



ATLANTA REGIONAL COMMISSION

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: April 4, 2018

ARC REVIEW CODE: R1804041

TO: Mayor Keisha Lance Bottoms, City of Atlanta
ATTN TO: Monique Forte, Urban Planner III, Office of Mobility Planning
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: 760 Ralph McGill (DRI 2801)

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: 4/4/2018

Deadline for Comments: 4/19/2018

Date to Close: 4/23/2018

Description: This DRI is on approximately 11 acres in the City of Atlanta, north of Ralph McGill Boulevard, west of the BeltLine Eastside Trail, south of North Avenue, and east of Historic Fourth Ward Park. The project consists of 1,100,00 SF of office space, 200,000 SF of retail space, a 75-room hotel, and 1,100 residential units. Site access is proposed via Ashley Avenue; Angier Avenue; an extension of Rankin Street; an extension of North Angier Avenue that will connect from North Avenue through the site to Ralph McGill Boulevard; and the BeltLine Eastside Trail (bicycle/pedestrian). The local trigger for this DRI review is a rezoning application, and the estimated build-out year is 2023.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Maturing Neighborhoods area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. RDG information and recommendations for Maturing Neighborhoods are listed at the bottom of these comments.

This DRI appears to implement aspects of regional policy. It converts a light industrial site to an infill, mixed-use development with significant housing and employment components, in an area experiencing high growth. It also features pedestrian-oriented amenities and uses at street level, a reconnected street grid, and bike/ped access to the BeltLine Eastside Trail to the east and Historic Fourth ward Park to the west. This adjacency to bike/ped-oriented facilities can also connect users with transit service in the wider area, primarily MARTA bus service. Additionally, the development team is proposing private shuttle service for office tenants and residents with direct service to MARTA rail.

Many of these characteristics will 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 those 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. In general, the project provides significant pedestrian facilities.

The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Maturing Neighborhoods. The proposed land uses appear to be generally consistent with the RDG, specifically in terms of promoting mixed-use development in areas close to existing or planned transit. The RDG also recommends ensuring that new and infill development is compatible with existing neighborhoods. City leadership and staff, along with the development team, should therefore collaborate to ensure sensitivity to nearby neighborhoods, land uses, structures and natural resources.

Additional preliminary ARC staff comments are included in this report.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970 and are typically adjacent to the Region Core and Regional Employment Corridors. These three areas, combined, represent a significant percentage of the region's jobs and population. General policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/or shelters adjacent to bus stops
- Identify and remedy incidents of "food deserts" within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

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 & INDEPENDENCE SERVICES

GEORGIA DEPARTMENT OF TRANSPORTATION

ATLANTA BELTLINE, INC.

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or 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: **760 Ralph McGill** *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

Return Date: *April 19, 2018*

760 RALPH MCGILL BLVD DRI
City of Atlanta
Natural Resources Review Comments
March 29, 2018

The project property is entirely within the Peachtree Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

The USGS coverage for the project area shows no streams on or near the property. No streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. Any unmapped streams identified on the property may be subject to the City of Atlanta's stream buffer ordinance. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

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). Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

In addition to standard measures, we suggest the following additional measures to help reduce stormwater runoff and provide for its reuse before returning it to the stream system:

- 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.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2801
DRI Title 760 Ralph McGill
County Fulton County
City (if applicable) City of Atlanta
Address / Location The site is located on the North side of Ralph McGill Blvd NE on the western boundary of the Eastside Beltline Trail

Proposed Development Type:

A 11 acre Mixed use development consisting of 1100 residential units, 1,100,000 sq ft of office, 200,000 sq ft of retail and a 75 room hotel

Review Process EXPEDITED
 NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date March 29, 2018

TRAFFIC STUDY

Prepared by Kimley Horn
Date March 1, 2018

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 the regional plan referenced and the page number of the traffic study where relevant projects are identified*)

The traffic analysis includes Appendix F of project fact sheets in the network study area and a chart of programmed projects as identified in the Atlanta Region's Plan on Page 24 of the traffic analysis.

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 development proposes access by four existing driveways including one full movement driveway on Ralph McGill Blvd and one each at Rankin Street, North Angier Avenue and Ashley Avenue.

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 development proposes access by four existing driveways including one full movement driveway on Ralph McGill Blvd and one each at Rankin Street, North Angier Avenue and Ashley Avenue.

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

Nearest Station North Avenue Rail station is 1.2 miles away from the site.

- 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

Bus Route(s) 16, 02, 99, 102 and 109

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)

The site is directly adjacent to the Eastside Atlanta Beltline

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)

* 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

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	Eastside Atlanta Beltline
Distance	<input checked="" type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input type="checkbox"/> 0.15 to 0.50 mile <input type="checkbox"/> 0.50 to 1.00 mile
Walking Access*	<input checked="" type="checkbox"/> Sidewalks and crosswalks provide connectivity <input type="checkbox"/> Sidewalk and crosswalk network is incomplete <input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	<input checked="" type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity <input type="checkbox"/> Low volume and/or low speed streets provide connectivity <input type="checkbox"/> 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)

* 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 local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks 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)
- OTHER (Please explain)

Proposed driveways connecting to local roads provide access to adjacent developments.

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)
- OTHER (Please explain)

The project proposes pedestrian facilities throughout the development. No bicycle facilities are proposed internally.

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 development provides direct connectivity to the Beltline Trail and adjacent uses through existing and proposed pedestrian and bicycling facilities.

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)

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 #2801

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

*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: 760 Ralph McGill
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located north of Ralph McGill Boulevard and west of the BeltLine Eastside Trail; 721 N Angier Ave (f
Brief Description of Project: This property is a mixed-use project consisting of residential, office, hotel, and retail land uses and is connected to the BeltLine Eastside Trail.

Development Type:

- (not selected)
- Office
- Commercial
- Wholesale & Distribution
- Hospitals and Health Care Facilities
- Housing
- Industrial
- Hotels
- Mixed Use
- Airports
- Attractions & Recreational Facilities
- Post-Secondary Schools
- Waste Handling Facilities
- Quarries, Asphalt & Cement Plants
- Wastewater Treatment Facilities
- Petroleum Storage Facilities
- Water Supply Intakes/Reservoirs
- Intermodal Terminals
- Truck Stops
- Any other development types

If other development type, describe:

Project Size (# of units, floor area, etc.): 1,100 residential units, 1,100,000 SF office, 200,000 SF retail, 75-room hotel

Developer: Ralph McGill Angier, LLC

Mailing Address: 699 Ponce de Leon Ave NE

Address 2: Suite 403

City:Atlanta State: GA Zip:30308

Telephone: 404-662-7378

Email: maitland@newcity-properties.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: 2023
Overall project: 2023

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Developments of Regional Impact

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DRI #2801

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: 760 Ralph McGill
 DRI ID Number: 2801
 Developer/Applicant: Ralph McGill Angier, LLC
 Telephone: 404-662-7378
 Email(s): maitland@newcity-properties.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: \$600 - \$900 Million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$7 - \$11 Million

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): The site previously contained an existing Georgia Power Facility which will be demolished.

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)? 0.58

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)? 0.48

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.) Approximately 15,898 daily trips, 1,207 AM peak hour trips, 1,485 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? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No

If yes, please describe below: Please refer to Transportation Analysis performed by Kimley-Horn.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 13,000 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 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: Underground detention facilities, bioretention ponds, permeable pavers

Environmental Quality

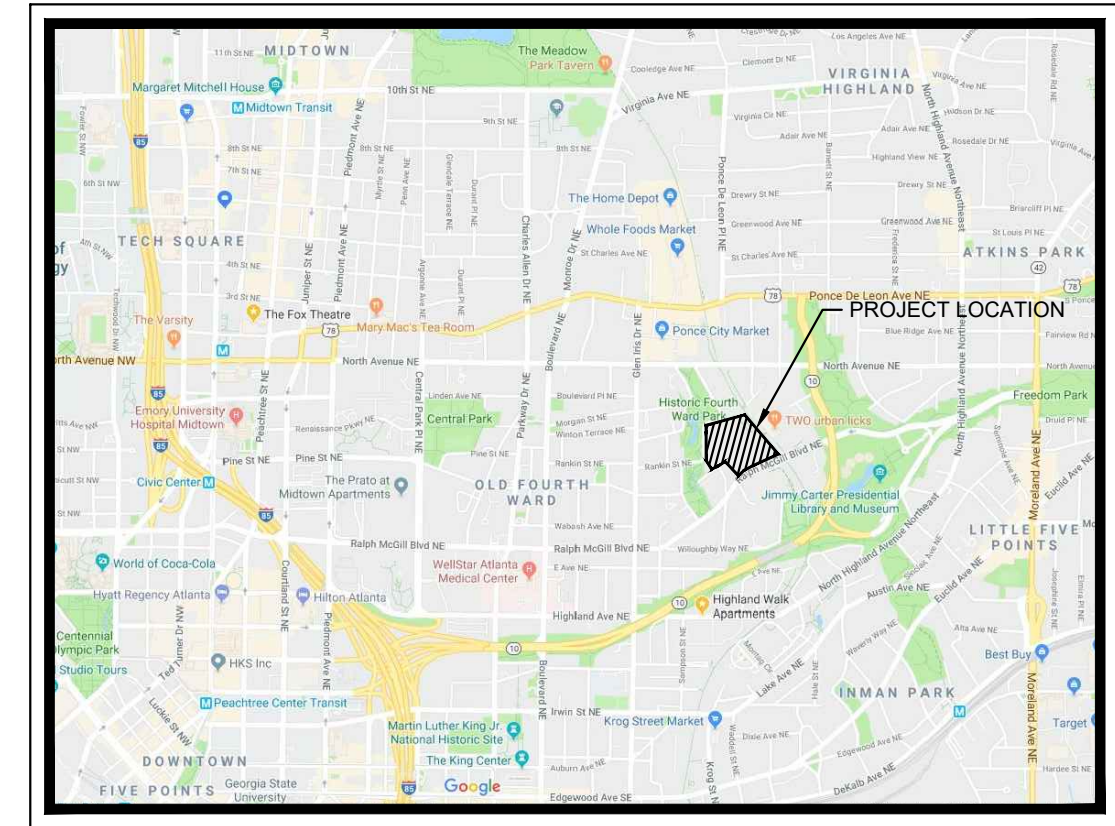
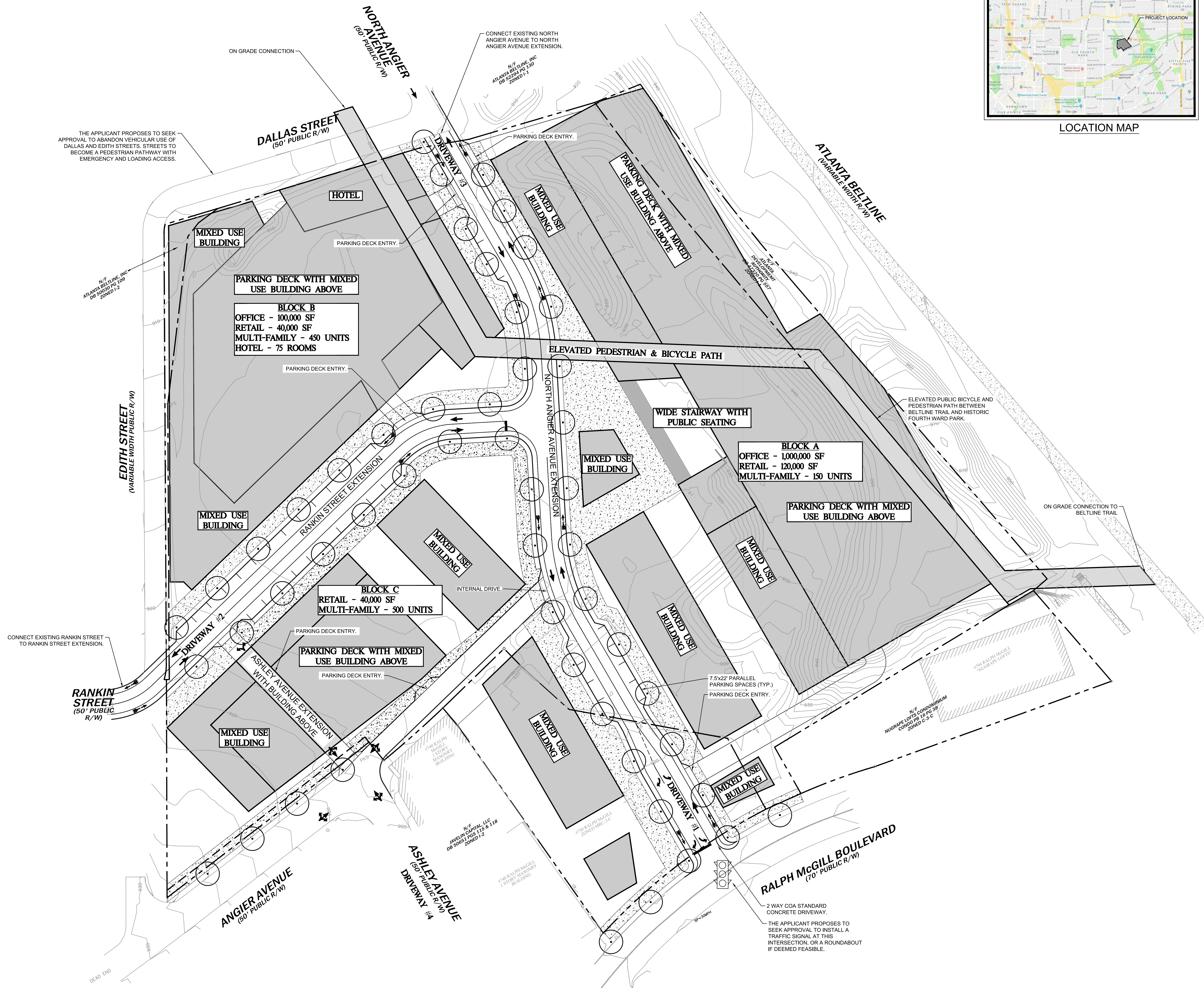
Is the development located within, or likely to affect any of the following:

- 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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Drawing name: C:\Users\brain.chouder\appdata\local\temp\appdata\local\temp\214043D-10 REZONING SITE PLAN.dwg DRI Mar 28 2018 12:07pm by: brain.chouder
 This document, together with the concepts and designs presented herein, is an instrument of service, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. House of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LOCATION MAP

SITE PLAN SPECIFICATIONS:

- DRI # 2801**
 OVERALL PROJECT AREA: 480,991 SF (11.04 ACRES)
 CURRENT ZONING - I-1 WITH BELTLINE OVERLAY
 PROPOSED ZONING - MRC-3-C WITH BELTLINE OVERLAY
 OWNER: RALPH MCGILL ANGIER, LLC.
- PROGRAM**
 RESIDENTIAL - 1,047,000 SF (1,100 UNITS)
 OFFICE - 1,100,000 SF
 RETAIL - 200,000 SF
 HOTEL - 75 ROOMS
- FLOOR AREA RATIOS:**
 RESIDENTIAL:
 ALLOWED: 3.2
 PROPOSED: 2.11
 NON-RESIDENTIAL:
 ALLOWED: 4.0
 PROPOSED: 2.79
- BUILDING HEIGHT:**
 MAXIMUM = 225 FEET
- PARKING**
 RESIDENTIAL:
 MINIMUM: 1,100 SPACES
 NON-RESIDENTIAL:
 MINIMUM: 4,285 SPACES
- CONTACTS**
 APPLICANT: RALPH MCGILL ANGIER, LLC.
 CONTACT: MATLAND THOMPSON
 MATLAND@NEWCITY-PROPERTIES.COM
 699 PONCE DE LEON AVE.
 SUITE 403
 ATLANTA, GA 30308
 404-662-7378
 TRAFFIC CONSULTANT: KIMLEY-HORN
 CONTACT: ELIZABETH JOHNSON, P.E.
 ELIZABETH.JOHNSON@KIMLEY-HORN.COM
 817 WEST PEACHTREE ST. NW
 SUITE 600
 ATLANTA, GA 30308
 404-419-8700
 CIVIL ENGINEER: KIMLEY-HORN
 CONTACT: JOSH REYNOLDS, P.E.
 JOSH.REYNOLDS@KIMLEY-HORN.COM
 11720 AMBER PARK DRIVE
 SUITE 600
 ALPHARETTA, GA 30009
 770-615-4280

SITE PLAN LEGEND:

- PROPERTY LINE
- INTERNAL PROPERTY DELINEATION
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT
- PROPOSED STRUCTURE ABOVE

7	6	5	4	3	2	1	NO.	DATE	BY
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SCALE:	1" = 40'								
DRAWN BY:	JCR								
DESIGNED BY:	JCR								
CHECKED BY:	ALF								
PROJECT:	DRI #2801								
CLIENT:	RALPH MCGILL ANGIER, LLC.								
PROJECT:	760 RALPH MCGILL BLVD								
TITLE:	DRI SITE PLAN								
DATE:	03/28/2018								
PROJECT NO.:	013001000								
SHEET NUMBER:	C0-20								

