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: Mar 19 2008 **ARC REVIEW CODE**: R802181

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: **Mecaslin Street Site**

Review Type: Development of Regional Impact	**Date Opened:** Feb 18 2008	**Date Closed:** Mar 19 2008

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

Additional Comments: The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located in a mega corridor which is defined as the most intensely developed radial corridors in the region and may include multiple regional centers. The proposed development is adjacent to a regional center, Atlantic Station, that includes residential, retail, employment, and entertainment opportunities.

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

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

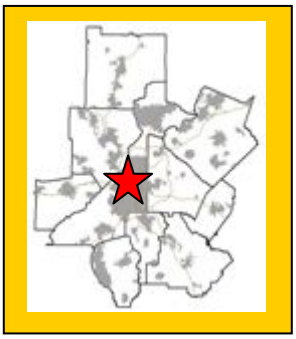
If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

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

Preliminary Report:	February 18, 2008	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Mecaslin Street #1676
Final Report Due:	March 19, 2008		Comments Due By:	March 3, 2008

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Mecaslin Street development is a residential development on 7.18 acres in the City of Atlanta. The proposed development will consist of 600 residential units. The development is located south of Atlantic Station at the intersection of 16th Street and Mecaslin Street.

PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned I-2 (industrial) and C-2 (commercial). The proposed zoning for the site is MR-5A. Information submitted for the review states that the proposed development is inconsistent with the City of Atlanta's Future Land Use Plan, which designates the area as industrial and low-density commercial. A land use amendment change to mixed use has been requested.

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

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

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

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

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

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

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

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

Year	Name
2007	643 Tenth Street
2007	Midtown Heights
2006	Trump Tower
2005	166 16th Street
1997	Atlantic Steel

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

No, the proposed development will not displace any housing or community facilities. According to information submitted for the review, the site is currently owned by Georgia Tech Foundation and includes mainly open space and athletic field area.

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map. The proposed development is located in a mega corridor which is defined as the most intensely developed radial corridors in the region and may include multiple regional centers. The proposed development is adjacent to a regional center, Atlantic Station, that includes residential, retail, employment, and entertainment opportunities.

According to information submitted for the review, the development is proposing 900 parking spaces whereas; the minimum parking requirement per the City of Atlanta Code is 402 spaces for the development. The development is proposing twice the number of parking spaces that required. Given the proposed development's location to commercial, entertainment, and employments services, as well as transit service, it is strongly recommended that the number of parking spaces be reduced to a number more comparable to the minimum standard.

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.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

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

BEST TRANSPORTATION PRACTICES

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

BEST ENVIRONMENTAL PRACTICES

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

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

BEST HOUSING PRACTICES

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

LOCATION

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

The proposed development is located in the City of Atlanta south of 16th Street and west of Mecaslin Street, just south of Atlantic Station.

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 $120,298,830 with an expected $1,161,717 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?

The proposed development will add residential uses to an activity center where individuals will be able to live, work, and shop within close proximity to one another.

NATURAL RESOURCES

Watershed Protection and Stream Buffers

The property is in the Chattahoochee River watershed but is not in the 2000-foot Chattahoochee River Corridor. 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. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

The project property is currently developed as athletic facilities for Georgia Tech. The proposed project will have much more impervious surface than currently exists on the property. The site is 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. 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	7.18	12.28	124.93	775.44	7057.94	8.83	1.58
TOTAL	7.18	12.28	124.93	775.44	7057.94	8.83	1.58

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?

Two new roads are proposed to be constructed in conjunction with this project and a proposed future project by The Sembler Company located to the south and west of this DRI. In conjunction with that future project, Village Street is proposed to be extended from its current termination at 16th Street to 14th Street, aligning with the currently unsignalized intersection of 14th Street and Flynn Street; however, this new road has not been included in this analysis because the proposed Sembler project has not been submitted to the City of Atlanta for review at this time. For this DRI, Laurent Street is proposed to be extended from its current termination at Mecaslin Street west to the future Village Street extension. For this analysis, a 2-lane extension of Village Street from 16th Street to the new Laurent Street extension has been assumed.

The project is proposed to have vehicular access at two locations: one full-movement driveway along 16th Street between Mecaslin Street and Village Street and one full-movement driveway along the Laurent Street extension between Mecaslin Street and Village Street. Both driveways will have direct access to the parking deck proposed in the center of the site.

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:

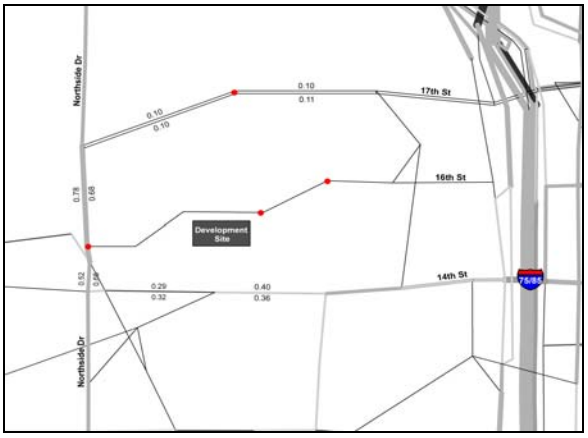
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Apartment 600 Units	60	238	298	226	122	248	3,756
Mixed-Use Reductions	-	-	-	-	-	-	-
Alternative Mode Reductions	*-3*	*-12*	*-15*	*-11*	*-6*	*-17*	*-188*
Pass-By Reductions	-	-	-	-	-	-	-
TOTAL NEW TRIPS	**57**	**226**	**283**	**215**	**116**	**331**	**3,568**

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

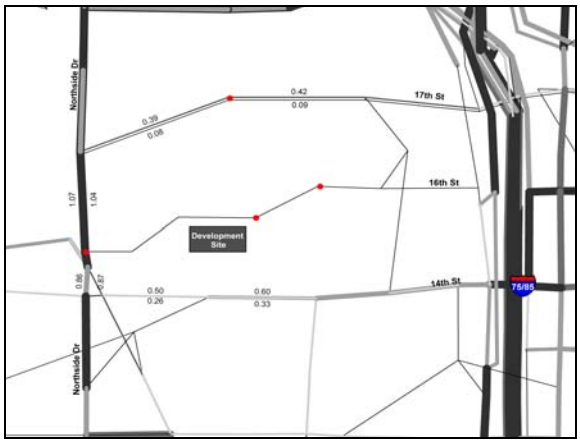
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise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

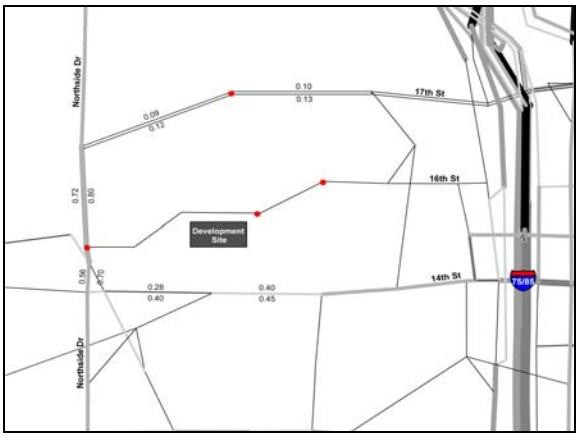
V/C Ratios



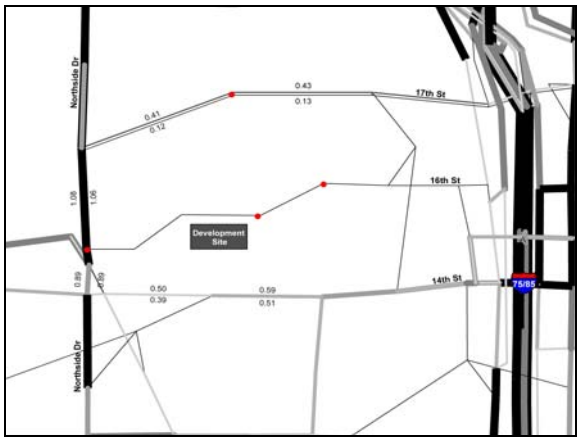
2010 AM Peak



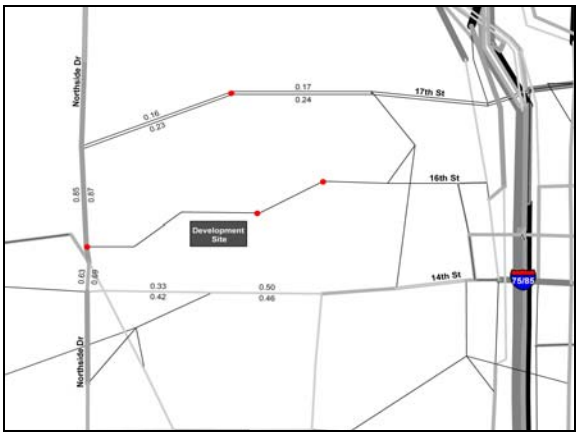
2010 PM Peak



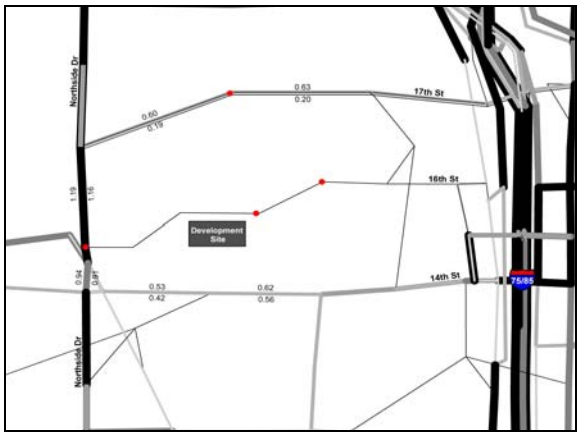
2020 AM Peak



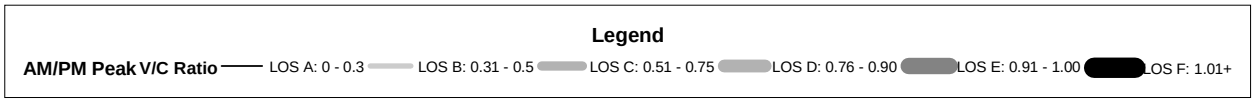
2020 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Envision6 and the FY 2008-2013 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	Beltline transportation corridor multi-use path linking Lindbergh Transportation Center to Inman Park to West End to Howell Station to Lindbergh Center	Bicycle/Pedestrian Facility	2020
AR-931A,B,E	7-15/I-575 BRT from Arts Center Station in Atlanta to Hickory Grove Rd in Cobb County	Transit Facilities	2020

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AR-451D	Beltline transportation corridor transit service in the northwest quadrant	Fixed Guideway Transit Capital	2030
AR-456B	Peachtree Streetcar from Brookwood Station to Club Dr	Fixed Guideway Transit Capital	2030
AR-H-600	I-75/85 bridge and managed lanes interchange at 15th St	Managed Lanes - Auto and Bus	2020

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

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

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

Northside Dr @ 17th St

- Install a westbound left-turn lane along 17th St

Mecaslin St @ 14th St

- Install a southbound right-turn lane along Mecaslin St

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

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

The proposed development is serviced by MARTA bus routes, 37 – Loring Heights (60-minute headways), 113 – Atlantic Station/Auburn Avenue (30-minute headways), and 137 – Collier Rd (60-minute headways). Route 113 runs directly adjacent to the proposed development along 16th St.

The Atlantic Station Shuttle transports riders from Atlantic Station residential areas and points of interest to the MARTA Arts Center station. The shuttle operates directly adjacent to the proposed development along 16th St and currently has headways ranging from 15 minutes during peak hours to 30 minutes during off-peak hours.

The Georgia Technology Institute Transit system includes a bus route that has service along 14th Street between Techwood Drive and State Street. The shuttle currently has headways ranging from 6 minutes during peak hours to 20 minutes during off-peak hours.

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

The proposed development is located within the Midtown Transportation Solutions Transportation Management Association (MTS) jurisdiction. MTS is an affiliate of the Midtown Community Improvement District (Midtown Alliance) and focuses on promoting a balanced transportation system to improve mobility and is charged with changing commuter habits and providing transportation options that are convenient, safe and cost-effective.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	**Credits**	**Total**
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Shuttle service to employment ctr/transit facility	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**17%**

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 not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

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

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.12 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

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

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

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

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

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

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

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.144 MGD based on information submitted for the review.

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

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

INFRASTRUCTURE
Solid Waste

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

Information submitted with the review 818 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

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

No.

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

None stated.

INFRASTRUCTURE
Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 600 new residential units.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 6. This tract had a 52 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 35 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

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

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

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

Metropolitan Atlanta Rapid Transit Authority

March 3, 2008

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

RE: Development of Regional Impact (DRI) # 1676
Mecaslin Street

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1676 – Mecaslin Street – located in City of Atlanta.

The project site is served directly by MARTA Bus Route 113 on 16th Street and Village Street, and is within walking distance of MARTA Bus Route 23 on 17th Street. It is important that safe, convenient pedestrian access to these transit amenities be included in the project design to encourage transit patronage. We see no adverse impact from this project on MARTA's services, and MARTA has no current plans for service expansion in the project area.

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

Sincerely,

Henry Ikwut-Ukwa
Transit System Planning

ATLANTA PUBLIC SCHOOLS

Our Focus… Student Success

FACILITIES SERVICES
1631 LAFRANCE STREET
ATLANTA, GA 30307

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

February 29, 2008

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

RE: Mecaslin Street Site – R802181

Dear Mr. Alexander:

We have received the draft review documents for the Mecaslin Street Site, 575 14th Street, Atlanta, Georgia, N.E. Based on the documentation, the development will consist of 600 residential units on 7.18 acres. The development will located at the intersection of Mecaslin and 14th Streets, south of the Atlantic Station development.

The elementary school available to serve any elementary school age population in the community is currently Centennial Place Elementary School located at 531 Luckie Street, N.W., Atlanta, Georgia 30313. The middle school currently serving the area is Inman Middle School located at 774 Virginia Avenue, N.E., Atlanta, Georgia 30306. The high school for the students in the community is Grady High School located at 929 Charles Allen Drive, N.E., Atlanta, Georgia 30309.

The proposed development is located in the Morningside Cluster study area of the Atlanta Public Schools. Based on information received from Graham Carpenter of Pollack Partners (project developer), the 600 residential units will consist of 160 one-bedroom units, 290 two-bedroom units, and 150 three bedroom units. Based on the price points and the target market, it is unclear as to the likely number of school-aged children to be generated from this development. However, it is important to note that both Centennial Place Elementary School and Inman Middle School currently either are near or exceed the planning capacity. Possibly, there might be available spaces in the future. It is not anticipated that the proposed development will have an adverse effect on Grady High School.

If there is any additional information needed or questions, please feel free to contact me at (404) 802-37370 or Sara Wade Hicks (404) 802-3731.

Sincerely,

Valerie D. Thomas

Valerie D. Thomas
Executive Director of Facilities Services

Cc: Roger Kubler, Sharon Pitts, Herb Joseph

DEPARTMENT OF HEALTH AND WELLNESS
Environmental Health Services
99 Jesse Hill Jr. Drive, Suite 101
Atlanta, Georgia 30303
Telephone (404) 730-1301, Fax (404) 730-1462

MEMORANDUM

TO: Haley Fleming, Review Coordinator
Atlanta Regional Commission

CC: Dr. Kim Turner, Interim Director
John Gormley, Environmental Health Deputy Director

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: March 12, 2008

SUBJECT: **Comments to Regional Review for Mecaslin Street Site (R802181)**

ARC REVIEW CODE	COMMENTS
P802181	The Fulton County Department of Health and Wellness recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site. Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy. This facility must comply with the Fulton County Clean Indoor Air Ordinance. 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 an must obtain a Department of Health and Wellness permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Department of Health and Wellness permit to operate the pool prior to opening. 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.

Developments of Regional Impact

DRI #1676

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:	Mecaslin Street Site
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	16th Street & Mecaslin Street (Southeast Corner)
Brief Description of Project:	600 Residential Units

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.):	600 Units
Developer:	Pollack Partners, Inc. - Michael Blair
Mailing Address:	One Premier Plaza
Address 2:	5605 Glenridge Drive, Suite 775
	City:Atlanta State: GA Zip:30342
Telephone:	404-835-1475
Email:	Mblair@pollackpartners.com
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	Georgia Tech Foundation
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-07-122
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: 2010 Overall project: 2010

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Developments of Regional Impact

DRI #1676

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:	Mecaslin Street Site
DRI ID Number:	1676
Developer/Applicant:	Pollack Partners, Inc. - Michael Blair
Telephone:	404-835-1475
Email(s):	Mblair@pollackpartners.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:	$120,298,830.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,161,717.00
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):	

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)?	0.12 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)?	0.144 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.)	AM Trips: 283 (57 in/266 out); PM Trips: 331 (215 in/116 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 the 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)?	818 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?	67.3%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Underground stormwater retention facility

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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