



# 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 18 2007

ARC REVIEW CODE: R703191

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:** Alexan Cityscapes

**Review Type:** Development of Regional Impact

**Date Opened:** Mar 19 2007

**Date Closed:** Apr 18 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 in the city center which is defined as having the most intense residential and commercial land uses to serve a regional population and is easily accessible by different transportation nodes. The proposed development is located within the Butner-Auburn Redevelopment Plan. The proposed development will need to meet with plan. The Plan calls for the reconnection of Johnny Wesley Dobbs Avenue (Houston Street) to Hilliard Street.

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

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
METRO ATLANTA RAPID TRANSIT AUTHORITY  
PATH FOUNDATION

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

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
CITY OF ATLANTA SCHOOLS

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.

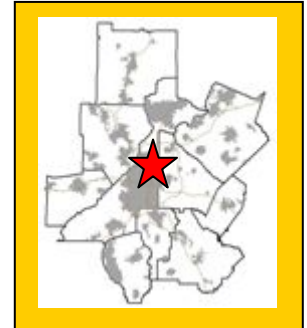
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	March 19, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Alexan Cityscape #1318
Final Report Due:	April 2, 2007		Comments Due By:	April 18, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed Alexan Cityscapes is a residential development located on 9.5 acres in the City of Atlanta. The proposed development includes 600 residential units. The proposed development is located on the corner of Irwin Street and Jackson Street. Access to the proposed development is located along both Irwin Street and Jackson Street.



### **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 RG-4 (general residential). The zoning will not change for the site. The DRI trigger for the proposed development is an open space variance. 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 high density residential.

**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
2006	Northeast Beltline
2005	AmericasMart Expansion
2002	ALTA at Inman Park
2000	Highland Avenue Development
1989	Renaissance City Center
1989	One Peachtree Center
1987	City Chateau
1987	191 Peachtree Building
1987	Inforum

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

Currently there are 260 residential units on the site that are in various stages of vacating.

**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 in the city center which is defined as having the most intense residential and commercial land uses to serve a regional population and is easily accessible by different transportation nodes.

The proposed development is located within the Butner-Auburn Redevelopment Plan. The proposed development will need to meet with plan. The Plan calls for the reconnection of Johnny Wesley Dobbs Avenue (Houston Street) to Hilliard Street.

The Freedom Park PATH Trail connects to Jackson Street. It is important that adequate pedestrian and bike connections are provided to the trail from the proposed development. Attached at the end of this report is the developer's agreement to provide easement rights permitting the installation and maintenance of a path by the PATH Foundation within the twenty foot setback along the north property line. We applaud the developer for working with the PATH Foundation and the City of Atlanta to ensure that such an appropriate measure for alternative commuting and travel options are being implemented.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

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

### **BEST LAND USE PRACTICES**

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

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

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

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



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

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

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

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

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

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

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

## BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

## BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

## BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

## LOCATION

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

The proposed development is located in the City of Atlanta. The proposed development is located in the northeast corner of Jackson Street and Irwin Street. The site is bounded by Irwin Street to the south, Jackson Street to the east, Freedom Parkway to the north, and Austin T. Wells Middle School 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.

### **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 \$100,000,000 with an expected \$1,100,000 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?**

The proposed development will provide additional housing opportunities close to existing employment centers.

**NATURAL RESOURCES**

**Watershed Protection and Stream Buffers**

The property is in the Chattahoochee River 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. However, the proposed project appears to have more impervious than currently exists on the property. The site is 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	11.33	19.37	197.14	1223.64	11137.39	13.94	2.49
<b>TOTAL</b>	<b>11.33</b>	<b>19.37</b>	<b>197.14</b>	<b>1223.64</b>	<b>11137.39</b>	<b>13.94</b>	<b>2.49</b>

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**Total Impervious = 85%**

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

## **HISTORIC RESOURCES**

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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

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

The proposed project will have two access driveways.

- One full-movement, signalized access driveway will be located along Jackson Street at its intersection with JW Dobbs Avenue.
- A second full-movement access driveway will be located along Irwin Street.

**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 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:



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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
600 Apartments	60	238	298	226	122	348	3756
Reductions	-3	-12	-15	-11	-6	-17	-188
<b>TOTAL NEW TRIPS</b>	<b>57</b>	<b>226</b>	<b>283</b>	<b>215</b>	<b>116</b>	<b>331</b>	<b>3568</b>

**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.

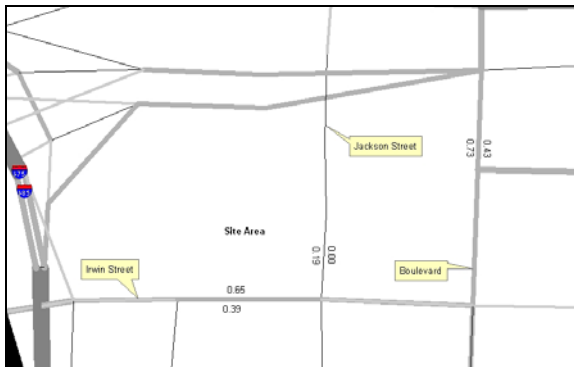
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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



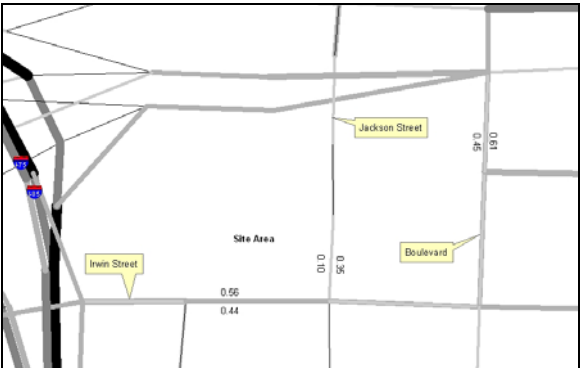
## 2005 PM Peak



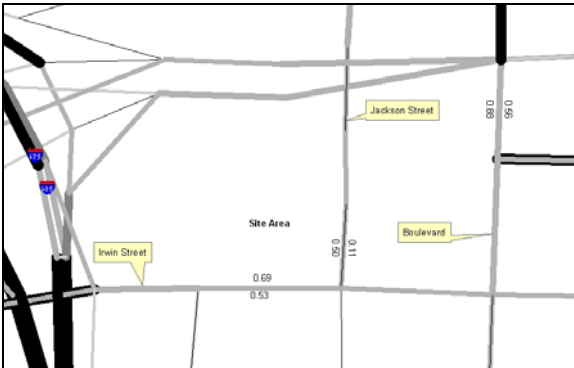
## 2010 AM Peak



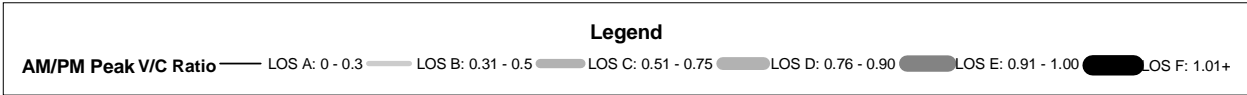
## 2010 PM Peak



### 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.

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**List the transportation improvements that would affect or be affected by the proposed project.**

**2006-2011 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-BP302	HIGHLAND AVENUE PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2007
AT-212	INTERSECTION IMPROVEMENTS ON NORTH AVENUE, LINDEN AVENUE, WEST PEACHTREE STREET AND PONCE DE LEON AVENUE	Roadway Operations	2009
AT-227B	PIEDMONT AVENUE PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-213	I-75/85	Interchange Capacity	2025

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

**Summarize the transportation improvements as recommended by consultant in the traffic study for Alexan CityScapes.**

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.

Freedom Parkway at Boulevard (two improvement options are suggested at this intersection)

- Option A
  - Install a third westbound through lane along Freedom Parkway to create two through lanes and a shared through/right-turn lane.
  - Install a second southbound right-turn lane to create dual southbound right-turn lanes and modify the signal timing for this movement to only allow protected-overlap phasing.
  - Modify offsets and green timing for this intersection and for the intersection of JW Dobbs Avenue at Boulevard, which is included in the coordinated system.
- Option B
  - Install a third westbound through lane along Freedom Parkway to create two through lanes and a shared through/right-turn lane.
  - Install a fourth westbound lane on Freedom Parkway west of Boulevard and modify the southbound right-turn movement to be free-flow with its own lane.
  - Modify offsets and green timing for this intersection and for the intersection of JW Dobbs Avenue at Boulevard, which is included in the coordinated system.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for driveway configurations to

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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.

#### JW Dobbs Avenue/Site Driveway #1 at Jackson Street

- Construct one eastbound approach at the existing signalized intersection with the proposed realignment of JW Dobbs Avenue (Site Driveway #1) west of the intersection.

#### Irwin Street at Site Driveway #2

- Provide two southbound egress lanes in the site driveway for separate right and left-turn movements.

**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?**

Three MARTA bus routes provide service within the vicinity of the proposed site.

- MARTA bus route #3 provides service, Monday through Friday, from 5:39 a.m. till 1:10 a.m. with headways between 20 and 30 minutes. Service is provided on Saturday from 6:40 a.m. till 1:40 a.m. with headways between 35 and 40 minutes. Service is provided on Sunday from 6:15 a.m. till 11:45 p.m. with headways of 45 minutes.
- MARTA bus route #17 provides service, Monday through Friday, from 5:12 a.m. till 12:05 a.m. with headways between 30 and 35 minutes. Service is provided on Saturday from 6:15 a.m. till 11:50 p.m. with headways between 30 and 40 minutes. Service is provided on Sunday from 6:15 a.m. till 11:10 p.m. with headways of 40 minutes.
- MARTA bus route #99 provides service, Monday through Friday, from 5:48 a.m. till 7:14 p.m. with headways between 40 minutes and 1 hour. Service is provided on Saturday from 7:12 a.m. till 7:12 p.m. with headways of 1 hour.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)		Credits	Total
Where Residential is dominant, >15 units/ac		6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%	3%
w/in 1/2 mile of MARTA Rail Station		5%	5%
Located within a Transportation Management Association		3%	3%
Bike/ped networks connecting to land uses within and adjoining the site		4%	4%
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>			<b>21%</b>



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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, one intersection will operate below the acceptable level of service in the future year background condition prior to implementing either one of the two recommended transportation improvement options, Option A or Option B. Implementing either recommended improvement Option A or Option B will allow this intersection to return to operation at an acceptable level of service.

In the future year total condition, all studied intersections operate at an acceptable level of service though the traffic consultant has provided two site driveway configuration recommendations in order to upgrade the existing level of service. It is suggested that either Option A or Option B from the future year background recommended improvements, be implemented prior to construction completion, as well as both of the recommended driveway configurations in order for all studied intersections to operate at an acceptable level of service and to reduce the impact of this development onto the surrounding roadway network.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Wastewater is estimated at 0.144 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:

<b>PERMITTED CAPACITY MMF, MGD<sub>1</sub></b>	<b>DESIGN CAPACITY MMF, MGD</b>	<b>2001 MMF, MGD</b>	<b>2008 MMF, MGD</b>	<b>2008 CAPACITY AVAILABLE +/-, MGD</b>	<b>PLANNED EXPANSION</b>	<b>REMARKS</b>

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

<sup>1</sup> 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 0.12 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 818 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.**

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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 600 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 28. This tract had a 23.6 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 4 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?**

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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.





Two Buckhead Plaza  
3050 Peachtree Road, N.W.  
Suite 500  
Atlanta, Georgia 30305

TEL (770) 801-1600  
FAX (770) 801-1256

TCRA PROPERTIES, INC.

April 12, 2007

VIA US MAIL and EMAIL EDWIN@PATHFOUNDATION.ORG

Path Foundation  
P.O. Box 14327  
Atlanta, Georgia 30324

Attention: Mr. Ed McBrayer

Re: 382 John Wesley Dobbs Avenue, 180 Jackson Street and 390 Irwin Street

Mr. McBrayer:

TCRA Properties, Inc. has the above captioned properties (collectively, the "Property") under contract to purchase. This letter confirms that upon the purchase and redevelopment of the Property, TCRA Properties, Inc. shall, subject to the satisfaction of any applicable zoning requirements or other necessary government approvals, grant the Path Foundation easement rights permitting the installation and maintenance of the Path within the twenty foot setback along the north property line. Such agreement shall be memorialized in an easement agreement in a form and substance approved by TCRA Properties, Inc.

Sincerely,

TCRA PROPERTIES, INC.

By: 

Print Name: Jeff Wargham

Title: V.P.

CC:

Ms. Haley Fleming via e-mail ([hffleming@atlantaregional.com](mailto:hffleming@atlantaregional.com))

Ms. Robin Cailloux via e-mail ([rcailloux@grta.org](mailto:rcailloux@grta.org))

## Haley Fleming

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**From:** Ed McBrayer [edwin@pathfoundation.org]  
**Sent:** Wednesday, March 28, 2007 1:06 PM  
**To:** Haley Fleming  
**Subject:** Comments to Alexan Cityscapes DRI

Thank you for the opportunity to comment on this project.

In 1992, PATH completed a master plan for multi-use trails for the City of Atlanta which was incorporated into the City's CAP in 1994. The network of trails presented in the master plan were intended to provide an alternative transportation venue for Atlanta while serving as an incredible recreational amenity.

We have completed many of the trails in the plan including the trail from Stone Mountain and Decatur to the corner of Jackson & Cain Streets, across from the Alexan site. Our attempts with the previous owner of this site to complete the trail into downtown by skirting his northern property line were unsuccessful. We would ask the developer to consider providing room for this important transportation facility during the re-development of the site.

The trail now reaching Jackson Parkway and Cain Street is the first of our trails to truly serve commuters with a no-car option for commuting. The trail branches out to Virginia-Highland, Inman Park, Lake Claire, Decatur, Clarkston, and even Stone Mountain as a dedicated bike-ped facility. Each business day, scores of bicyclists with briefcases and backpacks arrive at Jackson Parkway on their way downtown. If the trail continued across Jackson Parkway behind Alexan and the adjoining school to John Wesley Dobbs, these commuters could almost reach the heart of the business district without mingling with congested streets.

The likelihood of additional Atlanta abandoning their cars and using our trails to commute increases with every mile of continuous trail we build. The "Alexan" trail segment is as important as any trail segment we could build since it extends one of our busiest trails a little closer to its' ultimate destination.

School children will likely use the trail to access the middle school rather than crossing streets and driveways along Jackson and Irwin. Residents of Alexan will use the trail to venture downtown and to access Freedom Park and the future BeltLine Trail just east of this development.

PATH will seek funding for this trail if the developer will provide an adequate corridor, provide an easement to the City for the trail route, and leave the corridor in a condition that does not preclude or substantially impair construction of the trail.

We welcome the chance to discuss this with the developer and your staff.

Ed McBrayer  
404-875-7284

April 4, 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) # 1318  
Alexan Cityscapes – City of Atlanta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1318 – Alexan Cityscapes – located in City of Atlanta.

The proposed development will benefit from the two MARTA bus routes (the 3 and 99) that run directly by, and a third route (the 17) that runs about a quarter mile to the south. Apart from potential increase in ridership on these routes the development will have no obvious impact on our services. MARTA has no immediate plans to increase 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

Your DRI ID NUMBER for this submission is: 1318  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 1/24/2007 5:05:50 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 Ste 3350 Atlanta, GA 30303
Telephone:	404-330-6781
Fax:	404-658-7491
E-mail (only one):	<a href="mailto:speart@atlantaga.gov">speart@atlantaga.gov</a>

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

### Proposed Project Information

Name of Proposed Project: Alexan Cityscapes		
Development Type	Description of Project	Thresholds
Housing	600 Apt Units	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:		Jeff Warsaw TCRA Properties, Inc. Two Buckhead Plaza, 3050 Peachtree Rd, Ste 500 Atlanta, GA 30305
Telephone:		
Fax:		
Email:		<a href="mailto:jwarsaw@tcresidential.com">jwarsaw@tcresidential.com</a>
Name of property owner(s) if different from developer/applicant:		Diversified Mortgage & Realty Co./Progressive Investments, Inc.
Provide Land-Lot-District Number:		LL 46-14
What are the principal streets or roads providing vehicular access to the site?		Jackson Street, Irwin Street
Provide name of nearest street(s) or intersection:		Irwin Street @ Jackson Street
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		1.5 miles to 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:	Variance V-07-31
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: 2011

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### 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?	

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### 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?	

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### 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: 3/13/2007 11:45:00 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):	<a href="mailto:speart@atlantaga.gov">speart@atlantaga.gov</a>

### Proposed Project Information

Name of Proposed Project:	Alexan Cityscapes DRI
DRI ID Number:	1318
Developer/Applicant:	Jeff Warshaw, Trammell Crow Residential
Telephone:	770-801-3135
Fax:	770-801-1256
Email(s):	<a href="mailto:jwarshaw@tcresidential.com">jwarshaw@tcresidential.com</a>

### 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:	\$100,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,100,000.00
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): 260 apartments units in two and three story buildings with surface parking	

### 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)?	0.12 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

### Wastewater Disposal

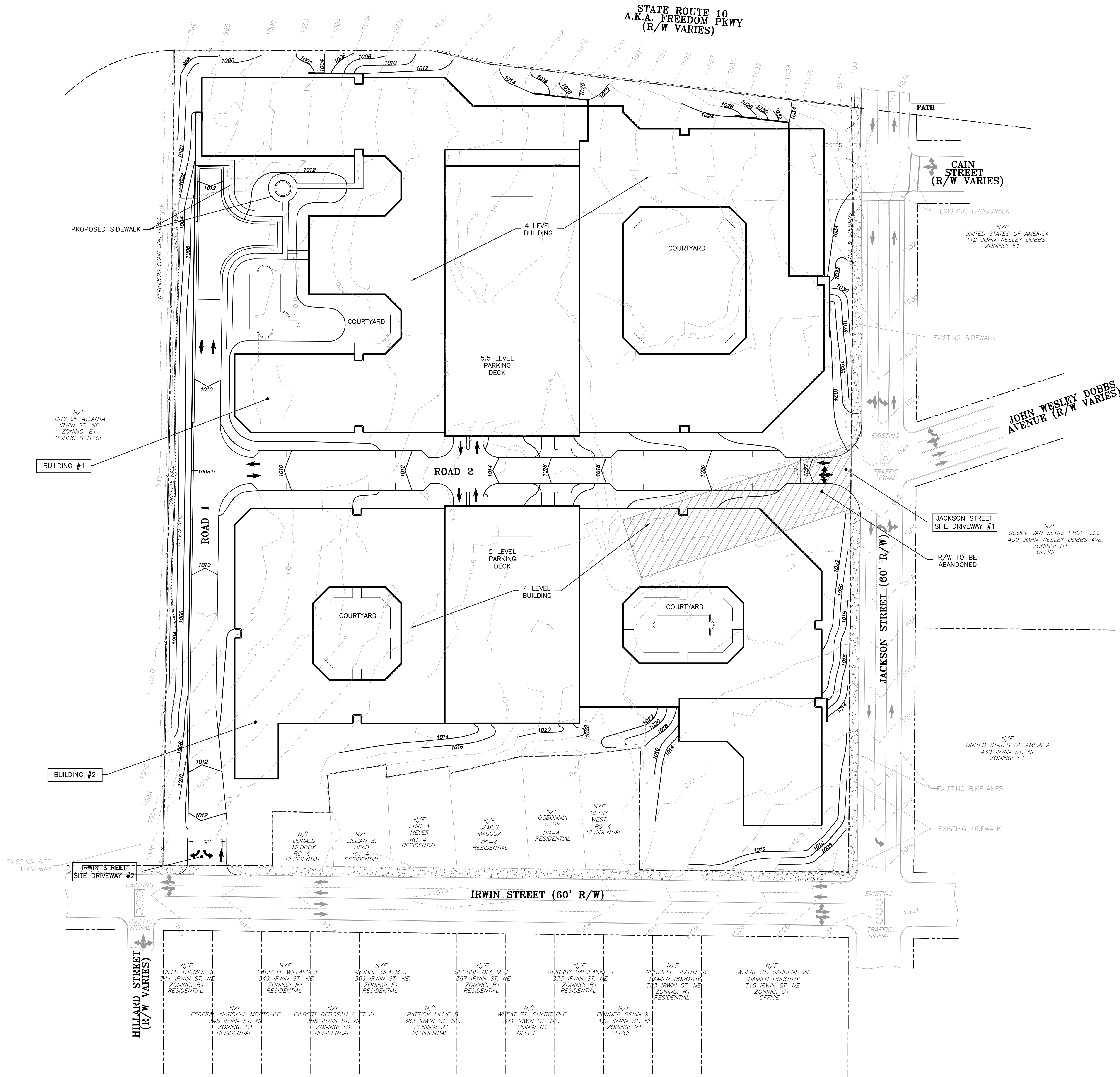
Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.144 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	
If no, are there any current 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

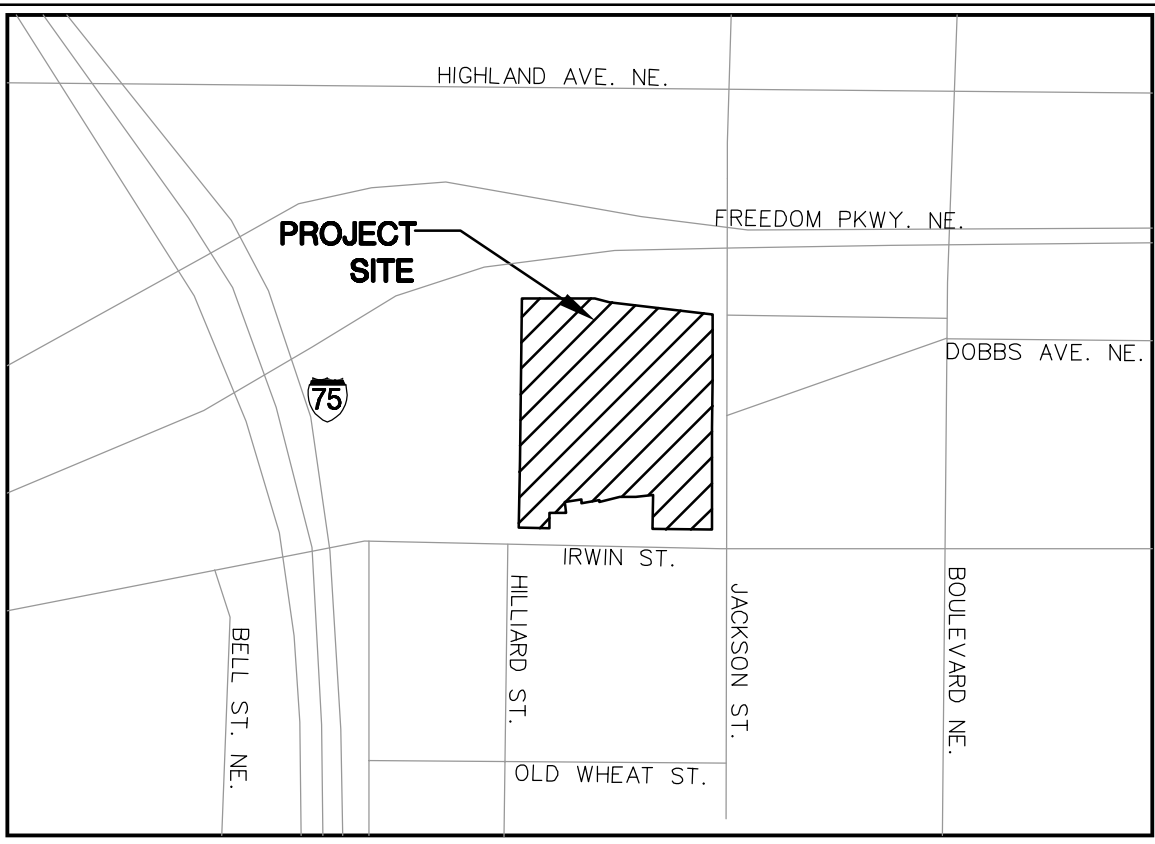
How much traffic volume is expected to be generated by the proposed development, in peak	57in/226out AM Peak;
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hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	215in/116out PM Peak
Has a traffic study 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	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	818 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
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	64.3%
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:	
<b>Environmental Quality</b>	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	





- NOTES:
1. BUILDING FOOTPRINT IS BASED ON ARCHITECTURAL FILES DATED FEBRUARY 27, 2007
  2. THERE ARE NO PROPOSED BIKE TRAILS/LANES.



#### CONTACTS

**OWNER:** TRAMMELL CROW RESIDENTIAL  
2 BUCKHEAD PLAZA  
3050 PEACHTREE ROAD NW, SUITE 500  
ATLANTA, GA 30305  
PHONE: (770) 801-3935  
FAX: (770) 801-2556  
CONTACT: JEFF WARSHAW

**ARCHITECT OF RECORD:** THE PRESTON PARTNERSHIP, LLC  
1000 ASBURNATHY ROAD NE, SUITE 600  
ATLANTA, GA 30328  
PHONE: (770) 396-7248  
FAX: (770) 396-2945

**CIVIL ENGINEER:** KIMLEY-HORN AND ASSOCIATES, INC.  
817 WEST PEACHTREE STREET, NW  
THE BILTMORE, SUITE 601  
ATLANTA, GA 30308  
PHONE: (404) 419-5700  
FAX: (404) 419-5701  
CONTACT: EMMY MONTANYE, P.E.

**SURVEYOR:** MCCLUNG SURVEYING SERVICES, INC.  
4833 SOUTH COBB DRIVE, SUITE 200  
SMYRNA, GEORGIA 30080  
PHONE: (770) 434-3383  
FAX: (770) 438-1429

#### SITE DATA

**ZONING:** RG-4

**SITE ACREAGE:**  
NET: 9.60 ACRES  
GROSS: 1133 ACRES

**PROPOSED LAND USE:** RESIDENTIAL

**TOTAL BUILDING AREA:**  
RESIDENTIAL: 688,117 SF  
RESIDENTIAL: 688,117 SF (590 UNITS)

**FAR:** 141  
**RESIDENTIAL UNITS/ACRE:** 53.64

**BUILDING HEIGHT:**  
RESIDENTIAL TOWER: 2 4-STORY BLDGS  
1 5-STORY PARKING DECK  
1 5.5-STORY PARKING DECK

**PARKING SPACES REQUIRED:** 438  
(PER RG-4 ZONING)  
**PARKING SPACES PROPOSED:** 881

**TOTAL OPEN SPACE:** 7.71 ACRES  
**REQUIRED:** 7.71 ACRES  
**ACTUAL:** 7.52 ACRES

**USABLE OPEN SPACE:** 4.87 ACRES  
**REQUIRED:** 4.87 ACRES  
**ACTUAL:** 6.11 ACRES

**EXISTING LAND USE:** RESIDENTIAL

**TOTAL BUILDING SQUARE FOOTAGE:** 197,771 SF +/-  
**RESIDENTIAL:** 197,771 SF +/-  
**PARKING SPACES:** 184 +/-

