



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: 12/18/2007

ARC REVIEW CODE: R711191

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

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: City of Atlanta
Name of Proposal: Grant Street MUD

Review Type: Development of Regional Impact

Date Opened: 11/19/2007

Date Closed: 12/18/2007

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The Grant Street MUD is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently.

The proposed development is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located in a mega corridor. Mega corridors are the most intensely developed urban corridors in the region.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ATLANTA SCHOOLS
TRUST FOR PUBLIC LAND
DEKALB COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY
GEORGIA CONSERVANCY
THE BELTLINE PARTNERSHIP

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
ATLANTA DEVELOPMENT 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.

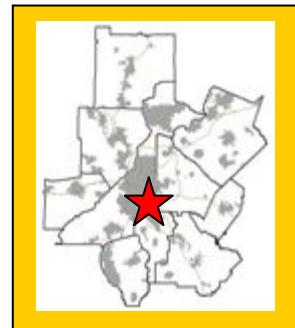
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed Grant Street mixed use development is located on 5.52 acres in the City of Atlanta and will consist of 395 apartments and 26,700 square feet of retail space. There are three site access driveways proposed onto Grant Street and on a new city street that will connect Grant Street to Hill Street along the south side of the property. The proposed development is adjacent to the proposed Beltline.



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 MRC-3 and I-1. The proposed zoning is MRC-3 (mixed use residential quality life district). Information submitted for the review indicates that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which calls for partially mixed use and partially industrial.

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

No comments were received identifying inconsistencies to 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.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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 two miles radius of the proposed project.

2006	East Medinah Village
-------------	-----------------------------

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, the site is currently developed with industrial warehouses. Information submitted for the review states that there are no active uses on the site.

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

No.

Is the proposed development consistent with regional plans and policies?

The Grant Street MUD is a proposed mixed use development that meets many of the ARC's Regional Development Policies. The development proposes a mix of uses including residential and retail uses. The development takes advantage of an underdeveloped site and seeks to accommodate employment and population growth within the City more efficiently.

The proposed development is consistent with the Atlanta Region Unified Growth Policy Map. The proposed development is located in a mega corridor. Mega corridors are the most intensely developed radian corridors in the region.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 106,000 residents within the southeast Atlanta area and an employment base greater than 48,000 jobs. The additional housing opportunities will provide opportunities for individuals to live, work, and shop within close proximity to one another.

The proposed development is adjacent to the Beltline, and should therefore be consistent with the Beltline Redevelopment Plan. The proposed development should provide adequate and safe pedestrian and bicycle connections to the Beltline from the proposed development. The redevelopment plan calls for medium density residential in the area of the development with 4 and 5 story buildings.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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 5.52 acres bounded by Hill Street, Grant Street and the Beltline. .

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 \$89,980,000 with an expected \$1,076,160 in annual local tax revenues.

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

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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

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

Stormwater / Water Quality

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

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	5.52	9.44	96.05	596.16	5426.16	6.79	1.21
TOTAL	5.52	9.44	96.05	596.16	5426.16	6.79	1.21

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

Three site driveways are currently proposed for the development, two onto Grant Street and one onto a new city street that will connect Grant Street to Hill Street along the south side of the property.

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

Kimley-Horn and Associates, Inc. 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:

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartment 395 Units	39	158	197	153	82	235	2,524
Shopping Center 26,700 SF	43	28	71	126	136	262	2,879
<i>Mixed-Use Reductions</i>	-0	-0	-0	-27	-27	-54	-576
<i>Alternative Mode Reductions</i>	-2	-8	-10	-7	-4	-11	-112
<i>Pass-By Reductions</i>	-0	-0	-0	-33	-33	-66	-664
TOTAL NEW TRIPS	80	178	258	212	154	366	4,052

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.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

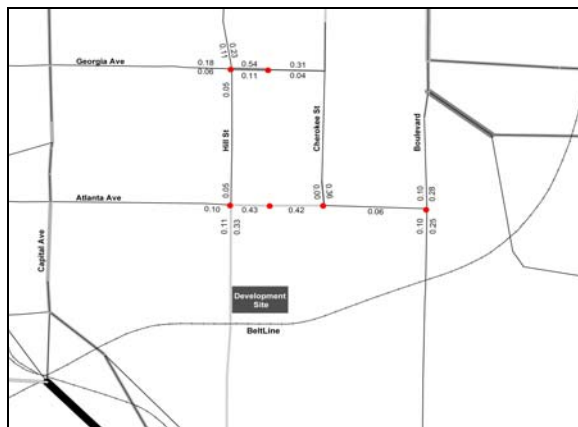
V/C Ratios



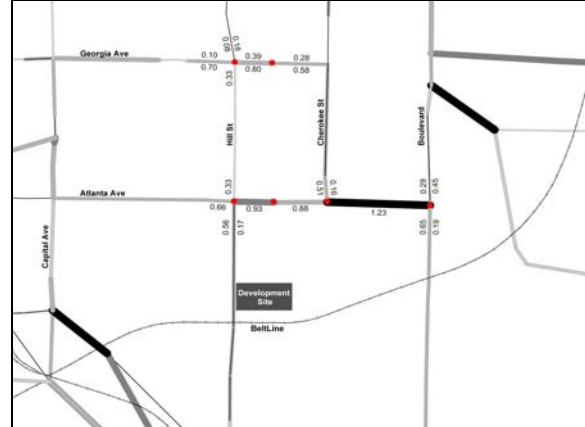
2010 AM Peak



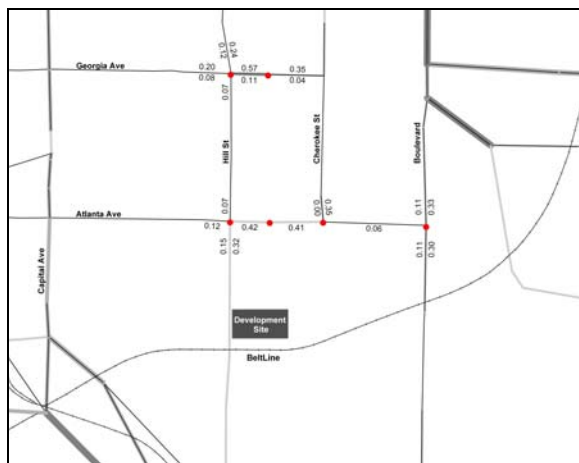
2010 PM Peak



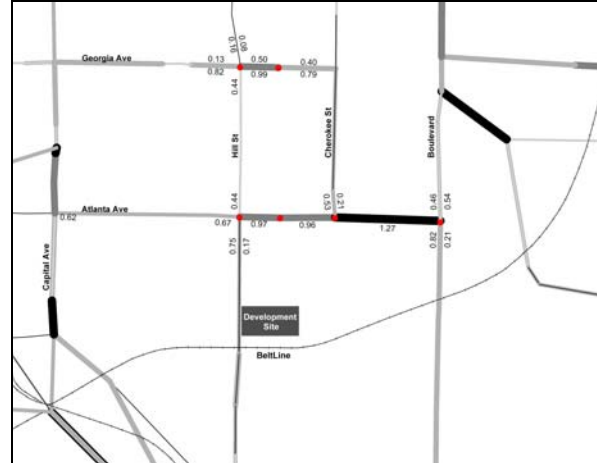
2020 AM Peak



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+

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

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

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.

2008-2013 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-450	Belt Line Transportation Corridor linking Lindbergh Center to Inman Park to West End to Howell Station to Lindbergh Center	Bicycle/Pedestrian Facility	2020

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-451B	Belt Line Transportation Corridor in the Southeast Quadrant	Fixed Guideway Transit Capital	2030
AT-175	University Ave from US 19/41 (Metropolitan Pkwy) to SR 54 (McDonough Blvd)	General Purpose Roadway Capacity	2030

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on October 24, 2008.*

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

According to the findings, there will be 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.

Hill Street @ New Road

- The proposed new westbound approach to Hill Street should consist of one approach lane westbound and one lane eastbound with side-street stop control at the intersection.

Grant Street @ Grant Circle/Proposed Driveway 1

- The proposed full-movement driveway at Grant Circle should consist of one ingress lane and one egress lane with side-street stop control.

Grant Street @ Proposed Driveway 2

- The proposed full-movement driveway should consist of one ingress lane and one egress lane with side-street stop control.

New Road @ Proposed Driveway 3



Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

- The proposed full-movement driveway should consist of one ingress lane and one egress lane with side-street stop control.

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 49 (McDonough) has stops within ¼ of a mile of the project site.

Additionally, the completion of the Belt Line would provide some type of premium transit as well as a multi-use trail directly adjacent to the proposed development sit.

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

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
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		14%

These reductions can be applied to projects reviewed by the Atlanta Regional Commission to form a "benchmark" by which projects will be evaluated. Essentially, a developer would have to incorporate measures that, in total, amount to a 15% reduction in VMT from a project that has no transportation enhancements to reduce travel by single occupant vehicles (SOV's).

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 Kimley-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.

The ARC concludes that the improvements recommended in the traffic analysis are needed for proper internal circulation within the proposed development and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

The ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

- The mixed use zoning (existing on part of the site and proposed on the rest) MRC requires 1 bicycle-moped parking space per every 5 multi-family residential units. The intensity of the proposed site necessitates at least 50 such parking spaces be provided. However, neither the site plan nor the transportation analysis show any bicycle parking within or adjacent to the development. *The ARC recommends the developer provide dedicate bicycle/moped parking as required by City of Atlanta zoning code.*

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.097 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, MGD₁	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?

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

Water demand also is estimated at 0.08 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 380 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.

Preliminary Report:	November 19, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Grant Street MUD #1593
Final Report Due:	December 19, 2007		Comments Due By:	December 3, 2007

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 395 housing 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.

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

The site proposed for the development is located in Census Tract 53. This tract had a 24.8 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 86 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.

November 29, 2007

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


**RE: Development of Regional Impact (DRI) # 1593
Grant Street MUD**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1593 – Grant Street MUD – located in City of Atlanta.

This development abuts portions of the SE segment of the proposed Atlanta Beltline transit corridor. We would therefore suggest that the project concept be coordinated with the Beltline planning effort, if not done already. Other than this, the project will have no obvious impact on current MARTA services, and MARTA has no pending plans to expand transit service in the project area.

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

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning

Haley Fleming

From: Peart, Shelley [speart@AtlantaGa.Gov]
Sent: Thursday, October 18, 2007 9:21 AM
To: Haley Fleming; Laura Beall; Gena Wilder
Cc: Parker.Ellen@kimley-horn.com; Whittaker, Lorn; Kedir, Nursef
Subject: COA DRI Conditions

DRI # 1537 24 & 50 Allen Plaza

24 Allen Plaza
 450,000 SF Office; 20,000 SF Specialty Retail; 45,000 SF Grocery Store
 59 Simpson Street, Atlanta, GA
 50 Allen Plaza
 881,000 SF Office; 19,000 SF Specialty Retail
 Ivan Allen Jr. Boulevard, Atlanta, GA

Recommendations:

- Delivery truck movements for 24 and 50 Allen Plaza will impact traffic flow along both West Peachtree Place and in particular Spring Street. As such, all deliveries to 24 and 50 Allen Plaza will be prohibited between the hours of 7am to 7pm.

DRI #1593 – Case # Z-07-100 Grant Street Mixed Use Development

395 Residential Units; 26,700 SF Commercial
 1035-1059 Grant Street, Atlanta, GA

Recommendations:

- Developer will be required to widen and/or improve the existing alley shown on plan and provide access to new proposed City Road that will join Grant and Hill Streets.
- Detail proposed loading for development on site plan
- Identify if the proposed new roads are public or private

DRI # 1592 – Case # Z-07-103 Morningside Redevelopment

360 Apartment Units; 50,000 SF Retail Shops
 1845-1895 Piedmont Road

Recommendations:

- Align Wimbledon Road with proposed entrance on Piedmont Road
- The existing service court at the intersection of Piedmont & Cheshire Bridge Road will be closed to all vehicular traffic
- Detail proposed loading for development on site plan

Shelley Peart
 Principal Urban Planner
 City of Atlanta
 Bureau of Planning, Transportation Division
 55 Trinity Ave., Suite 3502
 Atlanta, GA 30303
 phone: 404-330-6781
 e-fax: 404-225-5793
Speart@AtlantaGa.gov



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

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: December 5, 2007

SUBJECT: Comments to Regional Review for Grant Street MUD

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
Mary Long, RN

Dr. Steven R. Katkowsky, Director

ARC REVIEW CODE	COMMENTS
R711191	<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>Since 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

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1593

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: Grant Street Mixed Use Development

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 1035-1039 Grant St. SE

Brief Description of Project: Proposed mixed use project of 395 residential units and 26700 square feet of commercial space. Project includes 1059 Grant St. SE/1084-1090 Hill St. SE which was rezoned to MRC-3-C in January, 2007 as Z-06-78.

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.):	395 res. units (ave. size 900 sq. feet)/ 26700 sq. feet of commercial space		
Developer:	Crosstown Realty c/o Lord, Aeck and Sargent (attn. John A. Bell)		
Mailing Address:	c/o 1201 Peachtree St. NE, Suite 300		
Address 2:			
	City:Atlanta State: Ga Zip:30361-3500		
Telephone:	404-253-6749		
Email:	jbell@lasarchitect.com		
Is property owner different from developer/ applicant?	(not selected) Yes No		
If yes, property owner:	Grant-Hill, 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-07-100		
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:

[Back to Top](#)

[GRTA Home Page](#) | [ARC Home Page](#) | [RDC Links](#) | [DCA Home Page](#)

[Site Map](#) | [Statements](#) | [Contact](#)

Copyright © 2007 The Georgia Department of Community Affairs. All Rights Reserved.

Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #1593

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:	Grant Street Mixed Use Development
DRI ID Number:	1593
Developer/Applicant:	Crosstown Realty c/o Lord, Aeck and Sargent (attn. 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

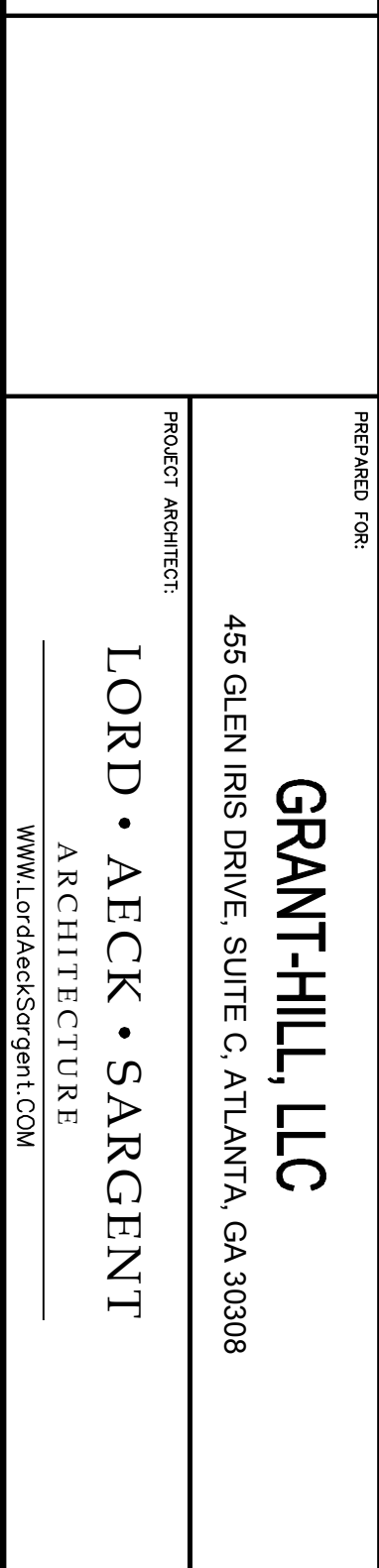
If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$89,980,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,076,160.00

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): Approx 25,000 SF of vacant warehouse area and approx 68,000 SF of manufacturing area to be vacated			
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)?	0.08 MGD		
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?			
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)?	0.097 MGD		
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?			
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.)	258 AM Trips (80 IN;178 OUT) 366 PM Trips (212 IN;154 Out)		
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:Please see DRI Transportation Analysis performed by Kimley Horn and Associates, Inc.			
Solid Waste Disposal			
How much solid waste is the project expected to generate annually (in tons)?	380 tons		
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?		80%	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Full underground detention and water quality per City of Atlanta standards			
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:			
Back to Top			



GRANT STREET DRI #1593

Fulton County, Atlanta, GA

GRTA DRI SITE PLAN

PLOT NO.	SOURCE	DATE	SHEET NO.	TOTAL SHEETS
0196707000	"I" = 50'	11-12-07	1 OF 1	

