



REGIONAL REVIEW FINDING

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

DATE: Oct 19 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 completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: 7th Street

Review Type: Development of Regional Impact

Date Opened: Sep 19 2005

Date Closed: Oct 19 2005

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: 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.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED 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

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

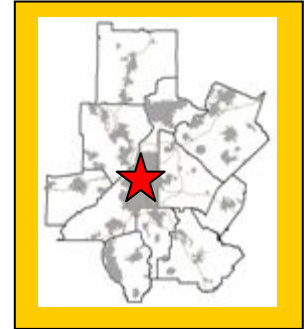
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	September 19, 2005	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	7 th Street #905
Final Report Due:	October 19, 2005		Comments Due By:	October 3, 2005

FINAL 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 proposed between the two towers is 45,000 square feet. Site access to the proposed development is located at two entrances: for the first residential tower, the entrance will be along Juniper Street and for the second tower, the entrance 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.

No comments were received identifying any inconsistencies with potentially affected local government's comprehensive plans.

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

No comments were received identifying impacts to any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region?

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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 to 1991) 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.

The proposed development is providing opportunities for individuals to live and work within close proximity to one another. Based on survey results from the Midtown Alliance's Midtown Parking and Transit Plan, 81% of Midtown residents work within 6 miles of the proposed development. Therefore, the proposed development is meeting Regional Development Policies 1-4: accommodate forecasted population and employment growth more efficiently, guide new development into central business districts, activity centers, increase opportunities for mixed use developments, infill, and redevelopment, and increase transportation choices and TOD development. The proposed development also meets Regional Development Policy 5 by providing a variety of housing choices for

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individuals and families of diverse incomes and age groups. Finally, the proposed development also meet the Regional development Policies for coordination by working with the City of Atlanta, Midtown Alliance, and the residents of Midtown to ensure a development that meets the needs and guidelines set forth for the area.

On the site of the proposed development is a building by Neal Reid. 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.

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FINAL 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.

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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.

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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 3 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?

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The proposed development will add residential and retail uses along Peachtree Street. The proposed development will add to the continued vibrancy created by other mixed use developments located along this corridor.

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 appears to be already almost entirely impervious and hard pan 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.

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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.

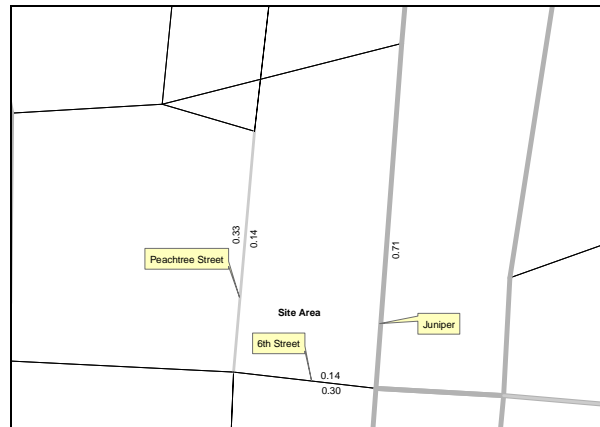
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type 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.

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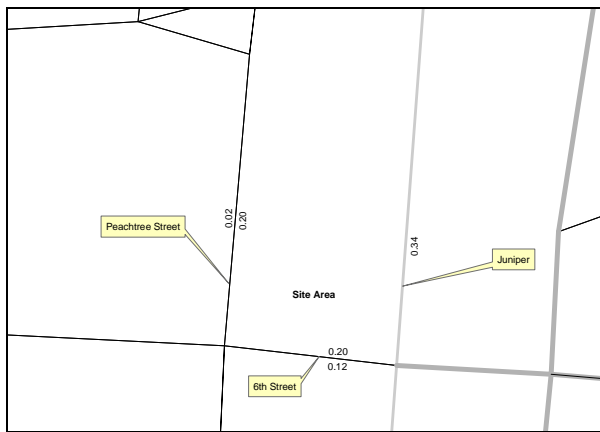
V/C Ratios



2005 AM Peak



2005 PM Peak



2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

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.

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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.

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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** the 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?

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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.

Comments received during the review state that the City of Atlanta should ensure that adequate downstream sewer capacity is available to transport sewage to the treatment plant prior to construction.

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?

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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.)?**

None were 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.

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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.



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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.

Haley Fleming

From: Mike Alexander
Sent: Monday, September 26, 2005 3:07 PM
To: Haley Fleming
Subject: FW: 7th Street DRI Comments

Mike Alexander
404 463 3302
malexander@atlantaregional.com

-----Original Message-----

From: Glen Behrend [mailto:Glen_Behrend@dnr.state.ga.us]
Sent: Monday, September 26, 2005 3:04 PM
To: Mike Alexander
Cc: Curtis Boswell; Ernie Earn; Sam Shepherd
Subject: 7th Street DRI Comments

Mr. Alexander:

We received a copy of the 7th Street DRI. We have one comment from EPD - ETSP (handles municipal wastewater).

The City should ensure that adequate downstream sewer capacity is available to transport sewage to the treatment plant prior to construction.

Let me know if you have any questions.

Glen Behrend

Glen R. Behrend, P.E.
Georgia Department of Natural Resources
Environmental Protection Division
Watershed Protection Branch
Engineering & Technical Support Program
4220 International Parkway, Suite 101
Atlanta, Georgia 30354
glen_behrend@mail.dnr.state.ga.us
404-675-6233 (Office)
404-675-1604 (Direct)
404-675-6246 (Fax)

midtown development review committee

Project Address:	855 Peachtree Street
Zoning Classification:	SPI-16/SA1
First Review:	9/8/05
Follow-up Review:	After completing "community review process," applicant returned to the October 6, 2005 DRC meeting.
Project Type:	Construction of large, multi-phased residential mixed use project on signature Peachtree Street.
Presenter Contact Information	<ul style="list-style-type: none"> John Long, Novare Group, jlong@novaregroup.com Conor McNally, Novare Group, cmcnally@novaregroup.com Robert Preston, Preston Partnership, rpreston@theprestonpartnership.com Richard Kilpatrick, Preston Partnership, rkilpatrick@theprestonpartnership.com Jim Fredrickson, Preston Partnership, jfredrickson@theprestonpartnership.com Harri Jarvenpaa, Preston Partnership, hjarvenpaa@theprestonpartnership.com
Committee Members Present:	<ul style="list-style-type: none"> Cliff Altekruze, business/property owner within SPI-16 or SPI-17 appointed by NPU-E Saundra Altekruze, Midtown Neighbors Association Penelope Cherooff, Ansley Park Civic Association Terry McKittrick, resident within Juniper East appointed by Midtown Alliance Jeff Landau, business owner within Midtown Residential appointed by Midtown Alliance John Threadgill, business owner/resident within SPI-16 SA-1 appointed by Midtown Alliance Scott Levitan, Midtown Institution's/Nonprofit representative appointed by Midtown Alliance Alan Hanratty, district resident, property or business owner appointed by NPU-E Dr. Henry Ikwut-Ukwa for Scott Pendergrast, MARTA
Staff Present:	<ul style="list-style-type: none"> Enrique Bascunana, City of Atlanta Bureau of Planning Karl Smith-Davids, City of Atlanta Bureau of Planning Tshaka Warren, City of Atlanta Bureau of Planning Will Herbig, Midtown Alliance Syd Janney, Midtown Alliance
Project Facts:	<p>The 855 Peachtree project, a large multi-phased mixed use residential project, is located on the city block bounded by 7th, Peachtree, 6th, and Juniper Streets. Phase I 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 vehicles. The applicant's designers have committed to maximizing the opportunity for Peachtree Street "Signature Retail" along the 200 feet of Phase I Peachtree frontage, with all transparent glass and adherence to criteria of <i>Midtown Storefront Design Checklist</i> (attached).</p> <p>Phase II residential tower -- 30 stories containing 300 residential units and approximately 30,000 SF of retail space plus parking for approximately 570 cars -- will be built at a later time due to applicant's report of current leasing constraints on property, particularly at the 6th/Peachtree Street corner where 7-year lease makes building on site "uneconomic."</p> <p>Phase II currently proposes a two-story retail pavilion parallel to 6th Street and linked to Phase I by a 30-foot wide, 40-foot high open-air arcade. Combined retail in two phases is 46,000 SF, with the goal to attract national retailers by partners at Cartel Realty (George Rohrig).</p> <p>Openings to garage podium on Peachtree, 6th, 7th and Juniper Streets will have glass within that matches rest of building bays. Retail proposed on Juniper is 20 feet wide on first level; second floor space on Juniper is of spandrel glass and non-functional. A retail vestibule for accessing Juniper retail from parking garage is included in plan as is an entry to the Phase II tower off of 6th Street. Balcony-like treatments at corner of 6th/Juniper do not denote actual living spaces, but wrap parking podium. In response to concerns, masonry materials characteristic of neighboring buildings will be incorporated into retail facades.</p> <p>Project applicant proposes returning 6th Street to two-way traffic, introducing continuous on-street parking, and maintaining a street furniture zone/sidewalk dimension of 4 feet/8 feet.</p> <p>A small Neel Reid-designed apartment house owned by the applicant on 7th Street is to be preserved and transitioned into 14 "workforce/affordable housing" units as part of Phase II.</p>

Variation Requests:

1. Reduction in the rear yard setback from 20 feet to 0 feet at the rear of Phase I (**Sect. 16-18P.028**)
2. Reduction in the number of required loading spaces from 6 to 3 (**Sect. 16-18P.018**)
3. Reduction of sidewalk zone from 10 feet to 8 feet, and street furniture zone from 5 to 4 feet. (**Sect. 16-18P.012**)
4. Elimination of the requirement for charging stations for electric vehicles. (**Sect. 16-18P.022.2**)
5. Issue of Tower II encroachment 80 feet above sidewalk on 6th Street needs clarification.

Atlanta City Council established the City's Midtown SPI-16 Development Review Committee (DRC) through resolution for the sole purpose of providing formal recommendations on all applications for development within the Midtown SPI-16 zoning district prior to issuance of Special Administrative Permit (SAP) and other relevant permits. The legislation and DRC were created in order to maintain and foster Midtown's urban environment, improve the community's aesthetics, and facilitate safe, pleasant and convenient pedestrian circulation. The following are comments by the City's DRC on specific elements of Midtown's SPI-16 zoning that the committee encourages the developer, designers and City to consider as plans are developed and prior to issuance of permits by Bureau of Planning and other relevant City departments.

The scale of the project, its transition to the Juniper Street sub area, its location along Atlanta's signature corridor –Peachtree Street, and the three phases of development proposed for the block make it critical that all phases of the project meet **the letter and spirit** of the City's Midtown SPI-16 zoning code and community vision as outlined by *Blueprint Midtown*. As presented, Phase I of the project has met many of the recommendations made in preliminary comments. Three issues remain, out of the twenty-four DRC suggestions made after initial review and chronicled in the interim notes:

1. "That the project maximize retail facades along Peachtree Street (a designated storefront corridor by both SPI-16 and Blueprint Midtown) with as much retail as possible, which some members feel should result in 100% new retail along the street from corner to corner." **Applicant maintains that the ground lease on the .16 acre SE corner can't be built on economically given conditions of the lease.**
2. Wrap as much of the parking podium as possible with live/work, retail and/or residential units above. **Applicant maintains that introduction of live/work units will eliminate parking space essential to parking structure efficiency.**
3. Introduce true balconies with active uses engaging them, rather than "faux" balconies at parking levels on 6th/Juniper corner. **Applicant suggests the balconies give the parking podium a more building-like appearance even though balcony as designed is a non-usable feature.**

With regard to outlined variance requests, the DRC:

1. **Re:** Reduction in the rear yard setback from 20 feet to 0 feet at the rear of Phase I (**Sect. 16-18P.028**)
DRC supports variation request with condition: Requires that applicant gain letter of support from property owners adjacent to, and impacted by, proposed rear-yard set-back request and deliver letter to Enrique Bascunana at the City Planning Department for handling administratively.
2. **Re:** Reduction in the number of required loading spaces from 6 to 3 (**Sect. 16-18P.018**)
DRC supports variation request with condition: Requires that all vehicular penetrations into parking areas be appropriately scaled and reduced as fully as possible in terms of width and height to respect a pedestrian scale.
3. **Re:** Reduction of sidewalk zone from 10 feet to 8 feet, and street furniture zone from 5 to 4 feet. (**Sect. 16-18P.012**)
DRC supports variation request and agrees wholeheartedly with applicant's current plan for returning 6th Street to two-way traffic, introduction of on-street parking down complete block on northern side, and consequently modification of the street tree/street furniture zone and sidewalk dimensions from 5 to 4 feet and 10 to 8 feet respectively, for a total of 12 feet. It was noted that the advocated plan's dimension, specifically the width of parking spaces, be reviewed by the city's Public Works Department. With sidewalk reductions, maintain consistency with streetscape plans and include Atlanta Type "C" pedestrian lighting as designated in Cityscape Standards matrix below.
4. **Re:** Elimination of the requirement for charging stations for electric vehicles. (**Sect. 16-18P.022.2**)
DRC supports variation request with condition: Requires that applicant meet intent of requirement by providing preferential designated parking for alternatively-fueled vehicles.
5. **Re:** Issue of Tower II encroachment 80 feet above sidewalk on 6th Street needs clarification.
Supports the variation without direct condition for encroachment since it occurs 10 stories above street level.

The DRC requests that the project make application for a Special Administrative Permit on the CONDITION that the applicant return to the DRC for final review on the following project details prior to issuance of SAP:

1. Detailed storefront plans, consistent with all components of attached *Storefront Design Checklist*
2. Detailed design for the proposed plaza/retail on the leased corner of 6th and Peachtree Streets
3. Explore possible “artful” and more honest alternatives to the faux balcony designs on the Juniper Street façade
4. Complete streetscape designs for all block faces coordinated with Midtown Alliance streetscape consultants.
5. Show how the parking lot surrounding the Starbucks will conform to the *Surface Parking Lot Ordinance* (a sunset clause established at the time the SPI zoning was passed that all parking lot owners should come into conformance 48 months after the passage of the zoning ordinance and November 2005 is the time at which all parking lot owners must conform) **Chapter 158.Vegetation. Article II Tree Protection, Section 30 Parking Lot Requirements and Section 16-18P.021.4**
6. Provide detailed landscape plans for Phase I of the project, as outlined above, including plans for the use of Phase I surface parking for construction staging and landscaping, at which time the applicant also is requested to detail the relationship between Phase I and Phase II and ultimately Phase III, as plans develop further.

With respect to comments from “Community Partners”, it should be noted that:

1. **Midtown Neighbors Association:** Supported the DRC recommendations of September 8, 2005, particularly the 6th Street traffic proposals the applicant has now committed to undertaking; further suggested setting aside impact fees for specific project elements; supported the development of a traffic study and a shadow study.
2. **NPU-E:** The Midtown representative supported the project with no qualifications.
3. **GRTA/ARC-DRI:** Imposed 3 conditions through DRI process: If the mixed use project has more than a 20% design change the issuance of DRI approval will be void. Connectivity through alley should be considered. Parking decks for Phases I and II should be internally connected
4. **Other public comments:**
 - The applicant should study the prevailing approach to affordable housing within a major condo development, which would be to scatter designated units among the project phases; individuals who would appreciate the Reed building’s historic details would be more given to paying premium dollar to purchase its spaces than might those solely looking for more affordable housing;
 - Attempt should be made to match the landscaping along Juniper with landscaping plan executed at the Dakota across street.
 - Retail signage should be carefully considered at both vehicular and pedestrian scale. Further a careful consideration of retail character, scale and signage at Peachtree vs. Juniper Streets should be undertaken as the project transitions into the more intimate scale of Juniper Street.

Although the committee supports allowing the development process to proceed by allowing the applicant to begin the initial SAP process, the applicant is still expected to return to the DRC (when prepared) to share additional detail not available at time of October 6, 2005 review.

In preparation for return to the DRC, complete plans with these considerations:

- a. Streetscape - Provide details of all tree species, pavers, intersection treatment, scoring, light spacing, etc. consistent with *Midtown Streetscape Design Standards* (attached). Work with Will Herbig at Midtown Alliance to coordinate review with Midtown Streetscape consultants (404/892-4782).
- b. Storefront Facades - Provide detail elevations of street-level facades for all sides of proposed buildings and structures fully consistent with *Midtown Storefront Design Checklist* (attached), and Storefront Street requirements (**Sect.16-18P.027**)
- c. Per *Blueprint Midtown II Executive Summary*, incorporate greater variety of materials to better tie with urban design/architectural character of community including elements of masonry and granite that could reference neighboring developments.
- d. Glass used in parking bay openings should be opaque or a similar treatment (sand-etched) so that vehicles, slab edges, mechanical features, etc. are not visible by day or night.
- e. Lighting in parking garage should be designed as “uplighting” so that exposure to deck is limited. Nordstrom’s parking garage at Atlanta’s Perimeter Mall cited as relevant example to be replicated.
- f. Retail signage is an important part of storefront design details
- g. Carefully consider scale and character of Juniper Street retail as transitional into a more intimate scale, distinctive from Peachtree Street, while providing branding opportunities for individual tenants (i.e.: avoid monolithic canopies; instead provide more intimate individual awnings representative of branding needs of each individual tenant). Overall softer look for Juniper vs. “Signature” character designated for Peachtree.
- h. Identify columns that may disrupt retail viability at storefronts, particularly corners, and mitigate through design alternatives.
- i. Develop and design “sense of arrival” at retail guest parking elevator lobby on Juniper Street. Avoid utilitarian “service corridor” look with attention given to lighting, flooring, wall treatments, etc.

Midtown SPI-16 Development Review Committee (DRC) is the City's of Atlanta's advisory committee providing formal recommendations to the Bureau of Planning on all Special Administrative Permit (SAP) Applications within the Midtown SPI-16 zoning district.

MIDTOWN STOREFRONT DESIGN CHECKLIST

The following checklist pulls from the *Jones Lang LaSalle Midtown Retail Study*, and contains excerpts from both *Blueprint Midtown* and *Blueprint Midtown II Executive Summary*.

Key Considerations for Street-level Retail Development:

1. Storefront presentations
2. Linear frontage
3. Ability for visual merchandising
4. Depth of space and columns
5. Elevation
6. Massing
7. Integration of disciplines
8. Character and quality of street

Storefront Components

- Provide unique branding opportunities for individual retail tenants.
- Avoid monotonous design at ground level by breaking up retail bays.
- Develop retail entrances in close proximity to the street.
- Outdoor cafes and creative merchandise displays are strongly encouraged.
- Create easy, barrier-free access for pedestrians.
- Design minimum 12-foot exterior soffit height.
- Maintain 18-foot minimum interior ceiling height (high enough for retail mezzanines).
- Limit columns, space a minimum 20-feet apart (both internally and between exterior windows).
- Where possible avoid columns along façade by placing such elements back from storefront glass a minimum of 3-feet to create display vitrine in front of these structural elements, creating additional linear exposure necessary for branding and merchandising branding tenants
- Maintain a minimum linear street frontage of 25-feet, and 100-feet of depth for national retailers.

Doors & Windows

- Avoid HORIZONTAL banding and limit overall use of mullions upon glass that creates visual barriers between consumers and merchandise branding.
- Build full-height clear glass storefront in excess of conventional 5-foot wide modules - **No tints/reflection and floor-to-ceiling as much as possible.**
- Storefront windows and floors should respect pedestrian scale and follow grade of sidewalk as nearly as possible.
- Retail entrance doors should be of glass or contain significant glass to allow visibility into business.
- Entries must be recessed to allow door to swing out without obstructing pedestrian flow, while creating façade articulation at base, creating additional linear exposure necessary for branding and merchandising branding tenants.
- Where appropriate, sliding/folding doors that allow activity of the business to open onto adjacent sidewalk should be installed.

Operations

- Offer screened loading dock capable of odd-hour deliveries.
- Make provisions for high-capacity HVAC systems.
- Include rear access service hallways.
- Where topography issues are present, create accessible ramping for pedestrian with personal shopping carts.

Awnings & Canopies

- Canvas and metal awnings should accent the top edge of ground floor windows and doorframes.

Commercial Signage

- Storefront signage components (awnings/graphics) should be built-in with flexibility to accommodate branding needs of individual merchants.
- To identify businesses to pedestrians or those traveling parallel to storefront, fin or blade signs projected from building wall should be installed.
- Building signage must be attractively designed and limited in size and scale in keeping with Midtown's character and pedestrian environment.

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

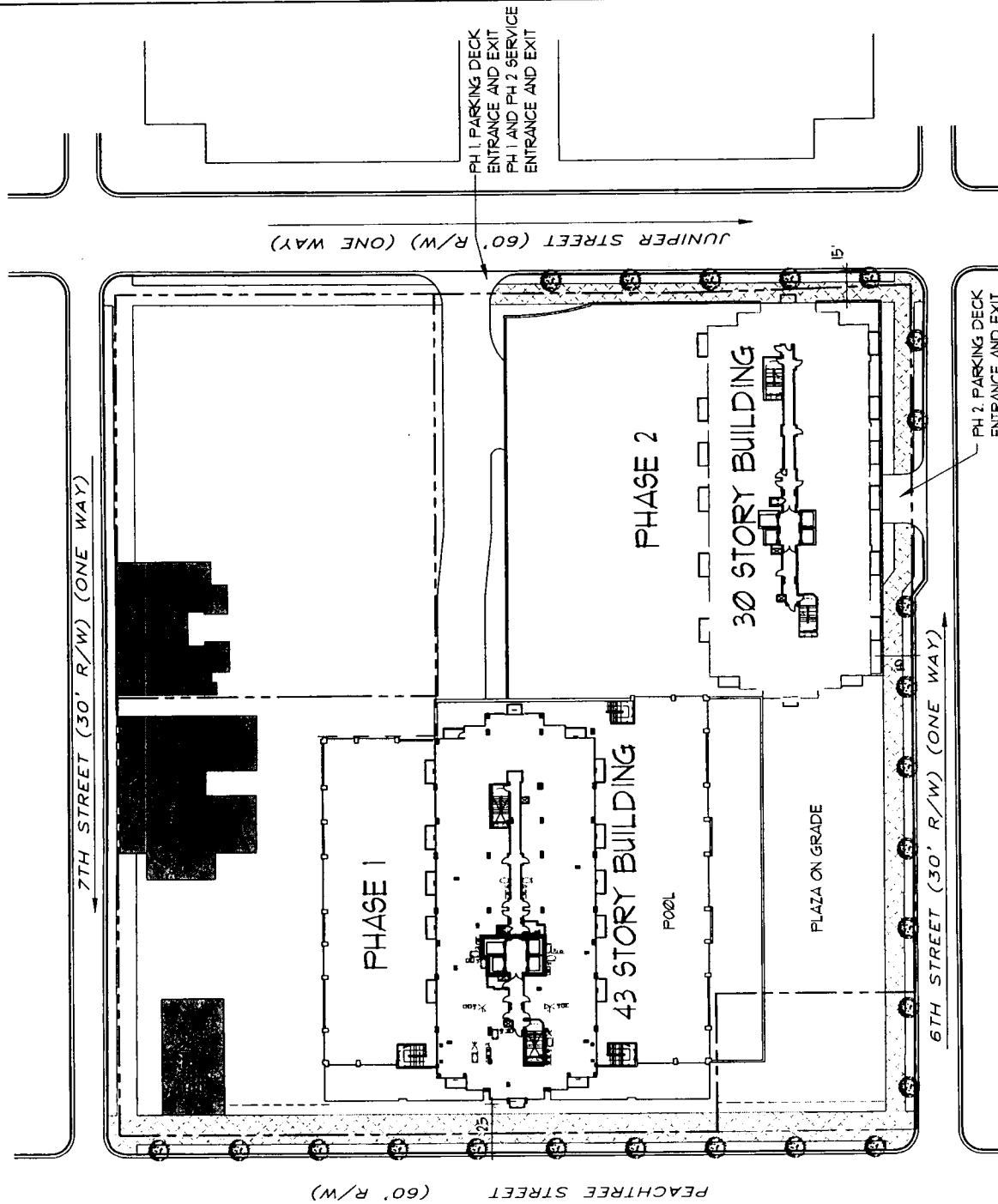
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified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



SCALE 1" = 100'

PH 2 PARKING DECK
ENTRANCE AND EXIT

PH 1 PARKING DECK
ENTRANCE AND EXIT
PH 1 AND PH 2 SERVICE
ENTRANCE AND EXIT

7TH STREET
ATLANTA, GEORGIA

GROUP
P.L.L.C.
Atlanta, GA 30308

DATE: AUGUST 30, 2002

PROJECT: [illegible]

DESIGNER: [illegible]

CONTRACT NO.: [illegible]

MASTER SITE PLAN

NOT NEEDED FOR CONSTRUCTION

AI