REGIONAL REVIEW NOTIFICATION

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

DATE: Mar 2 2006 **ARC REVIEW CODE**: R603021

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

NOTE: This is digital signature. Original on file.

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

Name of Proposal: 1163 West Peachtree
Review Type: Development of Regional Impact

Description: 1163 West Peachtree Street is a proposed mixed use development on 2 acres located in the City of Atlanta. The proposed development will consist of 403 residential condominium units (25 stories) above seven levels of parking, and 27,130 square feet of retail space. The proposed development is located on West Peachtree Street between 13th and 14th Street. Two site access points located on West Peachtree Street and 13th Street are proposed with the development.

Submitting Local Government: City of Atlanta
Date Opened: Mar 2 2006
Deadline for Comments: *Mar 16 2006*
Earliest the Regional Review can be Completed: Mar 31 2006

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

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

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-03-16 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

REGIONAL REVIEW NOTIFICATION

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

DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: 1163 West Peachtree *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

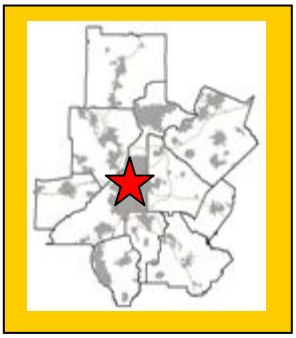
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *Mar 16 2006*

Preliminary Report:	March 2, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	1163 W Peachtree Street #1054
Final Report Due:	March 31, 2006		Comments Due By:	March 16, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



1163 West Peachtree Street is a proposed mixed use development on 2 acres located in the City of Atlanta. The proposed development will consist of 403 residential condominium units (25 stories) above seven levels of parking, and 27,130 square feet of retail space. The proposed development is located on West Peachtree Street between 13th and 14th Street. Two site access points located on West Peachtree Street and 13th Street are proposed with the development.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for summer 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, sub area 1 overlay. The proposed development site does not need to be rezoned. The DRI trigger for this development was a request for a special administrative permit (SAP). Information submitted with the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which identifies the area as High Density Commercial.

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

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

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

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

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2005	**Twelve 14th Street**
2005	**166 16th Street**
2005	**7th Street**
2003	**1180 Peachtree Street and ASO**
2003	**Midtown Grand**
2001	**Midtown Park**
2000	**West Peachtree Villas**
2000	**Millennium Midtown**
2000	**Midtown West Marietta Street MUD**
1997	**Atlantic Steel**
1992	**GLG Park Plaza**
1992	**GLG Center**
1991	**Peachtree at 14th Street**
1989	**Mospar Mixed Use Development**
1988	**AT&T Promenade**
1988	**1100 Peachtree Building**
1987	**Mayfair**
1987	**Juniper Street**
1986	**Peachtree Point**

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 currently has restaurant and retail uses on the site.

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 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 Polices 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently, guides 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 takes advantage of existing infrastructure that can absorb new population growth while lessening the impacts on existing single family neighborhoods within the City. The proposed development also further encourages pedestrian activity in Midtown through sidewalks and building design.

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.

The proposed development is located within close proximity to the MARTA transit system. The MARTA Arts Center station is within one-tenth of a mile of the site. Additionally, the Atlantic Station Shuttle, Cobb Community Transit, Gwinnett County Transit and GRTA Xpress bus routes all service the Midtown area in the vicinity of the site. It is important convenient and safe access to transit stops and stations are provided from the development. This includes adequate sidewalks, crosswalks, and alternative routes, where available and appropriate.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.

2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.

3. Increase opportunities for mixed-use development, infill and redevelopment.

4. Increase transportation choices and transit-oriented development (TOD).

5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.

6. Preserve and enhance existing residential neighborhoods.

7. Advance sustainable greenfield development.

8. Protect environmentally sensitive areas.

9. Create a regional network of greenspace that connects across jurisdictional boundaries.

10. Preserve existing rural character.

11. Preserve historic resources.

12. Inform and involve the public in planning at regional, local and neighborhood levels.

13. Coordinate local policies and regulations to support the RDP.

14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.
Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in the City of Atlanta. The project site approximately 2 acres surrounded by West Peachtree Street to the east, 14th Street to the north, and 13th Street to the south.

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 office, hotel, residential, 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 $60 million with an expected $1 million in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

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

HISTORIC RESOURCES

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

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE
Transportation

Georgia Regional Transportation Authority Review Findings

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

Two site driveways will provide access for the proposed development. One driveway is proposed along West Peachtree Street, approximately 65 ft north of 13th Street and will provide access for trucks only. The second driveway is proposed along 13th Street, approximately 120 ft east of West Peachtree Street and will provide access for residents and visitors of the tower as well as patrons of the retail establishments.

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

Kimley-Horn and Associates 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
403 Condominiums	28	118	146	94	58	152	1744
27,130 sq ft Retail	120	129	249	38	49	87	1198
Reductions	-30	-50	-80	-39	-34	-73	-869
TOTAL NEW TRIPS	**118**	**197**	**315**	**93**	**73**	**166**	**1037**

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

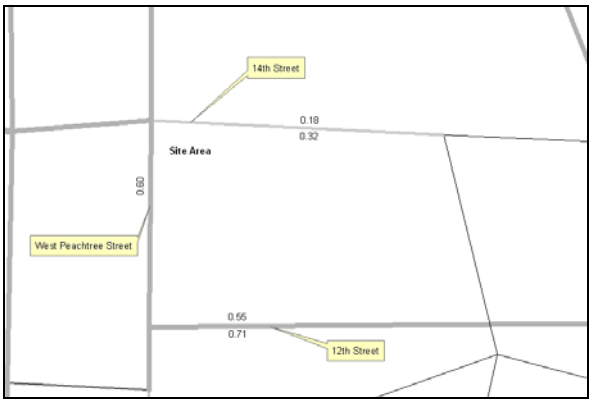
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

V/C Ratios

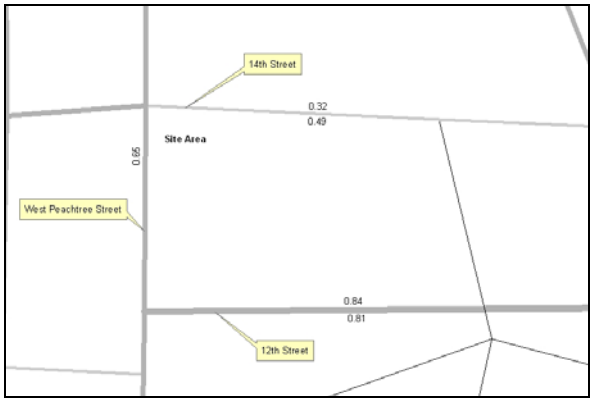
2005 AM Peak

2005 PM Peak



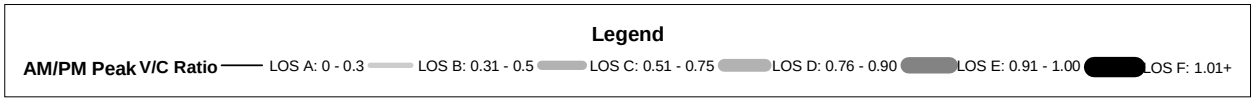
2010 AM Peak

2010 PM Peak



2030 AM Peak

2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-224D	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
AT-203	WEST PEACHTREE STREET	Multi-Use Bike/Ped Facility	2008
AT-205	14TH STREET	Pedestrian Facility	2009
AT-202	SPRING STREET	Pedestrian Facility	2008
AT-189	US 19 (14TH STREET) TURN LANES	Roadway Operations	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-600A, B	I-75/85 BRIDGE AND HOV INTERCHANGE	HOV Lanes	2020

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 1163 West Peachtree Street.

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.

13th Street from West Peachtree Street to Spring Street

- Convert this roadway from a one-way to a two-way operation.

West Peachtree Street at 13th Street

- Add a traffic signal.

14th Street eastbound at Spring Street

- Add an additional through lane along 14th Street eastbound at Spring Street.
- Add a dedicated left-turn lane along 14th Street eastbound at West Peachtree Street.

According to the findings, there will be no capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made no further 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 development is located approximately one-tenth of a mile south of the Arts Center MARTA rail station located at West Peachtree Street and 15th Street. 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 services. The proposed site is served by transit providing extensive local and regional connectivity on a scale seldom found in the region.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac		6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
w/in 1/2 mile of MARTA Rail Station		5%
TMA and Parking Management/supply restrictions Program		5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
Total		**24%**

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

The area surrounding the proposed project site suffers from increasing peak hour volume. However, this project's mixed-use character and close proximity to multiple transit options contribute to improving the pedestrian environment around the site while reducing the dependency on private automobiles. In order to reduce the impact this project will have on the surrounding roadway network, it is suggested that all recommendations be implemented prior to project completion.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.10 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.5 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 1,100 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 403 housing units that will include high rise condominium units.

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 10.00. This tract had a 21.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 25 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 1054
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 2/21/2006 3:07:54 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:	1163 West Peachtree Street

Development Type	Description of Project	Thresholds
Mixed Use	405 Condo Units; 28790 sf Retail	View Thresholds

Developer / Applicant and Mailing Address:	Novare Group Suite 601 817 Peachtree St., NW Atlanta, GA 30308
Telephone:	404-815-1234
Fax:	404-815-5678
Email:	jhicks@novaregroup.com
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	106, 17th District
What are the principal streets or roads providing vehicular access to the site?	West Peachtree St. & 13th St.
Provide name of nearest street(s) or intersection:	West Peachtree St. @ 13th 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?	~3 Miles to Dekalb County

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?	RM Clayton Water Reclamation Facility (COA)
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: 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): Transportation study to be conducted.	Y

Submitted on: 2/26/2006 10:49:17 AM

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:	1163 West Peachtree Street
DRI ID Number:	1054
Developer/Applicant:	Novare Group
Telephone:	404-815-1234
Fax:	404-815-5678
Email(s):	jhicks@novaregroup.com; msmith@novaregroup.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?	N
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$60 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1 Million
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): ~8,000 SF low-end restaurant	

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:	
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:	RM Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.1
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?	

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.)	316 - AM; 1,159 - PM peak hour volumes
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?	
If transportation improvements are needed to serve this project, please describe below:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	~1,100 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

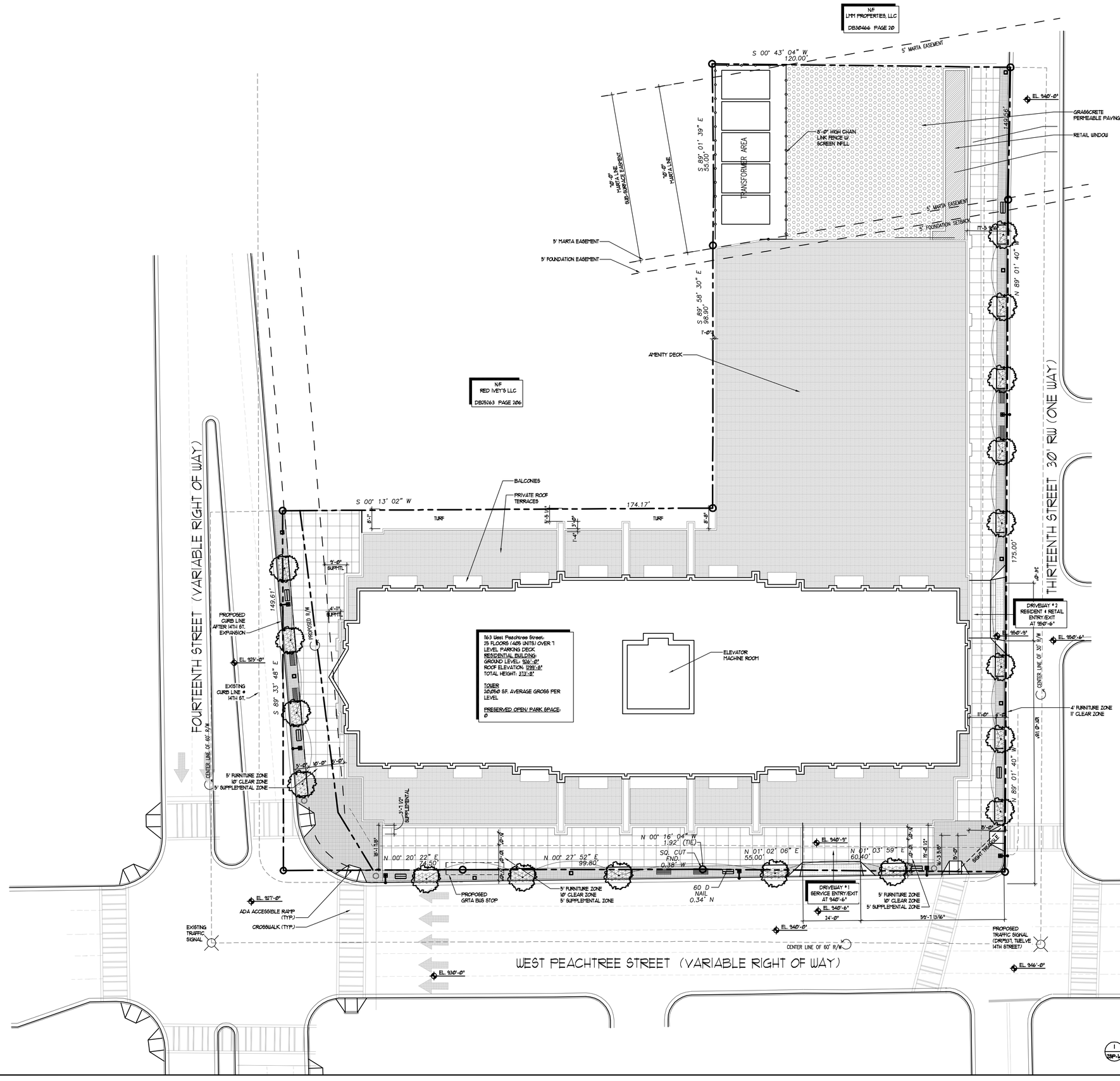
Stormwater Management

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:	

Environmental Quality

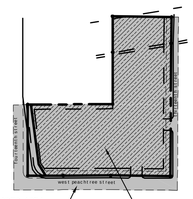
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified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



1 ZSP-1A ZONING SITE PLAN
SCALE: 1/16"=1'-0"

0' 8' 16' 32'
1/16" = 1'-0"



3 ZSP-1A NLA/ GLA DIAGRAM
SCALE: NTS

2 ZSP-1A VICINITY MAP
SCALE: NTS

SITE PLAN SPECIFICATIONS (SPI 16)

BUILDING USE	RESIDENTIAL	
ZONING	SPI-18, Sub-Area 1	
GROSS LOT AREA	87,642 sf (2.012ac.)	
NET LOT AREA	64,913 sf (1.490ac.)	
RESIDENTIAL SQ. FOOTAGE	504,250 sf	
RESIDENTIAL UNITS	405	
RETAIL SQ. FOOTAGE	24,715 sf	
BASE FAR	3.2 x GLA = 280,454 sf	
BONUS FAR		
*GROUND FLOOR RETAIL BONUS	2.0 x GLA = 175,285 sf	
*REQUIRED	8,884 sf RET. / 44,418 sf FOOTPRINT = 20%	
*PROVIDED	14,815 sf RET. / 44,418 sf FOOTPRINT = 33%	
*AFFORDABLE UNITS BONUS	REQUESTED BONUS FAR (.55)	48,511 sf
	SF USED FOR CORRIDORS/ COM. SPACE	6,306 sf
	SF USED TO BUILD RESIDENTIAL UNITS	42,205 sf
	AVG. UNIT SIZE FOR ENTIRE BUILDING	1,058 sf
	TOTAL # OF UNITS FROM BONUS	39
	# OF AFFORDABLE UNITS PROVIDED (20%)	8
	PROJECT UNIT MIX: 53% 1BR, 47% 2BR	
*PROVIDED	(5) 1BR, (3) 2BR	
*USUABLE OPEN SPACE BONUS	SEE UOSR CALCS BELOW	
FAR SUMMARY		
	BASE FAR:	3.2
	RETAIL BONUS:	2.0
	AFFORDABLE BONUS:	.55
	TOTAL FAR:	5.75
UOSR		
*REQUIRED	86,768 sf = 87,642 sf (GLA) x .99 (LUI)	
*PROVIDED	24,311 sf	AMENITY DECK & PRIVATE TERRACES
	18,240 sf	19 BALCONIES ON 16LVS (2-17) @ 60sf
	14,592 sf	19 BALCONIES ON 8LVS (18-25) @ 96sf
	384 sf	4 BALCONIES ON PH LEVEL 26
	3,200 sf	4 PENTHOUSE TERRACES @ 800 sf
	20,495 sf	LANDSCAPED AREAS, IMPROVED LANDSCAPE AREAS IN SETBACKS & TURNAROUND, AND SIDEWALKS WITHIN PROPERTY LINE
	400 sf	OPEN STAIR FROM DECK TO STREET
	5,245 sf	LANDSCAPE AREAS & SIDEWALK IN ROW
	86,867 sf	PROVIDED UOS
OFFSTREET PARKING/ LOADING		
*RESIDENTIAL REQUIRED	MIN. 218; MAX. 728 (INCL. VISITORS)	
*RESIDENTIAL PROVIDED	621	
*RETAIL/ REST. REQUIRED	MIN. 1/600sf = 40; MAX. 2.5/600sf = 100	
*RETAIL/ REST. PROVIDED	99	
*TOTAL PARKING REQUIRED	MIN. 258; MAX. 828	
*TOTAL PARKING PROVIDED	720	
LOADING	6 (12' x 35') + 1 (12' x 55')	
ELECTRIC CHARGING		
*REQUIRED	1 PER 100 SPACES (12 MAX) = 8	
*PROVIDED	8	
BICYCLE PARKING		
*REQUIRED	1 PER 5 UNITS (80 MAX)	
*PROVIDED	50	

CONTACT INFO:

PROPERTY OWNER:
NOVARE GROUP
817 W. PEACHTREE ST. NW
ATLANTA, GA 30308
CONTACT: JOHN HICKS (404) 815-2314

ARCHITECT:
THE PRESTON PARTNERSHIP, LLC
1000 ABERNATHY RD. SUITE 600
ATLANTA, GA 30328
CONTACT: ROB ALDEN (770) 396-7248

STRUCTURAL ENGINEER:
ECHELON ENGINEERING
1000 ABERNATHY RD SUITE 310611
ATLANTA, GA 30328
CONTACT: BRAD ELLINWOOD (770) 399-7240

CIVIL ENGINEER:
KIMLEY-HORN & ASSOCIATES
11 PEACHTREE ST. SUITE 155
ATLANTA, GA 30308
CONTACT: EMMY MONTANYE (404) 415-8100

THE PRESTON PARTNERSHIP, LLC
A MULTI-DISCIPLINARY DESIGN FIRM

1000 ABERNATHY ROAD NE, SUITE 600
ATLANTA, GEORGIA 30328
TELEPHONE: 770 396 7248
FAX: 770 396 2945

WWW.THEPRESTONPARTNERSHIP.COM

CONSULTANT

SEAL

PROJECT

1163 WEST PEACHTREE STREET
ATLANTA, GA

FOR

NOVARE GROUP
817 W. Peachtree St., NW
Suite 601
Atlanta, GA 30308

PRINTED

REVISIONS

DATE 2/27/06
JOB NUMBER 052111
DRAWN BY PGM
CHECKED BY
DRAWING TITLE ZONING SITE PLAN
DRAWING NUMBER ZSP-1A

COMMENTS NOT ISSUED FOR CONSTRUCTION