REGIONAL REVIEW NOTIFICATION

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

DATE: Nov 19 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 received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Grant Street MUD
Review Type: Development of Regional Impact

Description: 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.

Submitting Local Government: City of Atlanta
Date Opened: Nov 19 2007
Deadline for Comments: *Dec 3 2007*
Earliest the Regional Review can be Completed: Dec 19 2007

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-12-03 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Grant Street MUD** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

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

Return Date: *Dec 3 2007*

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

PRELIMINARY 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.

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

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

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

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

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

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

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

PRELIMINARY REPORT

Regional Development Plan Policies

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

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

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

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

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

6. Promote the reclamation of Brownfield development sites.

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

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

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

10. Promote sustainable and energy efficient development.

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

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

13. Provide strategies to preserve and enhance historic resources

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

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

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

17. Coordinate local policies and regulations to support Regional Policies

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

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

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

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

BEST HOUSING PRACTICES

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

LOCATION

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

The 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.

The proposed development is surrounded by existing industrial and residential uses.

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?

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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.

To be determined during the review.

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:

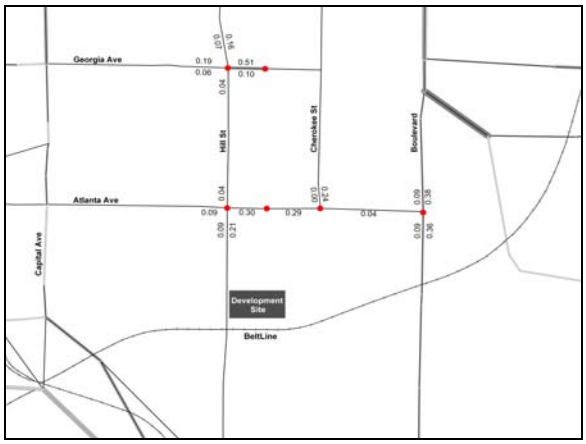
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartment 395 Units	39	158	197	153	82	235	2,524
Shopping Center 26,700 SF	43	28	71	126	136	262	2,879
Mixed-Use Reductions	*-0*	*-0*	*-0*	*-27*	*-27*	*-54*	*-576*
Alternative Mode Reductions	*-2*	*-8*	*-10*	*-7*	*-4*	*-11*	*-112*
Pass-By Reductions	*-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?

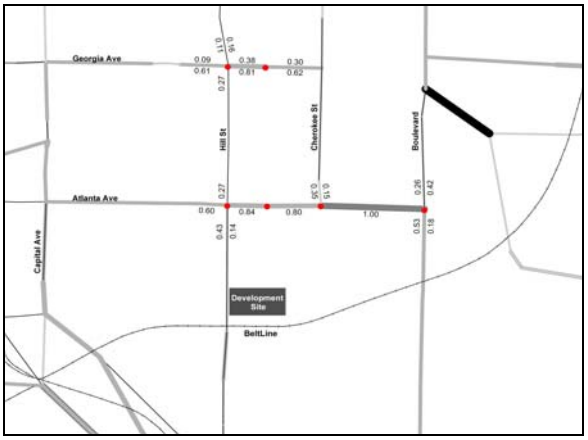
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

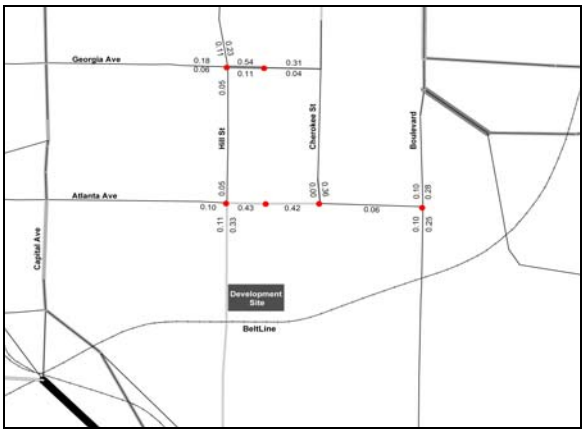
V/C Ratios



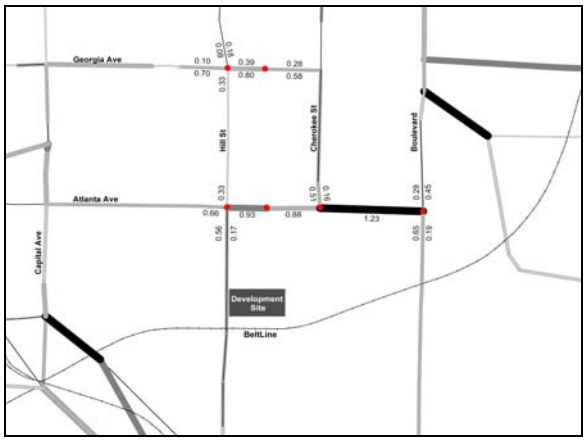
2010 AM Peak



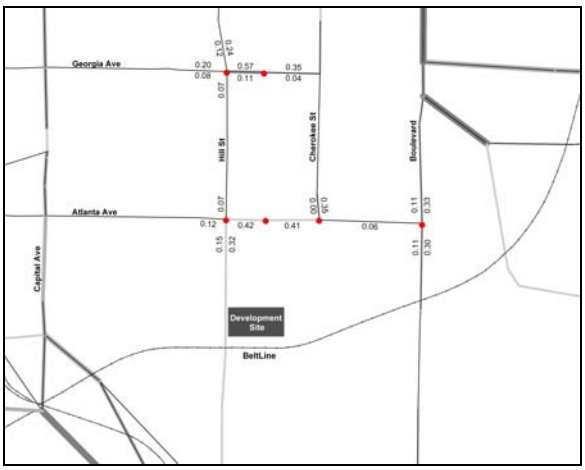
2010 PM Peak



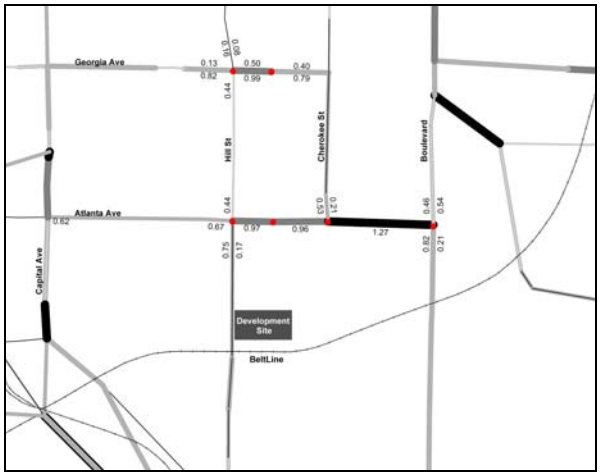
2020 AM Peak



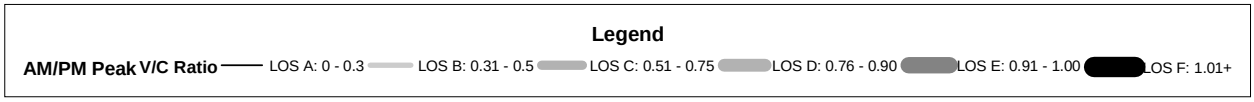
2020 PM Peak



2030 AM Peak



2030 PM Peak



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.

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

- 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 t**he ARC's Air Quality Benchmark test.

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

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

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

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.08 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.)?**

To be determined during the review.

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.

Developments of Regional Impact

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:

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Developments of Regional Impact

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 manufactoring 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:	

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OWNER: LONG BEACH MORTGAGE COMPANY
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL

FARRINGTON AVENUE
VARIABLE R/W (APPROX. 30')

OWNER: FREDA MC CART
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: SHERRI CARTER
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: SHAMEL WILLIAMS
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: BART G. WICKARD
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY
EXISTING DRIVEWAY

OWNER: MITTIE MAE DUGGER
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: BESSIE M. BARKER
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: HABITAT FOR HUMANITY IN ATL
ZONING: R-5C
USE: VACANT RESIDENTIAL
EXISTING DRIVEWAY

OWNER: SAMUEL EWIAH
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: RICKY MORRIS
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: PREMIERE RENTALS ETC. LLC
ZONING: R-5C
USE: RESIDENTIAL
EXISTING DRIVEWAY

OWNER: LEE WILSON
ZONING: R-5C
USE: RESIDENTIAL
EXISTING DRIVEWAY

OWNER: WANDA G. PYANT
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: SANDRA CARTER
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: CAROLYN CAIN
ZONING: R-5C
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

HILL STREET
VARIABLE R/W (APPROX. 50')

OWNER: ALISE SWINSON
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL

OWNER: TIARA GIBBS
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL

OWNER: MICHAEL W. THOMAS
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL

OWNER: TRAVIS W. & CARON H. DENTON
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: FLATSTONE PARTNERS LLC
ZONING: R-5
USE: VACANT RESIDENTIAL

OWNER: MELISSA E. MAPLES
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: FRED J. MOORE
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: UNSFORD THURMOND
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: NATIONAL CITY BANK OF MIDWEST
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: HARVEY L. & YULA CARTER
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL

OWNER: JOSEPH BROTHERS CONSTRUCTION
ZONING: R-5
USE: VACANT RESIDENTIAL

OWNER: SUZANNE M. ROBINSON
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: ATLANTA INVESTING INCE.
ZONING: R-5
USE: SINGLE-FAMILY RESIDENTIAL
EXISTING DRIVEWAY

OWNER: JUYADO HOLDINGS LLC
ZONING: I-1
USE: OFFICE WAREHOUSE

GROSS LOT AREA

PROPERTY LINE

2-LEVEL PARKING DECK

DECK ENTRANCE 'A'

BUILDING 'A'

5-STORY RESIDENTIAL
RESIDENTIAL: 80 UNITS (86,500 SF)

4-STORY RESIDENTIAL OVER ONE-STORY RETAIL
RESIDENTIAL: 88 UNITS (72,000 SF)
NON-RESIDENTIAL: 18,000 SF

GROUND FLOOR RETAIL

ON-STREET PARKING

ROAD 'A'

ROAD '1'

5-STORY RESIDENTIAL OVER ONE-STORY RETAIL
RESIDENTIAL: 40 UNITS (43,300 SF)
NON-RESIDENTIAL: 8,700 SF

5-STORY RESIDENTIAL
RESIDENTIAL: 60 UNITS (65,000 SF)

BUILDING 'B'

3-STORY PARKING DECK BELOW GROUND

COURTYARD

POOL

AMENITY DECK

4-STORY RESIDENTIAL ABOVE 3-STORY UNDERGROUND PARKING
RESIDENTIAL: 14 UNITS (10,400 SF)

DECK ENTRANCE 'B'

6-STORY RESIDENTIAL ABOVE 3-STORY UNDERGROUND PARKING DECK
RESIDENTIAL: 36 UNITS (38,400 SF)

8-STORY RESIDENTIAL
RESIDENTIAL: 68 UNITS (72,000 SF)

BUILDING 'C'

3-STORY RESIDENTIAL OVER ONE-LEVEL UNDERGROUND PARKING
RESIDENTIAL: 33 UNITS (35,400 SF)
PARKING: 33 SPACES

DECK ENTRANCE 'C'

ON-STREET PARKING

NEW ROAD (PUBLIC)
VARIABLE R/W (APPROX. 40')

ATLANTA & WEST POINT RAILROAD
(FUTURE BELTLINE RAIL)

PROPERTY LINE

SITE DRIVEWAY #3

GRANT STREET
VARIABLE R/W (APPROX. 40')

OWNER: GEORGIA POWER
ZONING: I-1 & R-5
USE: UNKNOWN

OWNER: GRANT STREET LLC
ZONING: I-1
USE: OFFICE BUILDING

OWNER: GRANT STREET LLC
ZONING: I-1
USE: VACANT INDUSTRIAL LAND

SITE DRIVEWAY #2

EXISTING DRIVEWAY

OWNER: GRANT STREET PARTNERS LLC
ZONING: I-1
USE: MANUFACTURING/PROCESSING

GRANT CIRCLE
VARIABLE R/W (APPROX. 50')

SITE DRIVEWAY #1

OWNER: E W JR. & CAROLYN H. KOONS
ZONING: I-1
USE: WAREHOUSE

OWNER: E W JR. & CAROLYN H. KOONS
ZONING: I-1
USE: WAREHOUSE

OWNER: LAND O SUN DAIRIES LLC
ZONING: I-1
USE: INDUSTRIAL TIE BACK LAND

EXISTING DRIVEWAY

END OF GRANT STREET

ATLANTA & WEST POINT RAILROAD
(FUTURE BELTLINE RAIL)

OWNER: A & W P RR
ZONING: I-1C
USE: VACANT

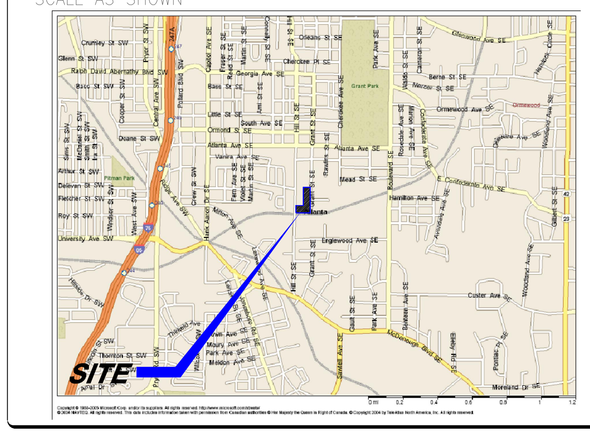
OWNER: CITY OF ATLANTA ASPHALT PLANT
ZONING: I-1C
USE: IMPROVED GOVT-OWNED EXEMPT

OWNER: CITY OF ATLANTA
ZONING: I-1C
USE: VACANT EXEMPT LAND

OWNER: CITY OF ATLANTA
ZONING: I-1C
USE: VACANT EXEMPT LAND

940 950 920 930 940 950 960 970 980

LOCATION MAP
SCALE AS SHOWN



GENERAL NOTES

APPLICANT: GRANT-HILL, LLC
455 GLEN IRIS DRIVE
SUITE C
ATLANTA, GA 30308
CONTACT: MICHAEL DINERMAN
PHONE: 404-681-3955

TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
THE BILTMORE
817 W. PEACHTREE STREET, NW, SUITE 601
ATLANTA, GA 30308
CONTACT: KELLY ROSENBERGER
PHONE: 404-419-8700
FAX: 404-419-8701

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

J. A. EVANS & ASSOCIATES
3279 POWDER SPRINGS ROAD
POWDER SPRINGS, GA 30127
PHONE: 770-943-0000
FAX: 770-943-9003

SUMMARY TABLE

SITE ACREAGE
NET LOT AREA (NLA): 5.52 ACRES (240,633 SF)
ALLEY: 1,827 SF
ROW AREA: 19,458 SF
GROSS LOT AREA (GLA): 4.98 ACRES (216,918 SF)

PROPOSED DEVELOPMENT:
- 395 APARTMENT UNITS
- 26,700 SF RETAIL

DENSITY: 72 UNITS PER ACRE

FLOOR AREA RATIO:

RESIDENTIAL	COMMERCIAL
3.2 (GLA) MAX	4.0 (NLA) MAX
1.95 ACTUAL	0.03 ACTUAL

PARKING:
REQUIRED: 638 PARKING SPACES

PROPOSED: 652 PARKING SPACES

OPEN SPACE:
- T.O.S.R.: N/A
- U.O.S.R.: 0.52xGLA=112,797 SF REQUIRED
- TOTAL USABLE OPEN SPACE PROVIDED=115,204 SF

NOTES

- NO JURISDICTIONAL WATERS ON-SITE
- NO PROPOSED BIKE LANES, PATHS, OR TRAILS
- NO PROPOSED SIGNALS
- NO DEDICATED PARK SPACE
- EXISTING BUILDING STRUCTURES TO BE DEMOLISHED (APPROX. 91,465 SF OF EXISTING INDUSTRIAL)
- SINGLE-PHASE DEVELOPMENT
- ALL OFF-SITE PROPERTY LINES APPROXIMATED USING FULTON COUNTY PROPERTY TAX RECORDS.
- ALL RIGHT-OF-WAY WIDTHS APPROXIMATED USING FULTON COUNTY PROPERTY TAX RECORDS.

PLAN KEY

PROPERTY LINE
PROPOSED BUILDING
PROPOSED CURB AND GUTTER
PROPOSED SIDEWALK
BUILDING SETBACK LINE
PROPOSED STREET ACCESS
EXISTING R.O.W. LINE
EXISTING CONTOUR
EXISTING ROADWAY LANEAGE
PROPOSED ROADWAY LANEAGE

REV. No.:		DATE:	DRAWN BY:	CHECKED BY:
1	GRTA REVIEW COMMENTS	11/15/2007	ANF	KR

0 50 100
SCALE IN FEET

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

PREPARED FOR:
GRANT-HILL, LLC
455 GLEN IRIS DRIVE, SUITE C, ATLANTA, GA 30308

PROJECT ARCHITECT:
LORD • AECK • SARGENT
ARCHITECTURE
WWW.LordAeckSargent.COM

DRAWN BY: ANF
DESIGNED BY: ANF
CHECKED BY: KR

GRANT STREET DRI #1593
Fulton County, Atlanta, GA

GRTA DRI SITE PLAN

PROJECT NO: 019671000 | SCALE: 1" = 50' | DATE: 11-12-07 | SHEET NO: 1 OF 1

Drawing name: T:\019671000_Grant Street DRI\CADD Site Plan\dwg\GRTA Site Plan.dwg DRI Site Plan Nov 15, 2007 4:48pm by: andrea.foard