



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: Sep 20 2006

ARC REVIEW CODE: R608211

TO: Mayor Shirley Franklin
ATTN TO: Michael Fleming, Planner
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: City of Atlanta
Name of Proposal: McDaniel Glenn

Review Type: Development of Regional Impact

Date Opened: Aug 21 2006

Date Closed: Sep 20 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 proposed development meets several of ARC's Regional Development Policies. This is an infill development that is replacing housing and retail uses to the area. The proposed development meets the Regional Development Policies 1 through 6 by accommodating new growth efficiently where there are existing roads, sewers, and other infrastructure. The proposed development meets Regional Development Policy 2 as the site is located within the central business district. As an infill, mixed-use, and transit oriented redevelopment, the proposed development meets Regional Development Policy 3. The proposed development meets Regional Development Policies 7-10, focusing on providing a variety of housing choices for individuals and families of diverse incomes and age groups. Residential units will be a mix of owner-occupied, market rate rental, authority assisted, and tax credit rental. The mix of housing will allow individuals and families of diverse incomes to live in area with convenient access to transit and employment centers. The development also proposes significant greenspace and parks within the development which will provide active and passive recreational opportunities for residents of the larger Mechanicsville neighborhood

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
BUCKHEAD COMMUNITY IMPROVEMENT DISTRICT

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY

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.

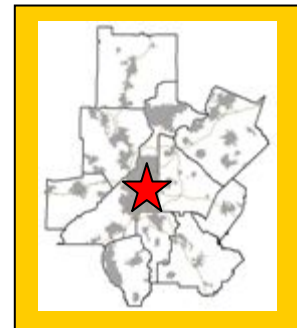
The ARC review website is located at: <http://www.atlantaregional.com/landuse/> .

Preliminary Report:	August 21, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	McDaniel Glenn #1046
Final Report Due:	September 20, 2006		Comments Due By:	September 4, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed McDaniel Glenn is a 38.16 mixed use development located in the City of Atlanta. The proposed development will include 678 apartments, 155 senior apartments, 24 single family units, 88 condominiums, 185 townhomes, and 10,000 square feet of retail. The site of the proposed development is currently developed with 588 existing residential units of which 540 are occupied. The proposed development is located south of I-20 along McDaniel Street, Fulton Street, Richardson Street, Crumley Street, Glenn Street, and Humphries Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

GENERAL

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

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

The project site is currently zoned SPI-18, sub area 10. The zoning for the development will remain the same. The trigger for the DRI review is a request for a permit from the City of Atlanta. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as mixed use/

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

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 concerns 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?

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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.

2006	Capitol Gateway/Grady Homes/King Memorial TOD
1993	Centennial Olympic Stadium

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, this is a proposed redevelopment that will be replacing and adding housing and retail uses to the area.

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 meets several of ARC's Regional Development Policies. This is an infill development that is replacing housing and retail uses to the area. The proposed development meets the Regional Development Policies 1 through 6 by accommodating new growth efficiently where there are existing roads, sewers, and other infrastructure. The proposed development meets Regional Development Policy 2 as the site is located within the central business district. As an infill, mixed-use, and transit oriented redevelopment, the proposed development meets Regional Development Policy 3. The proposed development meets Regional Development Policies 7-10, focusing on providing a variety of housing choices for individuals and families of diverse incomes and age groups.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 17,000 residents within the central business district and an employment base greater than 130,000 jobs. The additional mixed income housing opportunities will provide opportunities for individuals to live and work within close proximity to one another.

Residential units will be a mix of owner-occupied, market rate rental, authority assisted, and tax credit rental. The mix of housing will allow individuals and families of diverse incomes to live in area with convenient access to transit and employment centers. The development also proposes significant greenspace and parks within the development which will provide active and passive recreational opportunities for residents of the larger Mechanicsville neighborhood.

The proposed development is located in the Mechanicsville neighborhood and should comply with the Mechanicsville Redevelopment Plan.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.



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

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

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

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

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

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in the City of Atlanta. The project site approximately 38.17 acres located south of Interstate 20, along McDaniel Street, Fulton Street, Richardson Street, Crumley Street, Glenn Street, and Humphries 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.

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

The proposed development is surrounded by existing commercial and residential 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 \$170,975,630 million with an expected \$1,197,658 million in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were 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 project properties are clustered near the ridgeline separating the Chattahoochee and South River watersheds. The USGS coverage for the area shows no streams on or near any of the project parcels. Any unmapped streams that may be on project property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffer, 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 sites are 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, based on the proposed site plans, has been estimated by ARC. These amounts 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. Portions of the project are being built over existing impervious surfaces and hard pan areas, which will affect whether the new loading amounts represent an increase over existing amounts. Given the density of coverage shown in the conceptual site plans, commercial was selected for the land use. 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
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Commercial	39.16	66.96	681.38	4229.28	38494.28	48.17	8.62
TOTAL	39.16	66.96	681.38	4229.28	38494.28	48.17	8.62

Total Impervious = 85%

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) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE Transportation

Georgia Regional Transportation Authority Review Findings

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

This project consists of infill development in an area with a well defined gridded street network. Several parcels comprise the entire development. Each parcel has multiple site driveways that provide access to the site via existing and/or new roadways or extensions of existing roadways. Some site driveways provide access to shared parking lots for residential uses while others operate as alleys providing access to individual townhouses or single family houses.

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

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

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
24 Single Family Homes	7	19	26	19	11	30	280
678 Apartments	67	269	336	254	137	391	4226
273 Condominiums	20	95	115	92	45	137	1506
155 Senior Adult Units	5	7	12	10	7	17	540
10,000 sq ft Retail Space	24	15	39	66	71	137	1520
Reductions	-25	-81	-106	-118	-83	-201	-2260
TOTAL NEW TRIPS	98	324	422	323	188	511	5812

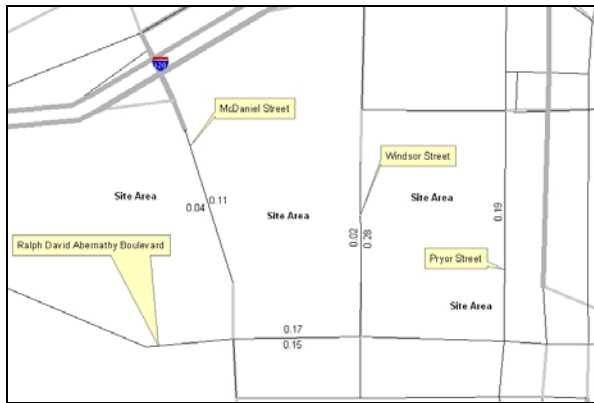
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

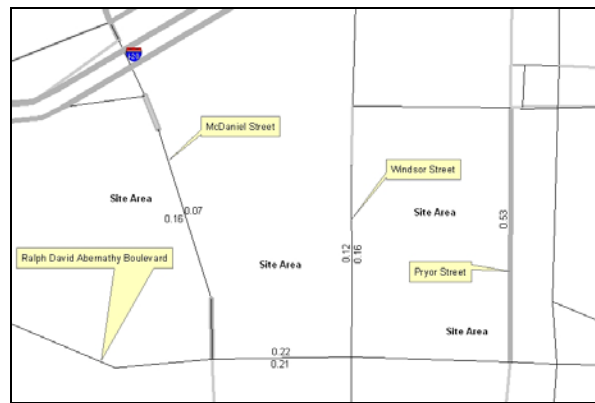
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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V/C Ratios



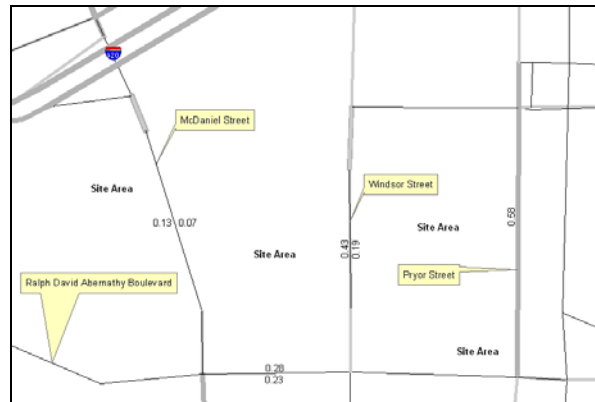
2005 AM Peak



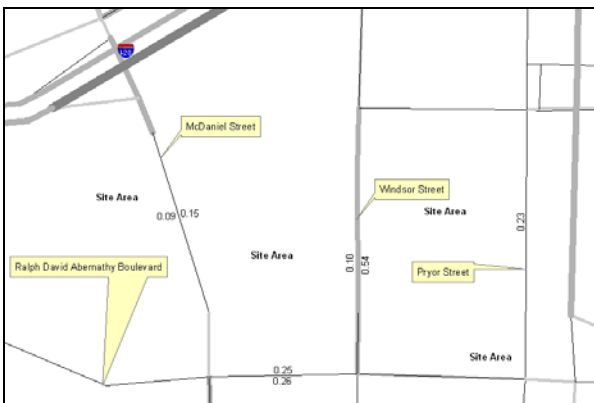
2005 PM Peak



2010 AM Peak



2010 PM Peak



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+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. 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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List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-BP098	WEST END RAIL MULTI-USE TRAIL	Multi-Use Bike/Ped Facility	2008
AR-441	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
AR-444	I-20 EAST AND WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008
AR-268C	COMMUTER RAIL SERVICE - ATLANTA / GRIFFIN / MACON (HIGHWAY CROSSING IMPROVEMENTS FOR LOVEJOY SECTION)	Transit Facility	2007
AT-159	US 19/41 (METROPOLITAN PARKWAY)	Pedestrian Facility	2007

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

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

Summarize the transportation improvements as recommended by consultant in the traffic study for McDaniel Glen.

Future Year Background/Future Year Total Traffic recommendations

As a result of the City of Atlanta's sewer restoration project, the roadways in the area surrounding this project are closed. GRTA has granted the developer a waiver of the LOS analysis for this project. For this reason, no recommended improvements have been provided for the future year background traffic conditions or the future year total traffic conditions.

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

MARTA bus routes 11 and 42 provide service to the site.

- MARTA bus route 11 provides service Monday through Friday from 5:00 a.m. till 11:30 p.m. with headways of 25 minutes. Saturday service is provided from 5:10 a.m. till 11:25 p.m. with headways of 45 minutes. Sunday service is provided from 6:30 a.m. till 11:25 p.m. with headways of 45 minutes. This route provides connections to the Five Points and Bankhead MARTA rail stations.
- MARTA bus route 42 provides service Monday through Friday from 5:16 a.m. till 11:47 p.m. with headways between 15 and 20 minutes. Service is provided on Saturday from 5:48 a.m. till 11:05 p.m. with headways between 15 and 25 minutes. Sunday service is provided from 6:00 a.m. till 11:30 p.m. with headways between 30 and 35 minutes. This route provides a connection to the Five Points MARTA rail station.

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

None proposed.

The development **DOES NOT PASS** 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%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		14%

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

Multiple transit options are available surrounding this proposed project, providing extensive regional transit connectivity. This project is an infill development in an area where existing infrastructure is already in place with sufficient capacity to absorb the increase in trips generated by this project. The retail portion of this project is fairly small in comparison with the proposed residential base being added to this area. In order to minimize single occupancy vehicle trips to retail and employment centers, it is suggested the retail portion of this proposed project be increased to greater serve the needs of this project and the surrounding area while reducing the need for vehicle trips outside of the immediate area. The inclusion of bicycle storage facilities either inside proposed buildings or immediately adjacent to proposed buildings is highly recommended.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.23 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 ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 1.75 MGD based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

Information submitted with the review 4200 tons of solid waste per year.

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.

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INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1,130 housing units that will include multi-family, single family, and condominium townhomes.

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

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

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

The site proposed for the development is located in Census Tract 44 and 46. These tracts had a 27.2 and 24.9 percent, respectively, increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 17 and 16 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

Preliminary Report:	August 21, 2006	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	McDaniel Glenn #1046
Final Report Due:	September 20, 2006		Comments Due By:	September 4, 2006

* 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.



REGIONAL REVIEW NOTIFICATION

DATE: Aug 21 2006

ARC REVIEW CODE: R608211

TO: Mayor Shirley Franklin
ATTN TO: Michael Fleming, 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: McDaniel Glenn

Review Type: Development of Regional Impact

Description: The proposed McDaniel Glenn is a 38.16 mixed use development located in the City of Atlanta. The proposed development will include 678 apartments, 155 senior apartments, 24 single family units, 88 condominiums, 185 townhomes, and 10,000 square feet of retail. The site of the proposed development is currently developed with 588 existing residential units of which 540 are occupied. The proposed development is located south of I-20 along McDaniel Street, Fulton Street, Richardson Street, Crumley Street, Glenn Street, and Humphries Street.

Submitting Local Government: City of Atlanta

Date Opened: Aug 21 2006

Deadline for Comments: Sep 4 2006

Earliest the Regional Review can be Completed: Sep 20 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
CITY OF ATLANTA SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY

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 2006-09-04 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



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: **McDaniel Glenn** *See the Preliminary Report* .

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

Please see attached letter for comments.

Individual Completing form:

Will Stinson, TOD & Real Estate & Henry Ikwut-Ukwa, Transit System Planning

Local Government: MARTA

Department:

Transit System Planning & TOD & Real Estate

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

Signature:

Date: September 7, 2006

Please Return this form to:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

malexander@atlantaregional.com

Return Date: Sep 4 2006

August 7, 2006

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

**RE: Development of Regional Impact (DRI)
McDaniel Glenn (DRI # 1046)**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for Development of Regional Impact (DRI #1046) called McDaniel Glenn in the City of Atlanta.

I provide the following information about MARTA bus service that runs within this proposed development area. MARTA Bus Routes 11 and 42 operate on streets through the proposed development and would enhance the transportation options available to patrons. Route 11 operates on sections of McDaniel Street and makes a turn-around using University Avenue, Garibaldi Street, and Fletcher Streets. Route 42 operates on sections of Windsor Street and Cooper Street, with short connecting drives on Glenn Street and R.D. Abernathy Blvd.

At this time, MARTA has no pending plans to increase or expand bus service in the project area. However, because of the large scale of the development, MARTA would welcome effective coordination with the developers to avoid potential construction impacts on these bus routes.

If you have any questions, please feel free to contact me at (404) 848-5828. Thank you for the opportunity to review the proposal.

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning

Your DRI ID NUMBER for this submission is: **1046**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 2/16/2006 11:03:57 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 (only one):	hboxler@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project:	McDaniel Glenn	
Development Type	Description of Project	Thresholds
Housing	297 single family; 833 multi-family; 588 units demolished	View Thresholds

Developer / Applicant and Mailing Address:	McDaniel Glenn Revitalization LLC c/o Columbia Residential 1718 Peachtree Rd. Ste. 684 Atlanta, GA 30309
Telephone:	404-419-1437
Fax:	404-874-0999
Email:	aaskew@columbiares.com
Name of property owner (s) if different from developer/ applicant:	Atlanta Housing Authority
Provide Land-Lot-District Number:	14 0085 LL007; 14 0085 LL019; 14 0085 LL006

What are the principal streets or roads providing vehicular access to the site?	McDaniel Street and Fulton Street
Provide name of nearest street(s) or intersection:	McDaniel and Fulton Street
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://www.mapquest.com/maps/map.adp?formtype=address&addtohistory=&address=&city=Atlanta&state=GA&zipcode=&country=US&location=cOjzAcEn6AG98YEJcqdkSWBNa1GGQWpPa1lpgcrazt0dywvb8xS8CL%2bvq%2f6ScZdb62JjoAuS1ZI82FZK1vLu9UWTQMxC86Ev&ambiguity=1
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	
If no, provide the following information:	

In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Sewer, Water, Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: December 2009

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
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): A transportation study will be completed to determine needs.	Y

Submitted on: 8/16/2006 6:31:46 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Michael Fleming
Telephone:	404-330-6965
Fax:	404-658-7491
Email (only one):	mfleming@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	McDaniel Glenn
DRI ID Number:	1046
Developer/Applicant:	McDaniel Glenn Revitalization, LLC c/o Columbia Residential
Telephone:	404-419-1437
Fax:	404-874-0999
Email(s):	aaskew@columbiare.com

DRI Review Process

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

Economic Impacts

Estimated Value at Build-Out:	\$170,975,630
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,197,658
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): Redevelopment will displace existing buildings/housing 3.1 acres; 135,167 SF	

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)?	~ 1.75 MGD
Is sufficient water supply capacity available to serve the proposed project?	N
If no, are there any current plans to expand existing water supply capacity?	Y
If there are plans to expand the existing water supply capacity, briefly describe below: Expansion of water line within parcels to be redeveloped.	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	0.57 miles

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)?	0.23 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	N
If no, are there any current plans to expand existing wastewater treatment capacity?	Y
If there are plans to expand existing wastewater treatment capacity, briefly describe below: Sanitary sewer replacement; upgrading pipe sizes to accomodate new housing.	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	No extensions.

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: 528 (gross), 422 (net); PM: 712 (gross), 510 (net)
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?	N
If transportation improvements are needed to serve this project, please describe below: Existing counts could not be conducted due to sewer separation project. Project trips were generated and distributed throughout roadway network.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	~4200
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	75%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: McDaniel Basin; Intrenchment Creek Basin.	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Underground detention facilities (vaults and pipe networks); Green space within parcel.	

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:	