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: Feb 20 2007 **ARC REVIEW CODE**: R701222

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, Transportation Planning Division
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: **643 Tenth Street**

Review Type: Development of Regional Impact	**Date Opened:** Jan 22 2007	**Date Closed:** Feb 20 2007

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 many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as being the most intensely developed radial corridor in the region. The proposed development is also located within a town center area defined as a low-intensity center that serves a local area. Town centers have a mixture of residential and commercial land uses.
The proposed development is located within the Upper Westside LCI Study area. The proposed development should meet or exceed the goals set forth in the Study. The proposed development is located in an area designated by the LCI Study as the Marietta/Howell Mill Main Street. This area features a mixed use, pedestrian-scale environment of live/work units, adaptive reuse of existing buildings, lofts, galleries, restaurants and entertainment joined by a distinct post-industrial look. This is the area that residents and area visitors should most identify as the "downtown" or "main street" of the Upper Westside. Specific recommendations for the area include land uses that are mixed and relatively dense, with an emphasis on pedestrian-oriented retail, housing, live-work units and offices along Marietta Street, Howell Mill Road and Northside Drive.

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

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

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

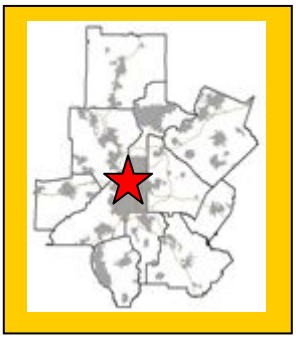
The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	January 22, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	643 Tenth Street #1273
Final Report Due:	February 21, 2007		Comments Due By:	February 5, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed 643 Tenth Street is a redevelopment of a 3.57 acre site within the City of Atlanta. The development is proposing 300 apartment units and 24,000 square feet of retail. The proposed development is located at the intersection of Northside Drive and Tenth Street with access proposed along both Northside Drive and Tenth Street. A service driveway is proposed along Eleventh Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

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 MR-5A-C and I-1. The proposed zoning for the site is PDMU. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as mixed use.

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

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

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

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

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

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

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

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

Year	Name
2006	166 16th Street
2005	1033 Jefferson Street
2000	Midtown West Marietta Street MUD
1997	Atlantic Steel

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently occupied retail uses and vacant warehouses.

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 many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located within a mega corridor which is defined as being the most intensely developed radial corridor in the region. The proposed development is also located within a town center area defined as a low-intensity center that serves a local area. Town centers have a mixture of residential and commercial land uses.

The proposed development is located within the Upper Westside LCI Study area. The proposed development should meet or exceed the goals set forth in the Study. Goals of the Study include retaining the identity of the area by preserving and expanding upon the diverse urban environment, supporting a variety of lifestyles by promoted mixed use development, ensuring the continuity of industrial and other employment based uses by improving overall land use compatibility, providing maximum flexibility for the compatible development of new housing units and jobs, and promoting development densities sufficient to support and promote mass transit options.

The proposed development is located in an area designated by the LCI Study as the Marietta/Howell Mill Main Street. This area features a mixed use, pedestrian-scale environment of live/work units, adaptive reuse of existing buildings, lofts, galleries, restaurants and entertainment joined by a distinct post-industrial look. This is the area that residents and area visitors should most identify as the "downtown" or "main street" of the Upper Westside. Specific recommendations for the area include land uses that are mixed and relatively dense, with an emphasis on pedestrian-oriented retail, housing, live-work units and offices along Marietta Street, Howell Mill Road and Northside Drive.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 115,000 residents within the northeast area and an employment base of greater than 136,000 jobs. The incorporation of this mix of uses in a vertical design will

continue to ensure high quality livability and quality of life in Upper Westside area while accommodating the employment and housing growth pressures that Atlanta are experiencing.

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.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The proposed development is located in the City of Atlanta. It is located in the northwest quadrant of the intersection of Northside Drive and Tenth Street in northwest Atlanta.

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.

None were determined during the review.

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 $67 million with an expected $600,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

This project is proposed on a site that has no streams and currently is mostly impervious and hardpan in a dense urban area. Stormwater will be handled by the City stormwater system.

HISTORIC RESOURCES

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

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

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

There are two proposed access points. One will be a full movement driveway along 10th Street at Fiedler Avenue anticipated for residential use only. The second access point will be a right-in/right-out driveway along Northside Drive to be used for the retail component only. There will also be an access point for one loading area proposed along 11th Street. Pedestrian access will be available along 10th Street, 11th Street and Northside Drive connecting existing and improved sidewalks.

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:

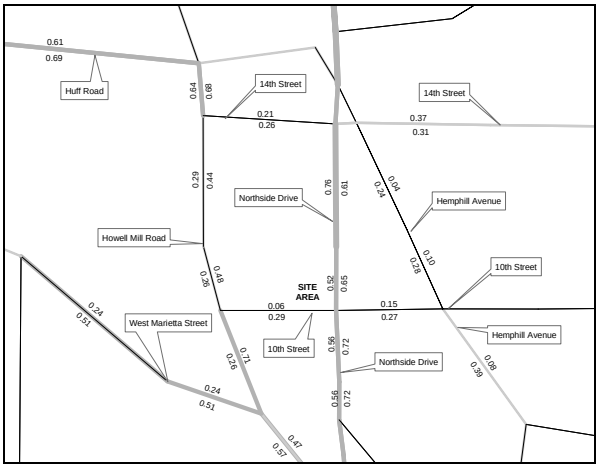
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartments *300 dwelling units*	30	121	151	119	64	183	1,954
Retail *24,000 square feet*	112	121	233	35	44	79	1,064
Mixed-Use Reductions	*-0*	*-0*	*-0*	*-8*	*-8*	*-16*	*-214*
Alternative Mode Reduction	*-8*	*-12*	*-20*	*-8*	*-5*	*-13*	*-140*
Pass-By Reductions	*-0*	*-0*	*-0*	*-12*	*-12*	*-24*	*-310*
TOTAL NEW TRIPS	**134**	**230**	**364**	**126**	**83**	**209**	**2,354**

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

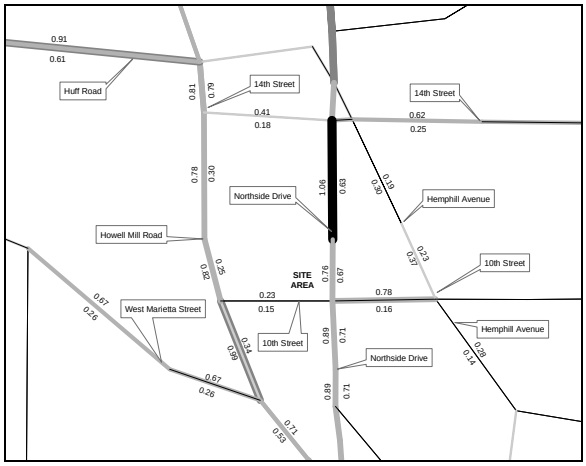
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

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

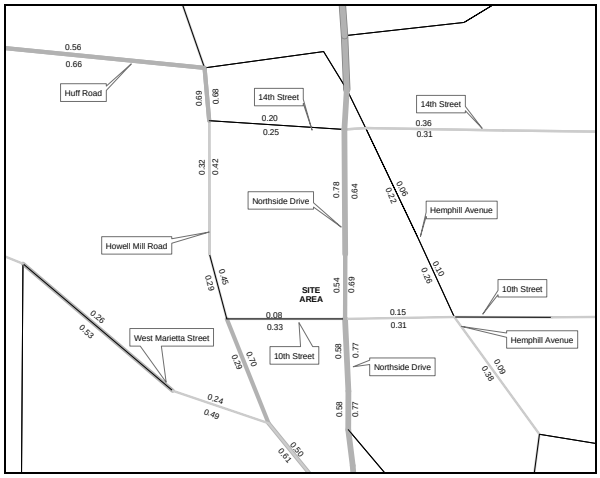
V/C Ratios



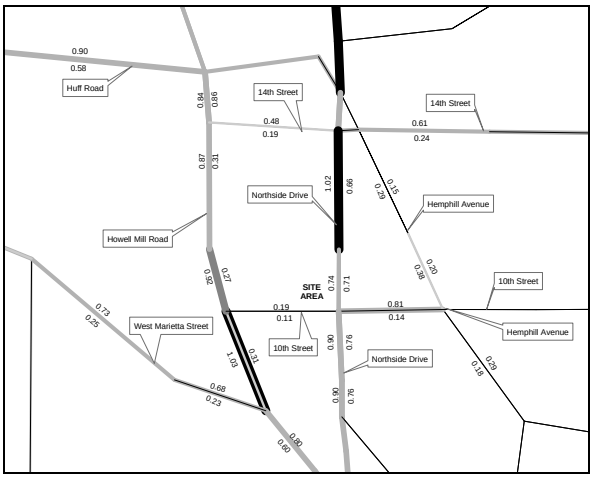
2005 AM Peak



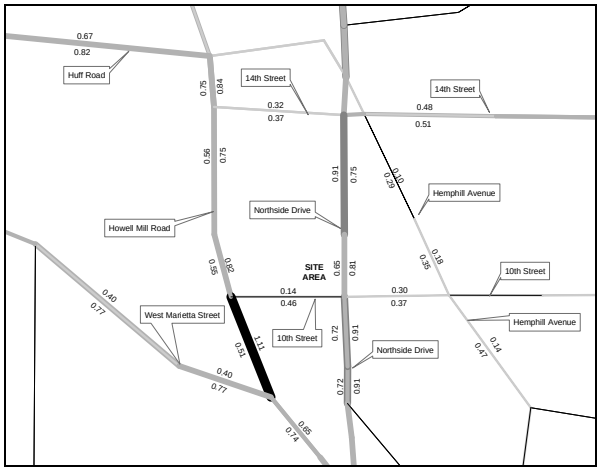
2005 PM Peak



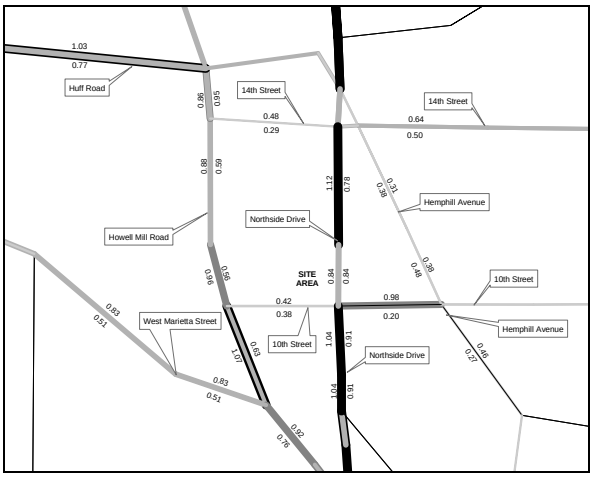
2010 AM Peak



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.

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
AR-450A	Belt Line Multi-Use Path – Phase 1 [See also other AR-450 and AR-451 series line items]	Multi-Use Bike/Ped Facility	2011
AR-450B	Belt Line Multi-Use Path – Phase 2 [See also other AR-450 and AR-451 series line items]	Multi-Use Bike/Ped Facility	2011

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-405C	Belt Line Multi-Use Path – Phase 3 [See also other AR-450 and AR-451 series line items]	Bicycle/Pedestrian Facility	2020
AR-405D	Belt Line Multi-Use Path – Phase 4 [See also other AR-450 and AR-451 series line items]	Bicycle/Pedestrian Facility	2020
AR-451D1	Inner Core Transportation Corridor – Phase 2, Segment 4 – Transit Service in the Northwest Quadrant [See also other AR-450 and AR-451 series line items]	Fixed Guideway Transit Capital	2030
AR-451D2	Inner Core Transportation Corridor – Phase 2, Segment 4 – Transit Service in the Northwest Quadrant [See also other AR-450 and AR-451 series line items]	Fixed Guideway Transit Capital	2030
AR-909B	Northwest Corridor Arterial Bus Rapid Transit (BRT) – Phase II from Cumberland Galleria Transfer Center to MARTA Arts Center Station in City of Atlanta	Arterial BRT	2016
AT-186	US 41 (Northside Drive) at Norfolk Southern Rail Line North of US 78/278 (Bankhead Highway)	Bridge Upgrade	2014

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 643 Tenth Street.

According to the traffic study, there were no recommendations provided for improvements in the future year **background** traffic. In addition, there were also no major recommendations provided for improvements in the future year **total** traffic. However, the traffic consultant did indicate the following regarding Northside Drive at 11th Street:

> The eastbound approach of the intersection of Northside Drive @ Eleventh Street is projected to operate at an LOS F during both the AM and PM peak hours. It is not uncommon for side

street traffic to experience low Levels of Service. Because of the relatively low volume of left-turning vehicles at the intersection in question (Northside Drive @ Eleventh Street), it is unlikely that a signal warrant will be met. Furthermore, the intersection is approximately 480 feet north of the signalized intersection of Northside Drive @ Tenth Street, which is closer than GDOT signal spacing requirements. No geometric improvements or signalization of the intersection of Northside Drive @ Eleventh Street is recommended.

In addition to background and total traffic year analysis, the traffic consultant made recommendations for access improvements entering and exiting the site. They are as follows:

Site Driveway #1 @ Tenth Street

- Provide one northbound ingress lane and one southbound egress lane onto Tenth Street, side-street stop-controlled. The driveway should align with the existing Fielder Avenue to form a traditional four-legged intersection and should operate under side-street stop-control conditions, with Tenth Street maintaining free-flow operation.

Site Driveway #2 @ Northside Drive (Right-in/Right-out)

- Provide one westbound ingress lane and one eastbound exclusive right-turn egress lane onto Northside Drive, side-street stop-controlled. The driveway should consist of a striped island and operate under side-street stop-control conditions.
- Provide center island raised median along Northside Drive.

Additionally, the traffic consultant also made the following recommendations to improve operation of the westbound approach of the Northside Drive @ Tenth Street intersection:

- Change westbound approach laneage FROM a shared left-turn/through lane and a shared through/right-turn lane TO an exclusive left-turn lane and a shared through/right-turn lane.
- Add a westbound approach exclusive left-turn protected/permissive signal phase and retime signal to provide more time for Tenth Street.

The traffic consultant also took into consideration two studies that will impact the proposed development. The Northside Drive Corridor Study and the Upper Westside LCI Study both examined the Northside Drive corridor and the intersection at 10th Street. Recommendations from those studies were provided by the traffic consultant for future roadway and pedestrian improvements within the immediate vicinity of the proposed site. They are as follows:

Northside Drive Corridor Study:

- Northside Drive @ Tenth Street
  - Add eastbound and westbound left-turn lanes
  - Remove northbound channelized right-turn lane
  - Improve pedestrian facilities by repairing and adding pedestrian signal heads, push buttons, and crosswalk striping across the south leg of the intersection
  - Repair the sidewalk along the eastbound approach
- Make connections of Ethel Street and Eighth Street on the east side of Northside Drive and signalize both intersections
- Construct a center island median along Northside Drive to prohibit left-turn maneuvers at mid-block and provide pedestrian refuge locations at major intersections

- Widen all bridges and underpasses to provide six general-use lanes and two transit lanes along entire length of Northside Drive study corridor
- Institute some form of transit service along the entire length of the Northside Drive study corridor (bus rapid transit, light rail, etc.)
- Reduce the number of curb-cuts along Northside Drive when possible
- Provide mid-block on-street parking along Northside Drive at retail locations when possible (parking prohibited during peak hours)

Upper Westside LCI Study:

- Northside Drive @ Tenth Street
  - Improve sight distance (no specifics listed in study)
  - Provide improved pedestrian crosswalks and refuge areas
- Improve sidewalks and street lighting on both sides of the street along Tenth Street from Northside Drive to Brady Avenue
- Construct a small park (open space) at Watkins Street @ Ninth Street
- Close Hemphill Avenue at Fourteenth Street (creating a dead end), allowing only pedestrians access from Fourteenth onto Hemphill
- Improve roadway network (grid) along the west side of Northside Drive by making connections between Howell Mill Road and Northside Drive with extensions of both Ethel Street and Bellingrath Avenue

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?

The proposed site area is served by transit. MARTA local route 12 – Howell Mill operates from the Midtown MARTA station to the Cumberland Transfer Center in Cobb County. Intermediate stops are made along 10th Street passing Northside Drive and heading northbound up Howell Mill to Cumberland. Headways are every 30 minutes.

Also offered within vicinity of the site area is the Georgia Tech Stingerette Shuttle. This free service is operated by Georgia Tech for students, faculty and staff and is also available to the public. The Green Route operates around campus with a stop at 10th Street and Hempill Avenue. Service is offered only from Monday through Friday every 15 minutes.

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

None is proposed by the developer. However, the proposed development is situated within the Midtown Transportation Solutions Transportation Management Association.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%

w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Located within a Transportation Management Association	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**17%**

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

The area surrounding the 643 Tenth Street development has undergone changes in the past and will continue to do so in the future. As changes in land use and transportation infrastructure are anticipated, adequate improvements to the transportation infrastructure must be considered in a logical manner. It is also essential that improvements made to the Northside Drive corridor as per the recommendations of the Northside Drive Corridor Study and/or the Upper Westside LCI Study be consistent and appropriate for the existing communities of Georgia Tech and Home Park.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.07 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

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

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

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

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

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

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.07 MGD based on information submitted for the review.

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 20 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 300 new 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 as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 6. This tract had a 120.7 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 35 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family 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.

Metropolitan Atlanta Rapid Transit Authority

January 31, 2007

Ms. Haley Fleming, Senior Planner
DRI Coordinator
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, GA 30303

RE: Development of Regional Impact (DRI) # 1273
643 Tenth Street – City of Atlanta

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1273 – 643 Tenth Street – located in the City of Atlanta.

MARTA Bus Routes 12 provides transit service to or within walking distance of the proposed development. Beside the potential increase of transit patronage on this route, the project will have no foreseeable impact on MARTA operations. And at this time, MARTA has no pending plans to increase or expand transit service in the project area.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,

Henry Ikwut-Ukwa
Transit System Planning

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

Your DRI ID NUMBER for this submission is: 1273
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 11/20/2006 4:57:33 PM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

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

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Shelley Peart City of Atlanta, Bureau of Planning 55 Trinity Ave SW Suite 3350 Atlanta, GA 30303
Telephone:	404-330-6781
Fax:	404-658-7491
E-mail **(only one)**:	speart@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:	643 Tenth Street

Development Type	Description of Project	Thresholds
Mixed Use	300 Dwelling Units; 24000 SF Retail	View Thresholds

Developer / Applicant and Mailing Address:	John W. Jone - Tivoli Properties One Overton Park, Suite 1150 3625 Cumberland Blvd Atlanta, GA 30339
Telephone:	770-272-9488
Fax:	77-272-7460
Email:	jjones@tivoli-properties.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	
What are the principal streets or roads providing vehicular access to the site?	Tenth Street, Northside Drive
Provide name of nearest street(s) or intersection:	Tenth Street, Northside Drive
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	Aprox. 3.5 miles DeKalb County

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2010

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe): TBD by submittal of DRI Traffic Study	Y

Submitted on: 1/16/2007 9:57:19 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
Fax:	404-658-7491
Email (**only one**):	speart@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	643 Tenth Street
DRI ID Number:	1273
Developer/Applicant:	John W. Jones - Tivoli Properties
Telephone:	770-272-9488
Fax:	770-272-7460
Email(s):	jjones@tivoli-properties.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:	$67 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Prop. Tax $600,000/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): Empty warehouses - approx. 65,000SF Existing retail - approx. 8,800 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)?	0.07 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?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.07 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?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	N/A

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 364; PM 211
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:
No offsite transportation improvements warranted

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	20 tons
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:	
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?	93%
Is the site located in a water supply watershed?	Y

If yes, list the watershed(s) name(s) below:
Chattahoochee

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
Stormwater detention vault limited to release 70% of predeveloped flows.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	Y
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N

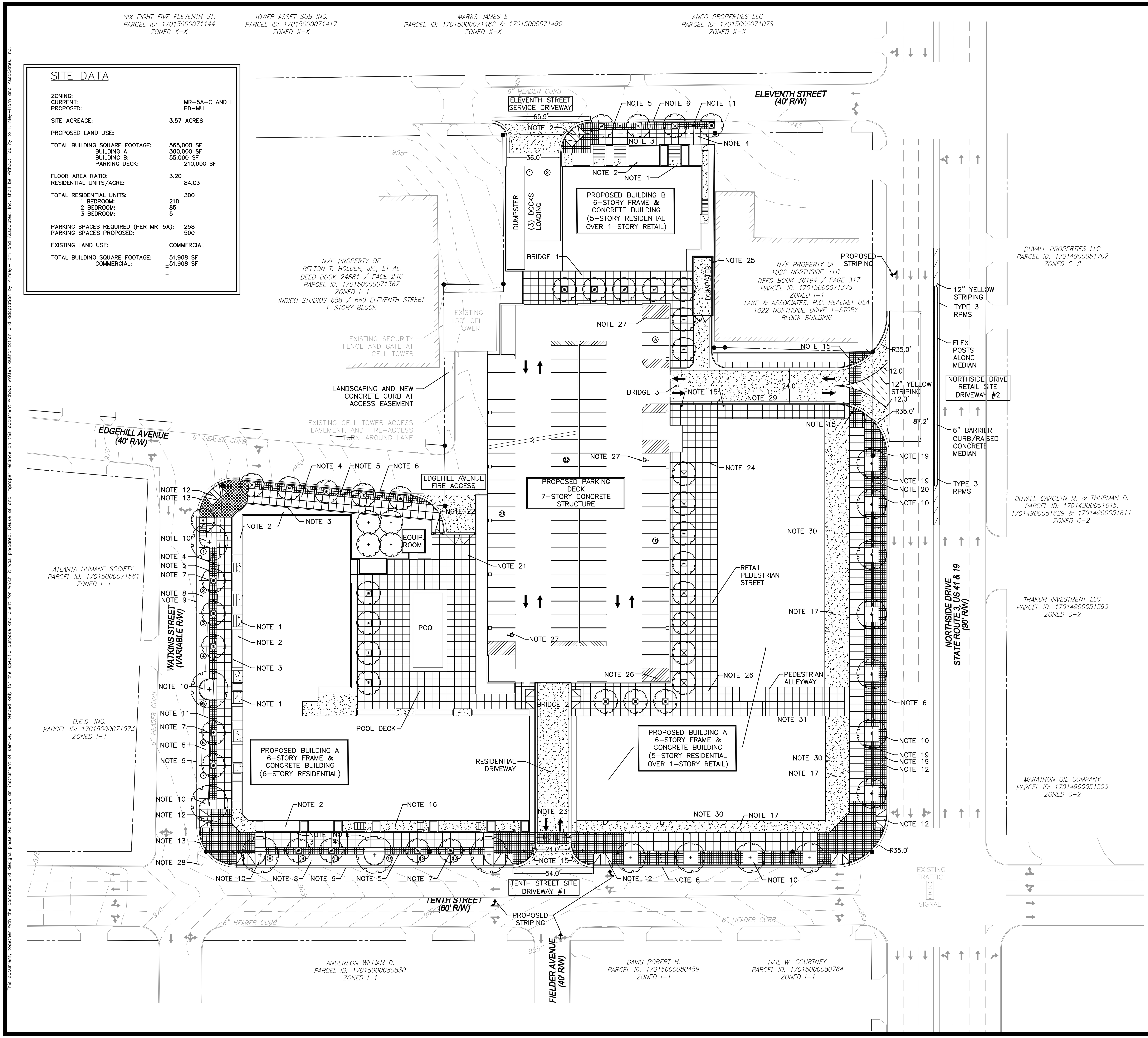
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:
Within water supply watershed, not likely to affect (too small an area) stormwater detention.

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	

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:	

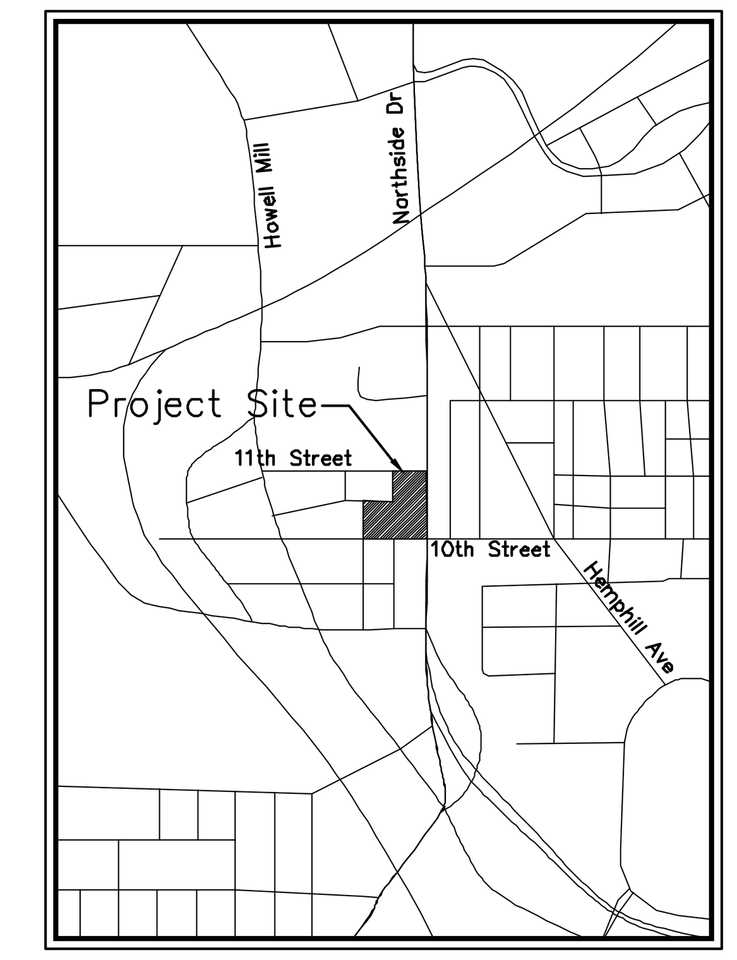
SITE DATA

ZONING:	
CURRENT:	MR-5A-C AND I
PROPOSED:	PD-MU
SITE ACREAGE:	3.57 ACRES
PROPOSED LAND USE:	
TOTAL BUILDING SQUARE FOOTAGE:	565,000 SF
BUILDING A:	300,000 SF
BUILDING B:	55,000 SF
PARKING DECK:	210,000 SF
FLOOR AREA RATIO:	3.20
RESIDENTIAL UNITS/ACRE:	84.03
TOTAL RESIDENTIAL UNITS:	300
1 BEDROOM:	210
2 BEDROOM:	85
3 BEDROOM:	5
PARKING SPACES REQUIRED (PER MR-5A):	258
PARKING SPACES PROPOSED:	500
EXISTING LAND USE:	COMMERCIAL
TOTAL BUILDING SQUARE FOOTAGE:	51,908 SF
COMMERCIAL:	±51,908 SF



NOTES:

1. BUILDING FOOTPRINT IS BASED ON ARCHITECTURAL FILES DATED NOVEMBER 15, 2006.



LOCATION MAP

NOT TO SCALE

CONTACTS

OWNER:	TIVOLI PROPERTIES ONE OVERTON PARK SUITE 1150 ATLANTA, GA 30339 PHONE: (770) 272-9488 CONTACT: JOHN W. JONES
ARCHITECT OF RECORD:	THE CORCORAN OTA GROUP 3399 PEACHTREE ROAD SUITE 475 ATLANTA, GA 30326 PHONE: (404) 324-4200 FAX: (404) 324-4219 CONTACT: DEAN OTA
CIVIL ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW THE BILTMORE, SUITE 601 ATLANTA, GA 30308 PHONE: (404) 419-8700 FAX: (404) 419-8701 CONTACT: EMMY MONTANYE, P.E.
SURVEYOR:	GEOSURVEY, LTD. 1800 SANDY PLAINS IND. PARKWAY SUITE 104 MARIETTA, GEORGIA 30066 PHONE: (770) 795-9900 FAX: (770) 795-8880 CONTACT: WAYNE C. COLBURN

SITE PLAN NOTES

1. ENTRANCE DOORS AND STOOPS TYPICAL AT GROUND LEVEL RESIDENTIAL UNITS.
2. LANDSCAPING IN SUPPLEMENTAL ZONE TYPICAL AT GROUND LEVEL RESIDENTIAL UNITS.
3. LANDSCAPE CONCRETE CURB, 6" TO 12" HIGH, TYPICAL AT EDGE OF SIDEWALK ADJACENT TO LANDSCAPED SUPPLEMENTAL ZONE.
4. CONCRETE SIDEWALK, MINIMUM 10' WIDTH, WITH BROOM FINISH.
5. FURNITURE ZONE, MINIMUM 5' WIDTH, TYPICALLY WITH CONCRETE PAVERS, AND CONCRETE CURB AT STREET EDGE.
6. NEW CONCRETE CURB AND GUTTER TYPICAL AT STREET EDGE.
7. TREE GRATE AT FURNITURE ZONE, 22' O.C. ALIGNED WITH PARALLEL PARKING SPACE ENDS.
8. NEW PARALLEL STREET PARKING AT TENTH STREET AND WATKINS STREET, 7' X 22' TYPICALLY.
9. 24" CONCRETE GUTTER CONTINUOUS FROM CURB AT STREET PARKING, TYPICAL.
10. LARGE PLANTING BEDS LOCATED BETWEEN STREET PARKING.
11. STREET LIGHT FIXTURES, 40' O.C. TYPICAL, AND AS SHOWN ON PLANS.
12. HANDICAPPED ACCESSIBLE RAMPS AT CURBS, MAIN RAMP SURFACE NO GREATER THAN 1:12 SLOPE AND WITH TACTILE SURFACE, AND SIDE SLOPE NO GREATER THAN 1:10 SLOPE, TAPER TOP OF CURB TO MEET FLUSH WITH RAMP BOTTOM.
13. NEW CORNER CURB RADIUS, 25' TYPICAL, AND WITH 20' CLEAR SIGHT LINE TRIANGLE.
14. TAPER TOP OF CURB AT DRIVEWAY ENTRANCES TO ALLOW FLUSH SURFACES BETWEEN SIDEWALK AND DRIVEWAY FOR HANDICAPPED ACCESSIBILITY, TACTILE SURFACES AT SIDEWALKS.
15. SIDEWALK BOLLARDS AT ACCESSIBLE CURBS AT DRIVEWAYS, TYPICAL.
16. SUNKEN ENTRANCE PATIOS AND STAIRS AT LIVE/WORK UNITS AT TENTH STREET GROUND LEVEL RESIDENCES.
17. CONCRETE PAVING AT RETAIL SUPPLEMENTAL ZONE.
18. CONCRETE SIDEWALK, MINIMUM 15' WIDTH, WITH BROOM FINISH, TYPICAL AT NORTHSIDE DRIVE.
19. FURNITURE ZONE, MINIMUM 10' WIDTH, TYPICAL WITH CONCRETE PAVERS AND PLANTING BEDS, TYPICALLY AT NORTHSIDE DRIVE.
20. DOUBLE ARMED STREET LIGHT FIXTURE, 40' O.C. TYPICAL, AT NORTHSIDE DRIVE.
21. FIRE ACCESS LANE, NOT GREATER THAN 150' IN LENTGH, WITH KNOX BOX FIREMAN'S ACCESS AT SECURITY GATES.
22. EXIT GATE, WITH PANIC HARDWARE TYPICAL.
23. SECURITY GATE AT RESIDENT DRIVEWAY, WITH CARD ACCESS.
24. TURN-AROUND ACCESS FOR RETAIL LOADING ZONE AND DUMPSTER.
25. LANDSCAPE SCREEN FENCE, 8' HIGH, AND GATE AROUND RETAIL DUMPSTER.
26. BICYCLE RACK
27. ACCESSIBLE VAN PARKING SPACE.
28. LOCATION OF EXISTING CONCRETE CURB.
29. NEW BUILDING CONTINUES OVER DRIVEWAY OR ALLEY
30. RETAIL ENTRANCES AT EACH SUPPLEMENTAL ZONE PATIO, TYPICAL

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

Kimley-Horn and Associates, Inc.
817 WEST PEACHTREE ST, NW
SUITE 601
ATLANTA, GEORGIA 30308-1121
Tel: (404) 419-8700
Fax: (404) 419-8701

No.	REVISIONS	DATE	BY

TIVOLI @ TENTH STREET

643 TENTH STREET

DRI SITE PLAN

TIVOLI PROPERTIES
ONE OVERTON PARK
SUITE 1150
3625 CUMBERLAND BOULEVARD
ATLANTA, GA 30339

SCALE (H):	1"=20'
SCALE (V):	NONE
DESIGNED BY:	LW
DRAWN BY:	LW
CHECKED BY:	JS
DATE:	01/16/06
KHA PROJECT NO.:	019430001
SHEET NUMBER	1

Drawing name: T:\019430001_643 Tenth Street\Submittal CD\Site Plan\Final DRI Site Plan.dwg 24x36 Jan 16, 2007 9:31pm by: jeff.smith