



# REGIONAL REVIEW NOTIFICATION

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

**DATE:** May 25, 2006

**ARC REVIEW CODE:** R605251

**TO:** Mayor Shirley Franklin  
**ATTN TO:** Harry Boxler, City of Atlanta  
**FROM:** Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

## **SUPPLEMENTAL MEETING SCHEDULED**

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review. During the initial preliminary review, several issues related to this development were found. In order to complete this review, a supplemental meeting has been scheduled.

**Name of Proposal:** Northeast Atlanta Beltline  
**Review Type:** Development of Regional Impact

**Meeting Date:** Tuesday, June 13, 2006

**Time:** 1:30 pm

**Location:** Harry West Conference Room, ARC Offices, 40 Courtland Street

**Description:** 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 site 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 small and medium scale commercial uses, including specialty retail and restaurants. Upon build out, the proposed development is expected to contain 40 acres of development, 19.5 acres dedicated for trails and tranist, and 19 acres dedicated for new parks.

**Submitting Local Government:** City of Atlanta

**Date Opened:** May 25, 2006

**Deadline for Comments:** June 8, 2006

**Earliest the Regional Review can be Completed:** June 24, 2006

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FULTON COUNTY  
METRO ATLANTA RAPID TRANSIT AUTHORITY  
ATLANTA HOUSING AUTHORITY  
GEORGIA CONSERVANCY  
TRUST FOR PUBLIC LAND  
PIEDMONT PARK CONSERVANCY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
DEKALB COUNTY  
ATLANTA DEVELOPMENT AUTHORITY  
NATIONAL PARK SERVICE  
CITY OF DECATUR  
ATLANTA NEIGHBORHOOD DEVELOPMENT PARTNERSHIP

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF ATLANTA SCHOOLS  
PATH FOUNDATION  
BELTLINE INCORPORATED  
BELTLINE PARTNERSHIP

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302.



# REGIONAL REVIEW NOTIFICATION

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

**DATE:** May 25, 2006

**ARC REVIEW CODE:** R605251

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

**Name of Proposal:** Northeast Atlanta Beltline

**Review Type:** Development of Regional Impact

**Description:** 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 site 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 small and medium scale commercial uses, including specialty retail and restaurants. Upon build out, the proposed development is expected to contain 40 acres of development, 19.5 acres dedicated for trails and tranist, and 19 acres dedicated for new parks.

**Submitting Local Government:** City of Atlanta

**Date Opened:** May 25 2006

**Deadline for Comments:** June 8 2006

**Earliest the Regional Review can be Completed:** June 24 2006

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FULTON COUNTY  
METRO ATLANTA RAPID TRANSIT AUTHORITY  
ATLANTA HOUSING AUTHORITY  
GEORGIA CONSERVANCY  
TRUST FOR PUBLIC LAND  
PIEDMONT PARK CONSERVANCY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
DEKALB COUNTY  
ATLANTA DEVELOPMENT AUTHORITY  
NATIONAL PARK SERVICE  
CITY OF DECATUR  
ATLANTA NEIGHBORHOOD DEVELOPMENT PARTNERSHIP

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF ATLANTA SCHOOLS  
PATH FOUNDATION  
BELTLINE INCORPORATED  
BELTLINE PARTNERSHIP

**Attached is information concerning this review.**

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-05-02 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



# REGIONAL REVIEW NOTIFICATION

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



## 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 Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments 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: **Northeast Atlanta Beltline** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please Return this form to:***

Mike Alexander, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3302 Fax (404) 463-3254  
[malexander@atlantaregional.com](mailto:malexander@atlantaregional.com)

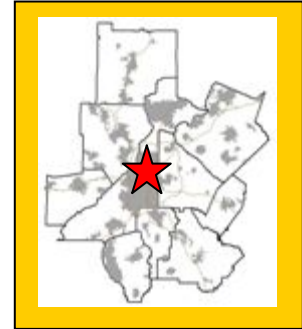
**Return Date: *June 8 2006***

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

## **PRELIMINARY 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 40 acres of development, 19.5 acres dedicated for trails and transit, and 19 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

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

<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.**

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

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

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

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

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

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

The ARC has reviewed other major development projects, known as Area Plan (1984 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>
<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>

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

<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 preliminary staff finding is that this proposed development is not in the Best Interest of the Region, and therefore, of the State. ARC staff would like to meet with the City of Atlanta, MARTA, and the development team to discuss the concerns discussed below.

A detailed analysis of potential impacts proposed to the Beltline transit line facility, as modeled and designed in the current Mobility 2030 Regional Transportation Plan (RTP) will be conducted. In addition, a more detailed analysis of consistency with regional plans and policies will be completed after the public comment period is closed.

The 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 submitted with the review shows that the developer proposes 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. During the review process the transit project sponsor will be notified to determine potential impacts to the project scope and implementation.

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

Submitted as providing for some areas of single track service, the development appears to conflict with regional plans and policies, including the currently adopted RTP and TIP. Final determination of consistency will be made after the public comment period. Similarly, preliminary environment review by the ARC staff shows that 3 substantial stream buffer variances will be necessary to construct the buildings as 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.

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.

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

## **PRELIMINARY REPORT**

### **Regional Development Plan Policies**

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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

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.

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

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 with an expected \$11.5 million is ad valorem tax, \$200,000/year in local option sales tax, 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.

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

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

To be determined during the review.

## **NATURAL RESOURCES**

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

### **Watershed Protection 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 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

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

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.**

None have been identified.

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

Not applicable.

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

Not applicable.

### **INFRASTRUCTURE**

#### **Transportation**

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

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

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

A total of 16 access points will be provided to this development.

- 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.
- 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 E Avenue.

**Do these proposed site access points present access management issues? Are there any new signals recommended by Street Smarts to be located at any or within proximity of the access points?**

To be determined upon completion of the review.

**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:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Condominiums <i>3,089 units</i>	160	698	858	542	331	873	9,826
Retail <i>140,000 square feet</i>	66	41	107	68	83	151	2,533
Office <i>12,500 square feet</i>	24	2	26	9	57	66	172
Restaurant <i>20,000 square feet</i>	6	6	12	41	20	61	718
<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>

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

**Describe in detail what major transportation impacts (roadway and transit) the Northeast Atlanta Beltline will have on the region.**

Further analysis of the northeast corridor of the Atlanta Beltline will be required for this review. In addition to examining traditional roadway impacts with respect to capacity and operations, a thorough analysis of transit will be considered as well. At this time, the ARC is requiring an examination of the impact the proposed development will have on: 1) boardings of existing local bus routes within proximity of the DRI geography which will consist of routes that either fall within a 1/2-mile buffer of the Beltline or cross it and 2) the proposed transit component in the northeastern quadrant of the Beltline. Regional data from Mobility 2030 and other sources will be gathered and utilized to help guide and assess the overall transportation impact the development will have for the region and its immediate area.

**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?**

To be determined upon completion of review.

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

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

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-224D	ATLANTIC STEEL TRANSPORTATION CONTROL MEASURE (TDM) - NORTHBOUND I-75/85 OFF-RAMP, WILLIAMS STREET RELOCATION, 14TH STREET BRIDGE RECONSTRUCTION [SEE ALSO AT-205]	Interchange Capacity	2008
AT-189	US 19 (14TH STREET) TURN LANES	Roadway Operations	2008
AT-210	MIDTOWN ATLANTA SIGNAL AND INTERSECTION IMPROVEMENTS	Roadway Operations	2007
AR-441	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
AR-450A, B, C, D	BELT LINE MULTI-USE PATH - PHASE 1 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2011
AT-208	JUNIPER STREET	Multi-Use Bike/Ped Facility	2008
AT-200	PEACHTREE STREET	Multi-Use Bike/Ped Facility	2007
AT-205	14TH STREET	Pedestrian Facility	2009
AT-203	WEST PEACHTREE STREET	Multi-Use Bike/Ped Facility	2008
AT-202	SPRING STREET	Pedestrian Facility	2008
AT-227B	PIEDMONT AVENUE PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2008
AT-218	US 19 (PEACHTREE STREET)	Roadway Operations	2008
AT-AR-249	WEST PEACHTREE PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2008

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



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

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-600	I-75/85 BRIDGE AND HOV INTERCHANGE	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.**

To be determined upon completion of the review.

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%
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?**

To be determined upon completion of the review.

## **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



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

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.

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

## **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.)?**

To be determined during the review.

## **AGING**

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

To be determined during the review.

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

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

To be determined during the review.

## **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 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. This tract had a 20.8 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 4 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.

May 24, 2006

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

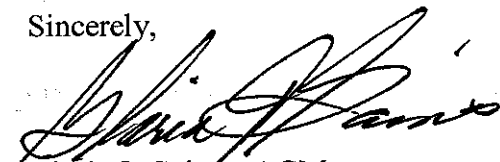
Dear Mr. Weyandt:

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

## 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

---

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.

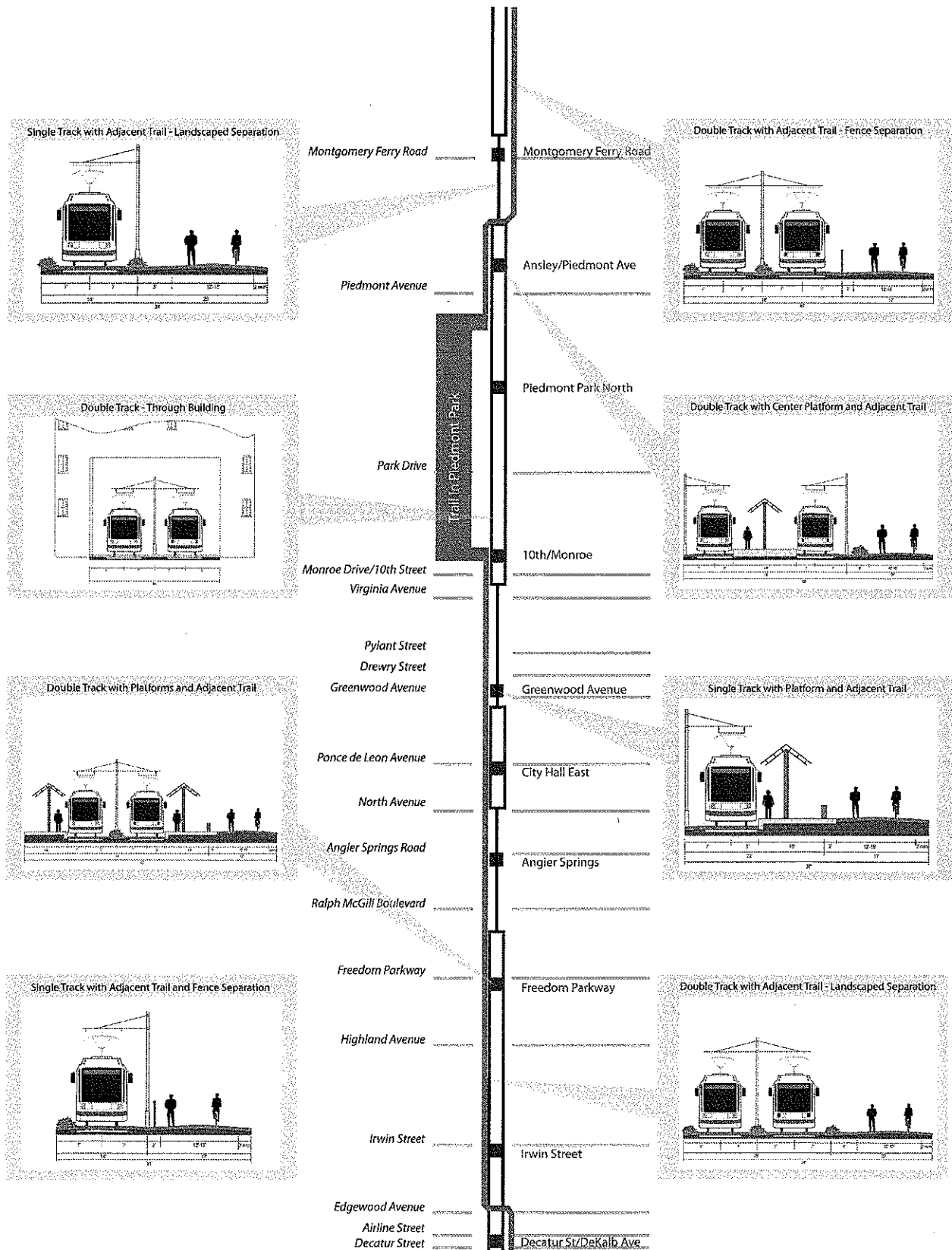
NorthEast Atlanta Beltline DRI # 1058

<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.



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.