



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 10, 2016

ARC REVIEW CODE: R1610102

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

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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 its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Spring and 8th

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: Oct. 10, 2016

Deadline for Comments: Oct. 25, 2016

Date to Close: Oct., 31 2016**

**If no significant issues are identified during the comment period, the review will close on Oct. 25, 2016 per LCI Expedited Review process in ARC DRI Rules.

Description: This DRI is located in the City of Atlanta on a 4.16 acre site bounded by 8th Street on the north, Spring Street on the east, Abercrombie Place on the south, and Williams Street on the west. The project consists of approximately 840,000 square feet of primarily office space with ancillary retail, in two phases. The first phase is under construction and includes 550,000 square feet of office space. The second phase includes 280,000 square feet of office space and 10,000 square feet of retail space. The project is within the boundary of the Midtown Park DRI (DRI #42), originally reviewed in 2001. The DRI trigger for this project is a Special Administrative Permit (SAP) application filed with the City of Atlanta.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), a component of the Atlanta Region's Plan, the proposed development is located in the Region Core area as well as a Regional Center.

The Region Core is the densest part of the Atlanta region. Connected with transit, this area is the most walkable area of metro Atlanta. Redevelopment is the main driver of growth in this area. The Region Core and Regional Employment Corridor areas of the region together contain 26 percent of the 10-county region's jobs and eight percent of the region's population.

The ARC Regional Development Guide (RDG), a related Atlanta Region's Plan component, details recommended policies for areas and places on the UGPM. Recommended policies for the Region Core include:

- Continue to invest in the Livable Centers Initiative (LCI) program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit while increasing frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active, ground floor, pedestrian-scale design, and pedestrian amenities, in new development and the redevelopment of existing sites.

–CONTINUED ON NEXT PAGE–

Recommended policies for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

This DRI appears to manifest many of the above policies for this area of the region, including redeveloping a long-underutilized site in a rapidly urbanizing LCI area, and providing street-level retail and pedestrian-friendly streetscaping. In addition, the site's proximity to transit and housing offers the potential for office workers and visitors to use alternative transportation modes, e.g., walking, bicycling, transit, etc., to access the development. Care should be taken to ensure that secure end-of-trip facilities, e.g., bicycle racks, are provided at key locations throughout the site.

The planned intensity of this DRI generally aligns with the RDG's recommended range of densities in the Region Core area.

The proposed development is located in the Midtown Atlanta LCI study area and appears to be generally consistent with the study's recommendations. The development team should continue to work in close collaboration with Midtown Alliance and the City of Atlanta to ensure that the project, as constructed, is consistent with the recommendations of the LCI plan.

Additional preliminary comments are included in this report.

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

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

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
MIDTOWN ALLIANCE

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA INSTITUTE OF TECHNOLOGY

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 scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in 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 in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Spring and 8th** 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: *October 25, 2016*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: October 10, 2016

ARC REVIEW CODE: R1610102

TO: ARC Division Managers

FROM: Andrew Smith, Ext. 3-5581

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Ray, Renee

Name of Proposal: Spring and 8th

Review Type: Development of Regional Impact

Description: This DRI is located in the City of Atlanta on a 4.16 acre site bounded by 8th Street on the north, Spring Street on the east, Abercrombie Place on the south, and Williams Street on the west. The project consists of approximately 840,000 square feet of primarily office space with ancillary retail, in two phases. The first phase is under construction and includes 550,000 square feet of office space. The second phase includes 280,000 square feet of office space and 10,000 square feet of retail space. The project is within the boundary of the Midtown Park DRI (DRI #42), originally reviewed in 2001. The DRI trigger for this project is a Special Administrative Permit (SAP) application filed with the City of Atlanta.

Submitting Local Government: City of Atlanta

Date Opened: October 10, 2016

Deadline for Comments: October 25, 2016

Date to Close: October 31, 2016**

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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:

SPRING AND 8TH DRI
City of Atlanta
Natural Resources Division Review Comments
October 4, 2016

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.

The project is proposed on a site that is currently almost entirely impervious surface in an existing, heavily developed urban area and is served by the City of Atlanta stormwater system. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, if new or upgraded on-site detention is required, the design should include the relevant stormwater management controls (structural and/or nonstructural) in the Georgia Stormwater Management Manual (www.georgiastormwater.com). Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #2634
DRI Title Spring & 8th
County Fulton County
City (if applicable) Atlanta
Address / Location Intersection of Spring Street and 8th Street
Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice L Mangham
Copied David Haynes, Byron Rushing
Date October 7, 2016

TRAFFIC STUDY

Prepared by Kimley Horn
Date September 16, 2016

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified)*

The list of RTP projects, provided on page 4 and in Appendix C include:

Programmed

AT 271- Juniper St Bike/Ped Facilities from Ponce De Leon Avenue to 14th Street

AT-277 CycleAtlanta Phase 1.0 Bicycle Mobility Improvements

AT-306 15th Street Extension from West Peachtree Street to Williams Street

AT 278- Midtown Atlanta Regional Activity Center-Pedestrian Mobility and Safety Improvements

Long Range

AR-490C Atlanta Streetcar- Midtown/Crosstown Corridor from Beltline East Corridor to Beltline West Corridor

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

Three access point to the site will be from Abercrombie Place and Williams Street which are local streets. This project is Phase II of an existing project.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

[Click here to provide comments.](#)

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest station more than one mile away)

☒ RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line MARTA

Nearest Station North Avenue Transit Station, Midtown Transit Station

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)
☒ 0.10 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☒ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route follows high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

Transit Connectivity ☒ Fixed route transit agency bus service available to rail station
☐ Private shuttle or circulator available to rail station
☐ No services available to rail station
☐ Not applicable (accessing the site by transit is not consistent with the type of development proposed)

[Click here to provide comments.](#)

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA, CCT

Bus Route(s) Marta 110, 27, 12, 36

Distance* ☐ Within or adjacent to the development site (0.10 mile or less)

☒ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Sidewalk adjacent to development along Spring Street, 8 th Street and Abercrombie Place

Bicycling Access* ☒ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

There are several bicycle and pedestrian projects proposed in the study area of the site as identified by the RTP and Atlanta Connect Plan. These facilities, in addition to the ones proposed under this development, may help to better serve access to the site.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

See Above

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility [Click here to provide name of facility.](#)

Distance ☐ Within or adjacent to development site (0.10 mile or less)
☐ 0.15 to 0.50 mile
☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide connectivity
☐ Sidewalk and crosswalk network is incomplete
☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity
☐ Low volume and/or low speed streets provide connectivity
☐ Route uses high volume and/or high speed streets
☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

There are no multiuse paths within close proximity to the site however as noted above, there are numerous bicycle and pedestrian facilities proposed in close proximity to the site.

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent roadway network can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)

This is a redevelopment project which encompasses the entire block of the Southeast corner of Spring Street and 8th Street. Vehicular and pedestrian access is provided through the site. Vehicular access from Abecrombie Place is proposed to align with existing access ways on adjacent parcels.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)

Facilities such as pedestrian walkways, sidewalks and bicycle ramps are proposed on the site.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

This is a redevelopment project which encompasses the entire block of the Southeast corner of Spring Street and 8th Street. Pedestrian facilities such as sidewalks and walkways along the perimeter of the development are being proposed. City of Atlanta noted a dedicated bicycle lane project programmed by the City to commence 2018 along Spring Street adjacent to the site.

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☒ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☐ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

Vehicular traffic lanes internal to the site are identified as well as loading areas for trucks serving the retail space. These are sidewalk facilities adjacent to drive lanes and designated bike racks. There is no differentiation between vehicular and bicycle and pedestrian travel lanes noted on the plans.

RECOMMENDATIONS

- 13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN *(additional study is necessary)*
- ☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*
- ☐ NO *(see comments below)*

Click here to enter text.

- 14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

Click here to enter text.

- 15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

None.



Developments of Regional Impact

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DRI #2634

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 City

Individual completing form: Jonathan Lewis

Telephone: 404-330-6145

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: Spring and 8th

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 864 Spring St, Atlanta, GA 30308

Brief Description of Project: Two-phase office redevelopment with ground floor retail.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input checked="" type="radio"/> Office | <input type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> 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.): Office Ph 1: 516,000 SF; Office Ph 2: 267,200 SF; Retail 10,000 SF

Developer: Cousins Spring & 8th LLC

Mailing Address: 191 Peachtree St

Address 2: Suite 500

City: Atlanta State: GA Zip: 30303

Telephone: 404-407-1000

Email: johnmccoll@cousinsproperties.com

Is property owner different from developer/applicant? ☐ (not selected) ☐ Yes ☒ No

If yes, property owner:

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

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? See above office phases SF

Estimated Project Completion Dates: This project/phase: 2018
Overall project: 2018

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Developments of Regional Impact

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DRI #2634

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 City
Individual completing form: Jonathan Lewis
Telephone: 404-330-6145
Email: JLewis@AtlantaGA.gov

Project Information

Name of Proposed Project: Spring and 8th
DRI ID Number: 2634
Developer/Applicant: Cousins Spring & 8th LLC
Telephone: 404-407-1000
Email(s): johnmccoll@cousinsproperties.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: \$325M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2.2M

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)? 0.18 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)? 0.15 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.) 7,022 daily gross trips

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: See DRI 2634 traffic study

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,975

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? 85%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The stormwater management system utilizes a combination of green roof, cistern collection of stormwater for on-site re-use, detention, and bioretention for water quantity and quality.

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:

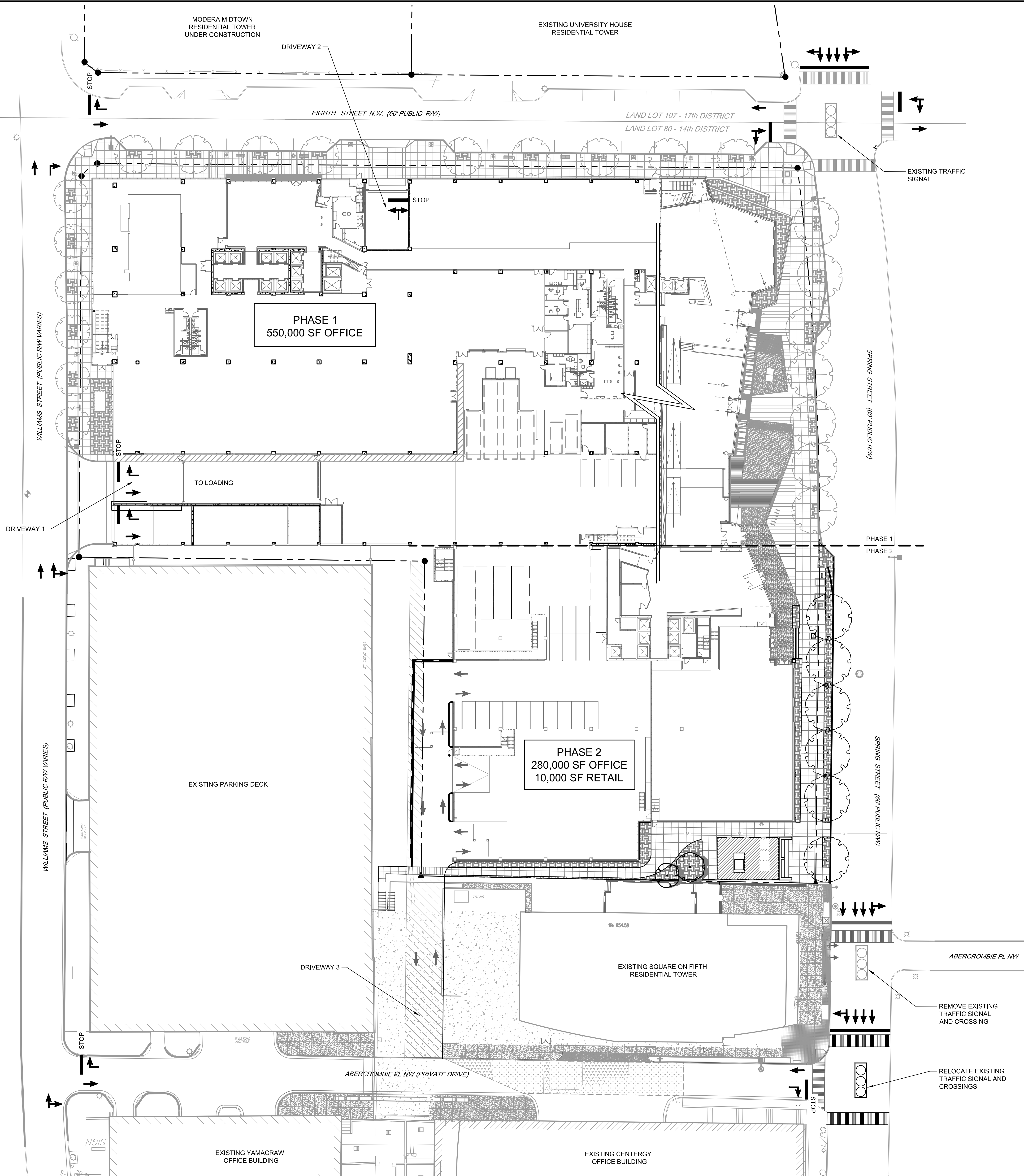
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C:\Users\charles.zakem\appdata\local\temp\AcPublish_9368\DR\ SITE PLAN_2.dwg DRI SITE PLAN Oct 05, 2016 5:26pm by: charles.zakem

INTERSTATE I-75/85

INTERSTATE I-75/85



SITE NOTES:

1. SITE ACREAGE: 4.16 AC
2. BUILDING HEIGHTS HAVE NOT BEEN DETERMINED AT THIS TIME.
3. TOPOGRAPHIC INFORMATION IS NOT AVAILABLE AT THIS TIME.
4. ZONING: SPI16-SA1

PROGRAM:

OFFICE: 550,000 SF (PHASE 1)
280,000 SF (PHASE 2)
RETAIL: 10,000 SF

PARKING:

PROPOSED SPACES: 1,480

OWNER

COUSINS SPRING & 8TH STREETS LLC
191 PEACHTREE STREET, NE, SUITE 500

CIVIL ENGINEER/LANDSCAPE

KIMLEY-HORN
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GA 30308

DESIGN ARCHITECT

DUDA PAINE ARCHITECTS, LLP
333 LIGGETT STREET
DURHAM, NC 27701

ARCHITECT OF RECORD

HKS, INC.
350 N. SAINT PAUL ST, SUITE 100
DALLAS, TX 75201

STRUCTURAL ENGINEER

UZUN + CASE
1230 PEACHTREE STREET NE, SUITE 2500
ATLANTA, GA 30309

MEP ENGINEER

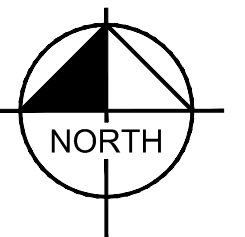
INTEGRAL CONSULTING ENGINEERING
1000 MARIETTA ST, SUITE 112
ATLANTA, GA 30318

LANDSCAPE - SITE

KIMLEY-HORN
817 WEST PEACHTREE STREET NW, SUITE 601
ATLANTA, GA 30308

LANDSCAPE - TERRACE

HGOR
TWO LIVE OAK, 3445 PEACHTREE RD NE, SUITE 1425
ATLANTA, GA 30326



GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn

817 W. PEACHTREE STREET, NW, SUITE 601 ATLANTA, GEORGIA 30308
PHONE: (404) 419-8700 | www.kimley-horn.com

TITLE:

DRI SITE PLAN

PROJECT:

SPRING & 8TH DRI
864 SPRING STREET, ATLANTA, GA

CLIENT:

COUSINS SPRING & 8TH
STREETS LLC

JOB NUMBER: 019580011

SCALE: 1" = 30'

DATE: 10/05/2016

SHEET: *DRI #2634*