

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

*Monroe Drive at SR 13/I-85 Ramps*

- Optimize current traffic signal timing

*Monroe Drive at Armour Drive*

- Optimize current traffic signal timing

*Monroe Drive at Montgomery Ferry*

- Add eastbound right turn lane
- Optimize current traffic signal timing

*Monroe Drive at Piedmont Avenue*

- Add southbound left turn lane with a “protected-only” phase
- Add eastbound right turn lane
- Optimize traffic signal timing

*Monroe Drive at Cresthill Avenue*

- Install traffic signal pending warrant study

*Monroe Drive at Virginia Avenue*

- Optimize current traffic signal timing

*Monroe Drive at Ponce de Leon Avenue*

- Add southbound right turn lane
- Add eastbound right turn lane
- Add westbound right turn lane

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- Optimize traffic signal timing

*Piedmont Avenue at Montgomery Ferry Road*

- Install traffic signal pending warrant study

*Piedmont Avenue at Ansley Square North Driveway*

- Re-stripe eastbound approach to provide separate left turn and right turn lanes

*Virginia Avenue at Ponce de Leon Place*

- Optimize current traffic signal timing

*Virginia Avenue and Barnett Street*

- Add eastbound right turn lane and westbound left turn lane

*North Avenue at Somerset Terrace*

- Re-stripe northbound and southbound approaches to provide combined left turn and through lane and an exclusive right turn lane (for each approach)
- Install traffic signal pending warrant study

*North Avenue at SR 10/Freedom Parkway*

- Add eastbound through lane
- Add westbound through lane
- Optimize traffic signal timing

*Ralph McGill Blvd. at SR 10/Freedom Parkway*

- Eliminate split phasing for east-west movements
- Make eastbound left “protected-only” phasing
- Make westbound left “protected plus permitted” phasing
- Optimize signal timing

*SR 10/Freedom Parkway at Boulevard*

- Add eastbound left turn lane
- Optimize traffic signal timing

It is also important to note that the traffic study has stated specific signalization and operational improvements to existing conditions along the study network used for analysis. Such recommendations should be examined further to enhance traffic operations in key problematic roadways that may hinder efficient traffic flow on a regional level.

The development **PASSES** the ARC’s Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac		6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%

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PMP= reserved spaces for carpool vehicles, and monthly discount voucher raffles		3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
<b>Total</b>		<b>17%</b>

Information submitted for the review states that the developer intends to implement a Transportation Management Association (TMA) to coordinate mobility issues for the full, master planned development. This could include, but is not limited to, ride-matching, transit discount programs, vanpools, and flex time coordination.

**What are the general conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips? Are there further recommendations other than what has been presented in the traffic study?**

Although at this time the Northeast Atlanta Beltline DRI is conceptual, there are major concerns over Sites #2 and #5 and the impact the proposed intensities will create with respect to potential growth in traffic and how access points currently operate. It is recommended that consideration for any major improvements along this five-mile corridor be examined critically to accommodate for future growth and the incorporation of fixed guideway transit. More specifically along the Monroe Drive corridor.

According to the V/C ratios in this review, there are many problematic areas that require attention since it is anticipated that traffic volumes will indeed increase in this highly dense urban area. Therefore, adequate coordination with the City of Atlanta as well as with MARTA is essential in ensuring that roadway operations are efficient and that transit, particularly the outcome of the Inner Core Study, is accommodated appropriately.

Lastly, providing for an environment that is safe for bicycle and pedestrian activity within the 5-mile corridor with the proposed developments will greatly enhance quality of life in addition to the intended trail. Non-motorized mobility along this corridor has the potential in contributing to the reduction in vehicle miles traveled by providing greater access to various transit options separate from the automobile.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.84 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

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PERMITTED CAPACITY MMF, MGD <sub>1</sub>	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.

<sub>1</sub> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

Information submitted for the review states that the RM Clayton Wastewater Treatment Plant will serve the development and has adequate capacity to serve forecast sewage flows. Limitations in the area are related to collection and conveyance of sewerage to the Plant from areas north of Park Drive, within the separate sanitary sewer system. No public line extensions will be required to serve this project in particular. However, repairs, upgrades and replacement of lines in the project area have been completed by the City of Atlanta. Connections to individual development site will be made to these City mains. The north portion of the property is on sanitary sewer and the southern portion is on the City's combined sewer/stormwater system. Proposed development north of Park Drive is served by the City's sanitary sewer system, which is being upgraded. Areas south of Park Drive are served by the City's combined sewer and stormwater lines. The addition of sewage flows in this area is not constrained, so long as it is compensated for by stormwater detention.

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

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

## **INFRASTRUCTURE**

### **Water Supply and Treatment**

#### **How much water will the proposed project demand?**

Water demand also is estimated at 0.84 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. No new capacity or services areas will be required for the proposed development. It is possible that as individual buildings are permitted, the upgrade of local distribution mains may be required to satisfy fire flow demands.

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## **INFRASTRUCTURE**

### **Solid Waste**

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

Information submitted with the review 9,730 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.)?**

It is undetermined at this time as to whether the proposed development will have any unusual intergovernmental impacts. Additional planning work should be done to coordinate the development plans to ensure potential impacts are identified and mitigated as appropriate to continue and improve upon the level of service provided by community services and facilities.

## **AGING**

**Does the development address population needs by age?**



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Yes.

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

The age demographic in the immediate area is comprised of individuals of various age groups and incomes.

**HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 3,089 housing units that will include low, medium, and high density residential units.

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

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

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

The site proposed for the development is located in Census Tracts 2, 5, 4, 92, 13, 14, 16, 17, 29, 30, and 33. These tracts averaged a 24.5 percent increase in number of housing units from 2000 to 2005 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.

\* 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.

## MEMORANDUM

**DATE:** 19 May 2006

**TO:** Haley Fleming, Atlanta Regional Commission

**FROM:** Helen Tapp

**CC:** Chris Hayes, Northeast Atlanta Beltline Group  
Hakim Hilliard, McKenna Long & Aldridge

**SUBJECT:** NorthEast Atlanta Beltline DRI # 1058

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This memo is submitted as part of the formal submittal of the DRI analysis to document our response to questions raised by the Atlanta Regional Commission in discussions over the last year.

1. Recorded Deed for project property.

A copy of the recorded deed has been delivered to ARC, as you have acknowledged by e-mail.

2. Documentation of land area that the project sponsor is willing to transfer to entity(ies) for public use.

The concept plan has been mapped using CAD to ensure adequate space for a transit / trail corridor, public greenspace and parks, uses by adjacent owners and the nine proposed development sites. The total amount of land reserved exclusively for public use, which is in addition to 9.3 acres of other open space as defined by the City of Atlanta, is summarized below and shown by zoning parcel on the attached.

Reserved for Dedication to Public Uses

- |                    |                    |
|--------------------|--------------------|
| • Transit & Trails | 19.54 acres        |
| • New Parks        | <u>18.94 acres</u> |
| Total              | 38.48 acres        |

3. Map and documentation of "pinch points" along the corridor.

The attached illustration is an update of the pinch point map you received in May 2005. It reflects the results of the NorthEast Atlanta Beltline Study, results of which can be found on the project website, [www.NEAtlantaBeltline.com](http://www.NEAtlantaBeltline.com).

4. Discussion of how land for transit right of way will be dedicated.

As indicated the project sponsor has reserved a continuous transit / trail corridor of almost 20 acres through the project. This land will be transferred via an appropriate mechanism to a public or non-profit entity as determined at zoning. Until a receiving organization is identified and zoning is approved, it is impossible to define the terms and mechanism for transference. The project sponsor has no plans to establish a transit system.

5. Discussion and documentation of the proposed parkland associated with the development, including project sponsor's plans for park development or dedication of land to another entity(ies).

As noted above, the concept plan includes reservation of 18 acres for public greenspace and new parks. As with the land set aside for transit, this land will be transferred via an appropriate mechanism to a public or non-profit entity as determined at zoning. Until a receiving organization is identified and zoning is approved, it is impossible to define the terms and mechanism for transference. The project sponsor has no plans to construct or maintain the public parks.

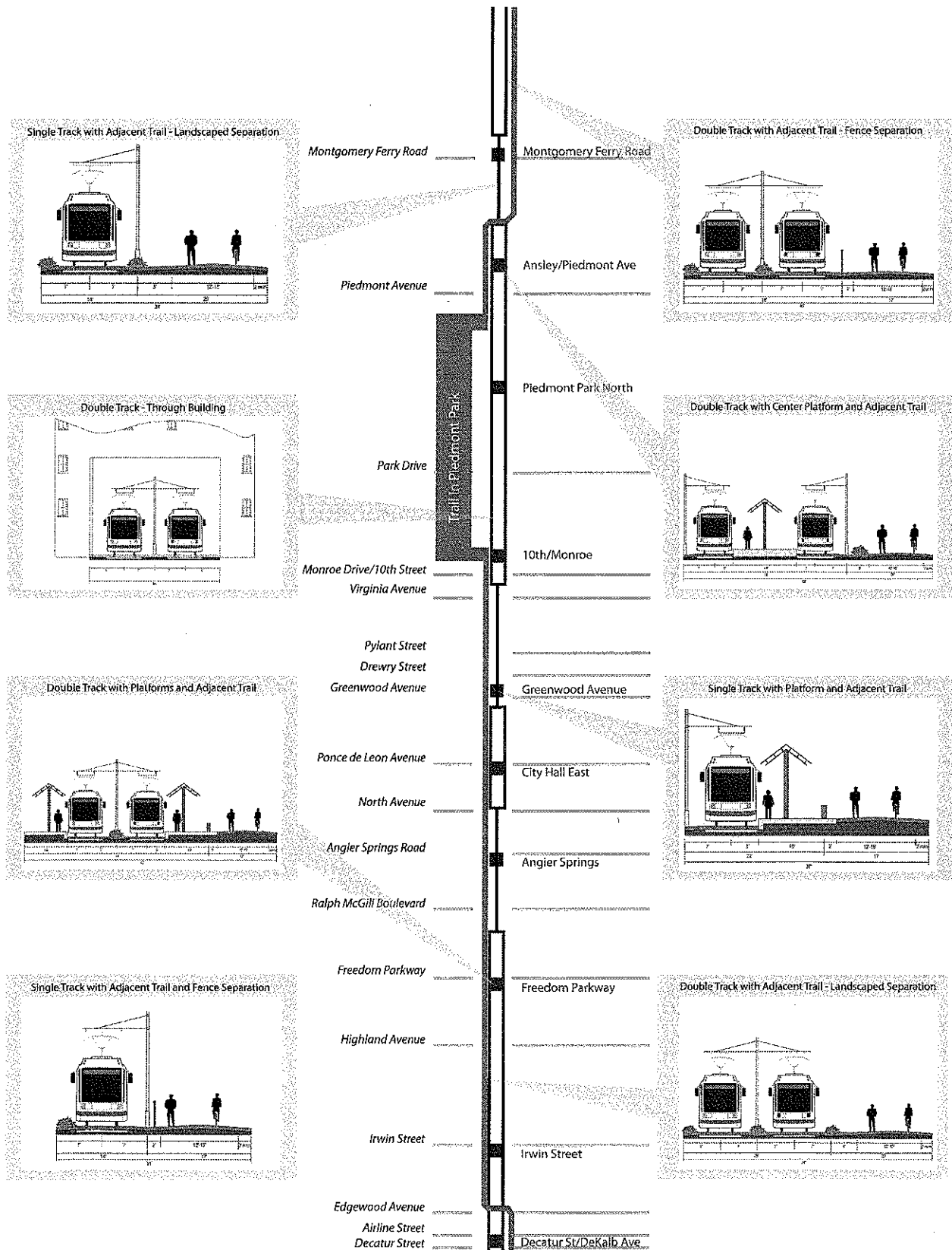
NorthEast Atlanta Beltline DRI # 1058

<i>BY ZONING PARCEL</i>		Public Space	
#	Location	Transit/ Trail Corridor	New Parks & Greenspace
		Acres	Acres
0	I-85 to Montgomery Ferry Rd	2.56	1.39
0	Montgomery Ferry to Piedmont	2.47	3.41
1	Piedmont to Westminster	0.54	0.34
1	Westminster to Park Drive	1.89	6.85
2	Park Dr to Monroe	0.61	1.33
3	Monroe To Ponce de Leon	2.97	1.52
4	Ponce to Freedom Pkwy	3.74	2.44
5	Freedom Pkwy to Decatur	4.76	1.66
TOTALS ON CAD CONCEPT PLAN		19.54	18.94
Subtotal Acres - by Use		19.5	18.9
<i>SUMMARY</i>		Parks and Open Space	
Total Acres		38.5	

### LEGEND

 Minimum Double Track    
  Additional Double Track    
  Single Track    
  Transit Stops    
  Trail

The NE Atlanta Beltline project's concept plan reserves a continuous public corridor for transit and trail.  
Track alignment, stops and transit/trail cross sections are illustrative, based on the November 2005 Transit Feasibility Study by STV, Incorporated.



May 24, 2006

Mr. Tom Weyandt, Director  
Atlanta Regional Commission  
40 Courtland St.  
Atlanta, GA 30303

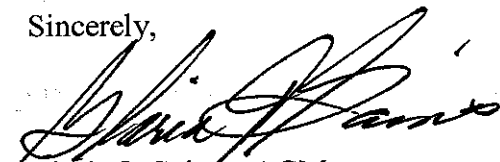
Dear Mr. Weyandt:

MARTA staff recently met with your staff regarding the transit component of the Northeast Atlanta Beltline (NEAB) proposed Development of Regional Impact (DRI). It is our understanding that the NEAB proposal suggests single track transit operation at several "pinch points" along the northeast segment of the Beltline. We feel the single tracking option, at any point along the beltline, may significantly compromise the operational integrity of any fixed-guideway option derived from the BeltLine Alternatives Analysis. The attached document, *MARTA Inner Core Alternatives Analysis: Alignment Needs – Right-of-Way Requirements for the Implementation of Transit*, highlights the requirements for implementing transit as conceptualized under the BeltLine.

We hope you find this information helpful as you work with the regional planning partners, local jurisdictions and major stakeholders of this project. As you know, MARTA is currently conducting the Alternatives Analysis (AA), which will feature an examination of technologies and operational characteristics that will enable us to determine the exact right-of-way requirements needed for the double-tracked transit component. Our timeline for completion of the AA is late summer 2006.

If you have any questions about the BeltLine AA and the desirable transit requirements please feel free to give me a call at 404-848-5299. We look forward to working with you through this process and assisting you in your efforts to improve the quality of life for the citizens of Atlanta.

Sincerely,

  
Gloria J. Gaines, AGM  
Planning



**JORDAN  
JONES &  
GOULDING**

6801 Governors Lake Parkway  
Building 200  
Norcross, Georgia 30071  
T 770.455.8555  
F 770.455.7391  
www.jjg.com

16 June 2006

M. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, Georgia 30303

**Subject: DRI # 1058, NorthEast Atlanta Beltline**

Response to ARC's and GRTA's 6/13/06 Comments

Dear Haley:

At Monday's meeting with representatives of ARC, GRTA, MARTA, the City and others we addressed issues raised in ARC staff's preliminary findings. Most significantly, we demonstrated that we had adjusted the NorthEast Atlanta Beltline concept plan to provide for a continuous right of way for double-track transit.

The purpose of this letter is to report that we have been able to respond to the additional issue that agencies raised at the meeting. Specifically, we have refined the project concept further to ensure a continuous urban trail for the entire length of the property – a feature of our original plan that was difficult to retain when the transit corridor was double tracked.

The accompanying concept plan sheets show that, in addition to the double-track transit, new alignments allow for the following:

- A 15-foot trail from north of Montgomery Ferry Road south to approximately 200 feet south of Edgewood Avenue; and
- A 10-foot trail from this point south to Airline Street within a block of the property's end near Decatur Street, where it will leave the property and connect with the public sidewalk system.

The trail will leave the property at two points, through major City parks adjacent to the project. First, as in original plans, it will travel through Piedmont Park from the area south of Westminster at Clear Creek to just north of Monroe Drive. Second, in this most recent plan revision the trail will leave the property in the vicinity of Dallas Street to travel through the proposed North Avenue / Ivan Allen Park and re-enter the property from this park south of Ralph McGill Boulevard. The trail through the property will provide connectivity between these parks, as well as to Freedom Park to the southeast.

The concept plan shows the location and dimensions of the combined right of way for transit and trail. As committed on Monday, the rights of ways satisfy the dimensions agreed to by agencies, i.e. 30' for double-track transit only; 47' feet for transit and trails and 58' for transit, transit stop and trail. Only one transit stop – the one at Greenwood Avenue – has been moved as a result of our modifications. To avoid direct conflict that would have occurred between a transit stop and vehicular access to two of the buildings, the stop was moved just to the north of the Greenwood development envelope, e.g. north of Pylant. Finally, preliminary building locations within the Piedmont South site's development envelope are being modified to ensure no conflict between this project's proposed development and the City's plan for access to the North Woods section of Piedmont Park via an extension of Westminster Drive across the project property. While the building footprints are being moved slightly to the north end of the development envelope, vehicular access to project property and buildings at this site will not substantially change. No other vehicular or pedestrian access points are affected by this week's plan refinements

In addition to the concept plan sheets, I am including a series of cross sections that illustrate plausible locations, dimensions and relationships of trail, transit and development envelopes at various points along the property. Of course, these will have to be refined after zoning when detailed site plans are prepared for individual building permit requests.

I believe that these points address the concerns raised by agency representatives at Monday's meeting. I hope these changes will allow you to recommend approval of this important DRI project.

If you have any questions, please do not hesitate to call me directly at 678-333-0254.

Sincerely,



Helen Preston Tapp, AICP  
Vice President  
Jordan, Jones & Goulding, Inc.  
*for the NorthEast Atlanta Beltline project owner*

cc: Gena Wilder, GRTA  
Hakim Hilliard, MLA

Attachments:

- Revised Concept Plan Sheets (set of 16 sheets)
- Illustrative Cross Sections (keyed to specific sites as noted on the plan)





**JORDAN  
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GOULDING**

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F 770.455.7391  
www.jjg.com

13 June 2006

M. Haley Fleming, AICP  
Senior Planner  
Atlanta Regional Commission  
40 Courtland Street, NE  
Atlanta, Georgia 30303

Subject: **DRI # 1058, NorthEast Atlanta DRI**  
Response to ARC's Preliminary Findings

Dear Haley:

We have reviewed ARC staff's comments and preliminary findings on the NorthEast Atlanta Beltline Development of Regional Impact, and are pleased to be able to address each affirmatively.

First, we understand that ARC, the City of Atlanta and MARTA are committed to reserving right-of-way through this corridor for double-track transit options. As you know, our project planning has been premised on our client's commitment to continuous transit and multi-use trail for the length of the property's five miles. For the majority of the corridor it is possible to set-aside right-of-way wide enough for double-track transit and a multi-use trail. However, site conditions constrain the dimensions of the right-of-way at three "pinch points" where the plans submitted as part of the DRI showed single track transit and multi-use trail. Our transit study documented that this arrangement would provide more than adequate functionality for the corridor, but we understand your conviction that preserving continuous double-track options is paramount.

Based on our conversations with your staff, and representatives of the City, MARTA and GRTA, we have modified our concept plan to show right-of-way that will preserve the double-track option for the length of the corridor, consistent with MARTA's Inner Core Alternative Analysis. We are also in the process of examining opportunities to accomplish double transit with the trail within our property at the three pinch points. At the Montgomery Ferry development, the Greenwood Avenue development, and the Freedom Parkway North development we are in the process of determining what changes we can make to the development sites to accommodate the 46-foot transit and trail corridor. We will be working closely with the city on our findings and determining an adequate solution

to the site constraints. At the North Avenue development, we have looked at having the trail off the property at the future park area, but have to look at a redesign of that location because of the accommodation of the trail on the northern most bldg site. A copy of the revised concept plan is attached and illustrate the following minimum rights of way through the corridor, which agencies have agreed to:

- Double-track transit only 30 feet
- Double-track transit with trail 46 feet
- Double-track transit with platform and trail 58 feet

Also, all agencies understand that, upon zoning, this right-of-way will be transferred to the agency(ies) identified by the City of Atlanta.

Second, we do not propose that any buildings be built within the City's 75' stream buffer of Clear Creek or the unmapped stream near Dutch Valley. Should any future land owners propose intrusion into the buffers, this would require a formal request to the City for a variance to the stream buffer. The new site plans we are submitting with this letter show both the 100-year flood plain, as well as the State of Georgia's 25-foot stream buffer and the City's 75-foot stream buffer. In fact, all structures and land disturbance associated with the proposed developments in this project will comply with federal, state and local regulations in effect at the time of their permitting.

Third, we have reviewed the comments you forwarded from the City's Urban Design Commission. None of the structures or areas identified by the UDC are on project property, and none of the project's proposed structures or infrastructure will physically impact them.

To our knowledge, we have resolved or addressed the issues raised in your review and the comments submitted to you. Accordingly, we request a recommendation from staff that this project be found to be "in the best interest of the State."

Please do not hesitate to call if you have questions. Our client and project team appreciate your assistance in clarifying regional priorities.

Sincerely,



Helen Preston Tapp, AICP  
Vice President  
Jordan, Jones & Goulding, Inc.  
*for the NorthEast Atlanta Beltline project owner*

Attachment:

Revised Concept Plan (16 pages, 8 1/2" x 11" color prints)

Your DRI ID NUMBER for this submission is: **1058**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 2/22/2006 8:58:53 AM

## DEVELOPMENT OF REGIONAL IMPACT

### Fulton County Initial DRI Information (Form1b)

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

### Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

\*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:	NorthEast Atlanta BeltLine	
Development Type	Description of Project	Thresholds
Mixed Use	3237 residential units; 160000 sf retail; 25000 sf live/work space	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Piedmont Beltline, LLC; Corridor Beltline, LLC; North Avenue Beltline, LLC; Corridor Edgewood, LLC; TCRA Properties, Inc. 1505 Lakes Parkway, Suite 130, Lawrenceville, GA 30043	
Telephone:	770-962-3000	
Fax:	770-339-8283	
Email:	<a href="mailto:hhilliard@mckennalong.com">hhilliard@mckennalong.com</a>	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	20/14; 17/14; 18/14; 53/17; 54/17; 55/17	
What are the principal streets or roads providing vehicular access to the site?	Montgomery Ferry Rd., Monroe Dr., Piedmont Rd., Ponce de Leon Ave., Freedom Pkwy.	
Provide name of nearest street(s) or intersection:	At-grade crossings with Monroe Dr., Irwin St., Decatur St.	
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> 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?	Less than one mile
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?	RM Clayton Water Reclamation Facility (COA)
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: 2012

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
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?	TBD

### 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?	
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?	

Other (Please Describe):

In addition to the improvements identified in the traffic study being prepared by applicant/developer, the City of Atlanta will make its own recommendations for traffic improvements as part of the City's consideration of the related applications for rezoning. In this regard, we look forward to working with ARC and GRTA to identify and implement necessary traffic improvements where appropriate.

Y

Submitted on: 5/19/2006 3:42:04 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 ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

### Proposed Project Information

Name of Proposed Project:	NorthEast Atlanta Beltline
DRI ID Number:	1058
Developer/Applicant:	Piedmont Beltline, LLC; Corridor Beltline, LLC; North Avenue Beltline, LLC; Corridor Edgewood, LLC; TCRA Properties, Inc.
Telephone:	770-962-3000
Fax:	770-339-8283
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:	\$880 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Ad Valorem tax: \$11.5 million/yr. + Local option sales tax: \$200,000/yr. + SPLOST: \$200,000/yr
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): The majority of the property (72 acres), which was formerly used as a rail line, is vacant. The additional 8 acres currently used for the retail center known as Amsterdam Walk (135,000 sq. ft. retail today), will be redeveloped into a mix of retail (120,00 sq. ft.), live-work (25,000 sq. ft.) and residential uses (924 units).	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.84 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:

No new capacity or service areas will be required for the proposed development. It is possible that as individual buildings are permitted, the upgrade of local distribution mains may be required to satisfy fire flow demands.

If water line extension is required to serve this project, how much additional line (in miles) will be required?

No new service areas or public water lines will be required for the proposed development. Connections for individual development sites will be made to existing City water mains, and will be coordinated with the City at the time of each site's permitting.

## Wastewater Disposal

Name of wastewater treatment provider for this site:

City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.84 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: The R.M. Clayton Wastewater Treatment Plant serves the proposed development, and has adequate treatment capacity to serve forecast sewage flows. Limitations in the area are related to collection and conveyance of sewerage to the Plant from areas north of Park Drive, within the separate sanitary sewer system (see F below).

If sewer line extension is required to serve this project, how much additional line (in miles) will be required?

No public line extensions will be required to serve this project in particular. However, repairs, upgrades and replacements of lines in the project area have been completed by the City of Atlanta. Connections for individual development sites will be made to these City mains. The north portion of the property is on sanitary sewer and the southern portion is on the City's combined sewer/stormwater system. Proposed development north of Park Drive is served by the City's sanitary sewer system, which is being upgraded under the terms of a consent decree from the US Environmental Protection Agency, and will have to be coordinated with the City's and area property owners' upgrades and repairs of the system. For example, a significant upgrade of the Los Angeles Trunk line has been completed and allows the permitting of new flows to the Clayton Plant. Areas south of Park Drive are served by the City's combined sewer and stormwater lines. The addition of sewage flows in this area is not constrained, so long as it is compensated for by stormwater detention (see Stormwater item D below).

## 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=1,003; PM Peak=1,151

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 separate Traffic Study and Appendices.

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

9,730 tons/year

Is sufficient landfill capacity available to serve this proposed project?

Y

If no, are there any current plans to expand existing landfill capacity?

N

If there are plans to expand existing landfill capacity, briefly describe below:

While the City of Atlanta does not own or operate landfills, the solid waste generated by the project appears to be well within the growth projections in the City 2005 Solid Waste Management Plan.

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?

28

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:

All development sites within this project will provide stormwater detention to ensure a 30% reduction in peak discharge of stormwater. Specific measures for each site will be provided in accordance with City standards and the Georgia Stormwater Management Manual, and may include dry detention ponds, underground detention systems, and pervious pavement. Developments south of Park Drive, which are in the combined sewer service area will provide additional detention in accordance with City regulations to ensure offset of proposed sewerage flows as well as control of combined sewer overflows.

## 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:

Notes: 1) The property does include portions of Clear creek and its associated floodplain. The master plan does not call for any development in these areas. The eventual stormwater management plan will address all applicable runoff and detention requirements, thereby avoiding impacts to the regulatory floodplain due to increased peak discharges. 2) The property has been accepted into Georgia's Brownfield Program. This program provides for the voluntary clean-up of environmental impacts which might be detected during additional due diligence or during construction and redevelopment.