# 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**: May 29, 2020 **ARC REVIEW CODE**: R2005291

**TO:** Mayor Keisha Lance Bottoms
**ATTN TO:** Monique Forte, Urban Planner III
**FROM:** Douglas R. Hooker, Executive Director
**RE:** Development of Regional Impact Review

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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**: 1020 Spring Street (DRI #3094)
**Review Type**: DRI **Submitting Local Government**: City of Atlanta
**Date Opened**: May 29, 2020 **Deadline for Comments**: June 13, 2020 **Date to Close**: June 15, 2020*

* This review is expedited under GRTA rules because it falls within a Livable Centers Initiative (LCI) area. If no major issues are raised, the review will be closed on the next business day after comments close.

**Description:** A Development of Regional Impact (DRI) review of a proposed mixed-use project with three towers on a 4.1-acre site at the northwest corner of Spring Street and 10th Street in the City of Atlanta. The historic H.M. Patterson & Son-Spring Hill Chapel building and garden is in the center of the project. The first phase is a 36-story residential tower with 375 units and ground floor retail at the southeast corner. The second phase is a 34-story, 700,000 SF office tower along the western side developed in combination with a 350-key, 24-story hotel with ground floor retail at the north edge of the site. In total, ~30,000 SF of retail/restaurant space is proposed with several areas for outdoor dining. Vehicular access is proposed from one existing curbcut on Spring Street and five new curb cuts: two on Spring Street, one on 10th Street and two along Williams Street. Parking is provided in two separate decks at the base of the residential and office towers. The local trigger is the pending submittal of a Special Administrative Permit. Expected buildout is 2025.

**PRELIMINARY COMMENTS:**

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Region Core and 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 these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The DRI plan contemplates the conversion of underutilized parcels and surface parking surrounding a historic landmark building for use as a mixed-use development with housing, lodging, and employment components and pedestrian-focused streetscaping and uses at street level. The development features the adaptive-reuse of the historic H.M. Patterson & Son funeral home, which will be renovated for an event space and/or restaurant space. The DRI can support alternative transportation modes given its mix of uses that includes housing and employment; its close proximity to the Midtown MARTA station, MARTA and GRTA Xpress bus routes, Georgia Tech circulator service, and future protected bicycle infrastructure being planned for Spring Street.

This project falls within the boundary for the Midtown Development Review Committee. Members of the committee and Midtown Alliance identified multiple improvements that would improve the project's compatibility with the goals of the SPI-16 zoning code and the City of Atlanta's Transportation Plan. ARC staff agrees with these recommendations. They include:

- Establishing a clear east-west pedestrian and bike connection across the middle of the site, including a stairway with bike runnels to navigate the grade separation between Williams Street and the plaza between Buildings B and C.
- Altering or eliminating the proposed Driveway 1 on 10th Street, which introduces an additional conflict area for pedestrians and drivers, and sits directly adjacent to the driveway for the existing hotel next door.
- Reducing the number of proposed driveways on Spring Street and install a new traffic signal and pedestrian crossing at Driveway 3. This will have the benefit of reducing conflicts with drivers and pedestrians on the sidewalk, as well as further protection for the future protected bicycle facility on Spring Street.

Many of the development's characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to access the site via alternative modes or park once and circulate on foot. To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks or storage facilities, showers and lockers, etc.) are provided for workers and visitors at key locations throughout the site. These recommendations are made in view of the alternative mode trip reduction of 27.5% in the GRTA-required DRI transportation analysis.

To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. For example, the northwest and northeast corners of the intersection of 10th Street and Spring Street have excessively long curb radii. Additional comments from ARC's Transportation Access & Mobility Group are attached.

The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain

gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Additional comments on water resources from ARC's Natural Resources Group are attached.

The intensity of this proposed project generally aligns with the RDG's recommended parameters regarding density and building height in the Region Core. The land use mix is also generally consistent with the RDG. The Region Core is the densest part of the Atlanta region, and is the core of the region. Connected with transit, this area of the region is the most walkable. Redevelopment is the main driver of growth within this area. The Region's Core and Regional Employment Corridors contain 26% of the 10-county region's jobs and 8% of region's population today on approximately 2.25% of the land area. Strategies include:

- Continue to invest in the LCI program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit, increase 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. General 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 TRANSPORTATION ACCESS & MOBILITY | ARC NATURAL RESOURCES |
| ARC RESEARCH & ANALYTICS | ARC AGING & HEALTH RESOURCES | GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS |
| GEORGIA DEPARTMENT OF NATURAL RESOURCES | GEORGIA DEPARTMENT OF TRANSPORTATION | FULTON COUNTY |
| GRTA/SRTA | MARTA | MIDTOWN ALLIANCE |

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@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: **1020 Spring Street (DRI #3094)** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ( )

Signature:

Date:

***Comments must be emailed to:***
Greg Giuffrida
Atlanta Regional Commission
ggiuffrida@atlantaregional.org
Ph. (470) 378-1531

**Return Date: June 13, 2020**

# ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

**DATE**: May 29, 2020 **ARC REVIEW CODE**: R2005291

**TO:** ARC Group Managers
**FROM:** Greg Giuffrida, 470-378-1531

**Reviewing staff by Jurisdiction:**

| | |
|---|---|
| **Community Development:** Giuffrida, Greg | **Transportation Access and Mobility:** Mangham, Marquitrice |
| **Natural Resources:** Santo, Jim | **Research and Analytics:** Skinner, Jim |
| **Aging and Health Resources:** Perumbeti, Katie | |

**Name of Proposal:** 1020 Spring Street (DRI #3094)
**Review Type:** Development of Regional Impact
**Description:** A Development of Regional Impact (DRI) review of a proposed mixed-use project with three towers on a 4.1-acre site at the northwest corner of Spring Street and 10th Street in the City of Atlanta. The historic H.M. Patterson & Son-Spring Hill Chapel building and garden is in the center of the project. The first phase is a 36-story residential tower with 375 units and ground floor retail at the southeast corner. The second phase is a 34-story, 700,000 SF office tower along the western side developed in combination with a 350-key, 24-story hotel with ground floor retail at the north edge of the site. In total, ~30,000 SF of retail/restaurant space is proposed with several areas for outdoor dining. Vehicular access is proposed from one existing curbcut on Spring Street and five new curb cuts: two on Spring Street, one on 10th Street and two along Williams Street. Parking is provided in two separate decks at the base of the residential and office towers. The local trigger is the pending submittal of a Special Administrative Permit. Expected buildout is 2025.
**Submitting Local Government:** City of Atlanta
**Date Opened:** May 29, 2020
**Deadline for Comments:** June 13, 2020
**Date to Close:** June 15, 2020

## 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:**

Georgia® Department of Community Affairs

# Developments of Regional Impact



## DRI #3094

### 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: | 404-507-2982 |
| 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: | 1020 Spring Street |
| Location (Street Address, GPS Coordinates, or Legal Land Lot Description): | 1020 Spring Street, Atlanta, GA 30309 |
| Brief Description of Project: | The proposed development is on approximately 4.1-acres will include mixed-use development consisting of office, retail/restaurant, hotel, and residential units. There is also the preservation of the historical building and grounds (HM Patterson & Son-Spring Hill Chapel). |

**Development Type:**

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

If other development type, describe:

| | |
|---|---|
| Project Size (# of units, floor area, etc.): | 700k SF office, 60k retail/restaurant, 325 key hotel, and 350 residential units |
| Developer: | Portman Holdings - Josh Gately |
| Mailing Address: | 303 Peachtree Center Ave |
| Address 2: | Suite 575 |
| | City:Atlanta State: GA Zip:30303 |
| Telephone: | 404-614-5392 |
| Email: | jgately@portmanholdings.com |
| Is property owner different from developer/applicant? | ○ (not selected) ○ Yes ◉ No |
| If yes, property owner: | n/a |
| 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? | n/a |
| Is the current proposal a continuation or expansion of a previous DRI? | ○ (not selected) ○ Yes ◉ No |
| If yes, provide the following | Project Name: |

| | |
|---|---|
| information: | Project ID: |
| The initial action being requested of the local government for this project: | ☐ Rezoning<br>☐ Variance<br>☐ Sewer<br>☐ Water<br>☑ Permit<br>☐ 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? | n/a |
| Estimated Project Completion Dates: | This project/phase: 2025<br>Overall project: 2025 |

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## Developments of Regional Impact



### DRI #3094

### 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: | 404-507-2982 |
| Email: | mbforte@atlantaga.gov |

### Project Information

| | |
|---|---|
| Name of Proposed Project: | 1020 Spring Street |
| DRI ID Number: | 3094 |
| Developer/Applicant: | Portman Holdings - Josh Gately |
| Telephone: | 404-614-5392 |
| Email(s): | jgately@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: | $495,000,000 |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | $7,500,000 |
| 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):

### Water Supply

| | |
|---|---|
| Name of water supply provider for this site: | City of Atlanta |
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 0.36 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?
500 feet

## 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)? 0.30 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.) Daily trips: 9,858 vehicles per day; 728 AM Peak; 817 PM Peak

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 see the traffic study completed by Kimley-Horn

## Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 4,792 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? 90% (redevelopment area; excludes existing historic greenspace)

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Detention for peak flow rate reduction as well as runoff volume reduction will be provided in the form of green infrastructure.

## 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:
The H.M. Patterson & Son Spring Hill Chapel has historical landmark status as of 2018. The site will be preserved within the proposed development and repurposed.

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

# Development of Regional Impact

## Assessment of Consistency with the Regional Transportation Plan

### DRI INFORMATION

| | |
|---|---|
| **DRI Number** | #3094 |
| **DRI Title** | 1020 Spring Street |
| **County** | Fulton County |
| **City (if applicable)** | Atlanta |
| **Address / Location** | West of Spring Street, east of Williams Street, and north of 10th Street |
| **Review Process** | ☒ EXPEDITED<br>☐ NON-EXPEDITED |

A 4 acres site consisting of development proposes 400 multifamily units, 325 hotel rooms, 700,000 SF office, 30,000 SF restaurant space and 30,000 SF retail.

### REVIEW INFORMATION

| | |
|---|---|
| **Prepared by** | ARC Transportation Access and Mobility Division |
| **Staff Lead** | Marquitrice Mangham |
| **Copied** | Click here to enter text. |
| **Date** | May 27, 2020 |

### TRAFFIC STUDY

| | |
|---|---|
| **Prepared by** | None |
| **Date** | May 1, 2020 |

### 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)*

☐ NO *(provide comments below)*

Programmed projects from the RTP were include on page 30 and in the Appendices of the traffic report.

## 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 site plan identifies five proposed driveway access points on Williams Street, 10th Street and Spring 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)*

**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 station |
| Distance* | ☐ Within or adjacent to the development site (0.10 mile or less) |
| | ☒ 0.10 to 0.50 mile |
| | ☐ 0.50 to 1.00 mile |
| Walking Access* | ☒ Sidewalks and crosswalks provide sufficient connectivity |
| | ☐ Sidewalk and crosswalk network is incomplete |
| | ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)* |

Click here to provide comments.

Bicycling Access*

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

Transit Connectivity

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

Click here to provide comments.

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

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

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

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

**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): 100, 101

Bus Route(s): Bus Service is more than a mile away

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

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

Sidewalk currently exist along Stanley Road however sidewalk facilities along Cobb International are incomplete adjacent to the proposed development site.

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

MARTA, COBB LINC, GRTA Express

**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 Beltline ( More than a mile)

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)*

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

## OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

☒ YES *(connections to adjacent parcels are planned as part of the development)*

☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*

☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*

☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*

☐ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel roadway connections)*

Access to adjacent parcels are provided through local roads.

**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)*

.

**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)*

Bicycle and Pedestrian facilities are currently available along adjacent roadway. Sidewalks are proposed internal to the site.

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

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

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

## 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.

**1020 SPRING STREET DRI**
**City of Atlanta**
**Natural Resources Group Review Comments**
**May 27, 2020**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

## Watershed Protection

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.

## Stream Buffers

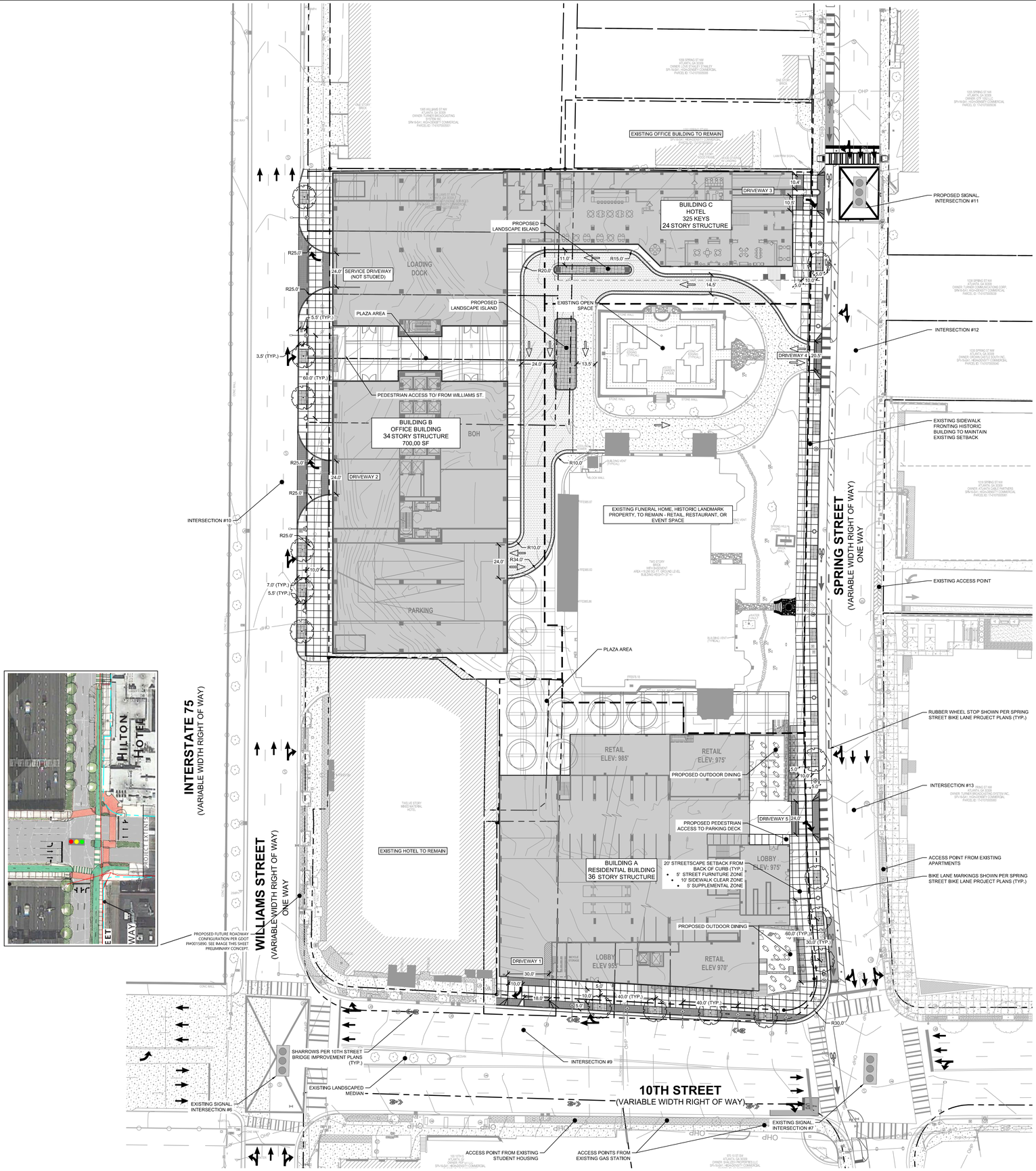
The USGS coverage for the project area shows no streams on or near the property. No streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. Any unmapped streams identified on the property may be 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.

## Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.




## SITE NOTES:

| | |
|---|---|
| DRI NUMBER: | #3094 |
| OVERALL SITE AREA: | 4.09 ACRES |
| CURRENT ZONING: | SPI-16-SA1 |
| CURRENT ADDRESS: | 1020 SPRING STREET ATLANTA, GA 30309 |
| BUILDING HEIGHTS: | UP TO 36 STORIES |

## DEVELOPMENT SUMMARY:

| | |
|---|---|
| NET LOT AREA: | 178,287 SF (4.09 AC) |
| NET LOT AREA WITHOUT HISTORIC TRACT: | 128,033 SF (2.94 AC) |
| GROSS LAND AREA: | 255,755 SF (5.18 AC) |
| GROSS LAND AREA WITHOUT HISTORIC TRACT: | 116,207 SF (3.82 AC) |

## PROPOSED LAND USE & DENSITIES:

| | |
|---|---|
| RESIDENTIAL (MULTIFAMILY) | 400 UNITS |
| OFFICE | 700,000 SF |
| HOTEL | 325 KEYS |
| RETAIL/RESTAURANT | 60,000 SF |
| MAX FAR ALLOWED | |
| BASE | |
| RESIDENTIAL | 531,862 SF |
| NON RESIDENTIAL | 831,035 SF |
| BONUS | |
| NON RESIDENTIAL | 332,414 SF |
| FAR PROVIDED | |
| BASE | |
| RESIDENTIAL | 467,513 SF |
| NON RESIDENTIAL | 831,035 SF |
| BONUS | |
| NON RESIDENTIAL | 195,465 SF |
| TOTAL FAR PROVIDED | 1,494,013 SF |

## PROPOSED PARKING:

| | |
|---|---|
| VEHICLE PARKING: | |
| RESIDENTIAL (MULTIFAMILY) | 425 (620 MAX) |
| OFFICE | 1,100 (1,400 MAX) |
| HOTEL | 50 (1050 MAX) |
| RETAIL | 117 (210 MAX) |
| BICYCLE PARKING: | |
| MINIMUM REQUIRED: | 100 SPACES |
| RESIDENTIAL: | 50 SPACES |
| NON-RESIDENTIAL: | 50 SPACES |
| TOTAL PROVIDED: | 110 SPACES |
| LOADING SPACES: | |
| MINIMUM REQUIRED: | (4) 12' x 35' |
| RESIDENTIAL: | (2) 12' x 35' |
| NON-RESIDENTIAL: | (5) 12' x 35' |
| PROVIDED: | (7) 12' x 35' |

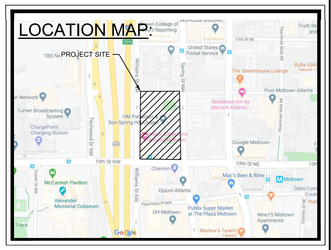
## CONTACTS:


APPLICANT: PORTMAN HOLDINGS
303 PEACHTREE CENTER AVE
SUITE 575, ATLANTA, GA 30303
CONTACT: JOSH GATELY
PHONE: (404) 614 - 5392

TRAFFIC CONSULTANT: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW,
SUITE 601
ATLANTA, GA 30308
CONTACT: ANA EISENMAN, P.E.
PHONE: (404) 201- 6155

CIVIL ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW,
SUITE 601
ATLANTA, GA 30308
CONTACT: EMMY MONTANYE, P.E.
PHONE: (404) 419- 8711


## LOCATION MAP:





Kimley»Horn
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CLIENT
PORTMAN HOLDINGS
303 PEACHTREE CENTER NE #575
ATLANTA, GA 30303
PHONE: (404) 614-5232

| No. | REVISION DESCRIPTIONS | DATE | BY |
|---|---|---|---|

PROJECT
1020 SPRING STREET
1020 SPRING STREET, ATLANTA, GA 30309
LAND LOT X, X DISTRICT

5/4/2020

| | |
|---|---|
| GSWCC CERT. (LEVEL II) | 0000076499 |
| DRAWN BY | MEM |
| DESIGNED BY | CAZ |
| REVIEWED BY | EFM |
| DATE | 5/4/2020 |
| PROJECT NO. | 019292020 |

TITLE
DRI SITE PLAN

SHEET NUMBER
DRI #3094

GEORGIA811. Utilities Protection Center, Inc. Know what's below. Call before you dig.

NORTH
GRAPHIC SCALE IN FEET
0 15 30 60



Drawing name: K:\ANT_CIVIL\019292020_1020 Spring Street\CAD\Exhibits\2020-05-19 DRI Site Plan\DRI SITE PLAN.dwg CO-20 SAP Plaza Level May 26, 2020 6:20pm by Shelby.Green