



REGIONAL REVIEW NOTICE

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

DATE: October 21, 2014

ARC REVIEW CODE: R1410211

TO: Mayor Kasim Reed
ATTN TO: Jonathan Lewis, Interim Assistant Director of Planning – Transportation
FROM: Douglas R. Hooker, Executive Director
RE: Development of Regional Impact Review

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: 3354 and 3356 Peachtree Road Development

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: October 21, 2014 **Deadline for Comments:** November 5, 2014

Date to Close: November 5, 2014

Description: This proposed development is located within the Buckhead Livable Centers Initiative (LCI) study area, west of GA 400, near Tower Place Drive, and near the new Buckhead MARTA Station north entrance. It is proposed to include 348 residential units, 614,000 square feet of office space and 10,000 square feet of retail space.

PRELIMINARY COMMENTS:

Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed 3354 and 3356 Peachtree Road Development is within the Region Core, within the Buckhead Regional Center and within the Region Core. Additionally, the proposed development is located within the Buckhead Livable Centers Initiative (LCI) study area.

The RDG states that the Region Core is the major economic, cultural and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements due to its age. The Region Core is in competition with other central city areas in the southeast.

The region must work together to keep this area as competitive as possible in order to lure additional jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The RDG states that Regional Centers have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local

plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

Observations:

The proposed 3354 and 3356 Peachtree Road Development is located in an area of the region that is experiencing tremendous growth and quickly becoming denser and more walkable. While the Tower Place district is bounded by several high traffic thoroughfares, it also includes several private internal roadways that can offer alternate routes to and through the site.

The proposed development will be located adjacent to the new Buckhead MARTA station's north entrance. This new entrance will increase transit access for the Tower Place and "north loop" area of the Buckhead Regional Center. The developer should work to ensure that access to this entrance is not impeded during construction.

Recommendations:

In order to encourage residents, office workers and guests to use alternative modes, bicycle and pedestrian facilities should be improved or provided where appropriate. Within the Tower Place district, careful consideration should be given not just to the movement of cars, but also to the movement of pedestrians. Beyond sidewalks bike lanes or paths, additional improvements may include additional signage, improved access to and from the site, as well as improved crossings along Peachtree Road, Lenox Road and Piedmont Road. Additionally, the PATH 400 project is proposed to pass near the site. Coordination between the City of Atlanta, Buckhead CID, Buckhead TMA, GDOT and property owners is critical to this project's success.

The recently completed MARTA pedestrian way from the Buckhead MARTA rail station is a great asset for not only this development, but for the entire surrounding neighborhood along Tower Place Drive. While it is known that the physical connection to the pedestrian way will not be affected by the development, it is strongly encouraged that the development further engages the pedestrian thoroughfare leading up to the pedestrian way, and to create an active space. Treating the walkway and neighboring access road as an alley would be a missed opportunity to fully engage the properties transit connectivity. This connectivity will not only provide a sense of increased safety for those utilizing the walkway, but will further promote transit usage for the property's tenants and the neighborhood. Additionally, where the MARTA walkway is currently broken up at the parking lot ingress point, it is encouraged that the connection be extended or improved to provide more barriers from vehicles entering and exiting the property.

Regarding parking, the developer should investigate reducing the number of parking spaces being provided. This may include providing shared parking, car share parking, carpooling and vanpool parking, as well as bicycle parking, lockers, showers and other end of trip facilities. Where parking garages are proposed, they should be located away from the street, behind or beside buildings, and screened from view. Additionally, storm water runoff from these facilities should be considered and mitigated with the use of pervious materials or water collection systems.

See additional comments which are included in this report.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH AND ANALYTICS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
BATMA

ARC TRANSPORTATION ACCESS AND MOBILITY
ARC AGING AND HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF BROOKHAVEN

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
BUCKHEAD CID

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website. The ARC review website is located at: <http://www.atlantaregional.com/landuse>.



REGIONAL REVIEW NOTIFICATION

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DEVELOPMENT OF REGIONAL IMPACT 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: **3354 and 3356 Peachtree Road Development** *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:

Jon Tuley, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3307 Fax (404) 463-3254
jtuley@atlantaregional.com

Return Date: ***November 5, 2014***

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: October 21, 2014

ARC REVIEW CODE: R1410211

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs

FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Community Development: Tuley, Jon Transportation Access and Mobility: Studdard, Daniel

Natural Resources: Santo, Jim Research and Analytics: Skinner, Jim

Aging Health Resources: Rader, Carolyn

Name of Proposal: 3354 and 3356 Peachtree Road Development

Review Type: Development of Regional Impact

Description: This proposed development is located within the Buckhead Livable Centers Initiative (LCI) study area, west of GA 400, near Tower Place Drive, and near the new Buckhead MARTA Station north entrance. It is proposed to include 348 residential units, 614,000 square feet of office space and 10,000 square feet of retail space.

Submitting Local Government: City of Atlanta

Date Opened: October 21, 2014

Deadline for Comments: November 5, 2014

Date to Close: November 5, 2014

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:



MEMORANDUM

TO: Jon Tuley, Land Use Division

FROM: Daniel Studdard, Transportation Access and Mobility Division

DATE: October 16, 2014

SUBJECT: **Transportation Division Review of DRI # 2453**

Project: 3354 & 3356 Peachtree Road

County: Fulton (City of Atlanta)

Location: In Buckhead, a 3.24-acre site bounded by GA 400, the Buckhead Station Shopping Center, Tower Place, and the Capital City Plaza Building

Analysis:

Expedited

☒

Non-Expedited

☐

cc: David Haynes
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley-Horn & Associates, on behalf of Regent Partners, LLC, the developer of the 3354 & 3356 Peachtree Road. The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process, based on compliance with the Expedited Review Criteria in Section 3-102, Part F – Livable Centers Initiative (LCI). This development is located within and is consistent with the *Buckhead Action Plan – Livable Center Initiative Final Report, January, 8th 2002* and subsequent 5-year updates completed in 2006 and 2011.

The applicant is proposing a mixed-use development with two high-rise towers. One tower is proposed to have 297 apartment dwelling units with approximately 9,574 square feet of lobby-level retail. The other tower will provide 613,760 gross square feet of office space with 51 condominium dwelling units on the upper floor levels. A total of 3,036 parking spaces will be provided as part of this development.

INFRASTRUCTURE

Transportation

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

Two existing vehicular site access points on Peachtree Road and Lenox Road will serve the development during the AM and PM peak hours. Tower Place Drive intersects Lenox Road (Driveway #1) with a full-movement signalized intersection. The Capital City Plaza building will share its existing right/left-in-right-out private driveway on Peachtree Road directly south of GA 400 (Driveway #2). All access roads internal to the block bounded by GA 400, Lenox Road, Piedmont Road and Peachtree Road are private roads.

While there are a variety of additional vehicular site access points on Peachtree Road and Piedmont Road, routes to/from the project site are not available during the AM and PM peak periods due to existing operations of the internal roadway network. A closed gate during the peak hours limits movements that would allow through-traffic to/from the site via the other access roads. There are five additional access locations that are available to traffic during off-peak periods. These include two full-movement signalized intersections along Peachtree Road at Highland Drive and Tower Place Drive, two right-in-right-out driveways at Peachtree Road and Terminus Drive and Piedmont Road and Terminus Place, and a full-movement signalized intersection on Piedmont Road at Tower Place Drive.

There are three total parking garage entrances internal to the site that provide access to all parking on the site. There are two parking garage entrances internal to the site in addition to the Capital City Plaza driveway, which is a direct parking garage entrance. The proposed parking facility for the 3354 & 3356 Peachtree Road development is intended to be shared with the Capital City Plaza building and will interconnect on more than one parking level to allow additional flexibility with site access and parking for both properties. The development will replace an existing surface parking lot that currently serves the Capital City Plaza building. The parking facilities will include:

Total New Parking Provided (approx.):	2,600
Surface Lot Parking Replaced (approx.):	436
TOTAL Parking Provided (approx.):	3,036

How much average daily traffic will be generated by the proposed project?

The traffic consultant calculated traffic volumes for the proposed land uses and densities using equations contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, 2012*. The development is projected to generate 7,580 gross daily trips and 5,516 net daily trips after applying mixed-use and alternate mode trip reductions. A background traffic growth rate of 1.0% per year along nearby roadways was assumed for four years for the 2017 build-out.

Summarize the transportation improvements as recommended by the traffic study consultant

Based on analysis of the projected 2017 Build conditions (includes background traffic growth and the 3354 & 3356 Peachtree Road DRI project traffic), no improvements are recommended by the traffic consultant.

List the transportation improvements that would affect or be affected by the proposed project.

The traffic consultant reviewed the ARC's Transportation Improvement Plan (TIP), GDOT's Statewide TIP (STIP), ARC's Plan 2040 Regional Transportation Plan (RTP), GDOT's Construction Work Program, Fulton County Comprehensive Transportation Plan, and Connect Atlanta. Several projects are planned for the area surrounding the study network and are listed in the table below.

Table 1: 3354 & 3356 Peachtree Road DRI Programmed Improvements			
No.	Year	Project Number	Project Description
1	2014-2017	AT-270 [PLAN 2040]	SR 141 (Peachtree Road) – complete streets retrofit including wider sidewalks, bike lanes, medians, lighting and crosswalks to improve access to bus routes and Buckhead MARTA station between Shadowlawn Avenue and Maple Drive.
2	2015-2017	AT-289 [PLAN 2040]	SR 237 (Piedmont Road) operations and safety improvements at 10 locations along Piedmont Road between GA 400 and East Paces Ferry Road.
3	2014-2017	AT-292 [PLAN 2040]	SR 141 (Peachtree Road) and Lenox Road signal upgrades at six locations.
4	2013-2014	[Buckhead CID]	PATH400 Greenway Trail – approximately 5 mile paved greenway from Loridans Drive to the Atlanta Beltline Peachtree Creek spur trail via Peachtree Park, Lindmont LaVista neighborhoods and generally along GA 400.
5	Tier 1	PS-IC-007 [Connect Atlanta]	Piedmont Road/Tower Place Drive – intersection capacity – add westbound left-turn lane from Tower Place Drive onto southbound Piedmont Road.
6	Tier 2	RA-001-02 [Connect Atlanta]	Roswell Road Re-Build – realignment – Roswell Road reconstruction from 5 lanes to 3 lanes, from Habersham Road to the New Piedmont Road, approximately 1,800 ft.
7	Tier 2	TR-007 [Connect Atlanta]	Peachtree Streetcar – Buckhead to Midtown Segment will include 5.8 miles of streetcar operating in mixed traffic in the outside travel lane of Peachtree Road.
8	Tier 2	TR-013 [Connect Atlanta]	Piedmont / Roswell Road Transit – 4.3 miles of high frequency bus transit (10-minute headways with appropriate physical pedestrian streetscape improvements and permanent transit amenities along Roswell Road and Piedmont Road).
9	Tier 3	PS-NS-028 [Connect Atlanta]	Roswell to Piedmont Connection – new street – add new two-lane street connecting Roswell and Piedmont Roads, intersecting with Piedmont generally halfway between the intersections of Habersham Road and Buckhead Loop.
10	Tier 3	RA-001-04 [Connect Atlanta]	Powers Ferry Extension – realignment – extend Powers Ferry Road to the New Piedmont Road, a 3-lane street, approximately 500 feet.
11	Tier 5	PS-RW-009 [Connect Atlanta]	Piedmont Road Capacity Improvement 3 – roadway widening – add left turn lanes at intersections along Piedmont Road between Peachtree Road and Pharr Road. Widen to provide 5-foot bike lanes on both sides. Current through lane configuration (3 northbound, 3 southbound) does not change.
12	Tier 5	PS-RD-004 [Connect Atlanta]	Piedmont Road Diet 1 – road diet – Reconfigure lanes on Piedmont Road from Pharr Road to Sidney Marcus Boulevard. This project converts the existing six-lane section to two northbound lanes and three southbound lanes with exclusive left turn lanes.
13	Tier 6	NS-007 [Connect Atlanta]	Phipps Boulevard Extension – extend Phipps Boulevard from the Buckhead Loop over GA 400 to Tower Place Drive as a 2-lane street
14	Tier 6	RA-001-03 [Connect Atlanta]	Old Ivy Road/Blackland Road Reconnection and Widening – realignment – reconnection of Old Ivy Road to Blackland Road and widening of roadway from 2 lanes to 3 lanes between Roswell Road and the New Piedmont Road, approximately 500 feet.
15	Tier 7	PS-RW-007 [Connect Atlanta]	Piedmont Road Capacity Improvement 1 – widen Piedmont Road from existing five-lane section (two lanes northbound, two southbound and left turns at intersections) to a seven-lane section (three lanes northbound and southbound, and left-turn lanes at intersections) between Buckhead Loop and Peachtree Road.

It should be noted that the first three projects in the table above are a part of ARC's PLAN 2040, the currently adopted regional transportation plan (RTP) for Metro Atlanta. This is a financially constrained plan, meaning that specific funding sources have been programmed to fund implementation of the projects in the plan. Other projects in this table have been identified as needs, but may not have specific funding allocated to move them to implementation.

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 Buckhead MARTA heavy rail station connects directly with the new pedestrian way along the northern edge of the project site. The BUC (Buckhead Uptown Connection) Shuttle utilizes Tower Place Drive to carry passengers to/from employment centers and connects to the Lenox and Buckhead MARTA heavy rail stations. Additionally, MARTA bus routes 5 and 110 have stops near the site on Piedmont Road and Peachtree Road, respectively.

What other issues should be considered during the traffic study or in general for the proposed development?

Regional Transit, Bicycle and Pedestrian Connectivity

The DRI process is intended to evaluate large projects in which their impact could have regional effects beyond the local government jurisdiction in which they are located. The 3354 & 3356 Peachtree Road project's transit connectivity to the newly constructed Buckhead MARTA Station pedestrian bridge and its proximity to the PATH 400 trail, fall within that scope. It's important that the project address the details of those connections and how the project will promote regional transit and bike/ped connectivity to the surrounding community.

MARTA Connectivity

The recently completed MARTA pedestrian way from the Buckhead MARTA rail station is a great asset for not only this development, but for the entire surrounding neighborhood along Tower Place Drive. While it is known that the physical connection to the pedestrian way will not be affected by the development, it is strongly encouraged that the development further engages the pedestrian thoroughfare leading up to the pedestrian way, and to create an active space. Treating the walkway and neighboring access road as an alley would be a missed opportunity to fully engage the properties transit connectivity. This connectivity will not only provide a sense of increased safety for those utilizing the walkway, but will further promote transit usage for the property's tenants and the neighborhood. Additionally, where the MARTA walkway is currently broken up at the parking lot ingress point, it is encouraged that the connection be extended or improved to provide more barriers from vehicles entering and exiting the property.

PATH400 Trail Connectivity

The PATH400 trail will be located across the street from the development on Tower Place Drive. Once completed the PATH400 trail will add to an extensive regional bicycle network, including a connection to the Atlanta Beltline trail. It's encouraged that the development consider including amenities to help accommodate future bicycle commuters and residents. That includes bicycle storage

facilities for residents and office workers, and potentially including access to shower and locker room facilities for office workers. Quality bicycle and pedestrian connections to the PATH400 trail will only increase the profitability of the development through demand and rental rates, but will further encourage local residents to frequent the retail options surrounding those connections.

Pedestrian Connectivity

The site plan shows a new pedestrian connection along Tower Place Drive, and continuing up along the Capital City Plaza Building parking deck and then finally connecting to Peachtree Street by running between the Capital City Plaza Building and GA 400. There are some significant questions surrounding the design of this pedestrian connection, and its incorporation into the public space. The pedestrian connection is advertised as a public pedestrian connection in the DRI pre-review information, but it appears that the connection utilizes the top of a private parking facility. It is encouraged that any pedestrian connection that is advertised as a public connection be fully open and accessible to the public.

New Roundabout – BUC Shuttle

The newly planned roundabout at the Tower Place Drive intersection in front of the project site is a great addition to help promote pedestrian safety. It is highly encouraged that the dimensions of the roundabout be reviewed to verify whether or not the BUC Shuttle (up to 29 foot vehicle) will have the appropriate turn radius at the intersection, as well as appropriate access for fire and emergency vehicles.

Transportation Demand Management

Because of the sheer size of the parking facility that is connected to this development, it is encouraged that the developer and property manager further encourage best practices in transportation demand management, including promoting carpool and vanpool specific parking spaces, discounted parking for carpooling and vanpooling, secured bicycle parking areas, showers for bicycle commuters, bicycle fix-it stations for bicycle commuters, etc... These measures will not only help attract select businesses and office workers, but will further decrease the development's impact on congestion by promoting alternative commute modes.

The applicant is encouraged to work with the Buckhead Area Transportation Management Association (BATMA) regarding TDM related facilities, programs, and operations during the development process and after completion of the development. BATMA is a partnership of private businesses, public agencies and residential and civic associations within the Buckhead community. They work with community and regional partners to improve mobility, accessibility and air quality in Buckhead by sponsoring programs and providing incentives to encourage commuters to take transit, carpool, vanpool, telework, bike, and walk to work.

ARC Mobility Services - DRI Recommendations for 3354 & 3356 Peachtree Road

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3354 AND 3356 PEACHTREE ROAD DRI
City of Atlanta
Natural Resources Division Review Comments
October 15, 2014

Watershed Protection and Stream Buffers

The USGS coverage for the area shows no streams on or near the property. The property is in the Nancy Creek Sub-basin of the Peachtree Creek Watershed, which is part of the Chattahoochee River Watershed that is downstream of the Region's water intakes. Therefore is not in a water supply watershed for the Atlanta Region.

Any unmapped streams that may be located on the property would be subject to the requirements of the City of Atlanta Stream Buffer Ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

Stormwater / Water Quality

The project is in an area served by the City of Atlanta stormwater system. The project should still adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The 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	3.24	5.54	56.38	349.92	3184.92	3.99	0.71
TOTAL	3.24	5.54	56.38	349.92	3184.92	3.99	0.71

Total Impervious = 85%

If new or upgraded on-site detention is required, the design should include 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.

SPI-12 Development Review Committee

MEMORANDUM

TO: Charletta Wilson-Jacks, Director City of Atlanta Office of Planning

FROM: Denise Starling on behalf of the SPI-12 Design Review Committee

Date: October 1, 2014

Committee Members Present

Denise Starling, BATMA

Sally Silver, NPU-B

Andrea Bennett, NPU-B

Greg Floyd, MARTA

Michael McLean, BCID

Peter Davis, NPU-B

Committee Members Absent

Jim Feldman, BCID – recused

City Staff Members Present

None

1. 1:30 Proposed Development Address: 3354 and 3356 Peachtree Road (Tower Place)

Applicant: Jim Feldman, Regent Partners

SAP#:

Project Scope: new construction 297 housing units, 9574 sf retail, 613,760 sf office, 51 condominium units. The development is a coordinated development with Capital City Plaza and triggers the requirement for a Development of Regional Impact through the Georgia Regional Transportation Authority. The project includes two towers situated with a lower connection between them. It provides a pedestrian walkway connecting from Tower Place Drive through the development to Peachtree Road via the Capital City Plaza (3350) amenity area adjacent to GA400. The development includes 3284 parking spaces, 2600 of which are new.

Variation Requested:

Section 16-18L.014(b)(i) – Maximum 36" curb cut width – Applicant requests a variation to increase the maximum combined curb cut width of curb cuts accessing the parking areas from 36 feet to 84 feet. This variation request requires additional interpretation from the City staff to determine whether it is necessary. The curb cuts in question are located on the southern portion of the parking deck and are necessary to provide access

SPI-12 Development Review Committee

at multiple levels to the parking deck which allows for more efficient loading/unloading of the parking deck during peak travel periods.

Recommendation: The committee is unclear as to the applicability of this variation, however, does support the configuration of the deck as proposed and should city staff determine that it is necessary variation, the committee recommends its approval.

Section 16-18L.015(2)(a) – Minimum Vertical Clearance of 18 feet.

This variation request has been withdrawn.

Section 16-18L.018 – Transportation Management Plan. Any development providing more than 50,000 square feet of gross leasable floor area shall become a member of BATMA which provides services to the area or shall provide a Transportation management Plan (TMP) meeting criteria outlined in the ordinance.

Recommendation: Given the extensive scale of the development and significant concerns about traffic impacts to the area, the committee recommends the applicant meet both of the proposed approaches outlined in this section – working with the TMA and developing a specific plan to identify the strategies that will be implemented to achieve maximum use of alternative modes of travel.

Section 16-18L.017 – Minimum Bicycle Parking Requirements. Residential Development requires the greater of either 2 spaces or 1 space for every 5 residential units with a maximum of 50 spaces. Non Residential uses require the greater of either 2 spaces or 1 space for every 4000sf with a maximum of 50 spaces required.

Recommendation: The committee did not note the inclusion of bicycle parking on the plans and recommends the applicant meet or exceed these requirements given the proximity to PATH400. Furthermore, the committee recommends the applicant work with the City of Atlanta to become a host site for a “Bikeshare” installation as part of the citywide program.

Section 16-18L.016(7) Off-street parking requirements – transit station area parking. Off street parking spaces shall be permitted to be reserved and designated as “Transit Access Only” parking. The allocation of such spaces shall be permitted without limit and

SPI-12 Development Review Committee

shall be coordinated with the Buckhead Area Transportation Management Association (BATMA)

Recommendation: The committee recognizes the lack of parking associated with the Buckhead MARTA station and its negative impact on ridership at this station, so recommends the applicant consider taking advantage of this provision in the ordinance to facilitate the use of MARTA for commuters from Buckhead going to other areas on MARTA rail.

Section 16-18L.016(6)(i) and (ii) Three percent of all parking spaces shall be designated as “Carpool Only” parking spaces, but shall not exceed seven spaces, with a minimum of one such space to provide electrical conduit and infrastructure to encourage future access for electric vehicles. (ii) Two percent of all parking spaces as “Vanpool Only” not exceeding three spaces.

Recommendation: Given the scale of the development and concerns about traffic impacts the committee recommends the applicant meet, or exceed, these alternative mode parking requirements.

As noted, the committee has significant concerns about the rush-hour impact of this development on an already frequently congested Buckhead streetscape, including specifically Peachtree, Lenox and Piedmont roads.

Absent a concerted and comprehensive mitigation strategy, we believe the automobile traffic heading to and leaving the 2,600 net additional parking spaces will have a negative effect on businesses and residents already relying on those streets for their daily activities.

In addition to the Transportation Management Plan suggested above, we recommend the following detailed traffic mitigation measures, among others the applicant may devise.

Additional Recommendations

The committee has concerns about the operation of the “intersection” where the service drive and parking deck access for the proposed development, the service Drive for the shopping center, the MARTA pedestrian walkway and the access to Tower Place 100 intersect with Tower Place Drive. The committee recommends this intersection be studied in detail by traffic engineers to determine a safer, more efficient configuration.

SPI-12 Development Review Committee

The committee recommends the applicant build the section of Tower Place Park that must be reconfigured to facilitate the new development in accordance with PATH400 plans.

The committee recommends the applicant provide weekend parking opportunities for PATH400 trail users.

The committee recommends the applicant incorporate an appropriate Buc shuttle stop that allows for passengers accessing the MARTA pedestrian walkway in a manner that take into consideration the operation of the wheelchair lift.

The committee has concerns about the configuration of the proposed traffic circle, specifically the merge of two northbound lanes of traffic into one lane immediately upon exiting the circle. The committee recommends traffic engineers study this configuration in greater detail to modify or eliminate this condition.

The committee notes the encroachment of the roadway facilities into Tower Place Park and recommends the applicant ensure the conservation easement over Tower Place Park is not compromised.

Developments of Regional Impact

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DRI #2453

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:

Jonathan Lewis

Telephone:

4048658593

E-mail:

JLewis@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:

3354 and 3356 Peachtree Road Development

Location (Street Address,
GPS Coordinates, or Legal
Land Lot Description):

3354 and 3356 Peachtree Road, Atlanta GA 30326

Brief Description of Project:

Mixed use development with 297 apartment units, 51 condominium units, 614,000 sf of office space, and 10,000 sf retail space.

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

<input type="radio"/> Housing	<input type="radio"/> Waste Handling Facilities	<input type="radio"/> Any other development types
<input type="radio"/> Industrial	<input type="radio"/> Quarries, Asphalt & Cement Plants	
If other development type, describe:		
Project Size (# of units, floor area, etc.):	348 residential units, 614,000 sf office, 10,000 sf retail	
Developer:	Regent Partners, LLC	
Mailing Address:	3344 Peachtree Rd, NE	
Address 2:	Suite 1600	
	City:Atlanta State: GA Zip:30326	
Telephone:	404-364-1400	
Email:	jfeldman@regentpartners.com	
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, property owner:		
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No	
If no, in what additional jurisdictions is the project located?		
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, provide the following information:	Project Name:	
	Project ID:	
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other	
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No	
If yes, what percent of the overall project does this project/phase represent?		
Estimated Project Completion Dates:	This project/phase: 2017 Overall project: 2017	
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Developments of Regional Impact

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DRI #2453

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:	Jonathan Lewis
Telephone:	4048658593
Email:	JLewis@Atlantaga.gov

Project Information

Name of Proposed Project:	3354 and 3356 Peachtree Road Development
DRI ID Number:	2453
Developer/Applicant:	Regent Partners, LLC
Telephone:	404-364-1400
Email(s):	jfeldman@regentpartners.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.)	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
---	--

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
---	--

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

Economic Development

Estimated Value at Build-Out:	Total: \$460M (\$260M office, \$95M condo, \$105M mult
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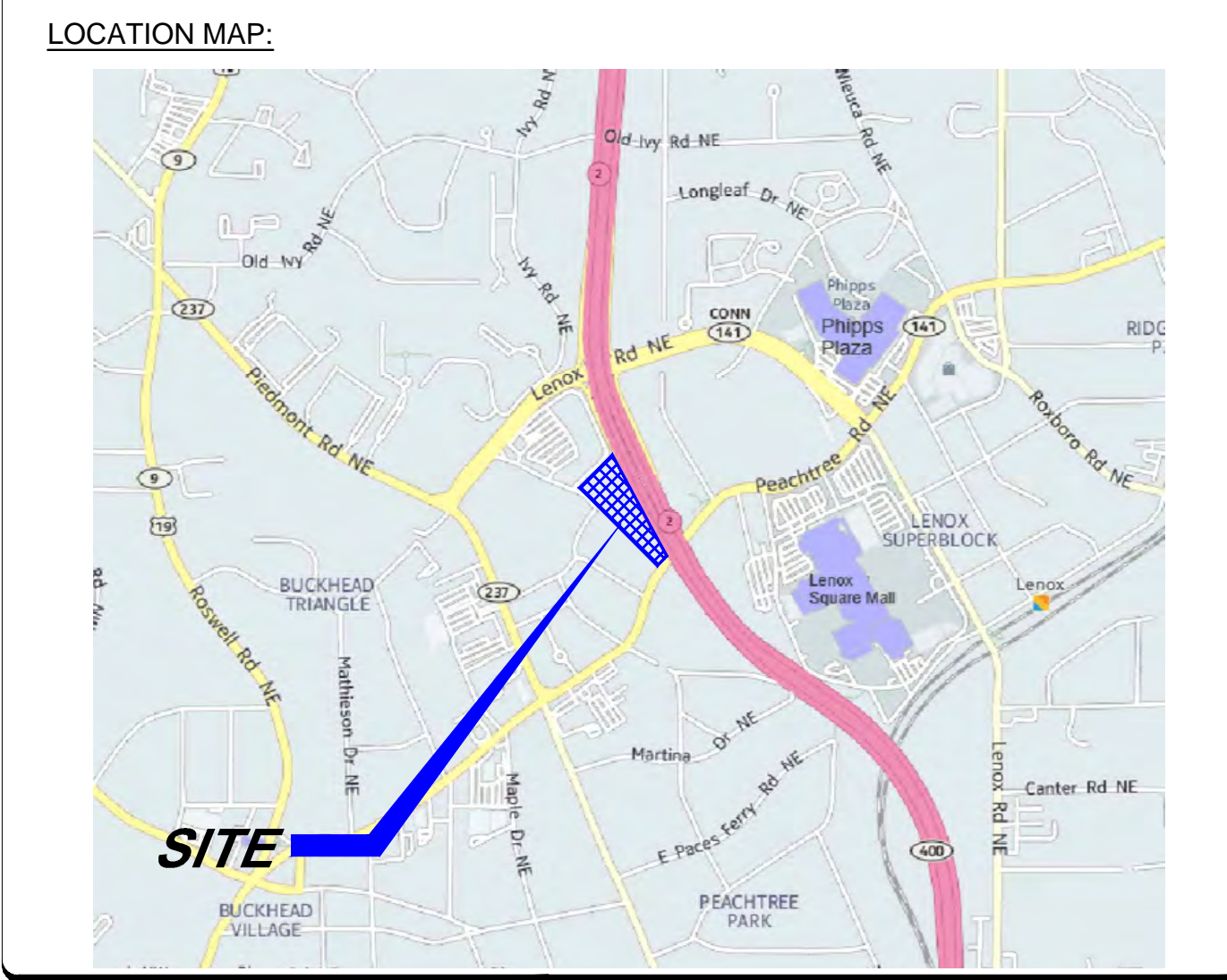
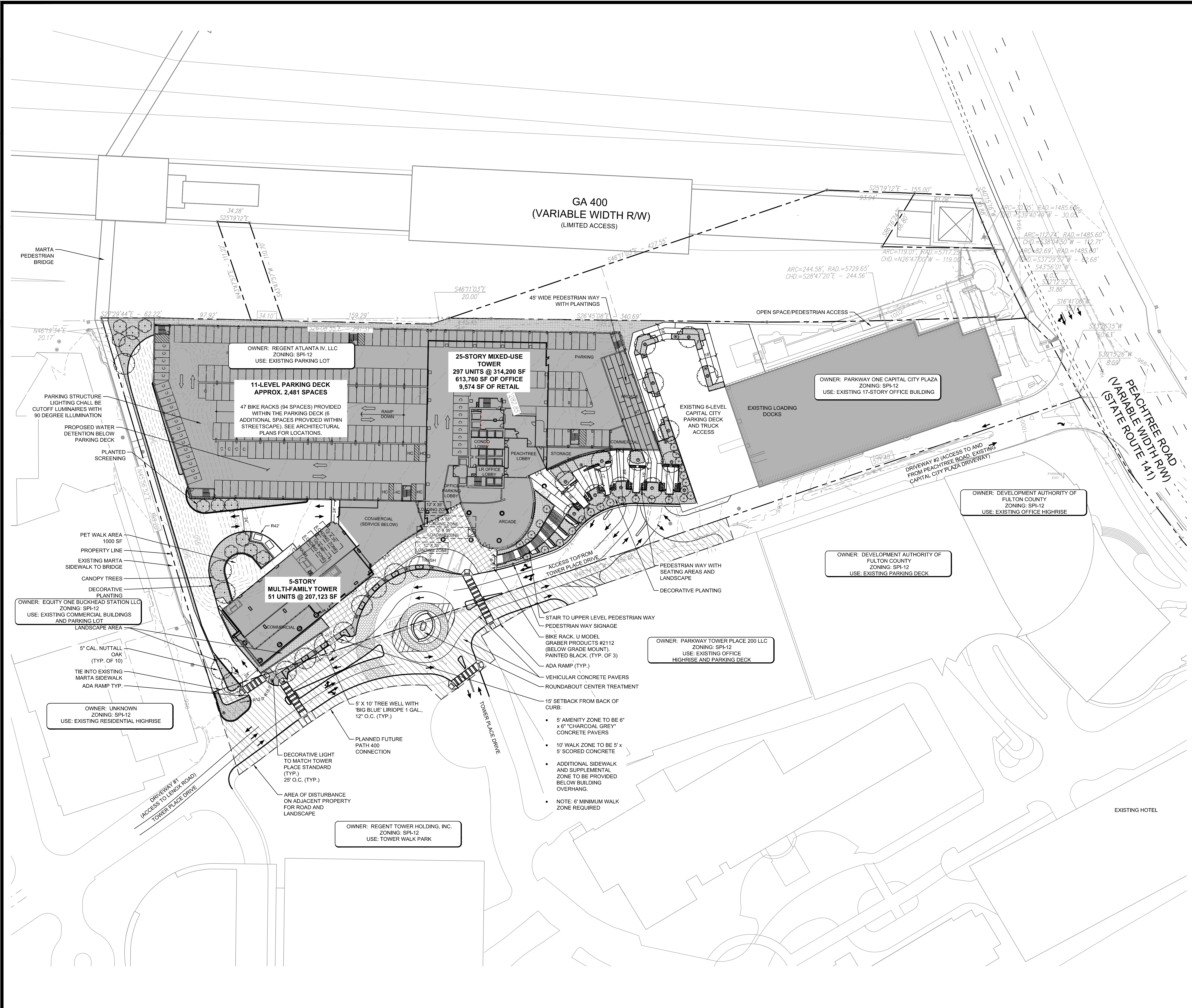
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Total: \$8.3M (\$7.8M property tax, \$0.5M sales tax)
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc): Will replace existing surface parking lot. New development will replace existing parking spaces.	
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)?	0.10 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	RM Clayton Water Reclamation Facility
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.08 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> 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	Net new: 5,515 daily, 705 AM peak, 706 PM peak

peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please describe below:	
<hr/>	
<hr/>	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	2,068 tons
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, please explain:	
<hr/>	
<hr/>	
Stormwater Management	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	90%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The development will provide stormwater quantity and water quality management per the COA stormwater ordinance	
<hr/>	
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Environmental Quality	
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No

3. Wetlands?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	
<hr/>	
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CONTACTS:

APPLICANT: REGENT PARTNERS, LLC
3344 PEACHTREE ROAD, NE, SUITE 1600
ATLANTA, GA 30326
CONTACT: JAMES FELDMAN
PHONE: 404.364.1400

TRAFFIC CONSULTANT: KIMLEY-HORN AND ASSOCIATES, INC. (KHA)
817 WEST PEACHTREE ST., NW
SUITE 601
ATLANTA, GA 30308
CONTACT: ROB ROSS
PHONE: 404.419.8700

ARCHITECT: SMALLWOOD, REYNOLDS, STEWART, STEWART & ASSOCIATES, INC. (SRSSA)
3565 PIEDMONT ROAD, SUITE 303
ATLANTA, GA 30305
CONTACT: BOB SAMOLYK
PHONE: 404.233.5453

SUMMARY TABLE:

SITE ACREAGE:
3.24 ACRES - WITHOUT CAPITAL CITY PLAZA
5.63 ACRES - WITH CAPITAL CITY PLAZA

PROPOSED DEVELOPMENT:
297 APARTMENT UNITS
51 CONDOMINIUM UNITS
613,760 GSF OFFICE SPACE
9,574 SF RETAIL SPACE

DENSITY:
108 UNITS PER ACRE

FLOOR AREA RATIO:
RESIDENTIAL: 3.7
OFFICE: 3.9

PARKING:
1. MAXIMUM NEW PARKING ALLOWED: 2,769 PARKING SPACES
2. PROPOSED: 2,600 NEW PARKING SPACES + REPLACEMENT OF 436 EXISTING SURFACE PARKING SPACES

OPEN SPACE CALCULATIONS:
1. PET WALK AREA = 1,000 SF
2. REQUIRED TOTAL OPEN SPACE = 32,362 SF
3. TOTAL OPEN SPACE PROVIDED = 67,665 SF (28 % OVERALL OPEN SPACE)

BIKE RACK NOTES:
1. 3 BIKE RACKS (6 SPACES) PROVIDED ON THE SITE WITHIN THE STREETSCAPE FURNITURE ZONE.
2. 47 BIKE RACKS (94 SPACES) PROVIDED WITHIN THE PARKING DECK. SEE ARCHITECTURAL PLANS FOR LOCATIONS.

GENERAL NOTES:

- FIVE (5) 12' X 35' LOADING ZONES AND TWO (2) 12' X 55' LOADING ZONES REQUIRED. SIX (6) 12' X 35' LOADING ZONES AND TWO (2) 12' X 55' LOADING ZONES PROVIDED.
- MAXIMUM ALLOWABLE BUILDING HEIGHT = 600'. PROPOSED BUILDING HEIGHT = 550' + 60' ROOFTOP FEATURE.
- 60% OF GREENSPACE TO BE BIO-DIVERSE PLANTING AND NOT TURF GRASS.
- 75% OF BUILDING ROOF SURFACE TO BE 78 SOLAR SRI.
- NO JURISDICTIONAL WATERS ON-SITE
- SINGLE-PHASE DEVELOPMENT

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

REV. NO.	REVISIONS/PRINTING:	DATE:	DRAWN BY:	CHECKED BY:

3354 & 3356 PEACHTREE ROAD DEVELOPMENT - DRI # 2453
3350, 3354/3356 Peachtree Rd, Atlanta, GA 30326

GRTA DRI SITE PLAN

PREPARED FOR: **REGENT PARTNERS, LLC**
3344 PEACHTREE ROAD, NE, SUITE 1600, ATLANTA, GA 30326

PROJECT ARCHITECT: **SMALLWOOD, REYNOLDS, STEWART, STEWART & ASSOCIATES, INC.**
3565 PIEDMONT ROAD, SUITE 303, ATLANTA, GA 30305

Kimley»Horn

817 WEST PEACHTREE ST. NW
SUITE 601
ATLANTA, GEORGIA 30308-1121
Tel: (404) 419-8700

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SCALE (H): AS SHOWN	
DESIGNED BY: AE	
DRAWN BY: DW	
CHECKED BY: RR	
DATE: 10/10/2014	
KHA PROJECT NO.: 015981009	SHEET NUMBER: 1 of 1