



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

**DATE:** September 25, 2017

**ARC REVIEW CODE:** R1709252

**TO:** Mayor Kasim Reed, City of Atlanta  
**ATTN TO:** Monique Forte, Urban Planner III  
**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:** 740 West Peachtree (DRI 2707)

**Review Type:** DRI

**Submitting Local Government:** City of Atlanta

**Date Opened:** Sept. 25, 2017

**Deadline for Comments:** Oct. 10, 2017

**Date to Close:** Oct. 16, 2017\*\*

\*\*If no significant issues are identified during the comment period, the review will close on Oct. 10, 2017 per the LCI Expedited Review process outlined in ARC's DRI Rules.

**Description:** This DRI is located in the City of Atlanta on 1.7 acres on the eastern half of the block bounded by 3rd Street on the south, West Peachtree Street on the east and 4th Street on the north. The proposed development project will consist of 610,487 SF of office space, 140 residential units and 14,976 SF of commercial space (retail and bank). Site access is proposed via two full-movement driveways (3rd St. and 4th St.) and an exit-only driveway (W. Peachtree St.). An existing north-south rear alley connecting 3rd and 4th Streets will remain. The DRI review trigger for this development is a Special Administrative Permit (SAP) application. The projected build-out year is 2022.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Region Core as well as a Regional Center. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for the Region Core and Regional Centers are listed at the bottom of this report.

This DRI appears to manifest many aspects of regional policy in that it generally supports the existing Midtown LCI plan; converts an underutilized site to an infill, mixed-use development with a significant housing component; adds ground floor retail; and supports transit use given its proximity to the North Avenue and Midtown MARTA stations and multiple bus routes. Many of these characteristics collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Region Core.

–CONTINUED ON NEXT PAGE–

The proposed development is located in the Midtown LCI study area and is generally consistent with the study's goals. 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 goals and recommendations of the LCI plan and updates.

Additional preliminary staff comments are included in this report.

Further to the above, the Region Core (Downtown, Midtown, Buckhead), together with Regional Employment Corridors, form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and eight percent of region's population on approximately 2.25 percent of the region's land area. Regional policy recommendations 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.

Further to the above, Regional Centers are metro Atlanta's 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. Regional policy recommendations 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.

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF TRANSPORTATION  
MIDTOWN ALLIANCE

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
GEORGIA INSTITUTE OF TECHNOLOGY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY  
CENTRAL ATLANTA PROGRESS

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## 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: **740 West Peachtree** *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  
International Tower  
229 Peachtree Street NE, Suite 100  
Atlanta, Georgia 30303  
Ph. (470) 378-1645  
[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

Return Date: *October 10, 2017*

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1709252

**TO:** ARC Group Managers

**FROM:** Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

**Community Development:** Smith, Andrew

**Natural Resources:** Santo, Jim

**Transportation Access and Mobility:** Mangham, Marquitrice

**Research and Analytics:** Skinner, Jim

**Name of Proposal:** 740 West Peachtree (DRI 2707)

**Review Type:** Development of Regional Impact

**Description:** This DRI is located in the City of Atlanta on 1.7 acres on the eastern half of the block bounded by 3rd Street on the south, West Peachtree Street on the east and 4th Street on the north. The proposed development project will consist of 610,487 SF of office space, 140 residential units and 14,976 SF of commercial space (retail and bank). Site access is proposed via two full-movement driveways (3rd St. and 4th St.) and an exit-only driveway (W. Peachtree St.). An existing north-south rear alley connecting 3rd and 4th Streets will remain. The DRI review trigger for this development is a Special Administrative Permit (SAP) application. The projected build-out year is 2022.

**Submitting Local Government:** City of Atlanta

**Date Opened:** September 25, 2017

**Deadline for Comments: October 10, 2017**

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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:**

[illegible]

**740 WEST PEACHTREE DRI**  
**City of Atlanta**  
**Natural Resources Review Comments**  
**September 21, 2017**

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 predominantly 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](http://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** DRI 2707  
**DRI Title** 740 West Peachtree  
**County** Fulton County  
**City (if applicable)** Atlanta  
**Address / Location**  
**Review Process** ☒ EXPEDITED  
☐ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice Mangham  
**Copied**  
**Date** September 20, 2017

### TRAFFIC STUDY

**Prepared by** Kimley Horn  
**Date** September 1, 2017

## **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 project is a 1.73 acre mixed used development site located just north of 3rd Street, south of 4th Street West and south side between Spring Street and West Peachtree Street. Page 28 of the traffic analysis provides a list of programmed projects identified in the RTP in that area.

☐ NO *(provide comments below)*

## **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*)

The project site will be served by five access points to West Peachtree Street, 3rd Street and 4th Street.

### **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*)

The project site will be served by seven access points on Perimeter Center East, a local road.



**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

Midtown & North Avenue MARTA

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)

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)

*\* 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

**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**

Bus Route(s)

110

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)

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)

Dedicated bike lanes currently exist along Perimeter Center East.

\* 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

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)

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)

According to the Regional Trails Draft map, there are several planned trails in the area. There are no existing multi use trails.

\* 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 driveway connectivity 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)

The project is bounded by public roadways on all sides with existing development surrounding the site. The site plan does not depict adjacent parcels or their driveways to determine if inter-parcel connectivity is planned or possible, nor is it mentioned in the traffic analysis.

### **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)

The site plan does depict some internal sidewalks however bicycle facilities are not depicted.

**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)

The site is bounded by public roadway on all sides with public sidewalk connectivity already existing. Adjacent parcels are developed. The site plan does not indicate bicycle access or connectivity to adjacent parcels being added.

**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)

Due to the nature of the development, minimal heavy truck traffic is expected.

## **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)*

**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)*

**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 #2707

#### 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: Monique Forte

Telephone: 404-546-0196

E-mail: [mbforte@atlantaga.gov](mailto:mbforte@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: 740 West Peachtree

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 740 West Peachtree Street

Brief Description of Project: Mixed use development consisting of residential, office and bank retail land-uses.

#### Development Type:

- |  |   |   |
|--|---|---|
| <input type="radio"/> (not selected)                       | <input type="radio"/> Hotels                                | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office                               | <input checked="" 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.): 140 residential units, 610,487 sf office, 9,476 sf retail, 5,500 sf bank

Developer: Portman Holdings

Mailing Address: 303 Peachtree Center Avenue, Suite 575

Address 2:

City: Atlanta State: Ge Zip: 30303

Telephone: 404-614-5522

Email: [cpinkham@portmanholdings.com](mailto:cpinkham@portmanholdings.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?

Estimated Project Completion Dates: This project/phase: 2020  
Overall project: 2022

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## Developments of Regional Impact

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### DRI #2707

#### 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: Monique Forte  
Telephone: 404-546-0196  
Email: mbforte@atlantaga.gov

#### Project Information

Name of Proposed Project: 740 West Peachtree  
DRI ID Number: 2707  
Developer/Applicant: Portman Holdings  
Telephone: 404-614-5522  
Email(s): cpinkham@portmanholdings.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: 100,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 1,800,000

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): One-story Suntrust Bank Holding Two-story Midtown Bank and Trust Building Two-story residential building previously converted to office

#### Water Supply

Name of water supply City of Atlanta

provider for this site:

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?  
0.05 miles

### 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.)

998 AM Peak Hour Gross Trips, 1,033 PM Peak Hour Gross Trips, 886 AM Peak Hour Net Trips, 736 PM Peak Hour Net 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 traffic study report for DRI #2707

### Solid Waste Disposal

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

2005 tons

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☒ Yes ☐ No

If yes, please explain:

### Stormwater Management

What percentage of the site is projected to be

100%

impervious surface once the proposed development has been constructed?

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

### 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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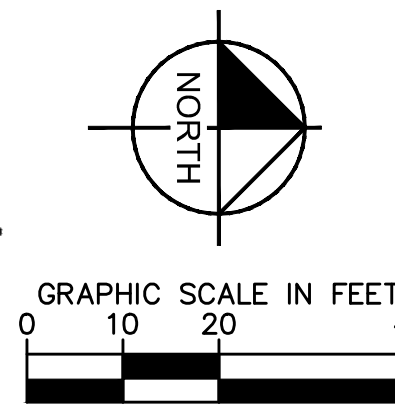
**Site Plan Annotations:**

- Property Owners and Zoning:**
  - N/F ARCHBISHOP OF THE ROMAN CATHOLIC ARCHDIOCESE OF ATL (ZONING: C202)
  - N/F IEP PEACHTREE LLC (USES: COMMERCIAL LOFTS, ZONING: SP12)
  - N/F HIOTT JEFF H JR & WATSON BARBARA (USES: COMMERCIAL LOFTS, ZONING: C203)
  - N/F MIDTOWN PEACHTREE SPE LLC (USES: COMMERCIAL SMALL TRACTS, ZONING: C203)
  - N/F CENTER FOR THE VISUALLY IMPAIRED INC (USES: CHARITY, ZONING: SP12)
  - N/F TECHNOLOGY SQUARE LLC (USES: COMMERCIAL LOFTS, ZONING: C4)
- Streets and Intersections:**
  - 3RD ST
  - 4TH ST
  - WEST PEACHTREE ST
  - EXISTING ALLEY
- Buildings and Driveways:**
  - BUILDING 1
  - BUILDING 2
  - DRIVEWAY 1
  - DRIVEWAY 2
  - DRIVEWAY 3
- Traffic and Signal Notes:**
  - NOTE: TWO-WAY CONVERSION OF 3RD STREET TO BE PERFORMED BY MIDTOWN ALLIANCE PRIOR TO BUILDOUT YEAR 2022
  - NOTE: TWO-WAY CONVERSION OF 4TH STREET TO BE PERFORMED BY MIDTOWN ALLIANCE PRIOR TO BUILDOUT YEAR 2022
  - STOPBAR TO BE INSTALLED AS PART OF TRAFFIC SIGNAL INSTALLATION BY MIDTOWN ALLIANCE
  - EXISTING SIGNAL
  - TRAFFIC SIGNAL TO BE INSTALLED BY MIDTOWN ALLIANCE PRIOR TO BUILD OUT YEAR 2022
  - STOPBARS TO BE INSTALLED AS PART OF TRAFFIC SIGNAL INSTALLATION BY MIDTOWN ALLIANCE
- Other Features:**
  - FIVE STORY PARKING DECK
  - 12" BRCH (12-inch Birch trees)
  - NO PARKING
  - PED XING (Pedestrian Crossing)

DRI NUMBER:	2707
OVERALL SITE AREA:	1.73 ACRES
CURRENT ZONING:	SPH-16-SA1
CURRENT ADDRESS:	740 WEST PEACHTREE ATLANTA, GA 30308
OWNER:	PORTMAN HOLDINGS
<b><u>PARKING:</u></b>	
PROPOSED:	1039 SPACES

PROPOSED LAND USES & DENSITIES	
LAND USE	DENSITY
RESIDENTIAL	140 UNITS
RETAIL / RESTAURANT	9,467 SF
OFFICE	610,487 SF
BANK	5,500 SF

<u><b>APPLICANT:</b></u>	PORTMAN HOLDINGS 303 PEACHTREE CENTER AVE SUITE 575 ATLANTA, GA 30303 CONTACT: CHARLES PINKHAM PHONE: (404) 614-5272
<u><b>TRAFFIC CONSULTANT:</b></u>	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET NW, SUITE 601 ATLANTA, GA 30308 CONTACT: ELIZABETH JOHNSON, P.E. PHONE: (404) 419-8772
<u><b>CIVIL ENGINEER:</b></u>	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET NW, SUITE 601 ATLANTA, GA 30308 CONTACT: EMY MONTANYE, P.E. PHONE: (404) 419-8711



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Utilities Protection Center, Inc.  
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SCALE:	
DRAWN BY:	CZ
DESIGNED BY:	CZ
CHECKED BY:	EM

**Kimley»Horn**  
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ATLANTA, GEORGIA 30308  
PHONE (404) 419-8700  
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No.	1	REVISIONS	DATE	BY
	2			
	3			
	4			
	5			
	6			
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