REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: Sept19 2005 **ARC REVIEW CODE**: R509191

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: 7th Street
Review Type: Development of Regional Impact

Description: The proposed 7th Street Residential Tower development is a mixed use project located in the City of Atlanta that will include two residential towers. One tower will consist of 408 high rise residential condo units in 33 levels, 630 parking spaces in a 10 elevated level parking garage. The second tower will consist of 300 high rise residential condo units in 22 levels above 500 parking spaces in an 8 elevated level parking garage. Total retail space propoped between the two towers is 45,000 square feet. Site access to the proposed development is located at two entracnces: for the first residential tower ,the entrance will be along Juniper Street and for the second tower, the entracnce will be along 6th Street.

Submitting Local Government: City of Atlanta
Date Opened: Sept 19 2005
Deadline for Comments: *Oct 3 2005*
Earliest the Regional Review can be Completed: Oct 19 2005

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
MIDTOWN ALLIANCE
DEKALB COUNTY
ARC TRANSPORTATION PLANNING
ARC DATA RESEARCH
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF ATLANTA SCHOOLS

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2005-10-03 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: http://www.atlantaregional.com/qualitygrowth/reviews.html .

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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 Re (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdict the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this propos development in our DRI review process. Therefore, please review the information about the project included on this form and give us you 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: **7th Street** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

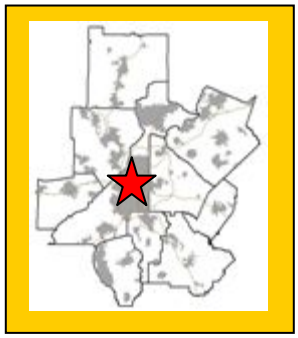
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Oct 3 2005*

Preliminary Report:	August 10, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	7th Street #905
Final Report Due:	September 7, 2005		Comments Due By:	August 22, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed 7th Street Residential Tower development is a mixed use project located in the City of Atlanta that will include two residential towers. One tower will consist of 408 high rise residential condo units in 33 levels, 630 parking spaces in a 10 elevated level parking garage. The second tower will consist of 300 high rise residential condo units in 22 levels above 500 parking spaces in an 8 elevated level parking garage. Total retail space propoped between the two towers is 45,000 square feet. Site access to the proposed development is located at two entracnces: for the first residential tower ,the entrance will be along Juniper Street and for the second tower, the entracnce will be along 6th Street.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

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 PD-MU and is located in Special Public Interest District 16. The site does not need to be rezoned. The DRI trigger for this development was a SAP (Special Applications Permit) request. Information submitted for the review states that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan, which designates the area as high density commercial.

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

This will be determined based on comments received from potentially impacted local governments.

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

This will be determined based on comments received from potentially impacted local governments.

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 two miles radius of the proposed project.

2003	**Midtown Grand**
2001	**Midtown Park**
2001	**BellSouth Midtown Center**
2000	**Millennium in Midtown**
1992	**GLG Park Plaza**
1990	**C&S Plaza**
1989	**Mospar Mixed Use Development**

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

Based on information submitted for the review, there is currently a vacant two story medical building, a vacant two story dance club, and a one story retail building.

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 7th Street development meets many of ARC's Regional Development Policies. The proposed development is located with the Midtown LCI study area, also known as Blueprint Midtown. Therefore, the proposed development should not only meet ARC's Regional Development Policies, but also the goals and policies of Blueprint Midtown. Information submitted for the review suggests that the developer has been working with Midtown Alliance and the City of Atlanta to ensure that the goals of the study and the SPI district are achieved with this development.

One the site of the proposed development is a building by Neel Reed. Information submitted for the review states that the building will be converted to include 14 affordable housing units (see attached letter at the end of this report).

Information submitted for the review also includes the variances being requested by the developer for the proposed development.

Based on future discussions with Midtown Alliance, ARC staff will complete 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 project is located in the City of Atlanta. The project site approximately ??? acres located in Midtown on the Peachtree Street between 6th and 7th Streets.

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.

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.

The proposed development is surrounded by existing residential, commercial, and retail uses.

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 $55,000,000 with an expected $1,015,000 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.

This project is proposed on a site that is already almost entirely impervious in a dense urban area. Stormwater will be handled by the City stormwater system.

HISTORIC RESOURCES

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

None have been identified.

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

How many site access points will be associated with the proposed development? What are their locations?

Two site driveways will provide access for the proposed development. One driveway is proposed along Juniper Street approximately 240 ft north of 6th Street and will provide access for the Phase 1 tower only. The second driveway is proposed along 6th Street approximately 140 ft west of Juniper Street and will provide access for the Phase 2 tower only.

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

Kimley-Horn and Associates, Inc 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
700 Condominiums	44	188	232	157	96	253	2864
35,000 SF Retail	138	149	287	46	59	105	1536
Mixed-Use Reductions	-39	-75	0	-44	-32	0	-926
TOTAL NEW TRIPS	**143**	**262**	**519**	**117**	**123**	**358**	**3474**

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

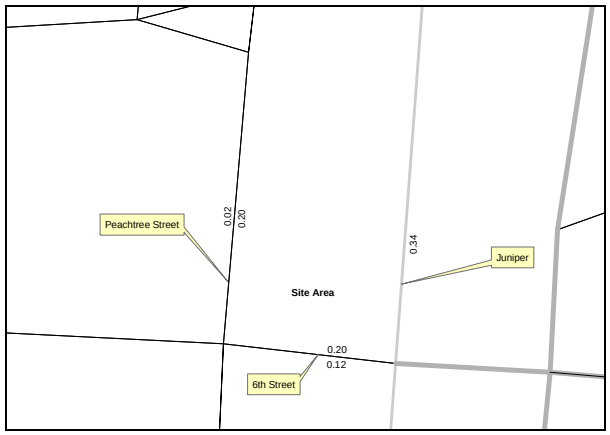
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise 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. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, 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 1.0 or above are considered congested.

V/C Ratios

2005 AM Peak

2005 PM Peak

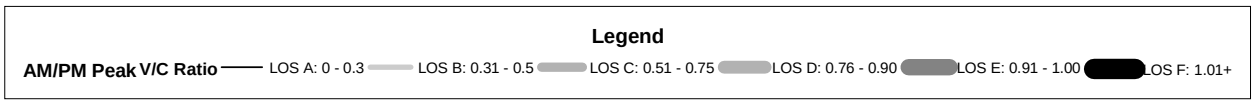


2010 AM Peak

2010 PM Peak

2030 AM Peak

2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel 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.

List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-203	WEST PEACHTREE STREET	Multi-Use Bike/Ped Facility	2008
AT-204	10TH STREET	Pedestrian Facility	2008
AT-208	JUNIPER STREET	Multi-Use Bike/Ped Facility	2008
AT-212	INTERSECTION IMPROVEMENTS ON NORTH AVENUE, LINDEN AVENUE, WEST PEACHTREE STREET AND PONCE DE LEON AVENUE	Roadway Operations	2009
AT-202	SPRING STREET	Pedestrian Facility	2008

2030 RTP*

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

The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for 7th Street development.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

6th Street at Juniper Street

- Add a traffic signal.

6th Street at Peachtree Street

- Add a traffic signal.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Juniper at Driveway 1 (right-in/right-out)

- Provide one ingress lane and one egress lane.

6th Street at Driveway 2 (left-in/left-out)

- Provide one ingress lane and one egress lane.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

There are several transit opportunities in the vicinity of the proposed project. MARTA rail service operates two stations within walking distance of the site: Midtown station (1/4 mile from the project) and North Avenue Station (1/2 mile from the site). Additionally, MARTA bus service (Route 10-Peachtree), Cobb Community Transit, and Gwinnett County Transit all service the Midtown area, in the vicinity of the site.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**19%**

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

According to the traffic study, the intersections of 6th Street with Peachtree and Juniper Streets operate at service levels of F during the AM and PM peak periods. It is suggested the recommended improvements be implemented prior to completion of this project in order to improve the level of service at these intersections.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.40 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant 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 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 City of Atlanta wastewater system by 2207 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 0.40 MGD based on regional averages.

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 720 tons of solid waste per year.

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?

No, the project will provide an additional 700 housing units that will include high rise condominiums.

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.

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

The site proposed for the development is located in Census Tract 12.00. This tract had a 53 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 11 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of 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.

THE PRESTON PARTNERSHIP, LLC
A MULTI-DISCIPLINARY DESIGN FIRM
Northpark Town Center Building 400
1000 Abernathy Road, NE, Suite 600
Atlanta, Georgia 30328
TEL 770 396 7248
FAX 770 396 2945

PROJECT SUMMARY
855 Peachtree Street
Novare Group
Atlanta, Georgia

September 8, 2005

855 Peachtree is a mixed use residential project located in Mid-town Atlanta on portions of the block surrounded by Peachtree Street, 6th Street, Juniper Street and 7th Street. The Phase 1 residential tower of 43 stories contains 408 residential units and approximately 16,000 SF of street front retail space on 2 levels plus parking for approximately 660 cars. The Phase 2 residential tower of 30 stories contains 300 residential units and approximately 30,000 SF of retail space plus parking for approximately 570 cars. The following list summarizes some of the buildings' architectural and programmatic features:

Phase I

- 410 residential units
- Approximately 660 parking spaces in ten elevated levels of deck.
- Approximately 16,000 SF of 2 story retail space
- 4,000 sf residential tower Lobby fronting Peachtree Street
- Approximately 9,100 SF of affordable housing residential area (14 units at approximately 650 SF each) in Neal Reed Building.
- Residential tower footprint: approximately 460,080 SF
- 1st Floor: Retail and Building Lobby
  2nd thru 3rd Floor: Retail and Parking Levels
  4th thru 10th Floor: Residential Units and Parking Levels
  11th Floor: Residential Amenities, 1st floor of residential units
  12th thru 43rd floor: Residential Unit floors.

Phase II

- 300 residential units
- Approximately 570 parking spaces in nine elevated levels of deck.
- Approximately 30,000 SF of retail space
- 4,000 sf residential tower Lobby fronting Peachtree Street.
- Residential tower footprint: approximately 338,800 SF
- 1st Floor: Retail and Building Lobby
  2nd thru 3rd Floor: Retail and Parking Levels
  4th thru 9th Floor: Residential Units and Parking Levels
  10th Floor: Residential Amenities, 1st floor of residential units
  11th thru 30th floor: Residential Unit floors.

VARIANCE REQUESTS: 855 Peachtree Street

1. A variance is requested for a reduction in the rear yard setback from 20’-0” to 0’-0” at the rear of the Phase 1 building.
2. A variance is requested to reduce the number of required loading spaces from (6) six to (3) three.
3. A variance is requested eliminate the tree planting zone over the first half of the 6th Street frontage as well as to reduce the sidewalk zone from 10’-0” to 8’-0”.
4. A variance is requested to allow a residential balcony to encroach 5’-0” from the face of building into the 10’-0” clear zone along 6th Street where there is no supplemental zone required. The minimum overhead clearance will be 80’-0” above street level. Additionally, retail canopies at a height of approximately 12’-0” would encroach 5’-0” into the 10’-0” clear zone along 6th Street to enhance the retail appearance, provide retail identification and contribute to the atmosphere of a vibrant retail corridor.
5. A variance is requested to eliminate the requirement of dedicated parking space for electric vehicles.

Your DRI ID NUMBER for this submission is: 905
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 9/7/2005 3:15:50 PM

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:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail **(only one)**:	hboxler@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:	7th Street

Development Type	Description of Project	Thresholds
Mixed Use	Phase I - 43 story residential tower w/9 levels of parking and 2 story retail space. 400 units. Phase II - 30 story tower with 300 units	View Thresholds

Developer / Applicant and Mailing Address:	James R. Fredrickson The Preston Partnership 1000 Abernathy Rd., BLDG. 400, Suite 600 Atlanta, GA 30328
Telephone:	
Fax:	
Email:	jfredrickson@theprestonpartnership.com
Name of property owner(s) if different from developer/applicant:	Conor McNally (Novare Group)
Provide Land-Lot-District Number:	Multiple land-lots to be consolidated. Land-lot 49
What are the principal streets or roads providing vehicular access to the site?	Juniper St. and 6th St.
Provide name of nearest street(s) or intersection:	Peachtree St. and 6th St., Peachtree St. and 7th St., Juniper and 6th St., Juniper and 7th St.
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.):	
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?	
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:	Other SAP
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?	Y
If yes, what percent of the overall project does this project/phase represent?	Phase I = 60%, Phase II = 40%
Estimated Completion Dates:	This project/phase: 2008 Overall project: 2009

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?	
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?	
Other (Please Describe): Traffic Impact Study in progress to identify any needed improvements.	Y

Submitted on: 9/9/2005 1:58:51 PM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email (**only one**):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	6th and Peachtree Residential
DRI ID Number:	905
Developer/Applicant:	James R. Fredrickson
Telephone:	770-396-7248
Fax:	770-396-2945
Email(s):	jfredrickson@theprestongroup.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.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$180,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$3,200,000
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): 7,000 sf of office space (Class O) 15,000 sf of assorted retail space (Bar, Restaurant, Pharmacy and Night Club))	

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)?	0.5 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: NA	
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)?	0.5
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: NA	
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.)	Daily 2,878, AM 406, PM 220
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?	N
If transportation improvements are needed to serve this project, please describe below: Traffic study in progress. Will be submitted at the Pre-application meeting.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,300 ton/year
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: NA	
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?	100
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below: NA	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: A detention vault will mitigate storm water flows generated from the site improvements.	

Environmental Quality

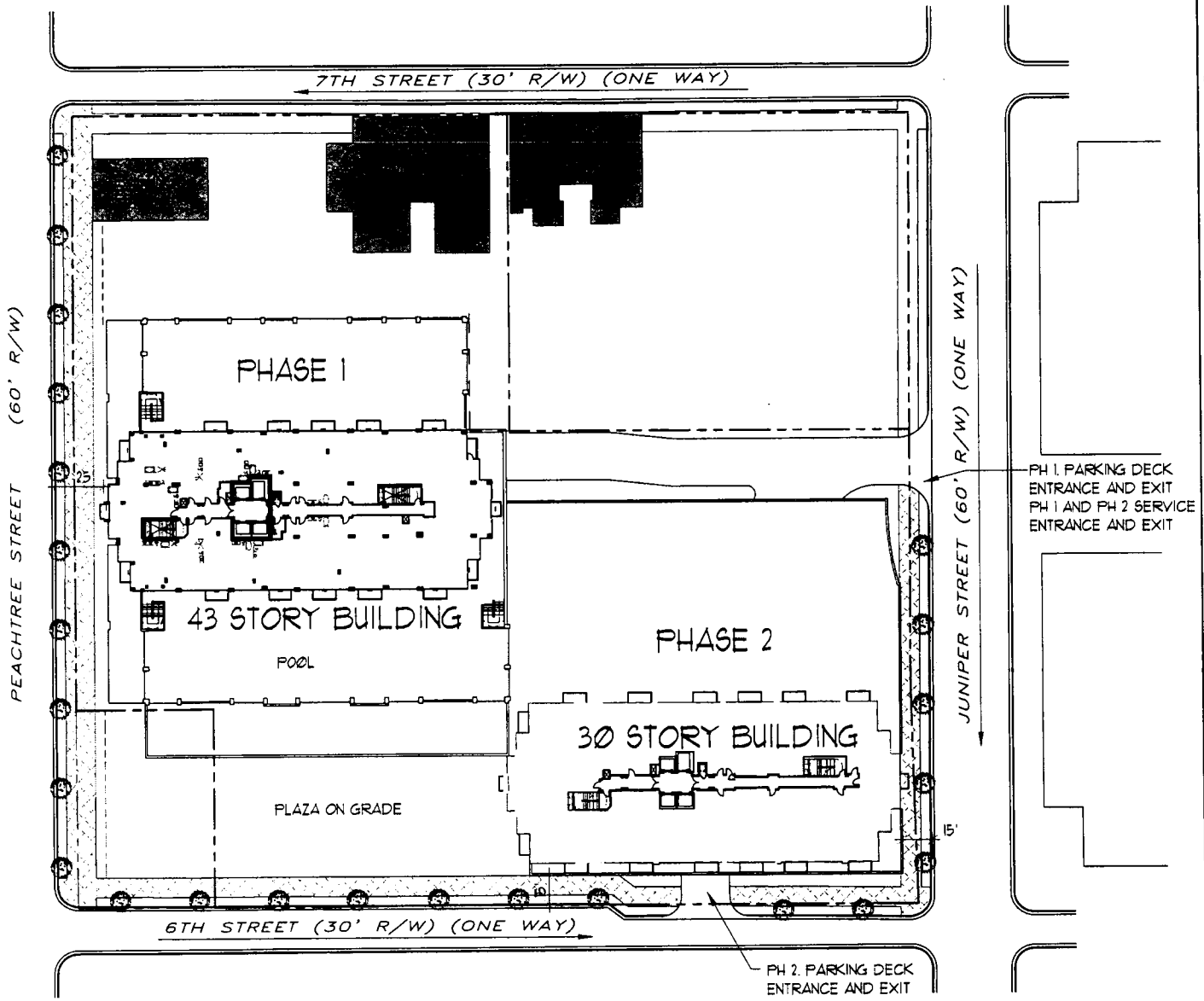
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified 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:	

SUMMARY

PH 1
10 STORY DECK
33 STORY TOWER
400 UNITS
630 CARS
16,000 RETAIL

PH 2
8 STORY DECK
22 STORY TOWER
300 UNITS
500 CARS
35,000 RETAIL



THE PRESTON PARTNERSHIP, LLC
A MULTI-DISCIPLINARY DESIGN FIRM

1000 ABERNATHY ROAD NE, SUITE 600
ATLANTA, GEORGIA 30328
TELEPHONE: 770 396 7345
FAX: 770 396 8345

CONSULTANT

SEAL

PROJECT

7TH STREET
ATLANTA, GEORGIA

PID

GROUP

871 W. Peachtree St. NW
Suite 601
Atlanta, GA 30309

REVISED

DATE AUGUST 3RD, 2005

JOB NUMBER

DRAWN BY

CHECKED BY

DRAWING TITLE MASTER SITE PLAN

DRAWING NUMBER A1

STAMPING NOT ISSUED FOR CONSTRUCTION