ARC
ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

June 25, 2004

Honorable Shirley Franklin, Mayor
City of Atlanta
55 Trinity Avenue
Atlanta, Georgia 30303

RE: Development of Regional Impact Review
Peachtree Portal

Dear Mayor Franklin:

I am writing to let you know that the submittal of the Development of Regional Impact (DRI) known as Peachtree Portal is certified complete and that we are initiating review of the project. As a part of our review, we are notifying the following agencies of the review— City of East Point, City of Decatur, Fulton County, DeKalb County, Atlanta Pubic School, Metropolitan Atlanta Rapid Transit Authority, Georgia Regional Transportation Authority, and Georgia Departments of Transportation, Natural Resources, and Community Affairs—to afford all an opportunity to comment.

Enclosed is a copy of our preliminary report. The 45-day DRI review period ends on August 9, 2004, but we will complete the review as soon as possible. In the meantime, please feel free to call me, or Mike Alexander (404-463-3302), if you have any questions.

Sincerely,

Charles Krautler
Director

CK/mhf

Enclosures

C: Ms. Nina Gentry, City of Atlanta
Mr. John R. Akin, Novare Group

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: Peachtree Portal ***See the Preliminary Report.***

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature: Date:

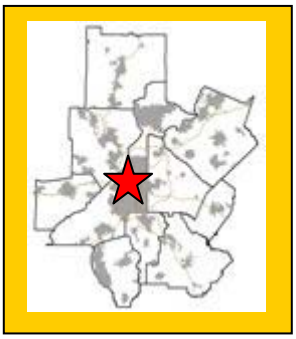
Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: July 9, 2004

Preliminary Report:	June 25, 2004	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	**Project:**	Peachtree Portal #602
Final Report Due:	July 26, 2004		**Comments Due By:**	July 9, 2004

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



Peachtree Portal is a proposed mixed use development consisting of 20,000 square feet of street-level neighborhood retail, a 5,000 square foot street level restaurant, 12,000 square feet of office, a 102 room hotel in a 10 story tower, and 1,016 high-rise condominiums in two 32 story towers on 3.75 acres. Also a club house, fitness center, swimming pool, and roof terrace for the residents is being proposed. Located in the City of Atlanta, the proposed development is located on the block bounded by West Peachtree Street, Spring Street, I-75/85, and Alexander Street. The MARTA Civic Center station is to the east of the proposed development on both sides of West Peachtree Street.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2007.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned SPI-13, Centennial Olympic Park. The intent of the Special Public Interest District for Centennial Olympic Park is to create a mixed-use pedestrian friendly district that enhances the area around the Park.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

The proposed development is consistent with the City of Atlanta's Future Land Use Plan which designates this site for high density residential commercial and mixed use.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

To be determined during the review.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a mile radius of the proposed project.

Year	Name
2003	Midtown Grand
2003	The Georgia Aquarium
2001	Omni Hotel Expansion
2001	Midtown Park
2001	Bellsouth Midtown Center
2000	Millennium in Midtown
1992	GLG Park Plaza
1990	C & S Plaza
1989	Mospar Mixed Use Development
1989	One Peachtree Center
1989	Renaissance City Centre
1987	City Chateau
1987	Inforum
1987	191 Peachtree Building

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently occupied by four public pay surface parking lots with a total of 285 parking spaces. The existing parking lots have three access points: one on Alexander Street at Scott Street, one on Spring Street at Mills Street, and another on Spring Street between Alexander Street and Mills Street.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development meets the ARC's regional development policies, especially RDP Policy 3: increasing opportunities for mixed- use development, infill and redevelopment. Proximity to the MARTA Civic Center Station also provides an opportunity for increased transportation choices, RDP Policy 4.

The proposed development is within the JSA –McGill LCI Study Area that was completed in 2003. The study area for the Midtown LCI is within a quarter mile of the proposed development site. Also the Upper Westside and City Center LCI Study Areas are within a half mile of the proposed development site.

In the JSA-McGill LCI Study, the site is proposed to be zoned as a development opportunity and slated for residential/retail in the land use framework plan. The proposed development, according to the LCI

Study, falls into a new zoning classification labeled the Downtown Core which allows for high density commercial and residential. The MARTA Civic Center Station is identified as underutilized and emphasis is placed on improving connections and encouraging development to strengthen the potential of the station.

The development does help to achieve many of the goals set forth in the JSA-McGill LCI Study by proposing high density commercial and residential. The proposed development also addresses the potential of the MARTA station by adding to the street life and improving pedestrian connections along West Peachtree Street. The LCI Study for the JSA-McGIll Area should be considered in further refinement of the site plan.

The Central Business District surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). The impact of this proposed development on the jobs to housing imbalance will be evaluated during the review.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half mile apart, or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle".
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located in the City of Atlanta between the Midtown and Downtown areas on the block bounded by West Peachtree Street, Spring Street, I-75/85, and Alexander Street.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta's government's boundary in Fulton County; however, it is approximately 3 miles from the western boundary for DeKalb County.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

To be determined during the review.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $237,000,000.00 with an expected $5,000,000.00 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Stream and Watershed Protection
The project is not located in any water supply watershed and is not near any flowing stream.

Storm Water/Water Quality
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amounts of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. These estimates are generalized for the metropolitan area and do not necessarily reflect the conditions of high-density, central business district development such as this project. These numbers also do not reflect the existing runoff and loading from a site that is already predominantly paved as parking lots. The impervious area estimate used for commercial, 85 percent, appears to be the closest to the approximate impervious coverage proposed for this project. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. The proportion of impervious surface in the form of roof area versus parking lot will be higher in this project than for most development, which will also affect the actual pollutant loading from runoff. The net land area was used in the calculations. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	3.76	6.43	65.42	406.08	3696.08	4.62	0.83
TOTAL	3.76	6.43	65.42	406.08	3696.08	4.62	0.83

Total Impervious: 85% in this analysis

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

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In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review. The proposed development will be located on 2.75 acres of land adjacent to the MARTA Civic Center and will be composed of 20, 000 square feet of street-level retail, 5,000 square feet of street-level restaurant space, 12,000 square feet of office space, a 102 room hotel housed in a 10-story tower and 1,016 condominiums to be housed in two 32-story towers. Build-out is scheduled for 2007 with two phases to complete the project. Two driveway access points will be provided on West Peachtree Street for the retail/hotel component and two driveway access points will be provided for the residential component of the project. One service access driveway will be located along Spring Street. Pedestrian access will be provided along West Peachtree Street, Alexander Street and Spring Street.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
High-Rise Condominium *1,016 units*	45	197	242	158	97	255	2,876
Hotel *102 rooms*	19	12	31	23	20	43	383
Office *12,000 square feet*	24	3	27	10	60	70	175
Shopping Center *20,000 square feet*	28	16	44	28	29	57	641
Restaurant *5,000 square feet*	22	20	42	14	8	22	256
TOTAL NEW TRIPS	**138**	**248**	**386**	**233**	**214**	**447**	**4,331**

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. As a V/C ratio reaches 1.0, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 0.8 or above are considered congested.

V/C Ratios

		AM						PM					
		Volume			V/C			Volume			V/C		
	Lns/dir.	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB	Total	SB/EB	NB/WB
Spring Street (at I-75/85 off-ramp)													
2005	4	**5,900**	5,900	N/A	**0.46**	0.46	N/A	**9,580**	9,580	N/A	**0.75**	0.75	N/A
2010	4	**6,430**	6,430	N/A	**0.50**	0.50	N/A	**10,490**	10,490	N/A	**0.82**	0.82	N/A
2025	4	**7,550**	7,550	N/A	**0.59**	0.59	N/A	**11,140**	11,140	N/A	**0.87**	0.87	N/A
% Change 2005-2010		**9.0%**	**9.0%**	**0.0%**	**8.7%**	**8.7%**	**0.0%**	**9.5%**	**9.5%**	**0.0%**	**9.3%**	**9.3%**	**0.0%**
% Change 2010-2025		**17.4%**	**17.4%**	**0.0%**	**18.0%**	**18.0%**	**0.0%**	**6.2%**	**6.2%**	**0.0%**	**6.1%**	**6.1%**	**0.0%**
% Change 2005-2025		**28.0%**	**-100.0%**	**0.0%**	**28.3%**	**-85.3%**	**0.0%**	**16.3%**	**-100.0%**	**0.0%**	**16.0%**	**-89.3%**	**0.0%**
West Peachtree Street (Between Alexander Street and Pine Street)													
2005	3	**4,290**	1,210	3,080	**0.23**	0.15	0.30	**4,880**	1,950	2,930	**0.27**	0.25	0.28
2010	3	**4,950**	1,010	3,940	**0.26**	0.13	0.38	**5,900**	3,010	2,890	**0.34**	0.39	0.28
2025	3	**3,220**	1,370	1,850	**0.18**	0.18	0.18	**3,890**	1,120	2,770	**0.21**	0.14	0.27
% Change 2005-2010		**15.4%**	**-16.5%**	**27.9%**	**13.3%**	**-13.3%**	**26.7%**	**20.9%**	**54.4%**	**-1.4%**	**26.4%**	**56.0%**	**0.0%**
% Change 2010-2025		**-34.9%**	**35.6%**	**-53.0%**	**-29.4%**	**38.5%**	**-52.6%**	**-34.1%**	**-62.8%**	**-4.2%**	**-38.8%**	**-64.1%**	**-3.6%**
% Change 2005-2025		**-24.9%**	**13.2%**	**-39.9%**	**-20.0%**	**20.0%**	**-40.0%**	**-20.3%**	**-42.6%**	**-5.5%**	**-22.6%**	**-44.0%**	**-3.6%**
Spring Street at Alexander Street													
2005	4	**3,610**	N/A	3,610	**0.28**	N/A	0.28	**3,360**	N/A	3,360	**0.26**	N/A	0.26
2010	4	**3,930**	N/A	3,930	**0.31**	N/A	0.31	**4,470**	N/A	4,470	**0.35**	N/A	0.35
2025	4	**5,150**	N/A	5,150	**0.40**	N/A	0.40	**6,180**	N/A	6,180	**0.48**	N/A	0.48
% Change 2005-2010		**8.9%**	**0.0%**	**8.9%**	**10.7%**	**0.0%**	**10.7%**	**33.0%**	**0.0%**	**33.0%**	**34.6%**	**0.0%**	**34.6%**
% Change 2010-2025		**31.0%**	**0.0%**	**31.0%**	**29.0%**	**0.0%**	**29.0%**	**38.3%**	**0.0%**	**38.3%**	**37.1%**	**0.0%**	**37.1%**
% Change 2005-2025		**42.7%**	**0.0%**	**42.7%**	**42.9%**	**0.0%**	**42.9%**	**83.9%**	**0.0%**	**83.9%**	**84.6%**	**0.0%**	**84.6%**
Williams Street at Alexander Street													
2005	2	**5,190**	2,490	2,700	**0.59**	0.57	0.61	**6,090**	2,570	3,520	**0.69**	0.58	0.80
2010	2	**5,570**	2,430	3,140	**0.63**	0.55	0.71	**6,610**	2,830	3,780	**0.75**	0.64	0.86
2025	2	**6,200**	2,610	3,590	**0.71**	0.59	0.82	**7,090**	3,140	3,950	**0.81**	0.71	0.90
% Change 2005-2010		**7.3%**	**-2.4%**	**16.3%**	**6.8%**	**-3.5%**	**16.4%**	**8.5%**	**10.1%**	**7.4%**	**8.7%**	**10.3%**	**7.5%**
% Change 2010-2025		**11.3%**	**7.4%**	**14.3%**	**11.9%**	**7.3%**	**15.5%**	**7.3%**	**11.0%**	**4.5%**	**7.3%**	**10.9%**	**4.7%**
% Change 2005-2025		**19.5%**	**4.8%**	**33.0%**	**19.5%**	**3.5%**	**34.4%**	**16.4%**	**22.2%**	**12.2%**	**16.7%**	**22.4%**	**12.5%**

For the V/C ratio table, the data is based on 2005, 2010 and 2025 A.M./P.M. peak volume data generated from ARC's travel demand model for the 2025 RTP Limited Update and FY 2003-2005 TIP, adopted in October 2002. The demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of these improvements (long or short range or other)?

2003-2005 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-188	Alexander Street Corridor Improvements from Northside Drive to West Peachtree Street	Roadway Operations	2006
AT-202	Spring Street from Pine Street to Peachtree Street	Pedestrian Facility	2007
AT-203	West Peachtree Street from Pine Street to Peachtree Street	Multi-Use Facility	2006
AR-251A	Northwest Corridor Fixed Guideway from Midtown Atlanta to Cumberland Mall Area (Cobb County)	Fixed Guideway Transit Capital	2006

2025 RTP Limited Update*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

**The ARC Board adopted the 2025 RTP Limited Update and FY 2003-2005 TIP in October 2002. USDOT approved in January 2003*

Impacts of Peachtree Portal: What are the recommended transportation improvements based on the traffic study done by the applicant?

According to the findings, there will be some capacity deficiencies as a result of future year **background** and **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The intersection that is most impacted for both future **background** and **total** traffic year is the intersection of Linden Avenue/I-75/85 Ramps and Spring Street. According to the consultant's study, this particular intersection is expected to perform at its lowest expectations during the PM peak hours. It has been recommended that a free-flow southbound right turn lane be put in place to upgrade existing LOS levels. However, the consultant does state that such an improvement will require the addition of a receiving lane to the northbound I-75/85 on-ramp. Due to physical constraints, this does not appear to be a feasible option.

Overall, the consultant concluded that the project will perform within the appropriate LOS standards with its existing infrastructure and without any necessary additional improvements. Therefore, there were no major improvements recommended for the **background** year traffic. Despite planned

improvements to roadways within the study network as indicated by the consultant, the consultant determined that such improvements would not have a strong impact on the capacity levels of these roadways and were not included in any future analysis.

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

The proposed project will be located in an existing rapid transit station area. Immediately adjacent to Peachtree Portal is the Civic Center MARTA Station. To the north of the site is the North Avenue MARTA Station and to the south of the site is the Peachtree Center MARTA Station. Since Peachtree Portal has easy access to three MARTA heavy rail stations, accessibility to and from the site is extensive and allows for a variety of transfer points to different bus lines around the City of Atlanta and the Atlanta metropolitan region.

Is the site served by transit? If so, describe type and level of service.

The Civic Center station is serves as a stop along MARTA bus route 46 via Boulevard, four CCT bus routes (#10A, #10B, #100 North Cobb Express, and #101 Marietta Express), and three Gwinnett County Transit bus routes (#101A Mall of Georgia, #102A Gwinnett Place Mall, and #103A Discover Mills).

MARTA bus route #46 runs between the Civic Center station at the southwest end, along Ralph McGill Boulevard, Bedford Place, Pine Street/Angier Avenue, Glen Iris Drive, Morgan Street, Boulevard, Ponce de Leon Avenue, and North Avenue. Route #46 then continues on to the North Avenue station at the northwest end serving the Atlanta Civic Center and other uses. It intersects three other MARTA bus routes enroute: #2 Ponce de Leon, #10 Peachtree, and #31 Morningside. At the North Avenue station, it intersects five other MARTA bus routes (#2 Ponce de Leon, #13 Fair Street/Techwood, #27 North Avenue, #45 Virginia/McLynn, and #99 King Memorial/North Avenue), two CCT routes (#100 and #101), and three Gwinnett County Transit bus routes (#101A Mall of Georgia, #102A Gwinnett Place Mall, and #103A Discover Mills). Headways for route #46 vary from every 35 minutes from 5:40 a.m. to 8 a.m. and 3:25 p.m to 5:45 p.m, every forty to fifty minutes from 8 a.m. to 9:30 a.m. and 5:45 p.m. to 6:30 p.m., and every hour from 9:30 a.m. to 3:25 p.m. and 6:30 p.m. to 12:20 a.m. Weekend service is provided as well.

The CCT express bus routes #100 and #101 departs from Cobb County's Kennesaw and Marietta Park & Ride lots every ten to fifteen minutes on weekday mornings from between 5:25 a.m. to 8 a.m. On weekday afternoons, they depart from downtown every twenty to thirty minutes from between 3:35 p.m. and 6:30 p.m. These two routes also serve MARTA's Five Points, Peachtree Center, and North Avenue stations.

CCT bus route #10A is a weekday peak hour reverse commute route. It runs between MARTA's Five Points station at the south end and the intersection of Delk Road and Bentley Road in Cobb County at the north end. It serves MARTA's Peachtree Center, Civic Center, and Arts Center stations, the IBM tower, Riverwood, Sprint, and the Cumberland Boulevard Transfer Center at Cumberland Mall. It intersects CCT routes #10, #10B, #20, #20A, #50, and #70 at the Cumberland Boulevard Transfer

Center. It runs every fifteen to forty minutes from 6:05 a.m. to 8:33 a.m. and every 25 to forty minutes from 3:25 p.m. to 5:10 p.m.

CCT bus route #10B is a weekday peak hour reverse commute route. It runs between MARTA's Five Points station at the south end and the intersection of Cobb Parkway and Windy Hill Road in Cobb County at the north end. It serves MARTA's Peachtree Center, Civic Center, and Arts Center stations, the IBM tower, Riverwood, Sprint, the Cumberland Boulevard Transfer Center at Cumberland Mall, the Galleria, Overton Park, the Marriott, and Wildwood. It intersects CCT routes #10, #10A, #20, #20A, #50, and #70 at the Cumberland Boulevard Transfer Center. It runs every thirty to forty minutes from 6:12 a.m. to 7:55 a.m. and every twenty to thirty minutes from 3:30 p.m. to 5:35 p.m.

The three Gwinnett County Transit bus routes that stops at the Civic Center station are weekday reverse commute routes, departing every thirty minutes between 7 a.m. and 9:30 a.m. from Downtown and Midtown Atlanta and returning every thirty minutes between 4 p.m. and 6:30 p.m. These three routes also serve Capitol Square and MARTA's Five Points, Peachtree Center, North Avenue, Midtown, and Arts Center stations. After departing Arts Center, they are express routes that do not stop until they reach their destinations at Gwinnett County's three regional shopping malls, where passengers can transfer to the local Gwinnett County bus service.

The North Avenue station has a pedestrian entrance at the corner of West Peachtree Street and North Avenue approximately 1/2 mile north of the site. The North Avenue station is served by six MARTA bus routes (#2 Ponce de Leon, #13 Fair Street/Techwood, #27 North Avenue, #45 Virginia/McLynn, #46 Boulevard, and #99 King Memorial/North Avenue). Two CCT routes (#100 and #101), and three Gwinnett County Transit bus routes (#101A Mall of Georgia, #102A Gwinnett Place Mall, and #103A Discover Mills) provide stops at the North Avenue MARTA Station.

The Peachtree Center station has a pedestrian entrance on Peachtree Street approximately 1/3 mile south of the site. The Peachtree Center station is served by the four CCT bus routes and the three Gwinnett County Transit bus routes already discussed. It is also served by three additional Gwinnett County Transit weekday express bus routes: #101 I-985 Park & Ride, #102 I-85 Indian Trail Park & Ride, and #103 Discover Mills Park & Ride. The Gwinnett County Transit bus routes are express routes, departing Gwinnett County's three Park & Ride lots every thirty minutes in the morning from between 5:40 a.m. until 8:10 a.m. In the afternoon, they depart from downtown every thirty minutes from 3:35 p.m. until 6:35 p.m. These three routes also serve Peachtree from West Peachtree Place to Capitol Square and to the Five Points MARTA Station.

With the growing number of express bus service in the region, Peachtree Portal will also have access to the GRTA Xpress bus service begun in early June 2004 from Downtown Atlanta.

Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are currently no immediate plans by MARTA to expand local transit service to the immediate area.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

Peachtree Portal will be located within the Downtown TMA service area. Due to the amount of retail, restaurant and office square footage at Peachtree Portal, the site is required to become a member of the Downtown TMA. A number of programs are offered by the Downtown TMA such as discounted transit passes, ridematching services and carpool rewards programs, and a guaranteed ride home program to name a few among many.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Type Yes below if taking the credit or blank if not	Credits	Total
Density Target levels			
Where Residential is dominant, >15 units/ac	Yes	6%	6%
Proximity to Public Transportation			
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	Yes	3%	3%
w/in 1/2 mile of MARTA Rail Station	Yes	5%	5%
connections between units in the site?			
connections to retail center and adjoining uses with the project limits?			
Bicycle or Pedestrian facilities within the site (choose one)			
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	Yes	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		**19%**	**19%**

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The existing area around Peachtree Portal has long been the home to parking lots or abandoned parcels of land. The development of the new Aquarium and the new World of Coke museum to the west of Peachtree Portal, are all contributors to an area experiencing a resurgence in development and will contribute to making the neighborhood more vibrant. Peachtree Portal's location is obviously strategic in regards to mobility. With I-75/85 almost adjacent to the proposed site, accessing the Downtown Connector to other major roadways across the region is not an issue. Accessibility to and from Peachtree Portal is also not an issue due to its proximity to MARTA Heavy Rail and bus routes, Cobb

Communuity Transit express routes, Gwinnett County Transit express routes and the newly implemented GRTA Xpress bus routes. In addition to automobiles and transit, the abundance of alternative mobility such as walking or biking are immense thus promoting access to jobs, schools, and entertainment around the region. Peachtree Portal's mixed-use nature in conjunction with its adjacency to the MARTA Civic Center makes Peachtree Portal highly usable and desirable. Although the roadway networks around Peachtree Portal are not heavily congested, the mobility options available have the potential to further diminish the dependence on the automobile in such a dense and highly congested area of the region.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 266,000 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M. Clayton Site is listed below:

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No Flow Limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout the City of Atlanta wastewater system by 2007 and 2014, respectively

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 266,000 MGD based on information submitted for the review.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1,800 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste.

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**

- **Other government facilities?**

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review

AGING

Does the development address population needs by age?

To be determined during the review.

What is the age demographic in the immediate area of the development?

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

To be determined during the review.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers as well as providing opportunities for individuals to live and work within the proposed development.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 19. This tract had a 27.1percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 4 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 602
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 6/7/2004 11:43:57 AM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Nina E. Gentry City of Atlanta Bureau of Planning 55 Trinity Ave. Ste #3350 Atlanta, GA 30303
Telephone:	404.330.6722
Fax:	404.658.7491
E-mail **(only one)**:	ngentry@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:	Peachtree Portal

Development Type	Description of Project	Thresholds
Mixed Use	1016 condos; 102 room hotel; 12k s.f. office; 20k s.f. retail; 5k s.f. restaurant	View Thresholds

Developer / Applicant and Mailing Address:	Mr. John R. Akin, Jr. Novare Group 817 W. Peachtree Street, NW Suite P-100 Atlanta, GA 30308-1138
Telephone:	404.961.7713
Fax:	404.815.5678
Email:	jakin@novaregroup.com
Name of property owner(s) if different from developer/applicant:	Portal Holdings, LLC
Provide Land-Lot-District Number:	Land Lot 79, dostrict 14
What are the principal streets or roads providing vehicular access to the site?	West Peachtree Stree and Spring Street
Provide name of nearest street(s) or intersection:	West Peachtree and Alexander Street
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	HTTP://www.mapquest.com
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	3 miles to Dekalb County
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta

Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2007

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe): Traffic study is being performed and will be completed by 6.16.04	Y

Submitted on: 6/17/2004 5:52:55 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Nina E. Gentry
Telephone:	404.330.6722
Fax:	404.658.7491
Email (**only one**):	ngentry@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Peachtree Portal (temporary name, permanent name TBD)
DRI ID Number:	602
Developer/Applicant:	John R. Akin Jr., Novare Group
Telephone:	404.961.7713
Fax:	404.815.5678
Email(s):	jakin@novaregroup.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y

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

Economic Impacts

Estimated Value at Build-Out:	$237,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y

If the development will displace any existing uses, please describe (using number of units, square feet., etc): There are currently four public pay surface parking lots on the site, with a total of approximately 285 parking spaces. The prices range from $2 a day to $3.25 per day.

Community Facilities Impacts

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)?	266,000 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	

If there are plans to expand the existing water supply capacity, briefly describe below:

If water line extension is required to serve this project, 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)?	266,000 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	

If there are plans to expand existing wastewater treatment capacity, briefly describe below:

If sewer line extension is required to serve this project, 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.)	4,300 new vehicle trips per day
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y

If transportation improvements are needed to serve this project, please describe below:
See Peachtree Portal GRTA DRI Review Package, June 2004

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,800 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

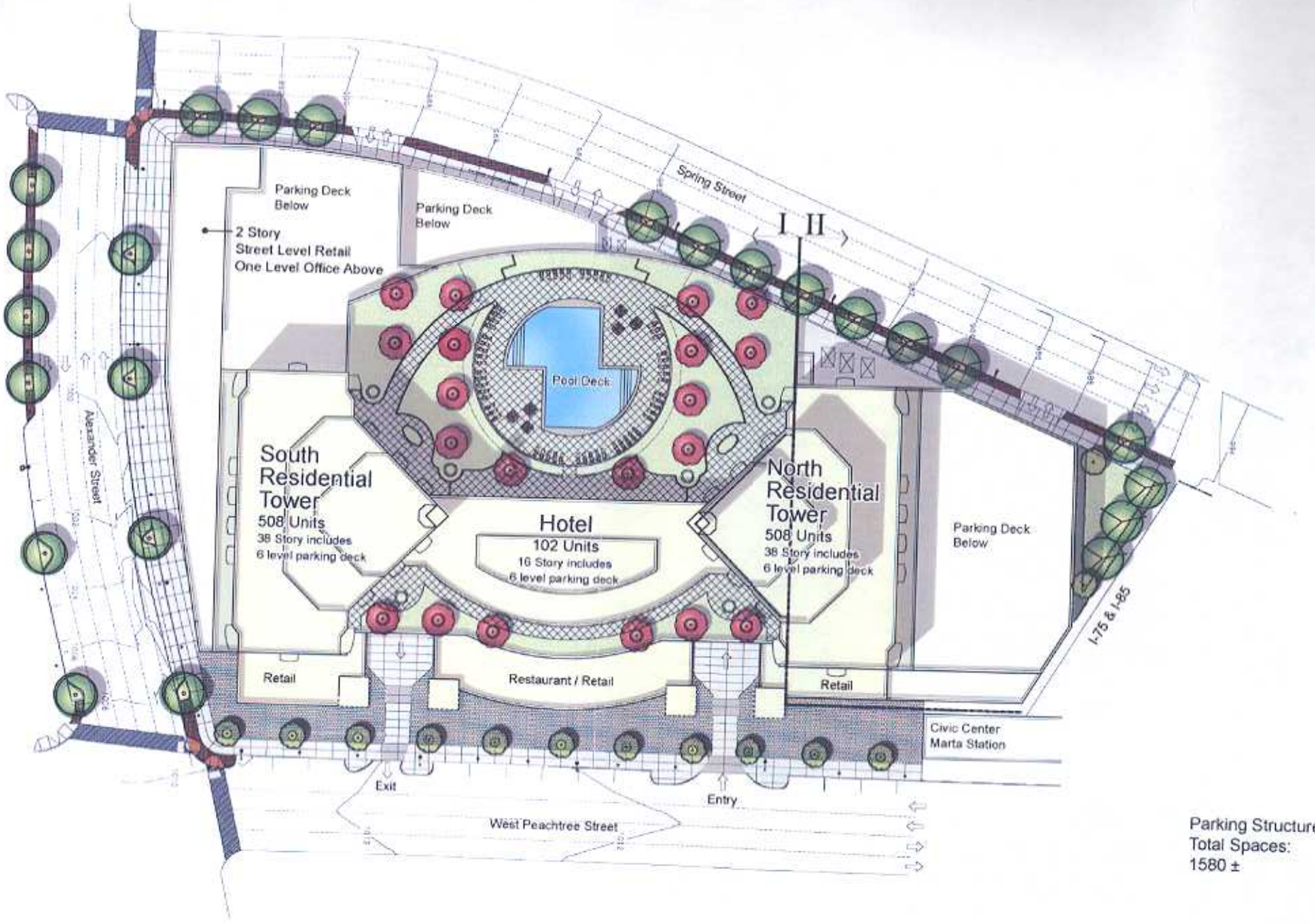
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	90%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:
Stormwater runoff will be mitigated with a detention facility.

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



Parking Structure
Total Spaces:
1580 ±

Smallwood, Reynolds, Stewart, Stewart & Associates, Inc.

Peachtree Portal

Architectural Site Plan