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: Sept 7, 2005 **ARC REVIEW CODE**: R508101

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, 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: 1033 Jefferson Street

Review Type: Development of Regional Impact	**Date Opened:** Aug 10 2005	**Date Closed:** Sept 7, 2005

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 is located within the Upper Westside LCI, and therefore, should meet the goals and policies set forth in the LCI study, as well as ARC's Regional Development Plan Policies. Based on staff review of the LCI plan for the Upper Westside, the proposed development meets many of the goals of the LCI plan and implements many of the recommendations for the character area in which the proposed development is located. The proposed development meets several of ARC's Regional Development Plan Policies, especially RDP Policy 3: increasing opportunities for mixed-use development, infill, and redevelopment.

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

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

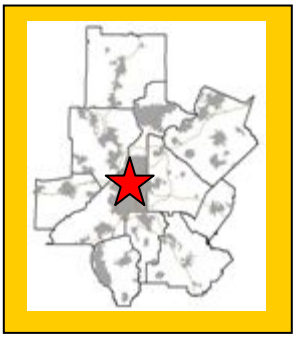
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

Preliminary Report:	August 10, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	1033 Jefferson Street #783
Final Report Due:	September 7, 2005		Comments Due By:	August 22, 2005

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed 1033 Jefferson Street development is a 33.9 acre mixed use development in the City of Atlanta. The proposed development will consist of existing warehouse and office uses, 26 single family units, 138 townhomes, 740 apartments, and 61,650 of additional square feet of retail commercial space. There is approximately 191,340 square feet of existing warehouse and office uses that will include some commercial uses. There will be three access locations to the site. Two access will be provided along the north side of Jefferson Street and the third access will be located at the southern terminus of Herndon Street.

PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned I-2 (Industrial). Proposed zoning for the development is MRC-3 (Multifamily, residential, commercial). Information submitted for the review states that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan, which designates the area as industrial. However, the future land use map will be amended and updated prior to rezoning to mixed use.

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

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

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

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

Will the proposed project generate population and/or employment increases in the Region?

If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents. The proposed development will attract approximately 1,382 residents provide approximately 417 employment opportunities. The proposed development will provide opportunities for individuals to love and work within the development.

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

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

2005	55 Ivan Allen
2005	AmericasMart Expansion
2004	Castlegate
2004	Peachtree Portal
2003	Georgia Aquarium
2003	West Highlands
2003	Midtown Grand
2001	Winter Properties Marietta St MUD
2001	Omni Hotel Expansion
2000	Midtown West Marietta St MUD
2000	Millennium in Midtown
1997	Atlantic Steel
1997	Phillips Arena
1994	Olympic Field Hockey Stadiums
1992	GLG Plaza
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.

Based on information submitted for the review, there is currently 1 million square feet of warehouse space on the site; however, at this time, all of the space is not currently occupied. The proposed development calls for removing approximately 800,000 square feet of the existing warehouse space.

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

With the replacement of approximately 800,000 square feet of existing industrial and warehouse space that is mostly vacant for new commercial and residential uses, there will be a negligible loss of approximately 400 potential light industrial and warehouse jobs.

Is the proposed development consistent with regional plans and policies?

The proposed development is located within the Upper Westside LCI, and therefore, should meet the goals and policies set forth in the LCI study, as well as ARC's Regional Development Plan Policies. Based on staff review of the LCI plan for the Upper Westside, the proposed development meets many of the goals of the LCI plan and implements many of the recommendations for the character area in which the proposed development is located.

The proposed development meets several of ARC's Regional Development Plan Policies, especially RDP Policy 3: increasing opportunities for mixed-use development, infill, and redevelopment.

The Upper Westside LCI Study has several goals that include preserving and expanding upon a diverse urban environment, improving pedestrian access, supporting a variety of lifestyles by promoting mixed use development and permitting live-work arrangements, providing adequate open space through parks and greenways, including a diversity of employment options, and supporting mass transit options.

The proposed development is located in the employment character area in the LCI study. This character area emphasizes maintaining and enhancing the existing and varied employment base in this area, including blending the existing industrial activities with new live/work and other mixed use spaces. The proposed development achieves many of the principles set forth in the designated character area of the LCI study.

It is important to note that the proposed development is located along the proposed Beltline, for both the transit and the pathway/greenway. The proposed development should consider the proposed alignments of the Beltline, as the site plan is refined. A policy based connection is recommended at this time. At such time that the Beltline is implemented and constructed, convenient and safe access to the Beltline should be provided.

The proposed development incorporates many several design principles that will help to create a true pedestrian oriented mixed use development. The proposed development incorporates alleys for rear parking to the townhomes, sidewalks on both sides of the street, parking decks with street front retail and commercial uses, and three separate community greenspace areas. The single family homes are proposed on small lots with parking garages located in the back of the property. Finally the proposed plan is connecting streets and alleys to the existing street system, providing multiple access points to the existing neighborhood and new commercial uses.

FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

The project is located in the City of Atlanta. The project site approximately 33.9 acres located on the north side of Jefferson Street in central Atlanta, just west of Joseph E. Lowery Boulevard, the GA Tech campus and Interstate 75/85, south of Marietta Street, and north of Simpson Street.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta.

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

The proposed development is surrounded by existing residential land uses to the north, industrial land uses to the south, and office/industrial (jail) to the west.

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 $64,439,300 with an expected $1,105,598 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

While the existing data center, existing tenants, and some of the existing industrial and warehouse space will remain on site, the development proposal is calling for the replacement of approximately 800,000 square feet for new commercial and residential uses that will result in a negligible loss of approximately 400 potential light industrial and warehouse jobs. The proposed development will provide approximately 417 employment opportunities.

NATURAL RESOURCES

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

Watershed Protection and Stream Buffers

The project property is located in the Peachtree Creek basin which drains to the Corridor portion of the River. It is not in or near the Chattahoochee River Corridor. The Northwest Atlanta 1:24,000 USGS quad sheet, which includes the project area, shows no blue line streams on the project property. Any other streams that may be on the property may still be subject to requirements of Atlanta's stream buffer regulations. Any state waters that may be on the property are subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within the Erosion and Sedimentation buffers will require a variance.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are estimates 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. The impervious area estimate used for office/light industrial, 70 percent, appears to be the closest to the approximate impervious coverage already existing and proposed for this project. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. 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
Office/Light Industrial	31.41	40.52	538.05	3580.74	22238.28	46.49	5.97
TOTAL	**31.41**	**40.52**	**538.05**	**3580.74**	**22238.28**	**46.49**	**5.97**
Total % impervious	70%						

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

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

The development will be served by a total of three access locations. Two access points will be provided along the north side of Jefferson Street and the third access point will be located at the southern terminus of Herndon Street.

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

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

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
26 Single-Family Homes	7	21	28	20	12	32	302
138 Town Homes	11	56	67	52	26	78	844
740 Apartments	73	293	366	276	149	425	4598
61,650 sq ft Retail Space	93	59	152	84	106	190	2714
191,340 sq ft Commercial Space	59	13	72	15	45	60	580
Mixed-Use reductions	-93	-68	-163	-86	-81	-167	-1972
TOTAL NEW TRIPS	**150**	**374**	**524**	**358**	**257**	**615**	**7066**

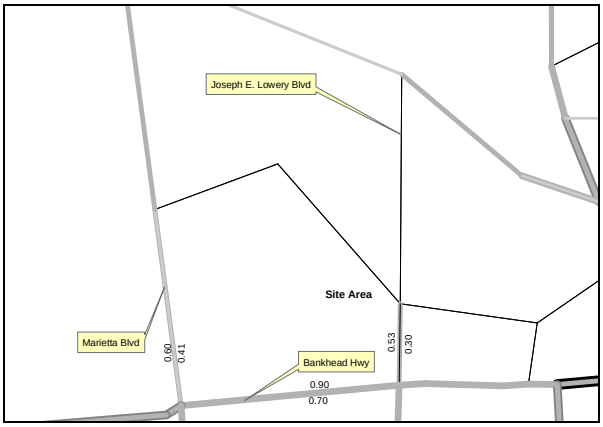
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

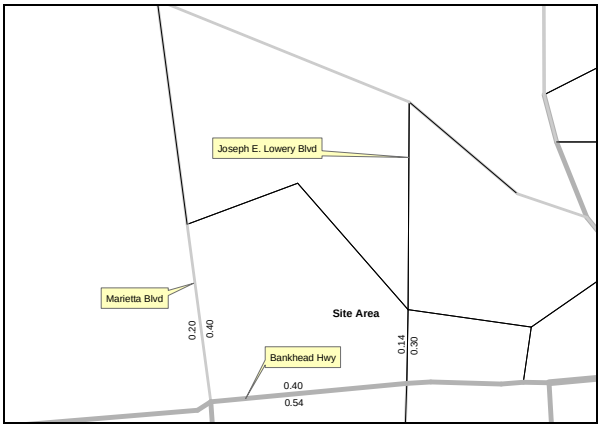
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

V/C Ratios

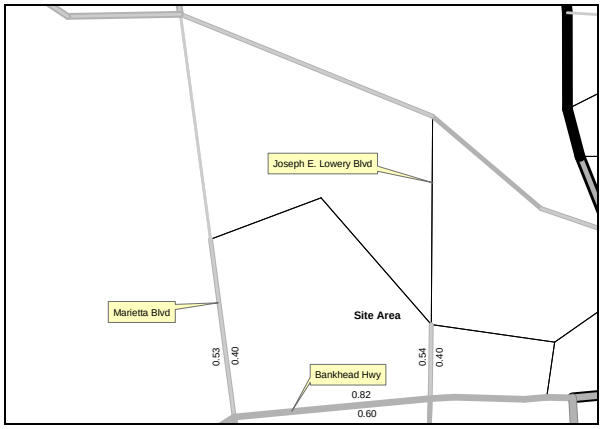
2005 AM Peak



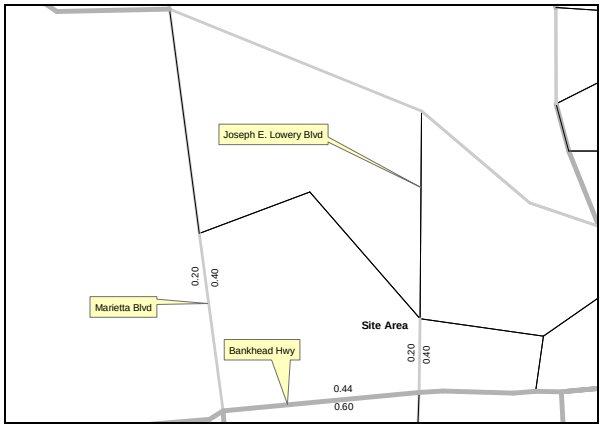
2005 PM Peak



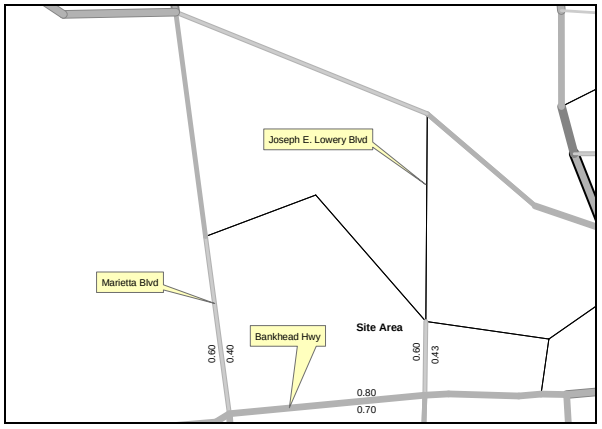
2010 AM Peak



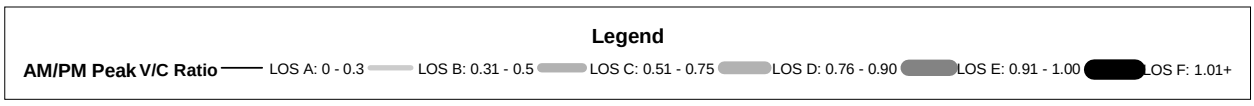
2010 PM Peak



2030 AM Peak



2030 PM Peak



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 2005-2010 TIP, adopted in December 2004. 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.

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-269B	COMMUTER RAIL SERVICE - ATLANTA / DACULA / ATHENS - STUDY, DESIGN AND RIGHT OF WAY ACQUISITION FOR PARK AND RIDE LOTS	Transit Facility	2006

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-186	US 41 (NORTHSIDE DRIVE)	Bridge Upgrade	2014
AT-064	US 78/278 (D.L. HOLLOWELL PARKWAY)	Bridge Upgrade	2020
AR-450D	INNER CORE TRANSPORTATION CORRIDOR - PHASE 1, SEGMENT 4 - MULTI-USE PATH IN THE NORTHWEST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2020
AR-451D1	INNER CORE TRANSPORTATION CORRIDOR - PHASE 2, SEGMENT 4 - TRANSIT SERVICE IN THE NORTHWEST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Transit Facility	2030
AR-451D2	INNER CORE TRANSPORTATION CORRIDOR - PHASE 2, SEGMENT 4 - TRANSIT SERVICE IN THE NORTHWEST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Transit Facility	2030

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for 1033 Jefferson Street.

According to the findings, the 2009 no-build condition will operate with no changes in LOS. All locations will meet the LOS D standard in the no-build condition. Therefore, no mitigation is required.

As with the no-build conditions, all locations will meet the LOS D standard in the build condition. Therefore, no mitigation is required.

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

MARTA bus routes 11, 26, 50, 52, and 98 serve the vicinity of the site.

- Route 11 operates from 5:01 am till 11:31 pm, Monday through Friday with headways every 30 minutes. Route 11 operates from 5:11 am till 11:11 pm on Saturdays with headways every 40 minutes and from 6:27 am till 11:05 pm on Sundays with headways every 40 minutes.

- Route 26 operates from 5:10 am till 10:10 pm, Monday through Friday with headways every 30 minutes. Saturday hours are from 6:06 am till 7:27 pm with headways every 50 minutes. Sunday hours are 6:08 am till 7:09 pm with headways every 60 minutes.
- Route 50 operates Monday through Friday from 5:16 am till 11:59 pm with headways every 40 minutes. Saturday hours are from 4:59 am till 11:59 pm with headways every 60 minutes. Sunday hours are from 6:24 am till 11:24 am with headways every 60 minutes.
- Route 52 operates from 5:20 am till 11:50 pm, Monday through Friday with headways every 60 minutes. Saturday hours are from 5:25 am till 11:15 pm with headways every 50 minutes and Sunday hours are from 6:20 am till 11:10 pm with headways every 45 minutes.
- Route 98 operates from 6:30 am till 8:31 pm, Monday through Friday with headways every 40 minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**23%**

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

There is no significant impact to the adjacent roadway network. Base conditions, along with future loaded conditions, are not enough to justify any necessary roadway improvements.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.247 MGD.

Which facility will treat wastewater from the project?

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

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

The capacity of R.M.Clayton is listed below

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

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.284 MGD based on regional averages.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 18,416 tons of solid waste per year.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 894 housing units that will include single family homes, condominiums, and apartments.

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

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

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

The site proposed for the development is located in Census Tract 7.00. This tract had a 10.2 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 97 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

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

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

Department of Transportation

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State of Georgia
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LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

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TREASURER
(404) 656-5224

August 19, 2005

Marc R. Acampora, PE, LLC
Traffic Engineering
858 Myrtle Street, NE
Atlanta, Georgia 30308

Subject: DRI #783 Transportation Analysis Review – 1033 Jefferson Street

Dear Mr. Acampora,

The Georgia Department of Transportation has had the opportunity to review the DRI package for 1033 Jefferson Street in Fulton County. During the DRI review process, the Department identified several issues of concern and requests more consideration to be given to these potential problems.

The intersection of SR 8 / Donald Lee Hallowell Parkway and Marietta Boulevard is not included in the DRI analysis. After inspection of the site and surrounding areas, it is suggested that consideration be given to this intersection for the following reasons:

- The close proximity of the intersection to Jefferson Street, which provides a signalized and an un-signalized access point to the site as shown in Figure 10.
- SR 8 / Donald Lee Hollowell Parkway serves as an east and west thoroughfare through the city of Atlanta. Based on the 2009 Build Traffic Volumes, shown in Figure 9, SR 8 / Donald Lee Hollowell Parkway will be impacted by an increase in traffic volume as a result of the proposed development.

At Access #1 of the site, it was calculated from the traffic volumes provided in Figure 10 that approximately 83% of exiting traffic in the A.M. will turn left onto Jefferson Street in the direction of Joseph E. Lowery Boulevard and 18% of the exiting traffic in the A.M. will turn right onto Jefferson Street in the direction of Marietta Boulevard. It was observed by a site visit that Jefferson Street is a two-way street and that there appears to be no direct benefit to the future occupants of the development in turning left or right providing intersection improvements are made at the intersection of Jefferson Street and Marietta Boulevard and at the intersection of Jefferson Street and Joseph E. Lowery Boulevard.

The Department agrees that improvements to the existing roadways and connecting intersection in the direct vicinity of the site development should be considered to ensure an acceptable level of service in the future and to provide a safe roadway for the future occupants of the proposed site

If you have any questions or further comments regarding the review of the DRI Analysis #783 for the site development at 1033 Jefferson Street in Fulton County, please feel free to contact Harry Graham at 404-463-4961

Sincerely,

Calvin Duncan
District Traffic Engineer

cc: Mr. Shaun Green, GRTA
Mr. Brian Borden, ARC

Your DRI ID NUMBER for this submission is: 783
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 4/26/2005 1:45:27 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:	Harry Boxler 55 Trinity Ave., Suite 3350 Atlanta, GA 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail **(only one)**:	hboxler@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project:	1033 Jefferson Street

Development Type	Description of Project	Thresholds
Mixed Use	The project consists of a mix of 594 multi-family units 135 townhomes 150 flats over retail space and 10 single family residences. The existing 206478 square foot Sprint data center will remain and 40400 square feet of retail space will be introduced.	View Thresholds

Developer / Applicant and Mailing Address:	MetroNexus/Core Southeast, L.L.C. c/o MetroNexus, 535 Fifth Avenue, 18th Floor New York, NY 10017
Telephone:	212-704-2015
Fax:	212-867-7127
Email:	andrew.bank@metronexus.com
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	189/17 and 113/14
What are the principal streets or roads providing vehicular access to the site?	Jefferson Street
Provide name of nearest street(s) or intersection:	Ashby Street and Jefferson Street
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	

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?	over one mile
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	United Water Services
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: 12/08

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?	prior to rezoning

Service Delivery Strategy

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

Land Transportation Improvements

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

Other (Please Describe): A transportation analysis is being performed to satisfy GRTA, ARC, and City of Atlanta requirements and any necesary access or transportation will be identified at that time.	Y

Submitted on: 8/5/2005 11:30:55 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email (**only one**):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	1033 Jefferson Street
DRI ID Number:	783
Developer/Applicant:	Mr. Andrew Bank, MetroNexus/CoreSoutheast, LLC
Telephone:	212-704-2015
Fax:	212-867-7127
Email(s):	andrew.bank@metronexus.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.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$64,439,300
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,105,598
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): Existing site includes 950,000 s.f. light industrial space, some of which is vacant. Approximately 200,000 s.f. would remain. See supplemental Information for details.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta - United Water Services
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.284 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?	NA, Waterline is available at the site.

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)?	0.247
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?	NA, Sewerline is at the site.

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.)	652 p.m. peak hour trips
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:
All recommended transportation improvements are described in the traffic study, provided as a supplement to this form.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	18,416 tons/yr.
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?	70%
Is the site located in a water supply watershed?	Y

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

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
The project will reduce impervious surface area and use approved underground detention. See Supplemental Information for details.

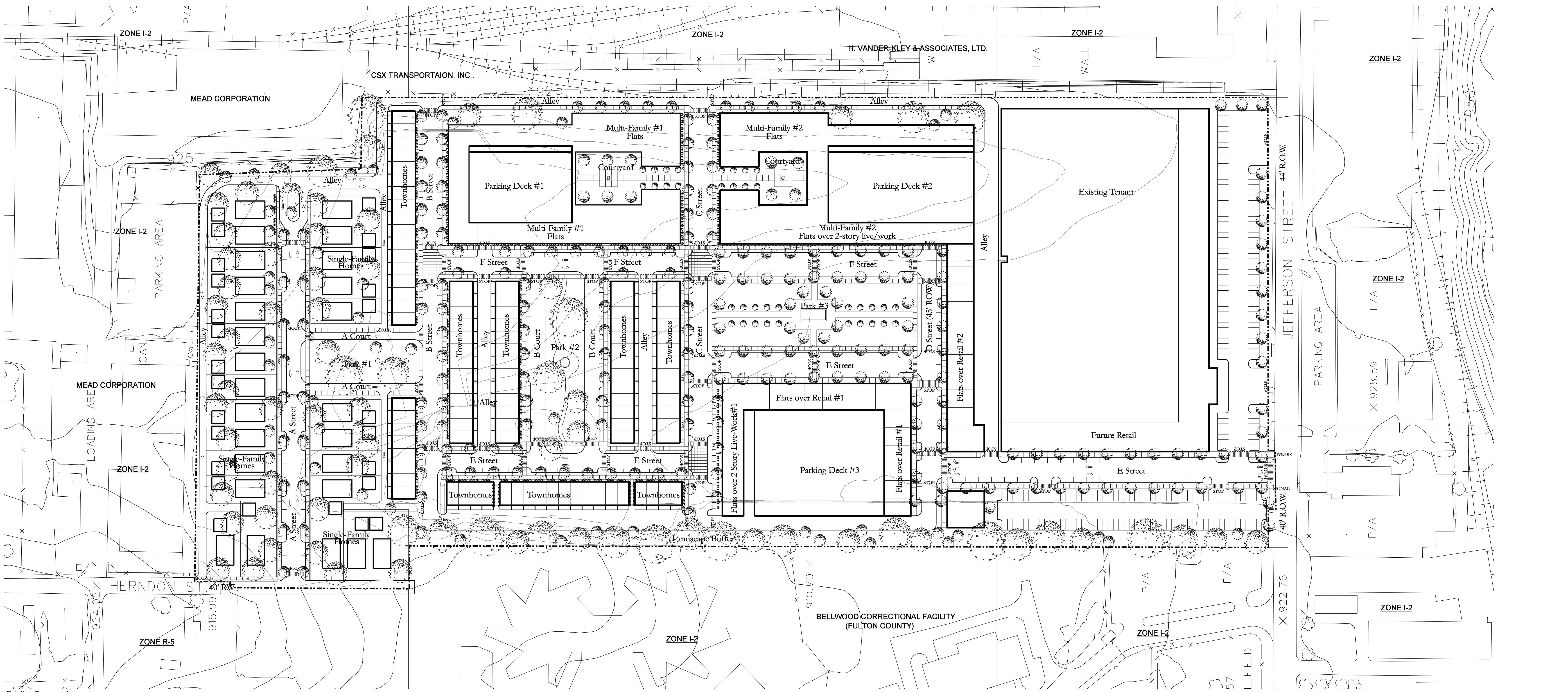
Environmental Quality

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:	



Project Data

LOCATION:

1033 JEFFERSON ST.
ATLANTA, GA

LAND LOT: 189 17th. DISTRICT
LAND LOT: 113 14th. DISTRICT

ZONING:

CURRENT ZONING: I-2 (HEAVY INDUSTRIAL)
PROPOSED ZONING: MRC-3

SITE AREA: 31.41 Acres

BUILDING FOOTPRINT AREAS:

Single-Family: 39,000 sf
Townhomes : 80,643 sf
Multi-Family 1: 47,775 sf
Multi-Family 2: 48,590 sf

Flats over Retail 1: 22,140 sf
Flats over Retail 2: 20,612 sf
Flats over Live/Work #1: 6,840 sf

Existing Tenant: 206,000 sf

Parking Deck 1: 21,000 sf
Parking Deck 2: 31,800 sf
Parking Deck 3: 39,600 sf

PROGRAM DATA BY USE:

Residential Square Footage:898,119
Residential Units:900
Residential Units per Acre:28.65

Proposed Commercial Area:42,752 sf
Existing Commercial Area:212,600 sf
Non-residential FAR:.19

BUILDING HEIGHTS:

Single Family: 2 Stories
Townhomes: 3 Stories
Multi-Family:6 Stories
Flats over Retail:5 Stories
Existing Tenant:1 Story

PARK AND OPEN SPACE

Park 1: 15,654 sf
Park 2: 21,178 sf
Park 3: 46,361 sf
Landscape Buffer: 43,147 sf
Courtyard 1: 12,704 sf
Courtyard 2: 10,005 sf

PARKING SPACES

Single-Family Off-Street: 46 spaces
Townhome Off-Street: 192 spaces
Street Parking: 253 spaces
Surface Lots: 148 spaces

Deck 1: 340 spaces
Deck 2: 324 spaces
Deck 3: 396 spaces

Off-Street Parking Required
Residential: 900 spaces
Commercial: 354 spaces

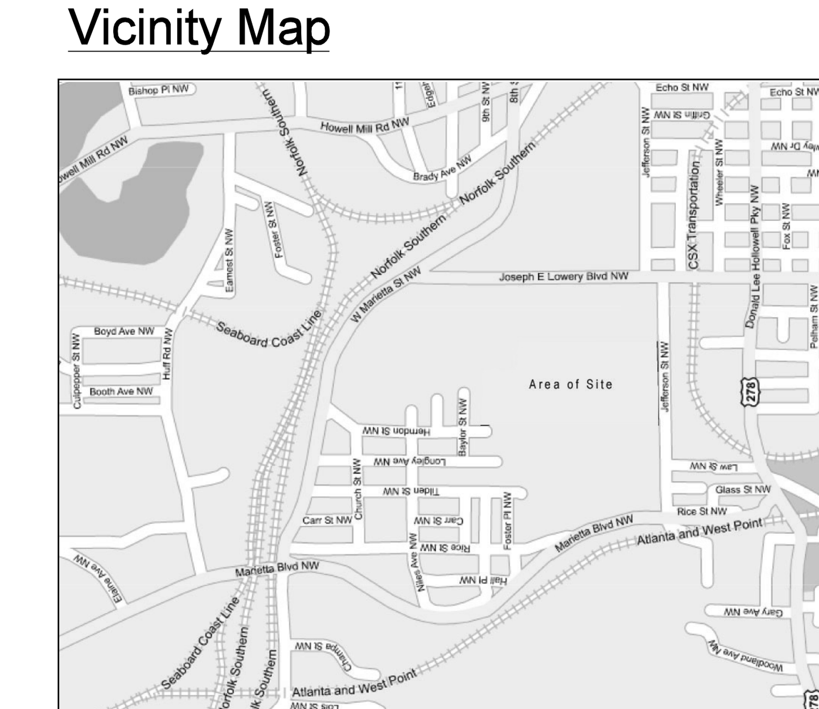
ARCHITECT CONTACT:

David Green, Principal
Lord Aeck Sargent Architecture
1201 Peachtree Street NE, Suite 300
Atlanta, GA 30361
(404)253-6711
dgreen@lasarchitect.com

CLIENT CONTACT

Andrew Bank, Vice President
MetroNexus
A Morgan Stanley Enterprise
535 Fifth Avenue
New York, NY 10017
(212) 704-2015
andrew.bank@metronexus.com

Vicinity Map



PROJECT NORTH

SEAL
STATE OF GEORGIA
DAVID E. GREEN
CERTIFICATE NO. 8188
REGISTERED ARCHITECT

ARCHITECTURAL SITE PLAN
1"=100'

REVISION:

LORD · AECK · SARGENT
ARCHITECTURE

SHEET TITLE
PROPOSED SITE PLAN
SCALE (U.N.O.)
DRAWN BY

JOB NAME
1033 Jefferson Street
METRO NEXUS
LOCATION

ISSUE DATE
08/04/05
JOB. NO.
25026-00
DWG. NO.
AS-01

NOT FOR CONSTRUCTION

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