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: 2/4/2005 **ARC REVIEW CODE**: R502041

TO: Mayor Shirley Franklin
ATTN TO: Nina Gentry, Senior 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: 55 Ivan Allen
Review Type: Development of Regional Impact

Description: 55 Ivan Allen Plaza is a proposed redevelopment located in the City of Atlanta on 1.82 acres. The project will consist of two towers. One tower will incldue 310,000 square feet of office space and the second tower will include a 300 room hotel and 100 condominiums. Combined, the two towers will include 10,000 square feet of ground-level retail. The project is located on the former Boomershine property on Alexander Street between Williams Street and Spring Street.

Submitting Local Government: City of Atlanta
Date Opened: 2/4/2005
Deadline for Comments: *3/18/2005*
Earliest the Regional Review can be Completed: 3/7/2005

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
METRO ATLANTA RAPID TRANSIT AUTHORITY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA SCHOOLS
CENTRAL ATLANTA PROGRESS
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 3/18/2005, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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

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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **55 Ivan Allen** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

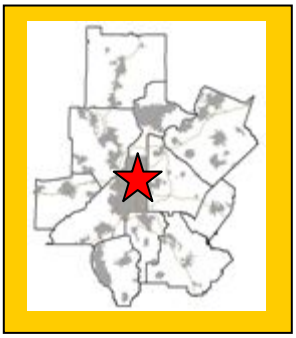
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *3/18/2005*

Preliminary Report:	Feb 4, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	55 Ivan Allen #719
Final Report Due:	March 7, 2005		Comments Due By:	Feb. 18, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



55 Ivan Allen Plaza is a proposed redevelopment located in the City of Atlanta on 1.82 acres. The project will consist of two towers. One tower will incldue 310,000 square feet of office space and the second tower will include a 300 room hotel and 100 condominiums. Combined, the two towers will include 10,000 square feet of ground-level retail. The project is located on the former Boomershine property on Alexander Street between Williams Street and Spring Street.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2007.

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 zone SPI-13, sub area one and allows for the proposed development. The DRI trigger for this development is the application for a permit with the City of Atlanta. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as mixed use.

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.

2004	**Peachtree Portal**
2003	**Georgia Aquarium**
2001	**Omni Hotel Expansion**
1990	**C & S Plaza**
1989	**Renaissance City Centre**
1989	**One Peachtree Center**
1987	**Inforum**
1987	**191 Peachtree Building**
1987	**City Chateau**

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 the former Boomershine property and is currently used for parking.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The project is located within the JSA-McGill LCI study area and represents a rare opportunity for redevelopment in an important activity center; therefore, this development should meet or exceed the goals and policies set forth in the LCI plan as well as Regional Development Goals and Policies.

The proposed development meets the ARC's regional development policies, especially RDP Policy 3: increasing opportunities for mixed- use development, infill and redevelopment. Proximity to the MARTA Civic Center Station also provides an opportunity for increased transportation choices, RDP Policy 4.

The study area for the Midtown LCI is within a quarter mile of the proposed development site. Also the Upper Westside and City Center LCI Study Areas are within a half mile of the proposed development site.

In the JSA-McGill LCI Study, the site is proposed to be zoned as a development opportunity and slated for residential/retail in the land use framework plan. The proposed development, according to the LCI Study, falls into a new zoning classification labeled the Downtown Core which allows for high density commercial and residential. The MARTA Civic Center Station is identified as underutilized and emphasis is placed on improving connections and encouraging development to strengthen the potential of the station.

The development does help to achieve many of the goals set forth in the JSA-McGill LCI Study by proposing high density commercial and residential. The proposed development also addresses the potential of the MARTA station by adding to the street life and improving pedestrian connections. The LCI Study for the JSA-McGIll Area should be considered in further refinement of the site plan.

The Central Business District surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

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 1.82 acres located on Alexander Street between Williams Street and Spring Street in downtown.

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. DeKalb County is approximately 3 miles to the east.

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.

To be determined during the review.

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 $81,500,000 with an expected $1,000,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

Stream and Watershed Protection

The project is not located in any water supply watershed and is not shown on any map as being near a flowing stream. Any unmapped waters of the state that may be on the property are subject to the State 25-foot sediment and erosion buffer and any intrusions into that buffer will require a variance from Georgia EPD.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amounts of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs./ac/yr.) The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. The impervious areas are based on estimated averages for land uses in the Atlanta Region. These estimates are generalized for the metropolitan area and do not necessarily reflect the conditions of high-density, central business district development such as this project. These numbers also do not reflect the existing runoff and loading occurring on an already developed site. The impervious area estimate used for commercial, 85 percent, appears to be the closest to the approximate impervious coverage proposed for this project. If impervious percentages are higher or lower, the pollutant loads will differ accordingly from the estimates. The proportion of impervious surface in the form of roof area versus parking lot will be higher in this project than for most development, which will also affect the actual pollutant loading from runoff. The net land area was used in the calculations. The following table summarizes the results of the analysis:

Pollutant loads (lb./yr.)

Land Use	Land Area (acres)	TP	TN	BOD	TSS	Zinc	Lead
Commercial	1.82	3.11	31.67	196.56	1789.06	2.24	0.40
TOTAL	1.82	3.11	31.67	196.56	1789.06	2.24	0.40

Total Impervious: 85% in this analysis

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

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?

Access to this development will be provided at two locations. One full-movement driveway will be provided along Alexander Street and a second driveway will be provided along Spring Street.

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

URS 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
Office 30,000 sq ft	408	56	464	72	354	426	3,188
Retail 10,000 sq ft	24	15	39	66	71	137	1,520
Hotel 300 rooms	97	63	160	94	83	177	2,312
Condominiums 100 units	9	43	52	40	20	60	642
TOTAL NEW TRIPS	**538**	**177**	**715**	**272**	**528**	**800**	**7,662**

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. 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

To be determined during the review.

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-188A	JONES AVENUE / SIMPSON STREET / ALEXANDER STREET (A.K.A. JSA CORRIDOR) IMPROVEMENTS	Roadway Operations	2010
AT-201	PEACHTREE CENTER AVENUE STREETSCAPE	Pedestrian Facility	2010
AR-441A	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2010
AR-441B	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2010

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 55 Ivan Allen Plaza.

The following transportation improvements are recommended by the consultant:

I-75/I85 at Spring Street/Linden Avenue

- Re-stripe southbound shared through-right-turn lane long Spring Street as an exclusive right-turn lane; and
- Widen eastern receiving leg of the I-75/I-85 northbound on-ramp to allow the movement to operate as free-flow.

Alexander Street at Williams Street

- Widen eastbound Alexander Street approach to provide a second left-turn lane with protected-only phasing;
- Widen northbound and southbound Williams Street approaches to provide exclusive left turn

lanes with protected-permissive phasing;
- Widen northern Williams Street leg to allow the outside westbound lane, which will essentially operate as a de-facto right-turn lane during peak hours, to operate in a free flow condition; and
- Modify signal phasing to provide permissive-plus-overlap phasing for southbound right turns.

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 Civic Center MARTA Rail Station (N2) is located less than ¼-mile northeast of the site along West Peachtree Street. Additionally, the Peachtree Center (N1) and North Avenue (N3) rail stations are also located within ½ mile of the site. All three stations are located along the MARTA North/South and Northeast/Southeast lines, which provide service between Hartsfield-Jackson International Airport (S1) and the North Springs (N11) and Doraville (NE10) stations.

The area surrounding the site is served by four bus service operations: MARTA, Gwinnett County Transit, Cobb Community Transit, and GRTA Xpress. Through connectivity of routes and proximity to stops, the patrons of the development will essentially have access to most of the Atlanta Region.

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

No transportation demand management strategies are proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR >.8	6%	6%
w/in 1/2 mile of MARTA Rail Station	5%	5%
TMA or Parking Management Program	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**19%**

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

This project is a high density development which is well served by transit and has sufficient access to major interstate freeways. This project will have a positive impact on the surrounding area and the entire region.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.16 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 0.16 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 766.5 tons of solid waste per year.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

To be determined during the review.

AGING

Does the development address population needs by age?

To be determined during the review.

What is the age demographic in the immediate area of the development?

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 100 housing units that will include condominiums.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 19. This tract had a 27.1 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.

* 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: 719
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 1/25/2005 3:43:24 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:	Nina E. Gentry 55 Trinity Avenue Suite 3350 Atlanta, GA 30303
Telephone:	404.330.6722
Fax:	404.658.7491
E-mail **(only one)**:	ngentry@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:	55 Ivan Allen

Development Type	Description of Project	Thresholds
Mixed Use	310000 s.f. office 100 condos; 300 rm. hotel and 10000 s.f. retail	View Thresholds

Developer / Applicant and Mailing Address:	Barry Real Estate Companies 2018 Powers Ferry Road Suite 650 Atlanta, GA 30339
Telephone:	770.541.5200
Fax:	770.541.5201
Email:	hrudy@barrycompanies.com
Name of property owner(s) if different from developer/applicant:	
Provide Land-Lot-District Number:	79 of the 14th
What are the principal streets or roads providing vehicular access to the site?	Spring Street and Alexander Street
Provide name of nearest street(s) or intersection:	Spring St at Alexander / Williams at Alexander
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 from Dekalb
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: Overall project: 2007

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?	Y
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): Will be identified in Traffic Study	Y

Submitted on: 2/1/2005 9:46:38 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Nina E. Gentry
Telephone:	404.330.6722
Fax:	404.658.7491
Email (**only one**):	ngentry@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	55 Allen Plaza
DRI ID Number:	719
Developer/Applicant:	Barry Real Estate Companies
Telephone:	770.541.5200
Fax:	770.541.5201
Email(s):	Hrudy@barrycompanies.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:	$81,500,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1,000,000+
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): An existing former car dealership will be razed	

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)?	0.16MGD
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:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16MGD
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.)	5435 vpd (594 am peak; 557pm peak)
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: Refer to traffic impact study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	766.5 tpy
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

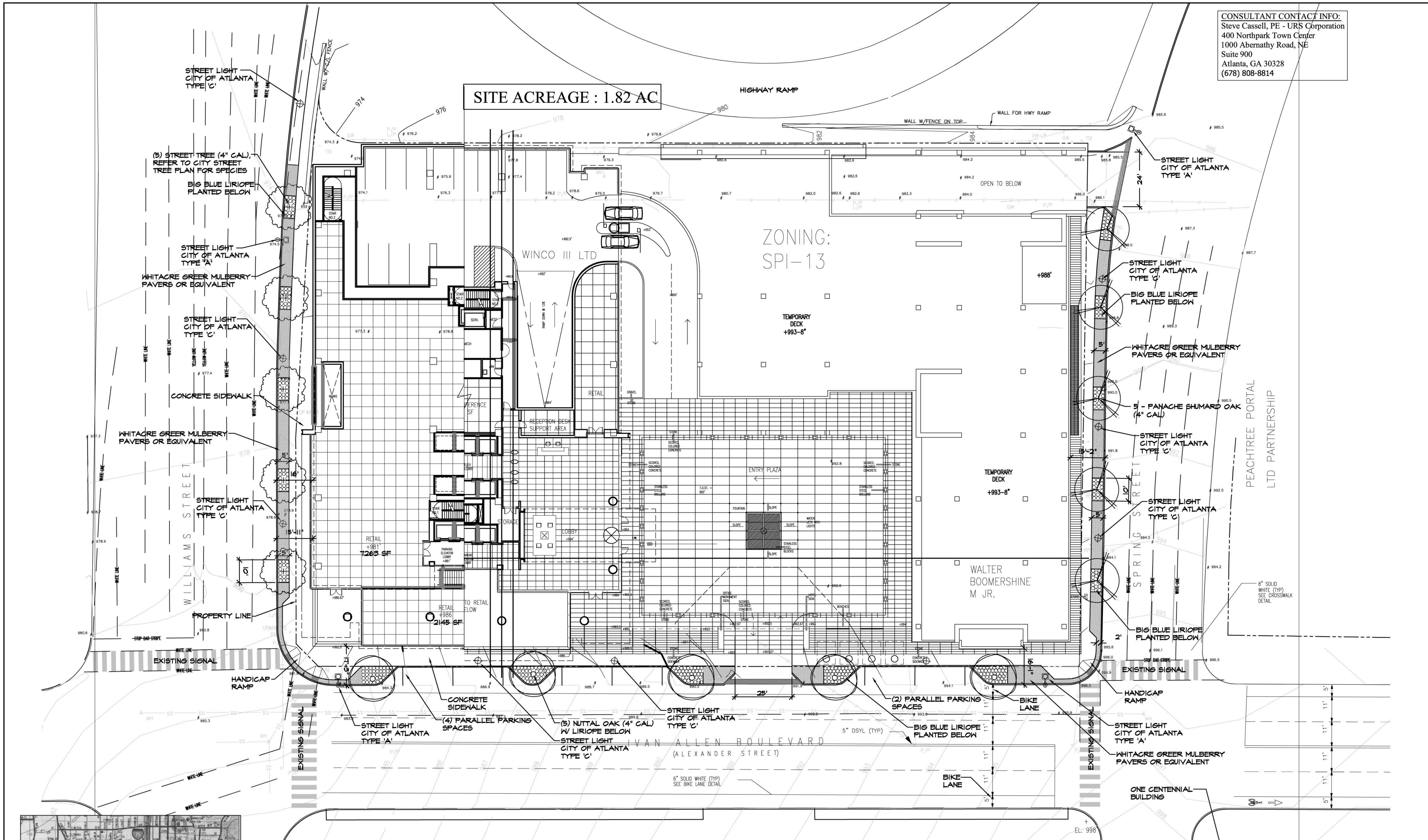
Stormwater Management

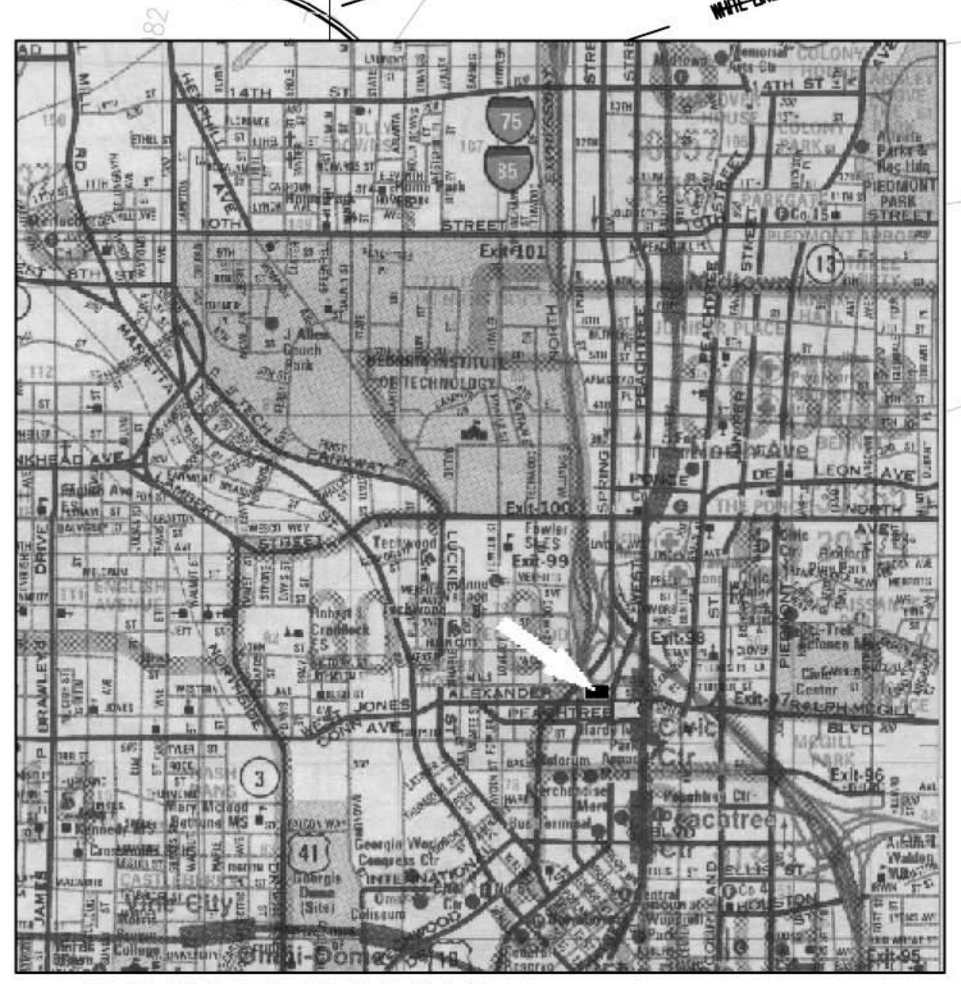
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	85%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention will be provided on-site that will release at approximately 70% of the undeveloped rate. During construction erosion control measures will comply with Georgia Soil and Water Conservation Commission regulations	

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:	





LOCATION MAP

NOTE: DEVELOPER SHALL BE ISSUED A CERTIFICATE OF OCCUPANCY WITH THE CONDITION THAT WITHIN 6 MONTHS OF THE FORMAL TRANSFER OF RESPONSIBILITY OF ALEXANDER STREET TO THE CITY FROM GDOT, THE 6 ON STREET PARKING SPACES ALONG ALEXANDER STREET SHALL BE INSTALLED BY THE DEVELOPER. TAX ALLOCATION DISTRICT FUNDS SHALL BE PROVIDED TO COVER THE COST OF THESE IMPROVEMENTS.

SAP Submittal

SITE PLAN SPECIFICATIONS:

ZONING CLASSIFICATION: SPI-13 SUB AREA 1
MAX. FAR IS 25 TIMES NET LOT AREA OR
79,076 S.F X 25 = 1,976,900 S.F.
ACTUAL S.F. OF HEATED SPACE IS 389,012 S.F.
NET LOT AREA IS 79,076 S.F.
GROSS LAND AREA IS 103,921 S.F.
MIN. SIDEWALK WIDTH REQ. 15'-0" - PROVIDED 15'-0"
NUMER OF PARKING SPACES PROVIDED: 710
= 5.00 PER 1,000 R.S.F.
NUMBER OF MOPED/BICYCLE SPACES PROVIDED = 40

MAXIMUM BUILDING COVERAGE:
27,930 S.F. OF BUILDING / 79,076 SF NET LOT AREA
65% - ALLOWED 90%
PUBLIC SPACE AREA (15% REQUIRED):
32,262 S.F. PROVIDED OR 41% OF NET LOT AREA
356,324 RENTABLE SQUARE FEET

PLANT LIST

5	QUERCUS NUTTALLII	NUTTALL OAK	4" CAL
5	QUERCUS SHUMARDII	SHUMARD OAK	4" CAL
5	REFER TO CITY STREET TREE REQUIREMENTS		4" CAL
273	LIRIOPE MUSCARI	BIG BLUE LIRIOPE	(1 GAL)

NORTH

SCALE: 1" = 20'-0"

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b+c STUDIO
2018 POWERS FERRY ROAD SE
SUITE 575
ATLANTA, GA 30339
TEL. 678.990.7691
FAX. 678.990.7692
www.bc-s.net

Revisions Description

Date:	
01-25-05	GRTA cmmnts
01-31-05	PICKARD CHILTON

CLIENT:
BARRY REAL ESTATE COMPANIES
2018 Powers Ferry Road SE
Suite 650
Atlanta, GA 30339
(770) 541-5210
Contact: Harvey Rudy

SAP Submittal

55 Allen Plaza

390 Spring Street, Atlanta, Georgia

LAND LOT 79~ 14th DISTRICT~ FULTON COUNTY, GEORGIA

Date: 12-16-04

PRELIMINARY, NOT FOR CONSTRUCTION

Seal

Sheet Number
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