



REGIONAL REVIEW NOTIFICATION

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

DATE: Jan 29 2007

ARC REVIEW CODE: R701291

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, Transportation Division, Bureau of Planning
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: Huff Road Assemblage

Review Type: Development of Regional Impact

Description: The proposed Huff Road Assemblage is a mixed use development of 42.6 acres within the City of Atlanta. The proposed development will consist of 1,450 residential units, and 150,000 square feet of neighborhood retail. The residential component will consist of 1,410 attached condominium/townhome units and 40 single family detached units. Site access to the development is proposed along Boyd Avenue, English Street, Booth Avenue, and Fairmont Avenue. A New Parkway is proposed along the location of the proposed Beltline transit and multi-use trail.

Submitting Local Government: City of Atlanta

Date Opened: Jan 29 2007

Deadline for Comments: Feb 12 2007

Earliest the Regional Review can be Completed: Feb 28 2007

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
ATLANTA DEVELOPMENT AUTHORITY
ATLANTA BELTLINE PARTNERSHIP

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA SCHOOLS
PATH FOUNDATION

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY
MARTA

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-02-12 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>.



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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: **Huff Road Assemblage** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

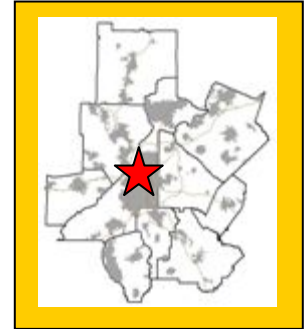
Return Date: Feb 12 2007

Preliminary Report:	January 29, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Huff Road Assemblage #1292
Final Report Due:	February 28, 2007		Comments Due By:	February 12, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Huff Road Assemblage is a mixed use development of 42.6 acres within the City of Atlanta. The proposed development will consist of 1,450 residential units, and 150,000 square feet of neighborhood retail. The residential component will consist of 1,410 attached condominium/townhome units and 40 single family detached units. Site access to the development is proposed along Boyd Avenue, English Street, Booth Avenue, and Fairmont Avenue. A New Parkway is proposed along the location of the proposed Beltline transit and multi-use trail.



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned I-1 (industrial). The proposed zoning is PDMU. Information submitted for the review indicates that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan. The future land use plan calls for mixed use, industrial, and high density residential

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

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

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

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

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

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

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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.

2007	643 Tenth Street
2005	1033 Jefferson Street
2004	Castlegate
2003	West Highlands
2001	Winter Properties Marietta Blvd MUD
2000	Midtown West Marietta St MUD
1997	Atlantic Steel

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

Based on information submitted for the review, the site is currently occupied by approximately 20,000 square feet of office space, 150,000 square feet of industrial warehouses, and 13 residential units. All current uses on the site will be demolished.

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

No.

Is the proposed development consistent with regional plans and policies?

Huff Road Assemblage is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently.

The proposed development is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located in an urban neighborhood. Urban Neighborhoods are distinct areas that are located in an urban area. They may have a small commercial component that serves the local area. The proposed development is also partially located in a town center which is defined as low-intensity centers that serve a local area. Town centers have a mixture of residential and commercial land uses.

The proposed development is located in the Upper Westside LCI Study Area. The proposed development should meet or exceed the goals and policies set forth in the study. Goals of the Upper Westside Study are include preserving the historic character of the area and providing an identity, expanding upon the diverse urban environment, and avoiding displacement of existing residents, businesses, and social service agencies with the community. The proposed development is located in the Huff Road character area which is defined as an area that integrates medium-density residential

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opportunities with a diverse destination shopping district that includes industrial show rooms, retail, live/work, light industry, office, and warehousing.

The development proposes a new parkway that will incorporate the proposed Beltline transit line. Information submitted by the City of Atlanta and included at the end of this report states that a minimum 108' public right of way can accommodate the Beltline transit and multiuse path. The proposed site plan indicates a 108' right of way along the proposed parkway and park.

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PRELIMINARY 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.

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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.

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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 42 acres in the City's upper Westside. The site is bounded by Ellsworth Industrial, English Street, Boyd Avenue, Booth Avenue, and Fairmont Avenue.

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 warehouse and retail uses

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

Estimated value of the development is \$350 million with an expected \$15 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?

To be determined during the review.

NATURAL RESOURCES

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

To be determined during the review.

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?

Vehicular access to the site is proposed at five locations.

- Four full-movement access points will be located along Huff Road at Boyd Avenue, English Street, Booth Avenue and Fairmont Avenue.

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- One full-movement access point will be located along Ellsworth Industrial Boulevard at the New Parkway, approximately 1,390 ft north of Huff Road.

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
40 Single Family Homes	9	28	37	30	17	47	448
1,410 Condominiums	73	356	429	352	174	526	6084
150,000 sq ft Retail	122	78	200	393	425	818	8840
Reductions	-4	-11	-15	-232	-228	-460	-3676
TOTAL NEW TRIPS	200	452	651	543	388	931	11696

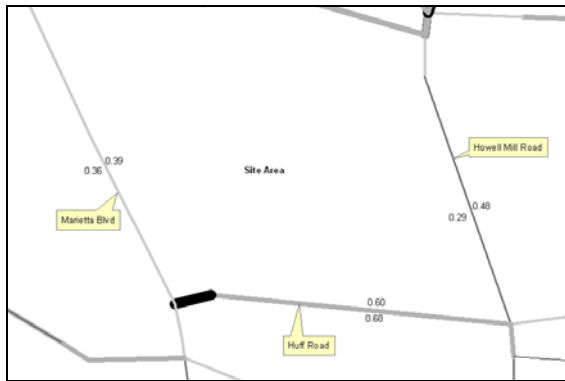
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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.

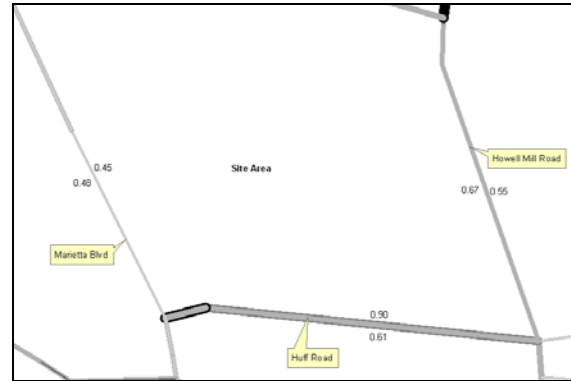
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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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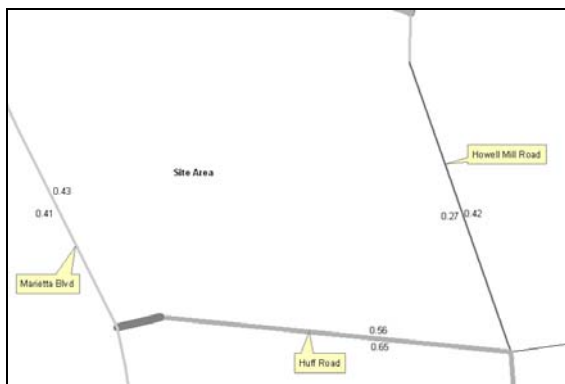
V/C Ratios



2005 AM Peak



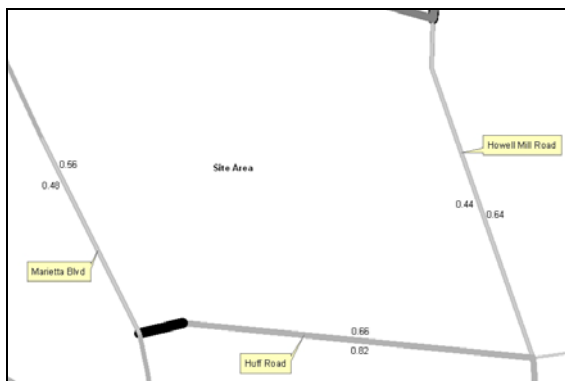
2005 PM Peak



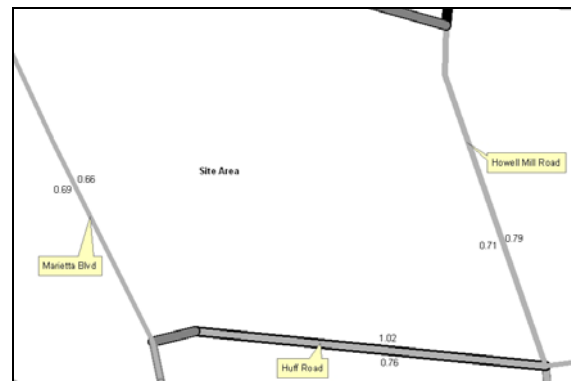
2010 AM Peak



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
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
AT-026	HOWELL MILL ROAD	Roadway Operations	2008
AT-AR-BP303	MARIETTA BOULEVARD PEDESTRIAN IMPROVEMENTS	Multi-Use Bike/Ped Facility	2010

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
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	2012
AR-450C	BELTLINE MULTI-USE PATH - PHASE 3 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2020
AR-450D	BELTLINE MULTI-USE PATH - PHASE 4 [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped 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]	Transit Facility	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]	Transit Facility	2030
AR-909B	NORTHWEST CORRIDOR ARTERIAL BUS RAPID TRANSIT (BRT) - PHASE II	Transit Facility	2016

**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 Huff Road Assemblage.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Marietta Boulevard at Elaine Avenue

- Signalize this intersection.
- Add a westbound right-turn lane along Elaine Avenue, creating exclusive left and right-turn lanes.

Howell Mill Road at Bishop Street

- Signalize this intersection.



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- Add a westbound right-turn lane on Bishop Street, creating exclusive left and right-turn lanes.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Huff Road at Fairmont Avenue

- Signalize this intersection.
- Construct an eastbound left-turn lane along Huff Road.
- Construct a westbound right-turn lane along Huff Road.
- Add a southbound right-turn lane along Fairmont Avenue, creating exclusive left and right-turn lanes.

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

MARTA bus route #1 provides service in the vicinity of the proposed site. Service is provided Monday through Friday, with a connection to the MARTA Georgia State Rail Station, from 6:05 a.m. till 11:53 p.m. with headways between 15 minutes and 1 hour. Service is provided on Saturday from 5:57 a.m. till 11:57 p.m. with 40 minute headways. Sunday service is provided from 7:58 a.m. till 9:54 p.m. with headways of 1 hour and 16 minutes.

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%

These reductions can be applied to projects reviewed by the Atlanta Regional Commission to form a "benchmark" by which projects will be evaluated. Essentially, a developer would have to incorporate measures that, in total, amount to a 15% reduction in VMT from a project that has no transportation enhancements to reduce travel by single occupant vehicles (SOV's).

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

According to the impact analysis in the traffic study, two intersections will operate below the acceptable level of service in the future year background condition and one intersection will operate below the acceptable level of service in the future year total condition if the recommended improvements are not implemented. Implementing the recommended improvements will allow all three identified intersections to operate at the acceptable level of service in their respective build year condition. It is suggested that all recommended improvements be implemented prior to completion of construction.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 348,000 gallons per day.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

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

The capacity of R.M.Clayton is listed below

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

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment



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How much water will the proposed project demand?

Water demand also is estimated at .464,400 gallons per day 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 3,200 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?

Preliminary Report:	January 29, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Huff Road Assemblage #1292
Final Report Due:	February 28, 2007		Comments Due By:	February 12, 2007

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 1,450 housing units.

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

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

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

The site proposed for the development is located in Census Tract 89.02. This tract had an 11 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 40 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

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

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

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.



CITY OF ATLANTA

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
55 Trinity Avenue, S.W. SUITE 3350 – ATLANTA, GEORGIA 30303-0308
404-330-6145 – FAX: 404-658-7491
www.atlantaga.gov

SHIRLEY FRANKLIN
MAYOR

STEVEN R. COVER
Commissioner

ALICE WAKEFIELD
Director
Bureau of Planning

MEMORANDUM

TO: M. Haley Fleming, Senior Planner (Atlanta Regional Commission)

FROM: Heather Alhadeff, Assistant Director (Bureau of Planning)

RE: Huff Road DRI – Beltline Right-of-Way

DATE: 26 January 2007

This letter confirms a review of the dimensional requirements for the Beltline transit and multiuse path by the Bureau of Planning. Our findings show that the 2005 Beltline Redevelopment Plan does not explicitly describe a typical cross-section for the elements of the Beltline to be incorporated into an urban street. The Bureau of Planning understands that site constraints along certain alignments of the Beltline will necessitate atypical cross-sections for the corridor.

The Bureau of Planning is supportive of development concepts that incorporate the Beltline into urban settings such as a transit parkway. Our analysis shows that a public right-of-way measuring 108 feet can accommodate the Beltline transit and multiuse path; any development plan utilizing this dimension must provide reasonable connectivity to the offsite Beltline corridor. It should be noted that realignment to include potentially splitting the roadway, transit and/or trail components into separate alignments and design of these items would likely be necessary. As the site plan is revised into the future, further analysis will need to be conducted on how a continuous BeltLine alignment could be provided to the east of the proposed development.

We appreciate this opportunity to comment. Please contact me (404-330-6785) if you have further questions.

cc: Alice Wakefield, Director, Bureau of Planning

01/16/2007

**Environmental Summary
For the Huff/Fairmont DRI Application**

1429 Fairmont Avenue, (tract A) +/-4.7 acres: former I. Schneid Facility (HIS #10753) – Brownfield, this site is currently undergoing soil and groundwater remediation pursuant to a Prospective Purchaser Corrective Action Plan (PPCAP).

1455 Fairmont Avenue, +/-20.5 acres formerly United Oil Brokers, this site received a “No Further Action” letter from the Georgia Department of Natural Resources EPD Georgia Underground Storage Tank Management Program in April 2001.

1401 Ellsworth Drive, North West, +/- 5.0 acres of vacant/abandoned property, the site is in compliance according to a letter from the Georgia EPD dated June 14, 2006 and the soil on the property is in compliance with the Type 1 soil risk reduction standards.

Your DRI ID NUMBER for this submission is: **1292**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/12/2006 11:28:23 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:	Shelley Peart City of Atlanta 55 Trinity Ave, 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:	Huff Road Assemblage
---------------------------	----------------------

Development Type	Description of Project	Thresholds
Mixed Use	1450 Residential units 150000 SF Retail	View Thresholds

Developer / Applicant and Mailing Address:	Matthew Grose Brock Built, LLC 1429 Fairmont Ave Atlanta, GA 30318
Telephone:	404-886-5135
Fax:	404-350-0427
Email:	matthewgrose@brockbuilt.com
Name of property owner(s) if different from developer/applicant:	Multiple property owners (assemblage) Primary-Steve Brock
Provide Land-Lot-District Number:	17-188
What are the principal streets or roads providing vehicular access to the site?	Fairmont Avenue, Booth Avenue, English Street, Boyd Avenue, Culpepper Street, Huff Road, Ellsworth Drive
Provide name of nearest street(s) or intersection:	Huff Road @ Fairmont Avenue
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?	5.5 miles SE of Cobb 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 Bureau of Water
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: 2012

Local Government Comprehensive Plan

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

Service Delivery Strategy

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

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	N
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	N
Included in an official Transportation Improvement Plan (TIP)?	N
Developer/Applicant has identified needed improvements?	N
Other (Please Describe): Traffic Study will be performed by Kimley-Horn per GRTA's guidelines	Y

Submitted on: 1/16/2007 4:56:40 PM

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:	Huff Road Assemblage
DRI ID Number:	1292
Developer/Applicant:	Matthew Grose, Brock Built LLC
Telephone:	404-886-5135
Fax:	404-350-0427
Email(s):	matthewgrose@brockbuilt.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:	\$350,000,000.
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$15,000,000.
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): 20,000+/- SF Office Space; 150,000+/- SF Industrial; 13+/- Residential Units	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	464,400 gallons per day
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	348,000 gallons per day
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?	

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.)	Daily net trips 12,700 per day
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: See DRI Transportation Report	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3,200 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?	+/- 40%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Peachtree Creek	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

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: Stream buffer requirements will be fulfilled.	

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

