

DATE: February 27, 2023

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Planner III, City of Atlanta
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Ponce and Ponce DRI 3860

Submitting Local Government: City of Atlanta

Date Opened: February 8, 2023

Date Closed: February 27, 2023

Description: A DRI review of a proposal to construct a mixed-use project with 360 multi-family units, 470,000 SF of office space, 19,000 SF of retail space, and 19,000 SF of restaurant space on a two-parcel previously developed site totaling 4 acres on the north side of Ponce DeLeon Avenue just east of the Atlanta Beltline.

Comments:

Key Comments

The project is well-aligned with applicable Maturing Neighborhoods policy recommendations which note: "infill development, redevelopment, and adaptive reuse of existing buildings...needs to be balanced with the preservation of existing single-family neighborhoods"

The project directly advances a broad range of regional policies related to walkable mixed-used development, redevelopment of previously developed sites, transit-oriented development, environmental protection, and placemaking among others.

While the project will generate a significant number of new vehicular trips, its mixed-use and highly walkable design as well as immediate adjacency to MARTA bus stops, the Beltline, and a planned Atlanta Streetcar stop offer meaningful multi-modal alternatives to driving.

The project density is appropriate to its location adjacent to the node of higher intensity development around Ponce City Market which will eventually be served by planned rail transit service.

GDOT has noted a concern that deceleration lanes should be provided at driveways B and C which would require utilizing much of the existing ROW for this purpose at the expense of sidewalk space. Given the location of the project adjacent to the Atlanta Beltline and the terminus of the planned Atlanta Streetcar extension, as well as the major difficulty of acquiring additional ROW needed for the lanes to be a meaningful length, the limited existing ROW should be prioritized for pedestrian use.

General Comments

According to the ARC Unified Growth Policy Map (UGPM) element of The Atlanta Region's Plan – developed by ARC in close coordination with partner local governments and intended to broadly guide regional development to ensure that required infrastructure and resources are in place to support continued economic development and prosperity – the site of this DRI is designated as Maturing Neighborhoods. The Plan provides general information and policy recommendations for Maturing Neighborhoods as described at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments will be provided in the Final Report.

The project is expected to generate a total of 5,403 daily new car trips. Roadway improvements to mitigate the traffic impact are proposed. While the project will generate a significant number of new vehicular trips, its mixed-use and highly walkable design as well as immediate adjacency to MARTA bus stops, the Beltline, and a planned Atlanta Streetcar stop offer meaningful multi-modal alternatives to driving.

GDOT has noted a concern that deceleration lanes should be provided at driveways B and C which would require utilizing much of the existing ROW for this purpose at the expense of sidewalk space. Given the location of the project adjacent to the Atlanta Beltline and the terminus of the planned Atlanta Streetcar extension, as well as the major difficulty of acquiring additional ROW for this purpose, the limited existing ROW should be prioritized for pedestrian use.

A total of 1,050 garage parking spaces are proposed which falls between the minimum 315 required and the maximum 2,034 allowed; a further reduction of parking spaces would be in keeping with regional transportation goals.

The project will provide bicycle parking and EV charging spaces to meet City of Atlanta requirements; provisions of additional amounts of both would strengthen the project's multi-modal transportation approach.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking

areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resources Group Comments

ARC's Natural Resources Group comments are attached.

There are no applicable watershed or stream buffer considerations for the project.

Environmental Comments

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Dekalb County Comments

Transportation related comments received from Dekalb County are attached.

Unified Growth Policy Considerations: Maturing Neighborhoods

This DRI site falls under the UGPM Maturing Neighborhoods category which are older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations, that were mostly built out before 1980. They represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The intensity and land use of this project are well aligned with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for new higher-density office, retail, and residential uses in a manner that can relieve development pressure on surrounding single family neighborhoods and roadways. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

CITY OF ATLANTA

GEORGIA DEPARTMENT OF NATURAL RESOURCE

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

GEORGIA CONSERVANCY

DEKALB COUNTY

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA SOIL AND WATER CONSERVATION COMMISSION

MARTA

ATLANTA BELTLINE

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



Developments of Regional Impact

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DRI #3860

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta
Individual completing form: Monique Forte
Telephone: 470-279-1545
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Ponce & Ponce
DRI ID Number: 3860
Developer/Applicant: Portman
Telephone: 404-614-5252
Email(s): ponce@portmanholdings.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

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

Economic Development

Estimated Value at Build-Out: \$572,222,508

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,891,057

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc): 50,250 SF warehouse; 12,767 SF shopping center; 16,733 SF restaurant

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)?

0.24 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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)?

0.20 MGPD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

5,403 daily trips; 616 AM trips; 571 PM trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project? ☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please see traffic study prepared by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

3,064

Is sufficient landfill capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development? ☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be

95%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The project will be designed to comply with all City of Atlanta stormwater management requirements. The project will reduce stormwater flows for the 1-25 year storm events by at least 40% compared to the predeveloped condition. In addition, the site will meet runoff reduction requirements by capturing and permanently retaining a volume equal to the first 1.0" of runoff generated by the site, preventing this "first flush" of stormwater from entering the city's storm sewer system entirely.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No
2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☒ No
3. Wetlands? ☐ (not selected) ☐ Yes ☒ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☒ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☒ No
6. Floodplains? ☐ (not selected) ☐ Yes ☒ No
7. Historic resources? ☐ (not selected) ☐ Yes ☒ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☒ No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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DRI #3860

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Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3860
DRI Title Ponce & Ponce
County Fulton County
City (if applicable) Atlanta
Address / Location North side of Ponce DeLeon Avenue just east of the Atlanta Beltline.

Proposed Development Type:

A DRI review of a proposal to construct a mixed-use project with 360 multi-family units, 470,000 SF of office space, 19,000 SF of retail space, and 19,000 SF of restaurant space on a two-parcel previously developed site totaling 4 acres on the north side of Ponce DeLeon Avenue just east of the Atlanta Beltline.

Build Out: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Reginald James
Copied Marquitrice Mangham
Date February 20, 2023

TRAFFIC STUDY

Prepared by Kimley-Horn
Date January 3, 2023

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

On pages 15-16 of the traffic analysis.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

Driveways B and C provide access to the site via a roadway identified as a Regional Thoroughfare (SR 8/US 78).

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES (*identify the roadways and existing/proposed access points*)

Driveways B and C provide access to the site via a roadway identified as a Regional Truck Route (SR 8/US78).

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[Click here to enter name of operator and rail line](#)

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

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

Transit Connectivity

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

[Click here to provide comments.](#)

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

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

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

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

There are two rail projects that are projected for completion in 2030: The Atlanta Streetcar East Extension (AR-490A1) and the North Avenue Corridor High-Capacity Premium Transit Service-Phase 1 (AR-457).

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 2, 102

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

MARTA

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest path or trail more than one mile away)

☒ YES (provide additional information below)

Name of facility Atlanta Beltline Eastside Trail

Distance ☒ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access* ☒ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

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

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ OTHER (Please explain)

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☒ YES (connections to adjacent parcels are planned as part of the development)
- ☐ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

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

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

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

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)

☐ NO *(see comments below)*

[Click here to enter text.](#)

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

☐ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☒ YES *(see comments below)*

GDOT has concerns about increased traffic on Ponce De Leon Avenue has them pushing for a deceleration lane at Driveway C of the site.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

The proposed deceleration lane that GDOT is proposing would be at the very eastern end of the site, and as such we wouldn't deem it feasible unless GDOT acquired more ROW outside of the footprint of the development.

PONCE & PONCE DRI
City of Atlanta
Natural Resources Department Review Comments
February 10, 2023

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

Watershed Protection

The project property is located in the Peachtree Creek Watershed, which in turn is within the Chattahoochee River Watershed. Peachtree Creek's confluence with the Chattahoochee River is downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Any unmapped streams on the property may be subject to the requirements of the City stream buffer protection ordinance and the State 25-foot Sediment and Erosion Control buffer, and any unmapped State waters identified on the property may be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

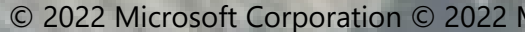
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

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

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

2022 Ponce and Ponce DRI 3860 Comments

1. Extend the Bike Lane across the entire proposed development frontage along Ponce de Leon Ave.
2. Create pedestrian connectivity (ex. Sidewalks) within the entire proposed property.
3. Re-stripe Ponce de Leon Ave and Ponce de Leon Place in front of entire frontage.



SITE NOTES:

<u>DRI NUMBER</u>	#3860
<u>CURRENT ZONING</u>	C-1 & I-1 (BELTLINE OVERLAY)
<u>PROPOSED ZONING</u>	PDMU (BELTLINE OVERLAY)
<u>OVERALL SITE AREA</u>	3.874 AC
<u>TOTAL FLOOR AREA</u>	855,590 SF
<u>PROPOSED DENSITY RATIOS</u>	
<u>RESIDENTIAL:</u>	131.31 UNITS / ACRE
<u>NON-RESIDENTIAL FAR:</u>	8.15
<u>PARKING:</u>	
<u>MINIMUM REQUIRED:</u>	259 SPACES
<u>PROVIDED:</u>	1,045 SPACES

PROPOSED LAND USE USES & DENSITIES

LAND USE	DENSITY
RESIDENTIAL	347,590 GSF
OFFICE	470,000 GSF
COMMERCIAL	38,000 GSF

PROJECT CONTACTS:

<u>APPLICANT:</u>	PORTMAN HOLDINGS, LLC. 303 PEACHTREE CENTER AVE NE SUITE 575 ATLANTA, GA 30303 CONTACT: MIKE GREENE PHONE: 404 614 5252
<u>TRAFFIC CONSULTANT:</u>	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: ROB ROSS, P.E. PHONE: 404 419 8700
<u>CIVIL ENGINEER:</u>	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: CHARLES ZAKEM, P.E. PHONE: 404 419 8700

LOCATION MAP:



Kimley»»Horn

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PORTMAN
HOLDINGS LLC

LEE CENTER AVENUE NE, SUITE 575
ATLANTA, GA 30303
PHONE: 404-614-5252

CLIENT

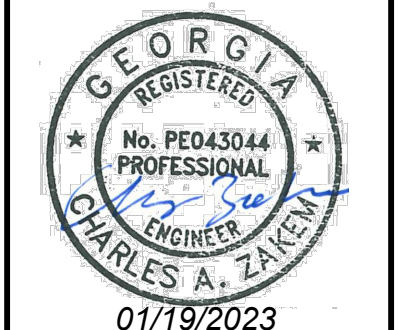
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DRI #3860

PONCE & PONCE

PROJECT STREET ADDRESS, ATLANTA, GA 30306
LAND LOT 17, 14TH DISTRICT

PROJECT STREET ADDRESS, ATLANTA, GA 30306
LAND LOT 17, 14TH DISTRICT



GSWCC CERT. (LEVEL II)	0000076499
DRAWN BY	CMK
DESIGNED BY	CMK
REVIEWED BY	CAZ
DATE	01/19/2023
PROJECT NO.	019292038

TITLE

**DRI SITE PLAN -
AERIAL**

SHEET NUMBER
DRI-02

