



# 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: Oct 3 2007

ARC REVIEW CODE: R709041

TO: Mayor Shirley Franklin  
ATTN TO: Shelley Peart, Planner III  
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:** 60-64 Mangum Street

**Review Type:** Development of Regional Impact

**Date Opened:** Sep 4 2007

**Date Closed:** Oct 3 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 in a city center which is defined as areas with the most intense residential and commercial land uses that serve a regional population and are easily accessible by different transportation modes.

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

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

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CENTRAL PROGRESS

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

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

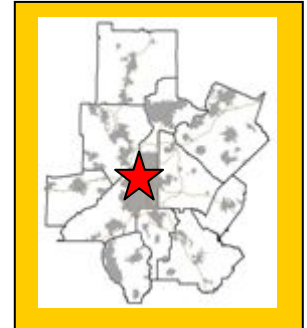
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	September 4, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	60-64 Magnum Street #1493
Final Report Due:	October 4, 2007		Comments Due By:	September 18, 2007

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

The proposed 60-64 Magnum Street is a mixed use development located on 2.35 acres in the City of Atlanta. The proposed development will include 225 high rise condos, 16 live-work units, 25,745 square feet of office space, and 11,012 square feet of specialty retail. Site access to the development is proposed at two locations along Mangum Street and Centennial Olympic Park Drive.



### **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 MRC-2 conditional. The proposed zoning for the site is MRC-3 conditional. 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 commercial.

**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
2001	Omni Hotel Expansion
1997	Phillips Arena
1994	Olympic Field Hockey Stadiums

**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 vacant.

**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 in a city center which is defined as areas with the most intense residential and commercial land uses that serve a regional population and are easily accessible by different transportation modes.

The development proposes a park along the frontage of Chapel Street. Information submitted for the review states that it will be a public park, but will be privately maintained. With retail located along the park, it is important that the park is accessible to the public and enjoyed by members of the surrounding community. Fencing around the periphery of the park is strongly discouraged.

ARC considered the close proximity of the proposed development to a MARTA rail station, the proposed Georgia Multimodal Passenger Terminal, and downtown Atlanta. In addition, the stated transportation goals and objectives of the Castleberry Hill Master Plan include providing safe and convenient pedestrian circulation and promotion of alternative modes of transportation. In light of the above considerations ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Provide a public connection between Mitchell Street and Centennial Olympic Park Drive.
- Provide a highly visible and inviting pedestrian crosswalk at the signalized intersection of Chapel Street and Centennial Olympic Park Drive (coordinate with the Castleberry Hill Neighborhood Association and City of Atlanta).
- Provide visible and accessible bicycle parking in front of commercial and office uses.
- Provide dedicated bicycle parking in the residential parking deck.
- Provide sidewalks as shown on the submitted sight plan.

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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.

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

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

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

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

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

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

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

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

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

## BEST TRANSPORTATION PRACTICES

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

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

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

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

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

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

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

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

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

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

Practice 11: Incorporate transit-oriented design features.

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

## BEST ENVIRONMENTAL PRACTICES

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

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

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

Practice 4: Design around significant wetlands.

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

Practice 6: Preserve significant uplands, too.

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

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

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

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

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

## BEST HOUSING PRACTICES

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

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

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

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

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

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

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

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

## LOCATION

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

The proposed development is located in the City of Atlanta, bounded by Mitchell Street to the north, Chapel Street to the south, Mangum Street to the west, and Centennial Olympic Park to the east.

### **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 \$52,303,956 with an expected \$575,012 in annual local tax revenues.

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

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Short-term jobs will depend upon construction schedule.

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

Yes.

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

None were determined during the review.

**NATURAL RESOURCES**

**Watershed Protection and Stream Buffers**

There are no streams in the project vicinity and it is not located in a water supply watershed.

**Stormwater / Water Quality**

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is provided, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. A portion of the project site is hard pan and gravel which can function as impervious surface. 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	2.35	4.02	40.89	253.80	2310.05	2.89	0.52
TOTAL	2.35	4.02	40.89	253.80	2310.05	2.89	0.52

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**



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

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

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

Vehicular access to the development is proposed at two locations: one full-movement driveway along Mangum Street and one right-in/right-out driveway along Centennial Olympic Park Drive. Retail patrons may enter and exit via either access point, but will not be able to enter one driveway and exit the other. This is due to the design and construction of the deck and residential security gates, dictated by the different elevations of the two access points. Residents, however, will be able to enter and exit either driveway with interconnected access to both driveways.

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

Kimberly-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
Office Space 25,745 Square Feet	55	8	63	18	90	108	469
High-Rise Residential Condominium/Townhouse 241 Units	19	80	99	60	37	97	1,132
Specialty Retail 11,012 Square Feet	82	88	170	21	27	48	509
<i>Mixed-Use Reductions</i>	-0	-0	-0	-7	-8	-15	-148
<i>Alternative Use Reduction</i>	-16	-18	-34	-10	-15	-25	-197
<i>Pass-By Reduction</i>	-0	-0	-0	-7	-7	-14	-155
<b>TOTAL NEW TRIPS</b>	<b>140</b>	<b>158</b>	<b>298</b>	<b>75</b>	<b>124</b>	<b>199</b>	<b>1,610</b>

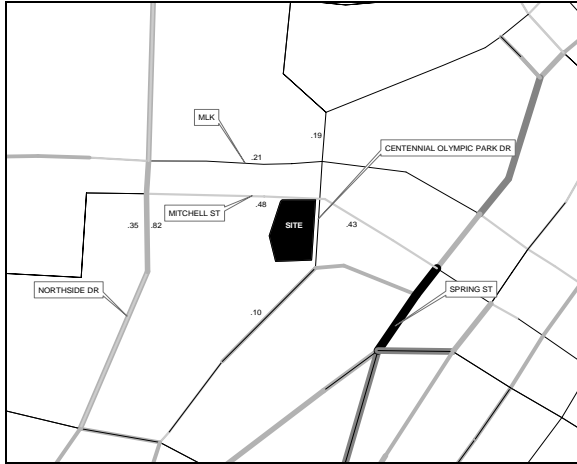
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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.

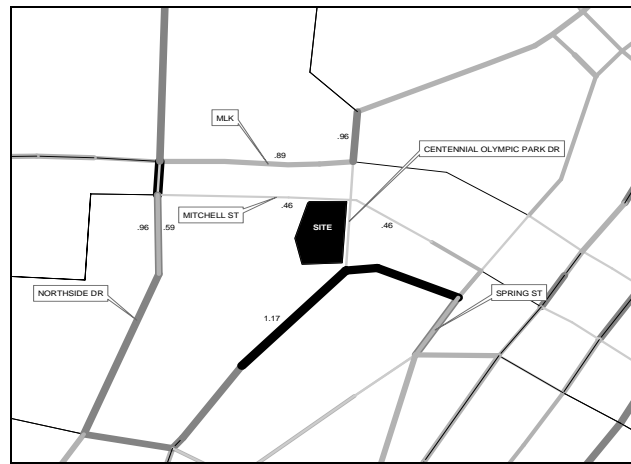
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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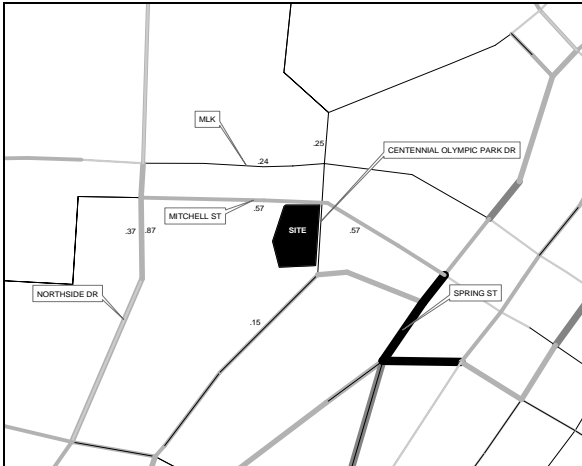
## V/C Ratios



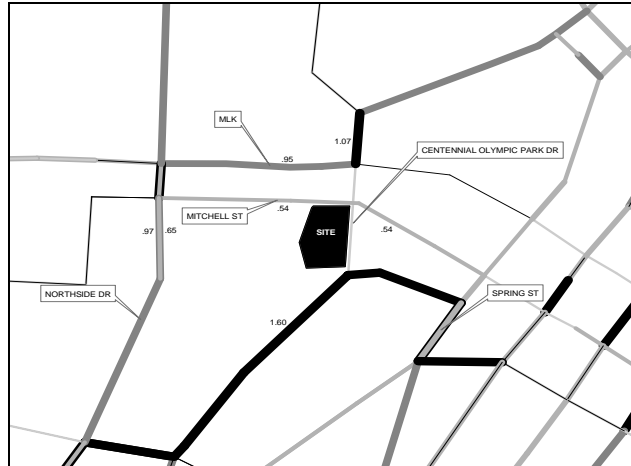
**2010 AM Peak**



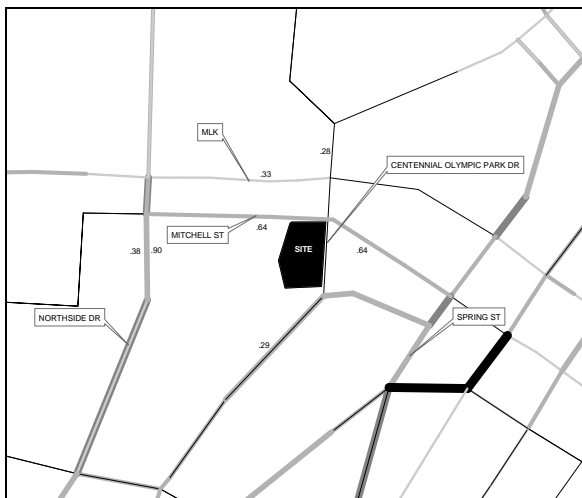
**2010 PM Peak**



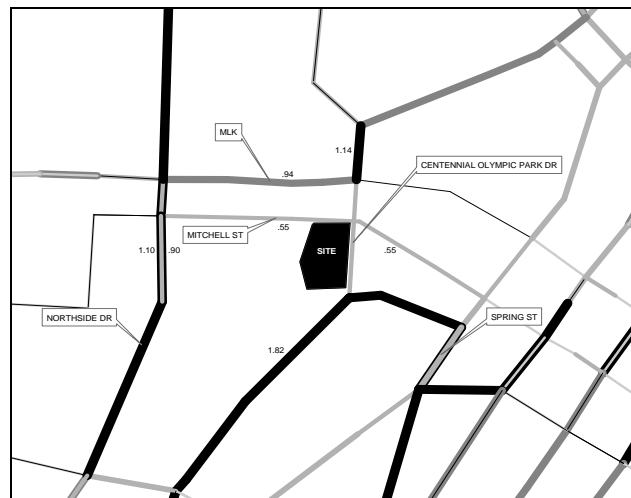
**2020 AM Peak**



**2020 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend						
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3	LOS B: 0.31 - 0.5	LOS C: 0.51 - 0.75	LOS D: 0.76 - 0.90	LOS E: 0.91 - 1.00	LOS F: 1.01+

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For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. 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
AR-120B	Immediately west of MARTA 5 Points Station in an area commonly referred to as The Gulch.	Transit Facilities	2008
AR-268B	Stations and Park and Ride lots for Lovejoy Section , Commuter Rail	Fixed Guideway Transit Capital	2007
AT-086A	Spring Street over CSX railroad	Bridge Upgrade	2010
AT-086B	Spring Street over CSX railroad	Bridge Upgrade	2010
AT-097	Mitchell Street over Norfolk Southern rail line from Elliott Street to Spring Street	Bridge Upgrade	2008
AT-206	Marietta Street and Centennial Olympic Park Drive	Pedestrian Facilities	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-087	Centennial Olympic Park Drive over CSX and Norfolk Southern rail lines from Marietta Street to Chapel Street	Bridge Upgrade	2015

*\*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Mangum Street.**

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

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.

*Site Driveway #1 @ Centennial Olympic Park Drive (RIRO)*

- Provide one westbound ingress lane and one eastbound egress lane onto Centennial Olympic Park Drive, side-street stop-controlled.

*Site Driveway #2 @ Mangum Street (Full Access)*



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- Provide one eastbound ingress lane and one westbound egress lane onto Mangum Street, side-street stop-controlled.

**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?**

The proposed development is located approximately 1/3 mile southwest of the Dome/GWCC/Philips Arena/CNN Center MARTA station at Centennial Olympic Park Drive. Two MARTA bus routes operate from this station including the following: Route 3 – Auburn Ave/MLK Drive and Route 13 – Fair Street. In addition, MARTA bus Route 100, the Downtown Loop, runs in proximity to the site.

GRTA Xpress routes 400, 420, 430, 440, 450, 460, and 470 run in the near vicinity of the proposed development. The closest stop is between Forsyth Street and Broad street along MLK Drive.

Also, the proposed Georgia Multimodal Passenger Terminal and Lovejoy commuter line would be located in the approximate area just west of the 5 Points MARTA Station.

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

None proposed by the developer. The development is located within the Downtown Transportation Management Association jurisdiction.

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 w/in 1/2 mile of MARTA Rail Station		6%	6%
		5%	5%
Located within a Transportation Management Association		3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%	5%
<b>Total Calculated ARC Air Quality Credits (15 % reduction required)</b>			<b>19%</b>

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

Based on the traffic analysis completed by Kimberly-Horn and Associates, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. However, the TDM does project significant traffic volumes on Centennial Olympic Park Drive, Martin Luther King Drive, and Northside Drive in the vicinity of proposed development.

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ARC considered the close proximity of the proposed development to a MARTA rail station, the proposed Georgia Multimodal Passenger Terminal, and downtown Atlanta. In addition, the stated transportation goals and objectives of the Castleberry Hill Master Plan include the following:

- Goal: To facilitate safe and convenient circulation of pedestrian, non-motorized and vehicular traffic and to minimized conflicts between these various modes of transportation.
- Objective: Promote alternative modes of transportation, including mass transit, bicycles, etc.
- Objective: Restore pedestrian and non-motorized vehicle use to the Nelson Street bridge to provide access to the Central Business District and Multimodal Passenger Terminal.

In light of the above considerations ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Provide a public connection between Mitchell Street and Centennial Olympic Park Drive.
- Provide a highly visible and inviting pedestrian crosswalk at the signalized intersection of Chapel Street and Centennial Olympic Park Drive (coordinate with the Castleberry Hill Neighborhood Association and City of Atlanta).
- Provide visible and accessible bicycle parking in front of commercial and office uses.
- Provide dedicated bicycle parking in the residential parking deck.
- Provide sidewalks as shown on the submitted sight plan.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Wastewater is estimated at 0.087 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 <sup>1</sup></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>

Preliminary Report:	September 4, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	60-64 Magnum Street #1493
Final Report Due:	October 4, 2007		Comments Due By:	September 18, 2007

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 0.094 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 20 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.**

Preliminary Report:	September 4, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	60-64 Magnum Street #1493
Final Report Due:	October 4, 2007		Comments Due By:	September 18, 2007

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.)?**

Based on comments received concerning the proposed development, it is not anticipated that the proposed development will have an adverse impact upon the Atlanta public school system.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the proposed development will add 241 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 36. This tract had a 29.6 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 6 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.

Preliminary Report:	September 4, 2007	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	60-64 Magnum Street #1493
Final Report Due:	October 4, 2007		Comments Due By:	September 18, 2007

**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.



September 13, 2007

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

**RE: Development of Regional Impact (DRI) # 1493  
60-64 Mangum Street – City of Atlanta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1493 – 60-64 Mangum Street – located in the City of Atlanta.

The project location is adjacent to MARTA's Georgia World Congress Center Rail Station, and will benefit from the ready availability of transit service from the station. It's impact on MARTA's services will be minimal.

Thank you for the opportunity to review the proposal and do contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa  
Transit System Planning



*Our Focus... Student Success*

# ATLANTA PUBLIC SCHOOLS

FACILITIES SERVICES  
1631 LAFRANCE STREET  
ATLANTA, GA 30307

VALERIE D. THOMAS  
EXECUTIVE DIRECTOR  
(404) 802-3730  
FAX (404) 802-3897  
[vdthomas@atlanta.k12.ga.us](mailto:vdthomas@atlanta.k12.ga.us)

September 10, 2007

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

RE: 60-64 Mangum Street ARC Review Code: R709041

Dear Mr. Alexander:

We have received the draft review documents for the 60-64 Mangum Street development. Based on the documentation, the development will consist of 225 High Rise condos, 16 Live-work units, 25,745 square feet office space and 11,012 square feet of Specialty Retail space.

The elementary school available to serve any elementary school age population in the community is currently Bethune Elementary School located at 220 Northside Drive, NW Atlanta, Georgia 30314. The Middle School currently serving the area is Kennedy Middle School located at 225 James P. Brawley Dr. NW, Atlanta, Georgia 30314. The High School for the students in the community is Washington High School located at 45 Whitehouse Drive, SW, Atlanta, Georgia 30314.

The development is located in the Lowery Boulevard Cluster Study area of the Atlanta Public Schools. Based on the information in the draft review documents and additional information received from the architect for the project, it is not anticipated that the proposed project will have an adverse impact upon the identified schools. However, we would appreciate any additional information as it relates to the projection of school-aged children identified through your project planning research and information. This information may modify our preliminary assessment.

If there is any additional information needed or question please feel free to contact me at 404-802-3730.

Sincerely,

Valerie D. Thomas  
Executive Director, Facilities Services

CC: Roger Kubler, Sharron Pitts, Herb Joseph



# DEPARTMENT OF HEALTH AND WELLNESS

## Environmental Health Services

99 Jesse Hill Jr. Drive, Suite 101

Atlanta, Georgia 30303

Telephone (404) 730-1301, Fax (404) 730-1462

### MEMORANDUM

Fulton County Board of Health

Phoebe Bailey, PhD, Chair  
Lynne P. Meadows, RN, MS  
Harrison Rogers, MD  
Monica Ryan, BS  
Khaatim S. El  
Samantha P. Williams, PhD  
Ms. Mary Long, RN

Dr. Steven R. Katkowsky, Director

**TO:** Haley Fleming, Review Coordinator  
Atlanta Regional Commission

**CC:** Dr. Steven R. Katkowsky, Director  
Janet Adams, Chief of Staff  
John Gormley, Environmental Health Deputy Director

**FROM:** Monica Robinson, Environmental Specialist Senior  
Environmental Health Services

**DATE:** September 19, 2007

**SUBJECT:** Comments to Regional Review for 60- 40 Mangum Street

ARC REVIEW CODE	COMMENTS
R709041	<p>The Fulton County Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This facility must comply with the Fulton County Clean Indoor Air Ordinance.</p> <p>If this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.</p> <p>If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p> <p>This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be baited prior to demolition.</p>

# Developments of Regional Impact

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DRI #1493

## 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: 60-64 Mangum Street

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Block bounded by Mitchell St. SW/Centennial Olympic Park Dr. SW/Chapel St. SW/Mangum St. SW Land L

Brief Description of Project: Mixed Use project of 447,000 sq. feet. 367,000 sq. feet of residential (300 units) and 80,000 sq. feet of non-residential.

**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.):	300 units (367,000 sq. feet) and 80,000 sq. of retail space		
Developer:	Bruce Gallman c/o John A. Bell		
Mailing Address:	1201 Peachtree St. NE, Suite 300		
Address 2:			
	City:Atlanta State: GA Zip:30361		
Telephone:	404-253-6749		
Email:	jbell@lasarchitect.com		
Is property owner different from developer/ applicant?	(not selected)	Yes	No
If yes, property owner:	Prior Street Development LLC (c/o Steve Been)		
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-07-74		
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: September, 2009

Overall project:

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# Developments of Regional Impact

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DRI #1493

## DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. 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

Email: speart@atlantaga.gov

### Project Information

Name of Proposed Project: 60-64 Mangum Street

DRI ID Number: 1493

Developer/Applicant: Bruce Gallman c/o John A. Bell

Telephone: 404-253-6749

Email(s): jbell@lasarchitect.com

### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)

(not selected)

Yes

No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?

(not selected)

Yes

No

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

### Economic Development

Estimated Value at Build-Out:

\$52,303,956

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:

\$575,012

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

(not selected)

Yes

No

Will this development displace any existing uses?	(not selected)	Yes	No
If yes, please describe (including number of units, square feet, etc):			
<b>Water Supply</b>			
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)?	0.094		
Is sufficient water supply capacity available to serve the proposed project?	(not selected)	Yes	No
If no, describe any plans to expand the existing water supply capacity:			
Is a water line extension required to serve this project?	(not selected)	Yes	No
If yes, how much additional line (in miles) will be required?			
<b>Wastewater Disposal</b>			
Name of wastewater treatment provider for this site:	R.M. Clayton		
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.087		
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to expand existing wastewater treatment capacity:			
Is a sewer line extension required to serve this project?	(not selected)	Yes	No
If yes, how much additional line (in miles) will be required?			
<b>Land Transportation</b>			
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.)	357 A.M. PHVT's, 200 P.M. PHVT's		
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected)	Yes	No
Are transportation improvements needed to serve this project?	(not selected)	Yes	No
If yes, please describe below:			
<b>Solid Waste Disposal</b>			
How much solid waste is the project expected to generate annually (in tons)?	875 tons/year		
Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
If no, describe any plans to expand existing landfill capacity:			
Will any hazardous waste be generated by the development?	(not selected)	Yes	No



If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	85%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:dedicated green space on site & detention vault	

Environmental Quality

Is the development located within, or likely to affect any of the following:			
1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No
If you answered yes to any question above, describe how the identified resource(s) may be affected:			
<a href="#">Back to Top</a>			