



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: February 16, 2016

ARC REVIEW CODE: R1602161

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

Digital signature
Original on file

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: Civic Center Mixed-Use

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: Feb. 16, 2016

Deadline for Comments: March 2, 2016

Date to Close: March 7, 2016

Description: This proposed development is located in the City of Atlanta on the site of the present-day Boisfeuillet Jones Atlanta Civic Center, bounded by Pine Street on the north, Piedmont Avenue on the west, and Ralph McGill Boulevard on the south. The proposed project represents a total redevelopment of the site into a mixed-use development, consisting of 765 residential units, 246,000 square feet of commercial space, 700,000 square feet of office space, and a 300-room hotel.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), the proposed development is located within the Region Core area of the region. Additionally, the proposed development is located within the Downtown Atlanta Livable Centers Initiative (LCI) study area. As a result, the development plan should be consistent with the recommendations of the LCI plan and any plan updates or supplemental studies.

The UGPM and RDG state 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 lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers.

The current development plan proposes a total of approximately 5,000 parking spaces, primarily concentrated in two parking structures. In keeping with the goals of ARC's LCI program, the developer and City staff should work together to reduce the overall parking totals on the site to reinforce and encourage the use of alternative transportation modes such as transit, bicycling and walking. Use of these modes is already present in the area, and parking reductions can be accomplished, at least in part, through shared parking strategies.

See additional staff comments included in this review report, related to natural resources and transportation.

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

ARC COMMUNITY DEVELOPMENT DIVISION
ARC RESEARCH & ANALYTICS DIVISION
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
MIDTOWN ALLIANCE

ARC TRANSPORTATION ACCESS & MOBILITY DIVISION
ARC AGING & HEALTH RESOURCES DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CENTRAL ATLANTA PROGRESS/ATLANTA DOWNTOWN IMPROVEMENT DISTRICT

ARC NATURAL RESOURCES DIVISION
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, please contact Andrew Smith at (404) 463-5581 or asmith@atlantaregional.com. This finding will be published to the ARC review website located at <http://www.atlantaregional.com/land-use/planreviews>.



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DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission 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 RC on or before the specified return deadline.

Preliminary Findings of the RDC: Civic Center Mixed-Use *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:

Andrew Smith, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-5581 Fax (404) 463-3254
asmith@atlantaregional.com

Return Date: *March 2, 2016*

CIVIC CENTER MIXED USE DRI
City of Atlanta
Natural Resources Division Review Comments
February 9, 2016

Watershed Protection and Stream Buffers

The USGS coverage for the area shows no streams on or near the property. The property is in the Peachtree Creek watershed, which is part of the Chattahoochee watershed that is downstream of the Region's water intakes. Therefore it 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. Because of the impervious coverage shown on the site plan, commercial land use was used for this calculation. 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	19.75	33.77	343.65	2133.00	19414.25	24.29	4.35
TOTAL	19.75	33.77	343.65	2133.00	19414.25	24.29	4.35

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.

We also suggest the following additional measures to help reduce stormwater amounts and provide for its reuse:

- Consider using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Consider using pervious concrete or other pervious materials in parking areas and other paved open areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Consider including rainwater capture in the project design to provide for landscape irrigation during dry periods.



MEMORANDUM

TO: Andrew Smith, Community Development Division

FROM: Leslie Caceda, Transportation Access and Mobility Division

DATE: February 11, 2016

SUBJECT: **Transportation Division Review of DRI # 2542**

Project: Civic Center

County: Fulton

Location: East of I-75/85 connector, bounded on the west by Piedmont Ave., on the north by Pine St., and on the south by Ralph McGill Blvd.

Analysis:

Expedited

☒

Non-Expedited

☐

cc: David Haynes, Daniel Studdard
TAMD

The Transportation Access & Mobility Division has reviewed the traffic study performed by Kimley Horn and Associates, Inc. on behalf of Weingarten Realty Investors. The following input is provided for the Traffic Impact Study section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process.

The proposed development is proposed to be completed by 2020 and consists of 4 blocks.

- Block A (SW corner)
 - 450,000 SF Residential Area
 - 150,00 SF Retail Area
 - 1,384 Parking Spaces
- Block B (NW corner)
 - 0 SF Residential Area
 - 20,000 SF Retail Area
 - 350,000 SF Office
 - 1,110 Parking Spaces
- Block C (NE corner)
 - 0 SF Residential Area
 - 20,000 SF Retail Area
 - 300,000 SF Hotel Area
 - 510 Parking Spaces
- Block D (SE corner)
 - 350,000 SF Residential Area
 - 56,000 SF Retail Area
 - 350,000 SF Office Area
 - 2,007 Parking Spaces

INFRASTRUCTURE

Transportation

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

The project site is currently served by two (2) existing driveways along Pine Street, two (2) existing driveways along Piedmont Avenue, and one (1) existing driveway along Ralph McGill Boulevard. As currently envisioned, the proposed development will be served by two (2) full-movement driveways along Pine Street, one (1) full-movement driveway along Piedmont Avenue, and two (2) full-movement driveways along Ralph McGill Boulevard. One existing driveway located on Piedmont Avenue is proposed to be closed and one new driveway on Ralph McGill Boulevard is proposed to be constructed. A summary of the proposed site access points follows:

Driveway 1 – an existing driveway located as the east leg of the intersection Piedmont Avenue at Currier Street. Driveway 1 is located at an existing signalized intersection. However, the westbound approach (existing the site) does not have signal control. Under the proposed conditions, this westbound approach will be added to operate under signal control and will be reconfigured to have two egress lanes.

Driveway 2 – an existing driveway located approximately 100 feet east of the intersection of Piedmont Avenue at Pine Street. Driveway 2 is currently a stop controlled full-movement driveway. Driveway 2 is proposed to be relocated to approximately 300 feet east of the intersection of Piedmont Avenue at Pine Street and will remain a stop controlled full-movement driveway.

Driveway 3 – an existing driveway located approximately 570 feet east of the intersection of Piedmont Avenue at Pine Street. Driveway 3 is currently a stop controlled full-movement driveway. Driveway 3 is proposed to remain as a stop controlled full-movement driveway.

Driveway 4 – a proposed driveway located approximately 760 feet east of the intersection of Piedmont Avenue at Ralph McGill Boulevard. Driveway 4 is proposed to align with the existing Georgia Power Eastern Driveway. Driveway 4 is proposed to be a stop controlled full-movement driveway.

Driveway 5 – an existing driveway located approximately 420 feet east of the intersection of Piedmont Avenue at Ralph McGill Boulevard. Driveway 5 is currently a signalized full-movement driveway aligned with the Georgia Power Western Driveway. Driveway 5 is proposed to remain a signalized full-movement driveway.

Parking provide on the site, unless a shared parking study can support lowering the parking need, will be as follows:

Parking Provided:	1,723 spaces for residential
	738 spaces for retail
	2,100 spaces for office
	450 spaces for hotel
Total:	5,011 spaces

Parking Required per SPI-1 Zoning: 5,011 spaces total

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

The *Institute of Transportation Engineers' Trip Generation Handbook*, 9th edition, was used to conduct trip generation for this development. The trip generation was based on the following ITE Land Uses:

- 220 – Apartment
- 222 - High-Rise Apartment
- 230 – Residential Condominium/Townhouse
- 310 – Hotel
- 710 – General Office Building
- 820 – Shopping Center
- 850 - Supermarket
- 931 – Quality Restaurant
- 932 – High-Turnover (Sit-Down) Restaurant

Table 1. DRI# 2542 Civic Center Mixed Use Transportation Analysis

Table 6 Net Trip Generation									
	Daily Traffic			AM Peak Hour			PM Peak Hour		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Gross Project Trips	28,591	14,295	14,296	1,899	1,268	631	2,865	1,255	1,610
<i>Mixed-Use Reduction</i>	<i>-11,874</i>	<i>-5,937</i>	<i>-5,937</i>	<i>-420</i>	<i>-210</i>	<i>-210</i>	<i>-958</i>	<i>-479</i>	<i>-479</i>
<i>Alternative Mode Reduction</i>	<i>-3,343</i>	<i>-1,672</i>	<i>-1,671</i>	<i>-295</i>	<i>-211</i>	<i>-84</i>	<i>-381</i>	<i>-155</i>	<i>-226</i>
<i>Pass-By Reduction</i>	<i>-2,039</i>	<i>-1,019</i>	<i>-1,020</i>	<i>-0</i>	<i>-0</i>	<i>-0</i>	<i>-204</i>	<i>-102</i>	<i>-102</i>
Net New Trips	11,335	5,667	5,668	1,184	847	337	1,322	519	803

*pass-by trips (AM) PM; 24-hour pass-by trips estimated by considering PM pass-by as 10% of daily

Table 2. DRI# 2542 Civic Center Mixed Use Transportation Analysis

Table 7 Existing 2015 Intersection Levels-of-Service LOS (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
1. Piedmont Avenue at Currier Street/Driveway 1	Signal	D	B (12.5)	B (11.9)
2. Piedmont Avenue at Pine Street	Signal	D	A (7.8)	B (14.5)
3. Pine Street/Angier Avenue at Central Park Place	Signal	D	B (13.3)	B (12.8)

4. Ralph McGill Boulevard at Central Park Place	Signal	D	B (14.4)	B (14.3)
5. Piedmont Avenue at Ralph McGill Boulevard	Signal	D	C (25.5)	C (28.1)
6. Pine Street at Driveway 2	NB Stop WBL Yield	D	*	*
7. Pine Street at Driveway 3	NB Stop WBL Yield	D	A (9.0) A (1.5)	A (9.4) A (0.3)
8. Ralph McGill Boulevard at Driveway 4/ Georgia Power Eastern Driveway	NB Stop WBL Yield	D	B (10.2) A (2.7)	B (11.5) A (1.6)
9. Ralph McGill Boulevard at Driveway 5/ Georgia Power Western Driveway	Signal	D	A (5.9)	A (8.9)

Summarize the transportation improvements as recommended by the traffic study consultant

The recommendations proposed by the consultant includes:

- A 2020 no-build scenario incorporating project AT-2277 which reconfigures Ralph McGill Blvd from the existing five travel lanes to one bike lane, three travel lanes, one lane of on-street parking, and one barrier separated bike lane in the vicinity of the site.
- Piedmont Avenue at Currier Street/Driveway 1 (Int. #1)
 - Construct one ingress lane along Driveway 1.
 - Construct two egress lanes along Driveway 1 – one exclusive westbound through lane and one exclusive westbound right-turn lane.
 - Add traffic signal control for westbound approach along Driveway 1.
 - Convert the easternmost northbound lane along Piedmont Avenue into an on-street parking lane.
 - Reconfigure the northbound approach along Piedmont Avenue to one shared left-turn/through lane, two exclusive through lanes, and one shared through/right-turn lane.
- Piedmont Avenue at Pine Street (Int. #2)
 - Convert the easternmost northbound lane along Piedmont Avenue into an on-street parking lane.
 - Reconfigure the northbound approach along Piedmont Avenue to one shared left-turn/through lane, two exclusive through lanes, and one shared through/right-turn lane.
 - Reconfigure the westbound approach along Pine Street to one shared through/right-turn lane.
 - Remove the right-turn channelization island on the westbound approach along Pine Street.

- Ralph McGill Boulevard at Central Park Place (Int. #4)
 - Reconfigure the eastbound approach along Ralph McGill Boulevard to one exclusive left-turn lane, one exclusive through lane, and one exclusive right-turn.
- Piedmont Avenue at Ralph McGill Boulevard (Int. #5)
 - Reconfigure the northbound departure lanes to four travel lanes and one on-street parking lane.
- Pine Street at Driveway 2 (Int. #6)
 - Relocate Driveway 2 to approximately 300' east of the intersection of Piedmont Avenue and Pine Street.
 - Reconfigure Driveway 2 to consist of one ingress lane and two egress lanes – one exclusive northbound left-turn lane and one exclusive northbound right-turn lane.
 - Reconfigure the eastbound approach along Pine Street to one shared through/right-turn lane.
 - Reconfigure the westbound approach along Pine Street to one shared left-turn/through lane.
 - Convert the southernmost eastbound lane into an on-street parking lane.
 - Convert the northernmost westbound lane into an on-street parking lane.
- Pine Street at Driveway 3 (Int. #7)
 - Reconfigure Driveway 3 to consist of one ingress lane and two egress lanes – one exclusive northbound left-turn lane and one exclusive northbound right-turn lane.
 - Reconfigure the eastbound approach along Pine Street to one shared through/right-turn lane.
 - Reconfigure the westbound approach along Pine Street to one shared left-turn/through lane.
 - Convert the southernmost eastbound lane into an on-street parking lane.
 - Convert the northernmost westbound lane into an on-street parking lane.
- Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway (Int. #8)
 - Construct one ingress lane along Driveway 4.
 - Construct two egress lanes along Driveway 4 – one shared southbound left-turn/through lane and one exclusive southbound right-turn lane.
- Ralph McGill Boulevard at Driveway 5/Georgia Power Western Driveway (Int. #9)
 - Reconfigure Driveway 5 to consist of one ingress lane and two egress lanes – one shared southbound left-turn/through lane and one exclusive southbound right-turn lane.

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

Projects included in the model for the future conditions include:

Table 3. DRI# 2542 Civic Center Mixed Use Transportation Analysis

Table 11 Programmed Improvements			
#	Year	Project ID	Project Description
1	2015	AT-276	Pedestrian Mobility Improvements – Boulevard from US-278 (Ponce de Leon Avenue) to Woodward Avenue
2	2015	AT-278	Midtown Atlanta Regional Activity Center – Pedestrian Mobility and Safety Improvements
3	2018	AT-269	Ponce de Leon Avenue Complete Street Retrofit from Boulevard/Monroe Drive to Freedom Parkway
4	2020	AT-277	Cycle Atlanta: Phase 1.0 – Bicycle Mobility Improvements – Includes a route on Ralph McGill Boulevard, Peachtree Street, Juniper Street, and Baker/Highland Street
5	2040	AR-490	Atlanta Streetcar Expansion – Phase 1 – Includes a route on North Avenue

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 Civic Center MARTA station is an 11 minute (0.5 miles) walk from the site. The red and gold transit lines run from the Civic Center MARTA Station. The MARTA bus 16 makes stops along Ralph McGill Blvd adjacent to the site. This bus route connects passengers from North Druid Hills to the Five Points MARTA stations. MARTA bus route 110 makes stops 0.03 miles from the site and connects passengers from Downtown to Buckhead along Peachtree Road; both bus routes provide service seven days a week. Lastly, GRTA Xpress buses currently stage at the Ralph McGill Boulevard at Driveway 4/Georgia Power Eastern Driveway location.

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

The team should conduct the shared parking analysis to reduce the 5,011 parking spaces. The ratios of 1.5 spaces per 1 bedroom unit and 2.5 per 2 bedroom unit are high for the area and the manner in which a development should fit in here. The increased use of car-sharing should also influence a decrease in retail and office parking. Bicycle parking facilities, including but not limited to fix-it-stands, lockers, showers (for office employees) should be added around the site buildings and/or parking decks to provide a convenient destination for bicyclists visiting the site. Lastly, the parking deck to be located south of Southface should be minimized in height so as not to affect the solar panels Southface harnesses much of its energy from.

Developments of Regional Impact

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DRI #2542

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 S. Lewis

Telephone:

404-865-8593

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:

Civic Center Mixed-Use

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

395 Piedmont Avenue NE, Atlanta, GA 30308

Brief Description of Project:

This project is a mixed-use development located in Midtown and Downtown LCIs. The proposed development will feature residential, retail, office, hotel, and restaurant land uses.

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.):	765 residential units; 700,000 SF Office; 300 Hotel Rooms; 246,000 SF Retail
Developer:	Weingarten Realty Investors
Mailing Address:	2600 Citadel Plaza Drive
Address 2:	Suite 125
	City: Houston State: TX Zip: 77008
Telephone:	713-866-6968
Email:	acleator@weingarten.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	City of Atlanta
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?	n/a
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 n/a
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?	n/a
Estimated Project Completion Dates:	This project/phase: 2020 Overall project: 2020
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Developments of Regional Impact

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DRI #2542

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 S. Lewis
Telephone:	404-865-8593
Email:	JLewis@atlantaga.gov

Project Information

Name of Proposed Project:	Civic Center Mixed-Use
DRI ID Number:	2542
Developer/Applicant:	Ann Cleator, Weingarten Realty Investors
Telephone:	713-866-6968
Email(s):	acleator@weingarten.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
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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
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If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$300 million
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Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$5 million
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): The existing Atlanta Civic Center will be demolished for the proposed Civic Center Mixed-Use development. The Atlanta Civic Center is approximately 466,000 SF.	
Water Supply	
Name of water supply provider for this site:	City of Atlanta, DWM
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.52 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: N/A	
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? N/A	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Atlanta, DWM
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.44 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: N/A	
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? N/A	
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.)	Approximately 11,335 daily trips, 1,203 AM peak hour trips, and 1,526 PM peak hour trips.
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 checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:Please refer to Transportation Analyses completed by Kimley-Horn.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	13,780 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:N/A	
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:N/A	
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:First 1" will be infiltrated via City approved green stormwater infrastructure. Underground detention will be provided to reduce runoff flow rate by approximately 40% of the existing conditions.	
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: N/A	
<hr/>	
<hr/>	
Back to Top	



MSTSD

MSTSD, INC.
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submittals

revisions

No.	Date	Description
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architect's seal

project name

CIVIC CENTER
MIXED-USE
DRI #2542

395 PIEDMONT AVE. NE
ATLANTA, GA 30308

sheet title

DRI SITE PLAN

02.01.16

drawn

checked

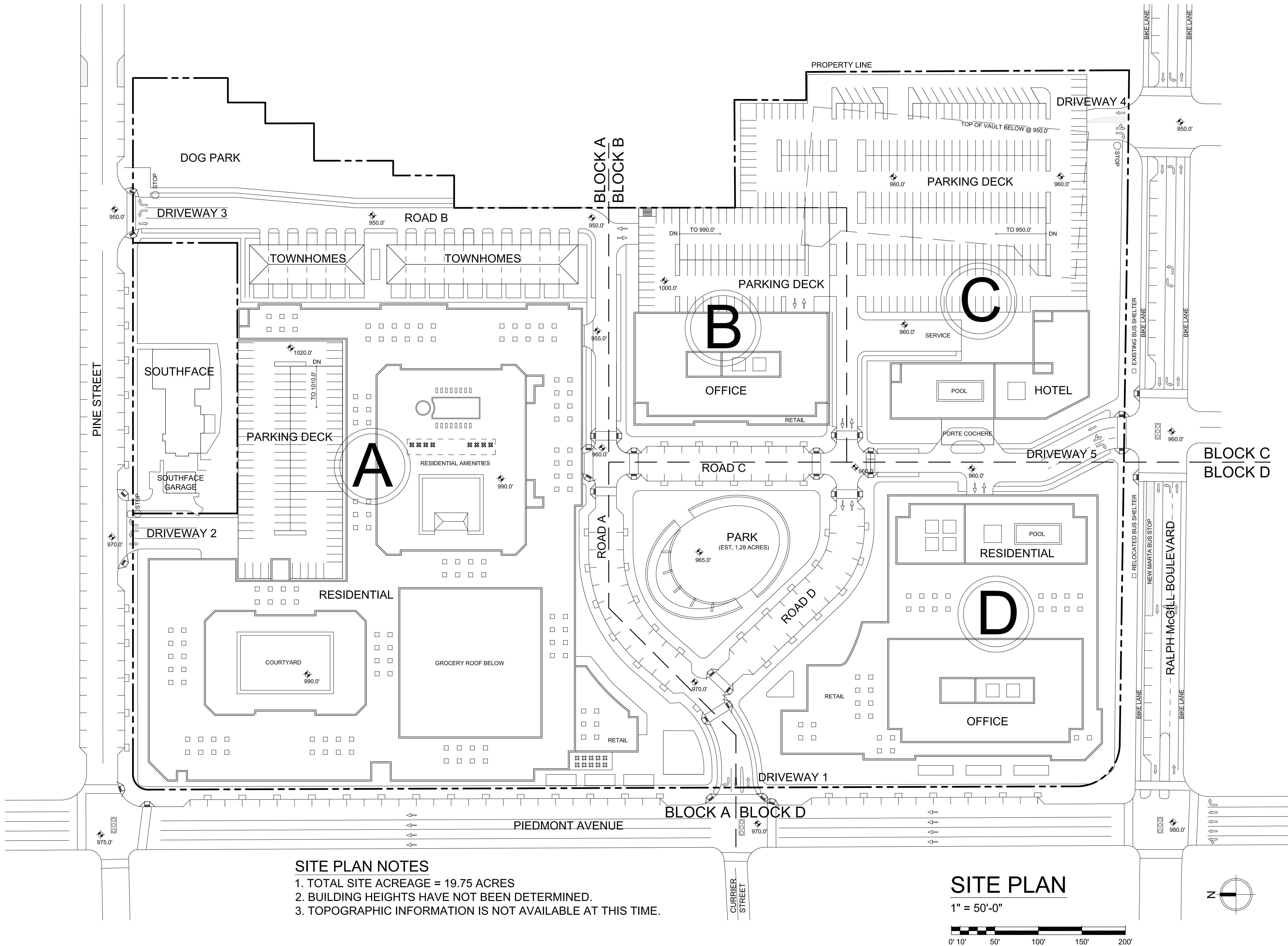
project no.

2014-067

date

A01

sheet no.



PROGRAM TABULATIONS

BLOCK A (EST. 9.62 ACRES)	BLOCK B (EST. 1.83 ACRES)	BLOCK C (EST. 3.71 ACRES)	BLOCK D (EST. 4.59 ACRES)
<ul style="list-style-type: none">RESIDENTIAL<ul style="list-style-type: none">* 400 APARTMENTS* 15 TOWNHOMES* 415 TOTAL RESIDENTIAL UNITS* 450,000 SF RESIDENTIAL AREARETAIL<ul style="list-style-type: none">* 150,000 SF RETAIL AREAPARKING<ul style="list-style-type: none">* 75% (311) 2-BD UNITS @ 2.5 SPACES EACH = 778 SPACES* 25% (104) 1-BD UNITS @ 1.5 SPACES EACH = 156 SPACES* RETAIL PARKING @ 3 SPACES / 1,000 SF = 450 SPACES* TOTAL PARKING SPACES = 1,384	<ul style="list-style-type: none">RESIDENTIAL<ul style="list-style-type: none">* NONERETAIL<ul style="list-style-type: none">* 20,000 SFOFFICE<ul style="list-style-type: none">* 350,000 SFPARKING<ul style="list-style-type: none">* RETAIL PARKING @ 3 SP / 1,000 SF = 60 SPACES* OFFICE PARKING @ 3 SP / 1,000 SF = 1,050 SPACES* TOTAL PARKING SPACES = 1,110 SPACES	<ul style="list-style-type: none">RESIDENTIAL<ul style="list-style-type: none">* NONERETAIL<ul style="list-style-type: none">* 20,000 SFOFFICE<ul style="list-style-type: none">* NONEHOTEL<ul style="list-style-type: none">* 300 UNITS* 300,000 SFPARKING<ul style="list-style-type: none">* RETAIL PARKING @ 3 SP / 1,000 SF = 60 SPACES* HOTEL PARKING @ 1.5 SP / LODGING UNIT = 450 SPACES* TOTAL PARKING SPACES = 510 SPACES	<ul style="list-style-type: none">RESIDENTIAL<ul style="list-style-type: none">* 350 APARTMENTS TOTAL* 350,000 SFRETAIL<ul style="list-style-type: none">* 56,000 SFOFFICE<ul style="list-style-type: none">* 350,000 SFPARKING<ul style="list-style-type: none">* 75% (263) 2-BD UNITS @ 2.5 SP EACH = 658 SPACES* 25% (87) 1-BD UNITS @ 1.5 SP EACH = 131 SPACES* RETAIL PARKING @ 3 SP / 1,000 SF = 168 SPACES* OFFICE PARKING @ 3 SP / 1,000 SF = 1,050 SPACES* TOTAL PARKING SPACES = 2,007 SPACES