REGIONAL REVIEW NOTIFICATION

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

DATE: May 29 2007 **ARC REVIEW CODE**: R705291

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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: **Broadstone West**
Review Type: Development of Regional Impact

Description: Broadstone West is a proposed mixed use development on 3.2 acres in the City of Atlanta. The proposed development will consist of 285 apartment units and 25,000 square feet of retail space. The development proposes access along Marietta Street and 3rd Street.

Submitting Local Government: City of Atlanta
Date Opened: May 29 2007
Deadline for Comments: *Jun 12 2007*
Earliest the Regional Review can be Completed: Jun 28 2007

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

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-06-12 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Broadstone West** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

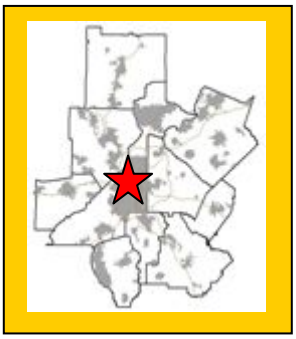
Return Date: *Jun 12 2007*

Preliminary Report:	May 29, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	#1394 Broadstone West
Final Report Due:	June 28, 2007		Comments Due By:	June 12, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

Broadstone West is a proposed mixed use development on 3.2 acres in the City of Atlanta. The proposed development will consist of 285 apartment units and 25,000 square feet of retail space. The development proposes access along Marietta Street and 3rd Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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 PD-MU (planned development mixed use). The zoning will remain the same with a change in density allowance. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as mixed use.

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

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

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

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

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

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

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

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

Year	Name
2007	643 Tenth Street
2006	166 16th Street
2005	1033 Jefferson Street
2000	Midtown West Marietta Street MUD
1997	Atlantic Steel

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

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently occupied by a recycling plant that is currently not in use.

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

No.

Is the proposed development consistent with regional plans and policies?

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

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

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

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

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

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

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

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

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

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

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

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

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

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

BEST HOUSING PRACTICES

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

LOCATION

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

The proposed development is located in the City of Atlanta. It is bounded by Hampton Street to the south, 3rd Street to the east, and Marietta Street 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.

To be 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 $40 million with an expected $500,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Two site access driveways are associated with the proposed development.

- Driveway 1 will be a full-access driveway, located along Marietta Street, approximately 380 ft north of Hampton Street.
- Driveway 2 will be a full-access driveway, located along 3rd Street, approximately 380 ft north of Hampton 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 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

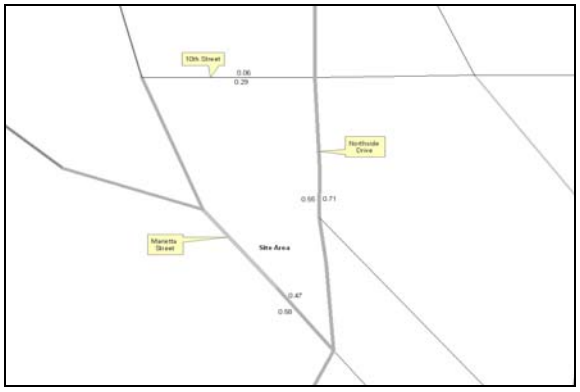
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
285 Apartments	29	114	143	113	61	174	1864
20,000 sq ft Retail Space	114	124	238	36	45	81	1106
Reductions	-7	-12	-19	-27	-29	-56	-682
TOTAL NEW TRIPS	**136**	**226**	**362**	**122**	**77**	**199**	**2288**

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

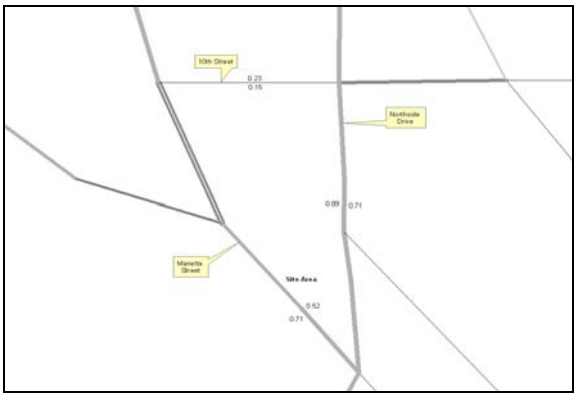
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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.

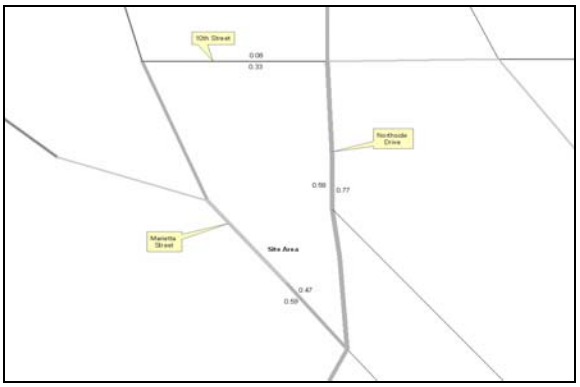
V/C Ratios



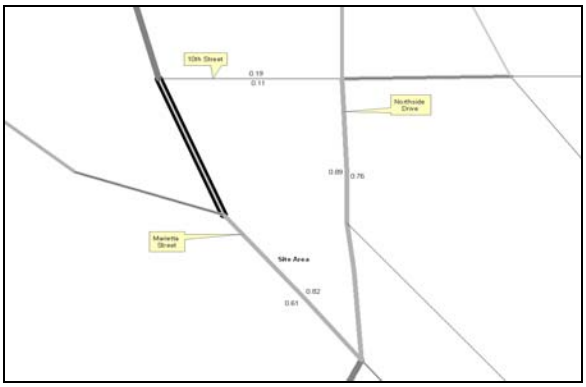
2005 AM Peak



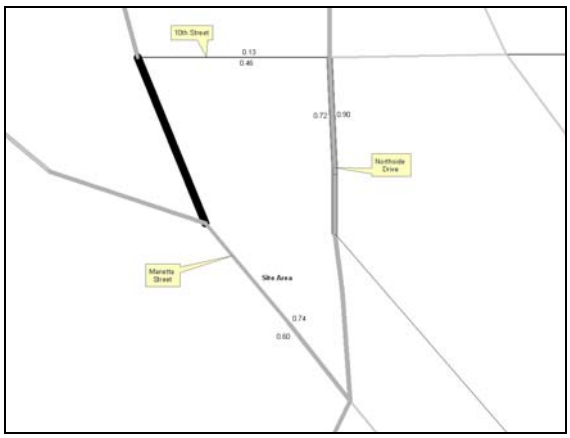
2005 PM Peak



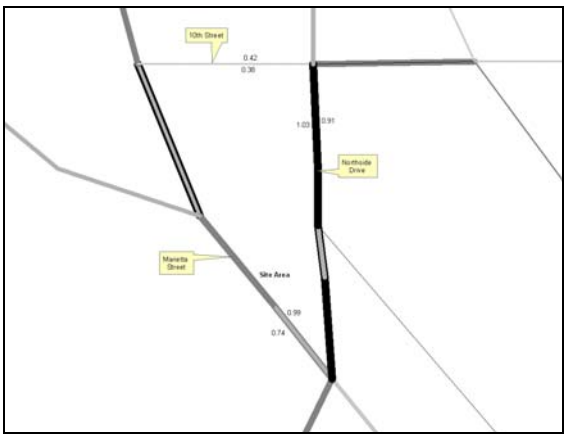
2010 AM Peak



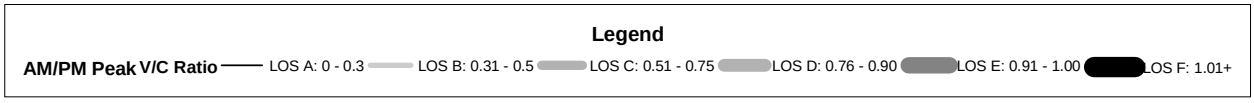
2010 PM Peak



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 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2006-2011 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
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

2030 RTP*

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

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

Summarize the transportation improvements as recommended by consultant in the traffic study for Broadstone West.

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

Marietta Street at Northside Drive

- Add a northbound left-turn lane.
- Modify and optimize signal timing.

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

Marietta Street at Northside Drive

- Add a southbound left-turn lane.
- Modify and optimize signal timing.

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

MARTA bus route #1 provides service to the site, with connections to the Georgia State and Five Points MARTA Rail Stations, Monday through Friday, from 5:00 a.m. till 11:58 p.m. with headways between 20 and 60 minutes. Service is provided on Saturdays from 6:03 a.m. till 11:23 p.m. with headways of 40 minutes. Service is provided on Sundays from 8:04 a.m. till 10:00 p.m. with headways of 1 hour and 15 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%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**14%**

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 traffic condition prior to implementing the recommended improvement. Implementing the recommended improvement will allow this identified intersection to return to operation at the acceptable level of service. In the future year total traffic condition, two intersections are identified as operating below the acceptable level of service. These identified intersections continue to operate below the acceptable level of service even after implementing the recommended improvements for the future year total traffic condition.

The area surrounding the proposed site suffers from high peak period congestion and is experiencing tremendous redevelopment. In order to minimize the impacts this development will have on the surrounding roadway network, it is suggested that all recommended improvements be implemented prior to construction completion.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.071 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

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

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

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

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

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

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

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

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.06 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 275 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

To be determined during the review

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 285 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 10. This tract had a 71.5 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing

Report. The report shows that 57 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

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

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

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

Developments of Regional Impact

DRI #1394

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
E-mail:	speart@atlantaga.gov

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

Proposed Project Information

Name of Proposed Project:	Broadstone west
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	LL112, Dist14 935 Marietta Street, Atlanta, GA
Brief Description of Project:	The applicant proposes a mixed use project consisting of 265 residential units and 25,000 sf of commercial space located at street level.

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	○ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	265 units, 25,000sf commercial
Developer:	Alliance Realty Partners, LLC
Mailing Address:	7 Piedmont Center, Suite 150
Address 2:	3525 Piedmont Road
	City:Atlanta State: GA Zip:30305
Telephone:	404-923-8206
Email:	toglesby@allresco.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	M-Street Condominiums, LLC
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ○ Yes ○ No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	○ (not selected) ○ Yes ○ No
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	☑ Rezoning ☐ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other Z-07-45
Is this project a phase or part of a larger overall project?	○ (not selected) ○ Yes ○ No
If yes, what percent of the overall project does this project/phase represent?	

Estimated Project Completion Dates:	This project/phase: December 2009 Overall project: December 2009

Back to Top

GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page

Site Map | Statements | Contact

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form 2a)

This form is to be completed by the city or county government for submission to the appropriate Regional Development Center (RDC) and the DCA. It is intended for use by local governments that are located within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). This form identifies potential impacts the project is likely to have and is the official request to start the DRI process. However, the process will not be formally initiated until the RDC and GRTA determines that the submission is complete. This form can not be submitted until the pre-application conference with the RDC, GRTA and the local government has been held, and all required project information is available for review.

Local Government Information

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

Proposed Project Information

Name of Proposed Project:	Broadstone West
DRI ID Number:	1394
Developer/Applicant:	Alliance Residential Company - Todd Oglesby
Telephone:	404-923-8206
Fax:	
Email(s):	toglesby@allresco.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.)	○ Yes ● No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	○ Yes ○ No

If no, the official review process can not start until this additional information is provided.

Economic Impacts

Estimated Value at Build-Out:	$40,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$500,000.00
Is the regional work force sufficient to fill the demand created by the proposed project?	● Yes ○ No

If the development will displace any existing uses, please describe (using number of units, square feet, etc):

none

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)?	0.06 MGD
Is sufficient water supply capacity available to serve the proposed project?	● Yes ○ No
If no, are there any current plans to expand existing water supply capacity?	○ Yes ○ No

If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.071 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(●) Yes ( ) No
If no, are there any current plans to expand existing wastewater treatment capacity?	( ) Yes ( ) No
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	136 IN / 226 OUT AM Peak 122 IN / 87 OUT PM Peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(●) Yes ( ) No
If yes, has a copy of the study been provided to the local government?	(●) Yes ( ) No
If transportation improvements are needed to serve this project, please describe below:	
Please refer to the DRI Transportation Analysis by Kimley-Horn	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	275 tons
Is sufficient landfill capacity available to serve this proposed project?	(●) Yes ( ) No
If no, are there any current plans to expand existing landfill capacity?	( ) Yes ( ) No
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:	( ) Yes (●) No

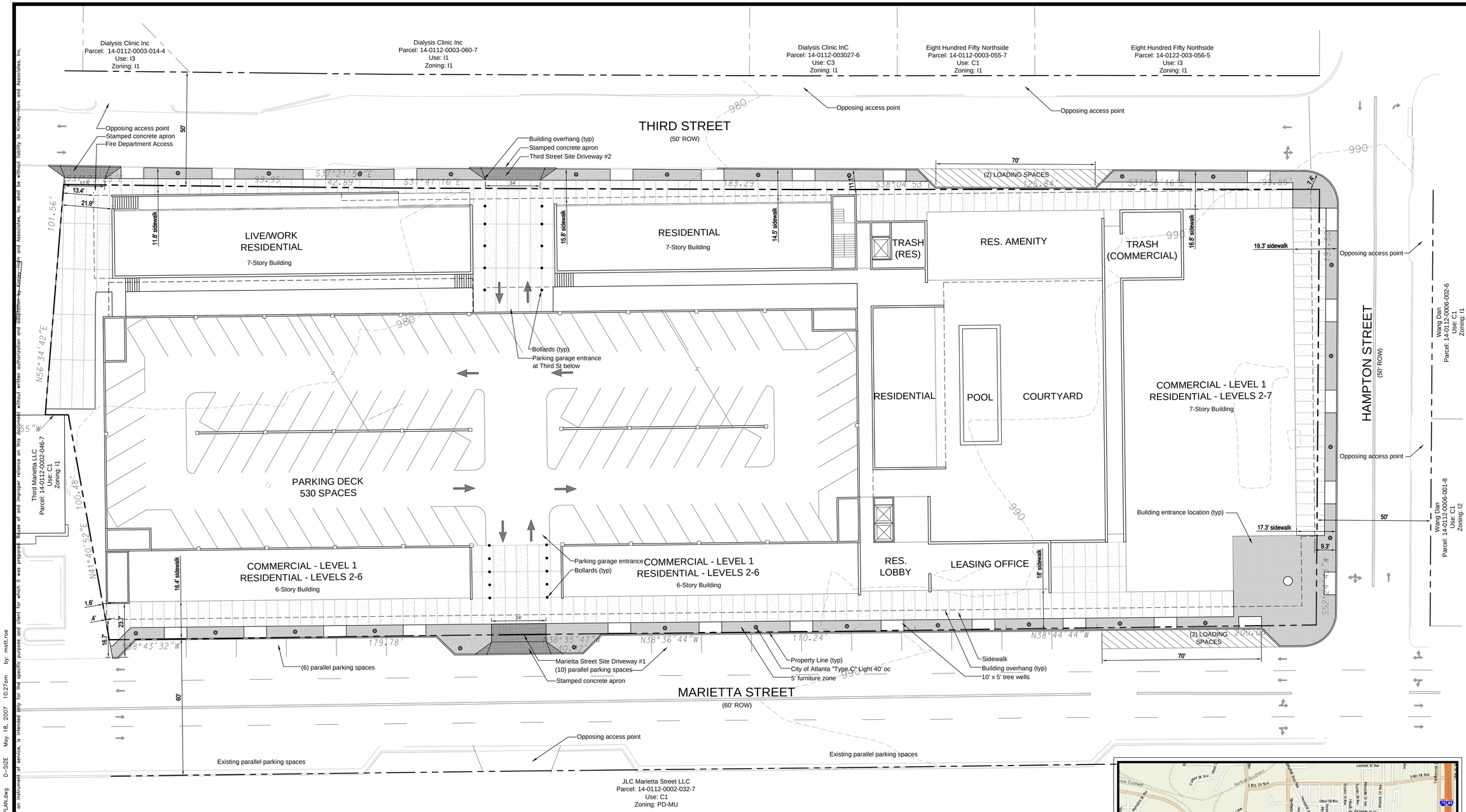
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	94% *
Is the site located in a water supply watershed?	( ) Yes (●) No
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the	

project's impacts on stormwater management:

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	○ Yes ● No
2. Significant groundwater recharge areas?	○ Yes ● No
3. Wetlands?	○ Yes ● No
4. Protected mountains?	○ Yes ● No
5. Protected river corridors?	○ Yes ● No
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?	● Yes ○ No
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	○ Yes ● No
2. Historic resources?	○ Yes ● No
3. Other environmentally sensitive resources?	○ Yes ● No
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



Project Team

Owner
Alliance Residential Company
3525 Piedmont Center
7 Piedmont Center, Suite 150
Atlanta, GA 30305
Contact:
Todd Oglesby, 404.923.8206

Architect
Surber Barber Choate & Hertlein
1776 Peachtree Street, NW
Suite 700 South
Atlanta, GA 30309
Contact:
Dennis Hertlein, 404.872.8400

Landscape Architect / Planning
Urban Resourse Group
817 West Peachtree Street, NW
The Biltmore, Suite 601
Atlanta, GA 30308
Contact:
Ray Strychalski, 404.201.6125

Engineer
Kimley-Horn and Associates
817 West Peachtree Street, NW
The Biltmore, Suite 601
Atlanta, GA 30308
Contact:
Jason Dunn, 404.419.8708

Development Summary

Site Acreage	2.45 ac
Zoning Classification	
PD-MU	
Building Square Footage	
Residential	245,000 sf
Commercial	25,000 sf
Garage	195,000 sf
Total Square Footage	465,000 sf
Dwelling Units	285 units
Floor Area Ratio (FAR)	
Residential (285 / 2.45)	117
Commercial (25,000 / 142,609)	0.18

Parking Requirements	Required	Provided
Residential (.65 x 285)	186 spaces	430 spaces
Commercial (1 space / 400 sf) (25,000 sf / 400)	63 spaces	100 spaces

NORTH

0 20 40

SCALE AS SHOWN

Location Map

Drawing name: T:\019479013_Broadstone West DR\CAD\~Site Plan\C1-00 SITE PLAN.dwg D-SIZE May 18, 2007 10:27am by: matt.roe

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

NO.	REVISIONS	DATE	BY

935 MARIETTA STREET
ATLANTA, GEORGIA

SITE PLAN

ALLIANCE RESIDENTIAL
3525 PIEDMONT ROAD
7 PIEDMONT CENTER
SUITE 7
ATLANTA, GA 30305

SCALE (H):	1"=20'
SCALE (V):	NONE
DESIGNED BY:	.
DRAWN BY:	TJS
CHECKED BY:	JD
DATE:	05/09/07

KHA PROJECT NO.:
019479007

SHEET NUMBER
C1-00