



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: Apr 11 2007

ARC REVIEW CODE: R703121

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: City of Atlanta
Name of Proposal: Collier Road Redevelopment

Review Type: Development of Regional Impact

Date Opened: Mar 12 2007

Date Closed: Apr 11 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, which identifies the area as Urban Neighborhood. These areas are distinct areas located in an urban area that may have small commercial component that serves the local area. Development types suitable in an urban neighborhood include town centers, general commercial and residential uses.

The proposed development is the redevelopment of a site dominated by warehouse uses. The site is surrounded by other residential uses and will provide the neighborhood oriented retail uses to the immediate area. It is important that adequate pedestrian connections are provided for individuals who will live within the development and individuals who live immediately surrounding the development.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY

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

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

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

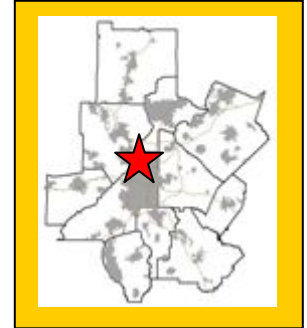
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	March 12, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Collier Road Redevelopment #1311
Final Report Due:	April 11, 2007		Comments Due By:	March 26, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Collier Road Redevelopment is a mixed use development located on 13 acres in the City of Atlanta. The proposed development will consist of 643 residential units and 55,050 square feet of retail space. Access to the development is proposed at two locations along Collier Road.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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 R-4, I-1, RG-2. The proposed zoning for the site is MRC-3. Information submitted for the review states that the proposed development is inconsistent with the City of Atlanta's Future Land Use Map, which designates the area as industrial and medium density; however, the City will update the map, pending the rezoning.

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.

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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 a mile radius of the proposed project.

Year	Name
2007	Huff Road Assemblage
2004	Castlegate
2001	Winter Properties Marietta Blvd 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 by four warehouse that will all be vacated and demolished.

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, which identifies the area as Urban Neighborhood. These areas are distinct areas located in an urban area that may have small commercial component that serves the local area. Development types suitable in an urban neighborhood include town centers, general commercial and residential uses.

The proposed development is the redevelopment of a site dominated by warehouse uses. The site is surrounded by other residential uses and will provide the neighborhood oriented retail uses to the immediate area. It is important that adequate pedestrian connections are provided for individuals who will live within the development and individuals who live immediately surrounding the development.

Planned transportation projects along Interstate 75 could result in additional needed right of way. In case of this need, it is recommended that the development refrain from proposing building that abut the property line.

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FINAL REPORT

Regional Development Plan Policies

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

BEST LAND USE PRACTICES

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

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

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

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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 proposed development is located in the City of Atlanta. It is bounded by Collier Road to the south, Interstate 75 to the East, and Carlyle Place Apartments to the west.

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. Cobb County is less than three miles to the north/northeast.

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 \$120,000,000.00 with an expected \$1,300,000.00 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The property is in the Peachtree Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Further, any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

The project property is already developed with most of the site in impervious surface. It is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The project is being developed partly over existing impervious surfaces, which will affect the actual increases caused by the new loading amounts. Given the coverage of the proposed project, commercial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	13.13	22.45	228.46	1418.04	12906.79	16.15	2.89
TOTAL	13.13	22.45	228.46	1418.04	12906.79	16.15	2.89

Total Impervious = 85%



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If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Two access driveways will be provided into the proposed site.

- One right-in/right-out driveway will be located at the western site boundary, onto Collier Road.
- One full-access driveway will be located approximately 280 ft east of the western site boundary, onto Collier 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:

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		A.M. Peak Hour			P.M. Peak Hour		24 Hour
Land Use		Enter	Exit	2-Way	Enter	Exit	2-Way
419 Apartments		42	167	209	161	87	2668
224 Condominiums		17	81	98	78	38	1274
55,050 sq ft Commercial Space		66	43	109	203	219	4608
Reductions		-	-	-	-143	-143	-2999
TOTAL NEW TRIPS		125	291	416	299	201	5551

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



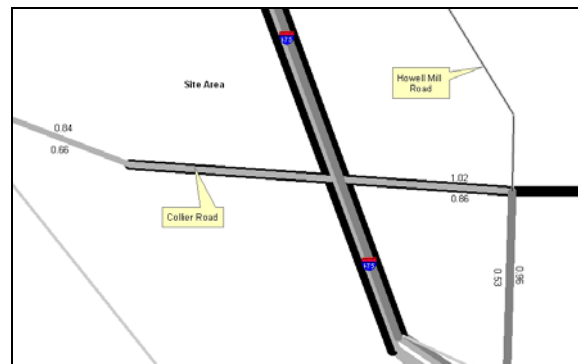
2010 AM Peak



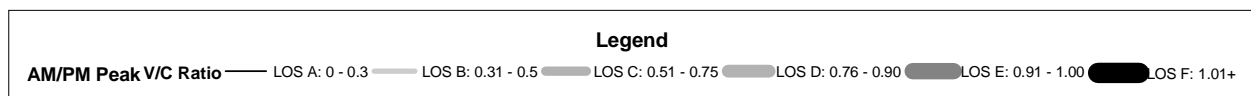
2010 PM Peak



2030 AM Peak



2030 PM Peak



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.

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2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-BP154	COLLIER ROAD	Pedestrian Facility	2006
AT-026	HOWELL MILL ROAD	Roadway Operations	2008

2030 RTP*

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

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Collier Road Redevelopment.

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.

Collier Road at Emery Street

- Signalize this intersection.
- Add eastbound and westbound left-turn lanes.
- Coordinate the signal timing with signals at Collier Road at Howell Mill Road and at Beck Road at Howell Mill Road.

Collier Road at Northside Drive

- Add northbound right-turn lane.
- Add two northbound and two southbound through lanes.

Beck Street at Howell Mill Road

- Signalize this intersection.
- Add an eastbound left-turn lane.
- Coordinate signal timing with signal at Howell Mill Road at I-75 Ramps.

Interstate 75 Ramps at Howell Mill Road

- Modify signal timing to optimize coordination.

Bellemeade Avenue at Northside Drive

- Modify green timing during the AM peak hour.

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.



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Collier Road at Howell Mill Road

- Provide an exclusive eastbound right-turn lane along Collier Road.

Bellemeade Avenue at Northside Drive

- Modify green timing during the PM peak hour.

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 12 provides service within the vicinity of the proposed site.

- MARTA bus route 12 provides service, seven days a week, from 5:33 a.m. till 11:35 p.m. with headways of 30 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%
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)		11%

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, seven intersections will operate below the acceptable level of service in the future year background condition prior to implementing the recommended improvements. Implementing the recommended improvements will allow all seven intersections to return to operation at an acceptable level of service. In the future year total condition, two intersections will operate below the acceptable level of service prior to implementing the recommended improvements. Implementing the recommended improvements will allow these two intersections to return to operation at an acceptable level of service.

The area surrounding the proposed development suffers from high peak hour congestion. Although implementing the recommended improvements will allow all studied intersections to operate at an acceptable level of service, many of the studied intersections function at the minimum standard LOS D even after the recommended improvements are implemented. It is suggested the developer implement all recommended improvements prior to construction completion. Additionally, it is suggested that the

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developer work with MARTA to provide transit service within closer proximity to the proposed site. The developer is also encouraged to provide pedestrian connections into the adjacent multi-family communities to the west and north of the proposed site.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.15 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?

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Water demand also is estimated at 0.17 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 616 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.

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HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 643 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 89.01. This tract had a 4.5 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 33 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.

March 26, 2007

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

**RE: Development of Regional Impact (DRI) # 1311
Collier Road Redevelopment**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI #1311 – Collier Road Redevelopment– located in the City of Atlanta.

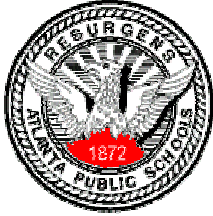
MARTA Bus Routes 12, which operates out of the Midtown Rail Station, runs within one half mile to the east of the proposed development and would provide regular transit connection to the development. Thus there is potential for positive ridership impacts on Route 12, beside which this project will not significantly affect our services. 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



Our Focus... Student Success

ATLANTA PUBLIC SCHOOLS

FACILITIES SERVICES
1631 LAFRANCE STREET
ATLANTA, GA 30307

VALERIE D. THOMAS
EXECUTIVE DIRECTOR
(404) 802-3730
FAX (404) 827-8423
vdthomas@atlanta.k12.ga.us

March 20, 2007

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

RE: Collier Road Redevelopment ARC Review Code: R703121

Dear Mr. Alexander:

We have received the review documents for the Collier Road Redevelopment. The development will consist of 643 residential units and 55,050 square feet of retail space.

The elementary school available to serve any elementary school age population in the community is currently Morris Brandon Elementary School located at 2741 Howell Mill Rd., NE. The middle school currently serving the area is Willis Sutton Middle School currently located at 4360 Powers Ferry Rd., NW. The high school for students in the community is North Atlanta High School located at 2875 Northside Dr., NW.

The redevelopment project is located in the North Atlanta Cluster Study Area of the Atlanta Public Schools. The elementary schools in that area are at or near capacity. School relief projects have been proposed to alleviate overcrowding in this cluster study area. Developments of similar type have generated approximately 167 school-aged children. With the proposed relief projects we do not anticipate the Collier Road Redevelopment to have an adverse affect on the local schools.

If there is any additional information needed or questions please feel free to contact me at (404) 802-3730 or Keyetta Holmes (404) 802-3731.

Sincerely,

Valerie Thomas
Executive Director of Facilities Services

cc: Nicole Brownlee, Roger Kubler, Sharron Pitts

Your DRI ID NUMBER for this submission is: **1311**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 1/12/2007 4:20:35 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 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:	Collier Road Redevelopment	
Development Type	Description of Project	Thresholds
Mixed Use	643 Multi-Family Residential Units; 55050 SF Commercial/Retail	View Thresholds
Developer / Applicant and Mailing Address:	1011 Collier, LLC 1011 Collier Road Atlanta, GA 30318	
Telephone:		
Fax:		
Email:	mpollack@pollackinc.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?	Collier Road	
Provide name of nearest street(s) or intersection:	Collier Road @ Seaboard Place, NW	
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?	Approx 2 miles to 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, Other Z-07-09
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	RM Clayton
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: 2011

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?	Y
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?	Y
Other (Please Describe): Traffic Study in Progress by Kimley-Horn	Y

Submitted on: 2/28/2007 6:02:22 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:	Collier Road Development
DRI ID Number:	1311
Developer/Applicant:	Marc Pollack, Pollack Investments, Inc.
Telephone:	404-835-1475
Fax:	404-835-1476
Email(s):	mpollack@pollackpartners.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:	\$120,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,300,000.00
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): 170,000 sq ft Industrial; 6,500 sq ft Office; 320 Parking spaces	

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)?	0.17MGD
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:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.15 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
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.)	125in/291out AM peak hour; 299in/201out PM peak hour
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)?	616 Tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	73%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

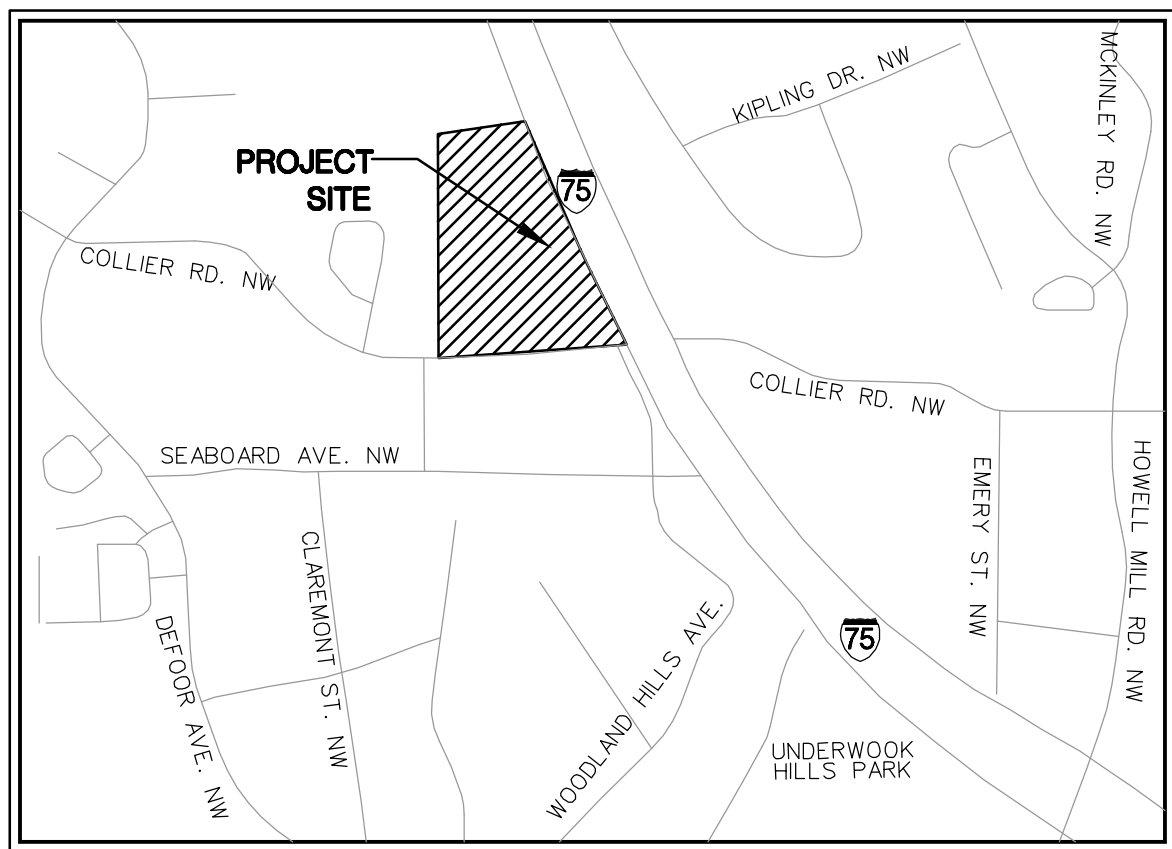
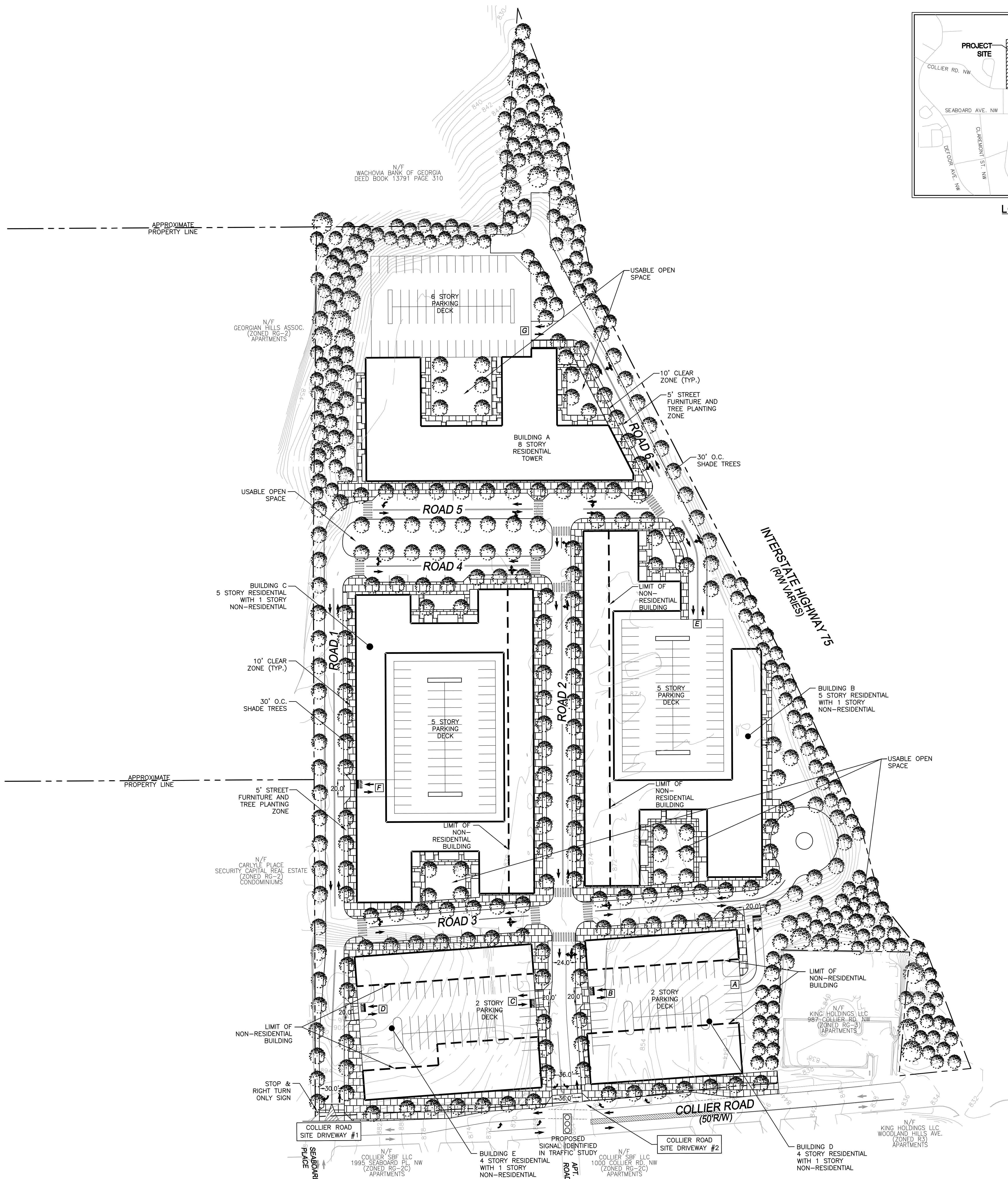
Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

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

1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:



LOCATION MAP
NOT TO SCALE

NOTES:

1. BUILDING FOOTPRINT IS BASED ON ARCHITECTURAL FILES DATED JANUARY 2, 2007
2. LABELS [A] - [G] ARE GARAGE ENTRANCES.

CONTACTS

OWNER: POLLACK INVESTMENTS, INC.
5225 LONG ISLAND DRIVE
ATLANTA, GA 30327
PHONE: (404) 422-7000
FAX: (404) 253-8765
CONTACT: MARC POLLACK

ARCHITECT OF RECORD: LORD, AECK & SARGENT ARCHITECTURE
1201 PEACHTREE STREET, NE
SUITE 300
ATLANTA, GA 30361
PHONE: (404) 253-8715
FAX: (404) 253-8765
CONTACT: GEOFFREY BOYD

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.

SITE DATA

ZONING:		CURRENT:	I-1, R-4, RG-2
		PROPOSED:	MRC-3
SITE ACREAGE:	NET:	12.76 ACRES	
	GROSS:	13.13 ACRES	
PROPOSED LAND USE:		MIXED USE	
TOTAL BUILDING AREA:		768,750 SF	
BUILDING A: RESIDENTIAL:		244,800 SF (224 UNITS)	
BUILDING B: RESIDENTIAL: NON-RESIDENTIAL:		181,150 SF (161 UNITS) 12,600 SF	
BUILDING C: RESIDENTIAL: NON-RESIDENTIAL:		192,200 SF (167 UNITS) 10,800 SF	
BUILDING D: RESIDENTIAL: NON-RESIDENTIAL:		44,100 SF (42 UNITS) 17,100 SF	
BUILDING E: RESIDENTIAL:		51,450 SF (49 UNITS) 14,550 SF	
FAR:		121	
RESIDENTIAL UNITS/ACRE:		48.97	
BUILDING HEIGHT:			
BUILDING A: RESIDENTIAL:		8 STORIES	
BUILDING B: RESIDENTIAL:		5 STORIES	
BUILDING C: RESIDENTIAL:		5 STORIES	
BUILDING D: RESIDENTIAL:		4 STORIES	
BUILDING E: RESIDENTIAL:		4 STORIES	
PARKING SPACES REQUIRED:		600	
PARKING SPACES PROVIDED:		1034	
USABLE OPEN SPACE REQUIRED:		228,720 SF	
USABLE OPEN SPACE PROVIDED:		230,600 SF	
EXISTING LAND USE:		INDUSTRIAL & RESIDENTIAL	
TOTAL BUILDING SQUARE FOOTAGE:		182,280 SF	
STORAGE:		173,674 SF	
RESIDENTIAL:		8,606 SF	
PARKING SPACES:		271	

