



# 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: Mar 1 2006

ARC REVIEW CODE: R601301

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:** 1010 Peachtree

**Review Type:** Development of Regional Impact

**Date Opened:** Jan 30 2006

**Date Closed:** Mar 1 2006

**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 development at 1010 Peachtree Street meets many of ARC's Regional Development Policies. The proposed development is located within an existing urban core. The proposed development promotes ARC's RDP Policies 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently, guiding an increased share of new development into activity centers, transportation corridors, and central business districts, increasing opportunities for mixed use and transportation choices. According to information submitted for the review, the total parking provided is 810 spaces while the minimum parking required is 490 spaces. See attached comments from the developer concerning the proposed number of parking spaces provided. The location, density, and mix of uses within the development are transit supportive; however, the high parking provision would likely encourage single automobile use. It is recommended that the number of parking spaces provided be reduced to encourage transit alternatives within the area.

## THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING  
ARC DATA RESEARCH  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
FULTON COUNTY  
DEKALB COUNTY

ARC TRANSPORTATION PLANNING  
ARC AGING DIVISION  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA SCHOOLS  
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
MIDTOWN ALLIANCE

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.

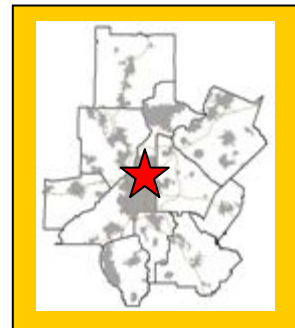
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

1010 Peachtree Street is a proposed mixed use development located on 2 acres in the City of Atlanta. The development proposes a single 36 story tower that will be comprised of 443 units and 38,000 square feet of retail. The proposed development will include a drive-through bank and provides a total of 810 parking spaces. The proposed development is bounded by Peachtree Street, Crescent Avenue, 11<sup>th</sup> Street, and 12<sup>th</sup> Street. Access to the site is proposed at three locations with the main access off of Crescent Avenue. The loading dock and bank access will be off of 12<sup>th</sup> Street. There will be no vehicular access off of Peachtree Street or 11<sup>th</sup> Street.



### **PROJECT PHASING:**

The project is being proposed in one phase with a project build out date for 2008.

### **GENERAL**

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

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

The project site is currently zoned SPI-16. The development is being proposed under the existing zoning. The DRI trigger for this development is a request for permit with the City of Atlanta. Information submitted for the review states that the City of Atlanta's Future Land Use Plan designates the area as a high density commercial and is consistent with the City's Future Land Use Plan.

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

No comments were received identifying inconsistencies with affected local government's comprehensive plan.

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

No comments were received concerning impacts to the implementation of any local government's short term work program.

**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?**

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

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.

<b>2005</b>	<b>Twelve 14<sup>th</sup> Street</b>
<b>2005</b>	<b>7<sup>th</sup> Street</b>
<b>2003</b>	<b>1180 Peachtree Street and ASO</b>
<b>2003</b>	<b>Midtown Grand</b>
<b>2001</b>	<b>Midtown Park</b>
<b>2000</b>	<b>West Peachtree Villas</b>
<b>2000</b>	<b>Millennium Midtown</b>
<b>2000</b>	<b>Midtown West Marietta Street MUD</b>
<b>1997</b>	<b>Atlantic Steel</b>
<b>1992</b>	<b>GLG Park Plaza</b>
<b>1992</b>	<b>GLG Center</b>
<b>1991</b>	<b>Peachtree at 14<sup>th</sup> Street</b>
<b>1989</b>	<b>Mospar Mixed Use Development</b>
<b>1988</b>	<b>AT&amp;T Promenade</b>
<b>1988</b>	<b>1100 Peachtree Building</b>
<b>1987</b>	<b>Mayfair</b>
<b>1987</b>	<b>Juniper Street</b>
<b>1986</b>	<b>Peachtree Point</b>

**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, the site is currently occupied by a bank and nightclub 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 development at 1010 Peachtree Street meets many of ARC's Regional Development Policies. The proposed development is located within an existing urban core. The proposed development promotes ARC's RDP Policies 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently,

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

guiding an increased share of new development into activity centers, transportation corridors, and central business districts, increasing opportunities for mixed use and transportation choices.

The proposed development is located within close proximity to the MARTA transit system. The MARTA Arts Center station is within a quarter mile and the Midtown station is within one-eighth mile of the site. The Arts Center MARTA rail station is serviced by multiple MARTA bus routes, as well as the Atlantic Station shuttle, and the Cobb Community Transit and Gwinnett County Transit express bus systems. The Midtown MARTA rail station is served by additional MARTA bus routes as well as the Georgia Tech Stinger Trolley which provides local service in the Midtown area. This includes adequate sidewalks, crosswalks, and alternative routes, where available and appropriate.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 32,000 residents within the Midtown area and an employment base of greater than 90,000 jobs. The incorporation of this mix of uses in a vertical design will continue to ensure high quality livability and quality of life in Midtown while accommodating the employment and housing growth pressures that Downtown and Midtown Atlanta are experiencing. This development will contribute to further alleviating the jobs to housing imbalance in Midtown Atlanta, forecasted to be 2.71 in the year 2030 as compared to 6.01 in the year 2000.

According to information submitted for the review, the total parking provided is 810 spaces while the minimum parking required is 490 spaces. See attached comments from the developer concerning the proposed number of parking spaces provided. The location, density, and mix of uses within the development are transit supportive; however, the high parking provision would likely encourage single automobile use. It is recommended that the number of parking spaces provided be reduced to encourage transit alternatives within the area.

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

## **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.

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

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.

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

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 2 acres located on the west side of Peachtree Street between 11<sup>th</sup> and 12<sup>th</sup> Street.

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

The proposed development is entirely within the City of Atlanta.

### **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 commercial, office, and residential uses. The Federal Reserve is located across the 11<sup>th</sup> Street from the proposed development.

## **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 \$58,700,000 with an expected \$1,068,100 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?**

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

This development will contribute to further alleviating the jobs to housing imbalance in Midtown Atlanta, forecasted to be 2.71 in the year 2030 as compared to 6.01 in the year 2000.

## **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?**

There will be three access driveways serving this building. The main access is off Crescent Avenue. The loading dock will be off of 12<sup>th</sup> Street and there will be a bank with access off of 12<sup>th</sup> Street.

- Driveway 1, the main access will be a single access into the parking structure off of Crescent Avenue. It will operate as one lane in and one lane out, side by side. It will serve approximately 854 parking spaces, some for retail, most for residential, and some as shared use between retail and residential.
- Driveway 2, the driveway serving the loading dock off of 12<sup>th</sup> Street will operate as one lane in and one lane out, side by side.



Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

- Driveway 3, the driveway serving the bank off of 12<sup>th</sup> Street will be located mid-block and will operate as a loop around the bank facility with one lane entrance to the west of the bank and the one lane exit to the east of the bank.

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

Street Smarts performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> 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
446 Condominiums	30	128	158	104	63	167	1906
45,190 sq ft Retail Space	59	38	97	178	193	371	4052
Total Reductions	0	0	0	-79	-83	-162	-1787
<b>TOTAL NEW TRIPS</b>	<b>89</b>	<b>166</b>	<b>255</b>	<b>203</b>	<b>173</b>	<b>376</b>	<b>4171</b>

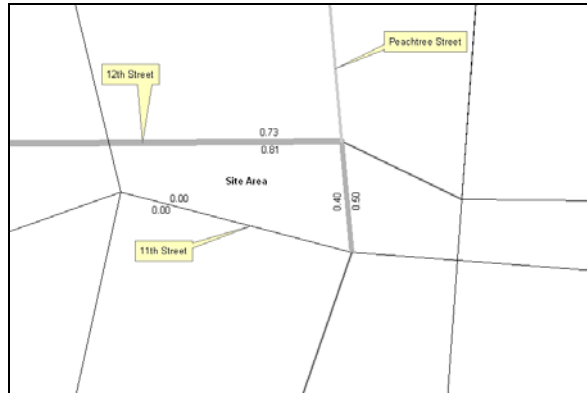
**What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?**

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.

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

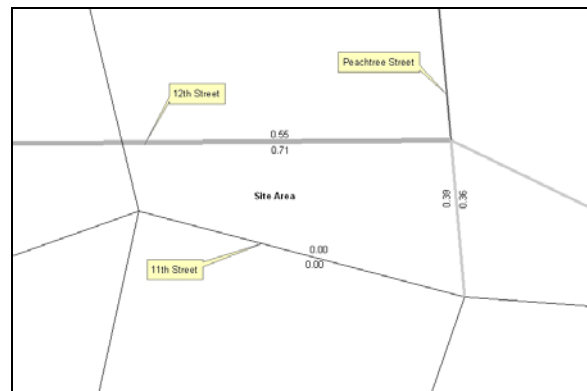
## V/C Ratios



**2005 AM Peak**



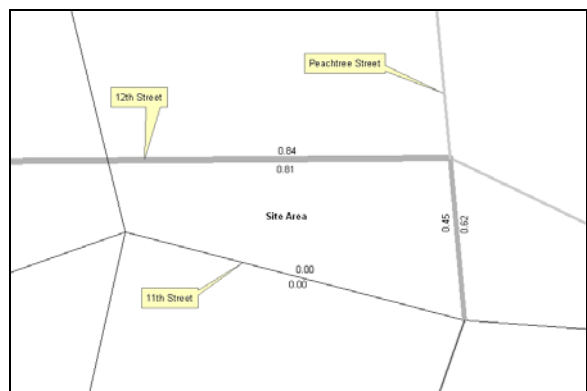
**2005 PM Peak**



**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.

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

**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
<a href="#">AR-441A,B</a>	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
<a href="#">AT-189</a>	US 19 (14TH STREET) TURN LANES	Roadway Operations	2008
<a href="#">AT-200</a>	PEACHTREE STREET	Multi-Use Bike/Ped Facility	2007
<a href="#">AT-201</a>	PEACHTREE CENTER AVENUE STREETSCAPE	Pedestrian Facility	2008
<a href="#">AT-202</a>	SPRING STREET	Pedestrian Facility	2008
<a href="#">AT-203</a>	WEST PEACHTREE STREET	Multi-Use Bike/Ped Facility	2008
<a href="#">AT-204</a>	10TH STREET	Pedestrian Facility	2008
<a href="#">AT-205</a>	14TH STREET	Pedestrian Facility	2009
<a href="#">AT-208</a>	JUNIPER STREET	Multi-Use Bike/Ped Facility	2008
<a href="#">AT-AR-224D</a>	ATLANTIC STEEL TRANSPORTATION CONTROL MEASURE ( TDM) - NORTHBOUND I-75/85 OFF-RAMP, WILLIAMS STREET RELOCATION, 14TH STREET BRIDGE RECONSTRUCTION [SEE ALSO AT-205]	Interchange Capacity	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
<a href="#">AR-450A</a>	INNER CORE TRANSPORTATION CORRIDOR - PHASE 1, SEGMENT 1 – MULTI-USE PATH IN THE NORTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Multi-Use Bike/Ped Facility	2011

*\*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 1010 Peachtree Mixed-Use Site.**

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

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

**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?**

The proposed site is served by transit providing extensive local and regional connectivity on a scale seldom found in the region.



Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

The proposed development is located approximately one-quarter of a mile south of the Arts Center MARTA rail station located at West Peachtree Street and 15<sup>th</sup> Street and one-eighth of a mile from the Midtown MARTA rail station between 10<sup>th</sup> Street and Peachtree Place. The Arts Center MARTA rail station is serviced by multiple MARTA bus routes, as well as the Atlantic Station shuttle, and the Cobb Community Transit and Gwinnett County Transit express bus systems. The Midtown MARTA rail station is served by additional MARTA bus routes as well as the Georgia Tech Stinger Trolley which provides local service in the Midtown area.

**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.

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

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

There is no significant impact to the adjacent roadway network. Base conditions, along with future loaded conditions are not enough to justify any necessary roadway improvements.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.168 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

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

PERMITTED CAPACITY MMF, MGD <sub>1</sub>	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.

<sub>1</sub> 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 0.170 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 917 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.



Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

## **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 449 housing units that will include high rise condos and townhomes.

**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 11.00. This tract had a 20.8 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 4 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.

Preliminary Report:	January 30, 2006	<b>DEVELOPMENT OF REGIONAL IMPACT  <u>REVIEW REPORT</u></b>	Project:	1010 Peachtree Street #993
Final Report Due:	March 1, 2006		Comments Due By:	February 13, 2006

\* 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.

## Haley Fleming

---

**From:** Baile, Steve [SBaile@DanielRealty.com]  
**Sent:** Wednesday, March 01, 2006 12:13 PM  
**To:** Haley Fleming  
**Cc:** geneb@streetsmarts.us; LStephens@DanielRealty.com; Bonnie Dean; Scott Selig  
**Subject:** Parking -1010 Peachtree

**Greetings to Haley Fleming:** This is in response to ARC's request that the Developer, or his representative, address the issue of the number of proposed parking spaces, especially in relation to the lower minimum number of spaces required. This is that official response.

We are providing parking for the residential component at a ratio of one parking space per bedroom plus a minimum number of visitor spaces. Retail parking is provided at an approximate ratio of 3 spaces per 1000 SF, with an additional 35 spaces being provided to Bank of America per contractual obligation. Although we may exceed the minimum parking required by the ordinance, we are substantially under the maximum.

Sincerely,

Steve Baile, Developer





# REGIONAL REVIEW NOTIFICATION



## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **1010 Peachtree** See the Preliminary Report .

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

Please see attached letter for full comments.

Individual Completing form:

Will Stinson, DRI Coordinator & Henry Ikwut-Ukwa, Planning Initiatives

Local Government: MARTA

Department:  
Transit System Planning & TOD

Telephone: (404) 848-5828 Henry Ikwut-Ukwa

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](mailto:malexander@atlantaregional.com)

**Return Date: 2/13/2006**

February 13, 2006

Mr. Mike Alexander,  
ARC Coordinator  
Atlanta Regional Commission  
40 Courtland Street N.E.  
Atlanta, GA 30303

**RE: Review of Development of Regional Impact (DRI)  
1010 Peachtree Street**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has reviewed the documentation for a proposed Development of Regional Impact called 1010 Peachtree Street located in Midtown Atlanta.

The proposed development is within walking distance of two MARTA rail stations – the Arts Center and the Midtown stations from where several MARTA buses operate regular services. Bus #10 operates from the Arts Center station with routes on Peachtree Street directly in front of the development. MARTA also has pending plans to operate Bus # 100 (Downtown-Midtown Circulator) with proposed routes close enough to serve the development.

While the location, density, and mix of uses of this development is transit supportive, the high parking provision and location of drive-through banking within the development would detract from this. MARTA supports this project but wish to recommend a review of these issues, as they would likely encourage single automobile use in a location with abundant transit alternatives.

Thank you for the opportunity to review the proposal, and please contact me with any questions.

Sincerely,



Henry Ikwut-Ukwa  
Manager of Transit System Planning

Office of Transit Systems Planning  
Phone: 404-848-5828  
Fax: 404-848-5132  
Email: hikwut@itsmarta.com

Your DRI ID NUMBER for this submission is: **993**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 1/18/2006 12:18:01 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 ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

\*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:	1010 Peachtree	
Development Type	Description of Project	Thresholds
Mixed Use	438 condo units; 38000 sf retail	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	Daniel Corportation 1100 Spring Street, Suite 730 Atlanta, GA 30309	
Telephone:	404-978-0802	
Fax:	404-978-0808	
Email:	<a href="mailto:lstephens@danielreality.com">lstephens@danielreality.com</a>	
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:	L.L. 106, 17th District	
What are the principal streets or roads providing vehicular access to the site?	Peachtree Street, 12th Street, Crescent Street, 11th Street	
Provide name of nearest street(s) or intersection:		
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). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> 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:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: 2008 Overall project: 2008

### 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): To be determined.	Y

Submitted on: 1/20/2006 4:27:46 PM

<b>DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)</b>	
<b>Local Government Information</b>	
Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email (only one):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

<b>Proposed Project Information</b>	
Name of Proposed Project:	1010 Peachtree
DRI ID Number:	983
Developer/Applicant:	Daniel Corporation
Telephone:	404-978-0800
Fax:	404-978-0808
Email(s):	<a href="mailto:lstephens@danielrealty.com">lstephens@danielrealty.com</a>

<b>DRI Review Process</b>	
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.	

<b>Economic Impacts</b>	
Estimated Value at Build-Out:	\$58,700,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$1,068,100
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): Bank, night club	

<b>Community Facilities Impacts</b>	
<b>Water Supply</b>	
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)?	0.170
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

<b>Wastewater Disposal</b>	
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)?	0.168
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

<b>Land Transportation</b>	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips	See traffic

per day? (If only an alternative measure of volume is available, please provide.)	study
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See Street Smarts Report	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	917 tons
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N
<b>Stormwater Management</b>	
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	90%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	
<b>Environmental Quality</b>	
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:	



**GRTA SITE PLAN**

**ENGINEER**  
BRIAN BRUMFIELD, P.E.  
EBERLY & ASSOCIATES, INC.  
1852 CENTURY PLACE  
ATLANTA, GEORGIA 30345  
(770) 452-7849

**SITE DATA**

ZONING USE: SPI-16, SUB AREA 1  
TOTAL SITE ACREAGE: 2.01  
ATLANTA, GA. SITE IS ENTIRELY IN ATLANTA  
LAND LOT 106; 17th DISTRICT

**PROPOSED BUILDING DATA**

36- STORY MULTI-FAMILY RESIDENTIAL  
RESIDENTIAL AREA-443 UNITS, 220 UNITS/AC.  
RETAIL SPACE: 38,000 sq.ft., FAR: 0.43

**EXISTING BUILDING DATA**

EXISTING USES DISPLACED INCLUDE A  
NIGHTCLUB AND EXISTING BANK

**PARKING DATA**

MINIMUM PARKING: 490 SPACES  
373 RESIDENTIAL, 117 RETAIL  
PARKING PROVIDED: 810 SPACES

<u>WATER AND SANITARY SEWER USAGE</u>
WATER: 169,860 GPD (INCLUDING IRRIGATION)
SEWER: 167,820 GPD

VMT CREDITS

RESIDENTIAL DENSITY CREDIT:	-6%
BIKE/PEDESTRIAN NETWORK CREDIT:	-5%
1/2 MILE TO RAIL STATION CREDIT:	-5%
1/4 MILE TO BUS ROUTE:	-3%
TOTAL CREDITS:	-19%

ECT:  
1010 PEACHTREE  
LAND LOT 106  
17th DISTRICT  
FULTON COUNTY, GEORGIA  
ADDRESS

**REVISIONS:**

GRTA SITE PLAN

SCALE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
PROJECT MANAGER: \_\_\_\_\_  
QA/QC CHECK: \_\_\_\_\_

PROJECT NO.

05-072

0.5

LOCATION MAP  
N.T.S.

GRAPHIC SCALE

( IN FEET )

1 inch = 20 ft

© 2005, EBERLY & ASSOCIATES, INC.