

Michele,

I have had some discussions in the last few days with Kathy Kingsbury in Felicia Moore's office and with Jessica Hill, who is representing some developers proposing a mid-rise residential project along Huff Road. I got the impression from my discussions with them that there is some sort of failure to communicate between city departments regarding Huff Road. Since roads are within the purview of DPW, I am writing to you in the hope that we can clear this up.

Huff Road is clearly overburdened with traffic and was that way before residential development took off there about 9 years ago. As new, dense, residential developments have come on line, the traffic situation on Huff has gotten progressively worse. Something clearly needs to be done about this, but nothing has been done. I am not aware of anyone living or working in the area that is not aware of the problem or in agreement with the idea that action is needed.

The community (residents living in the area around Huff and property owners along Huff) have been pushing for a widening of this road for about 10 years. It has been featured in the STWP list that NPU-D has submitted for the CIP for several years, it was an element of several recent planning studies in the area, which have been incorporated into the CDP. It was conceptually designed end-to-end (Howell Mill Rd to Marietta Blvd) by a group lead by Mathew Gross when he was with BrockBuilt about 6 years ago. And still absolutely nothing has happened to improve Huff Road.

Every rezoning along Huff that has been endorsed by NPU-D has left us with the conditions that right-of-way be set aside for road widening and that impact fees be directed toward the widening of Huff. My understanding is that these conditions did not withstand the scrutiny of city officials with other priorities. There have been at least 8 large mixed-use rezonings totaling thousands of permitted residential units and several restaurants and retail establishments along Huff Road. Construction on three of these is complete and a fourth is nearing completion, between the completed developments, almost a thousand new residential units have been added to the Huff Road corridor. These projects should have generated hundreds of thousands of dollars in impact fees and a significant boost to property tax revenues collected from this area. A large residential development was also completed on Howell Mill within a block of its intersection with Huff and another is currently nearing completion. And still absolutely nothing has happened to improve Huff Road.

Huff Road is inside of the Beltline tax allocation district and has contributed disproportionately to the tax increments that fund the TAD. Its improvement would be an appropriate use of TAD revenues and TAD bond funds in addition to money from the city's general fund. Despite this second potential funding mechanism for the widening, absolutely nothing has happened to improve Huff Road.

Kimley Horn has recently prepared a plan for Huff Road with the support of the developer seeking to redevelop the old Georgia Steel site. This plan indicates that the most problematic segment of Huff, the segment between Howell Mill and Foster, can be

widened with an additional east bound lane at a cost of approximately \$500,000. All of the right-of-way needed for this is either property that is already owned by the city or property that would be donated by adjacent landowners. This improvement would be entirely compatible with future widening to the west of Foster Street and with streetscape improvements at the east end of Huff as have been proposed in more comprehensive plans for the area.

NPU-D is currently faced with a rezoning proposal that would add nearly 300 more residential units dependent solely on Huff Road for automobile access. I see no reason why we should endorse this proposal, which is not intrinsically any worse than several others in the area, without any commitment from the city to make desperately needed improvements on Huff Road in the near future. Already we have waited a decade for the city to pick up the ball on this project, and as far as I can tell no one in authority with the city has yet reached the point of even giving it serious thought. Surely we can do better than that.