



REGIONAL REVIEW FINDING

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

DATE: Mar 28 2007

ARC REVIEW CODE: R702261

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, Principal Planner
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

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

Submitting Local Government: City of Atlanta
Name of Proposal: Midtown Heights

Review Type: Development of Regional Impact

Date Opened: Feb 26 2007

Date Closed: Mar 28 2007

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

Additional Comments: The proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map, which identifies the area as City Center within a Mega Corridor. These areas are defined to allow intense retail, office, and residential uses that are integrated or separate.

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
MIDTOWN ALLIANCE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA SCHOOLS

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. This finding will be published to the ARC website.

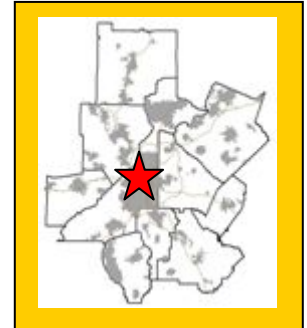
The ARC review website is located at: <http://www.atlantaregional.com/landuse> .

Preliminary Report:	February 26, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Midtown Heights #1296
Final Report Due:	March 28, 2007		Comments Due By:	March 12, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

Midtown Heights is a proposed mixed use development on 4.46 acres in the City of Atlanta. The proposed development will consist of 555,000 square feet of office, 38,900 square feet of retail, and 300 residential units. The development proposes a total of 1,811 parking spaces. The proposed development is located between Spring Street and West Peachtree Street along 17th Street. Four site access driveways are proposed for the development along Spring Street, West Peachtree Street, and 16th Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2010.

GENERAL

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

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

The project site is currently zoned SPI-16 SA1. The zoning will remain the same. The DRI trigger for this development is a Special Use 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 high density commercial.

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

No comments were received during the review identifying inconsistencies with any potentially affected local government's comprehensive plan.

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

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

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

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

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

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

Year	Name
2006	The Brookwood
2006	1075 Peachtree
2006	Trump Tower
2006	1163 West Peachtree
2005	Twelve 14 th Street
2004	Peachtree Portal
2003	Midtown Grand
2003	1180 Peachtree Street
2003	The Georgia Aquarium
2001	Omni Hotel Expansion
2001	Midtown Park
2001	Bellsouth Midtown Center
2000	West Peachtree Villas
2000	Millennium in Midtown
1992	GLG Park Plaza
1990	C & S Plaza
1989	Mospar Mixed Use Development
1989	One Peachtree Center
1989	Renaissance City Centre
1988	AT&T Promenade
1987	City Chateau
1987	Inforum
1987	191 Peachtree Building

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

No, the proposed development will not displace any housing units or community facilities. Based on information submitted for the review, the site is currently occupied by surface 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 proposed development meets many of ARC's Regional Development Policies, as well as the Atlanta Region Unified Growth Policy Map, which identifies the area as City Center within a Mega Corridor. These areas are defined to allow intense retail, office, and residential uses that are integrated or separate.

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

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of greater than 90,000 jobs. The incorporation of this mix of uses within a site 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.

Information submitted for the review states that access along West Peachtree Street will be shared with the Arthritis Foundation, eliminating the existing access point to the Foundation. It is strongly encouraged that, as the project moves forward, access along West Peachtree Street is shared between the two uses.

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FINAL REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

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.



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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.

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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 proposed development is located in the City of Atlanta. It is bounded by West Peachtree Street on the east, Spring Street on the west, 17th Street on the north and 16th 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.

None were 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 \$300,000,000 with an expected \$4,500,000 in annual local tax revenues.

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



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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?

The proposed development will continue to add to the growth and revitalization of midtown. As a redevelopment project, the proposed development offers individuals the opportunity to live and work within close proximity and convenient access to alternative modes of transportation.

NATURAL RESOURCES

This project is proposed on a site that has no streams and is 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

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

Four site driveways will be associated with the proposed development.

- Driveway 1, located on West Peachtree Street, approximately 150 ft south of 17th Street, will operate under two-way conditions and will provide access to the office portion of the project as well as to the adjacent Arthritis Foundation Building. This driveway will be a shared driveway, eliminating the existing Arthritis Foundation driveway.

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- Driveway 2, located on Spring Street, approximately 175 ft south of 17th Street, will operate under two-way conditions and will serve the office and retail uses of the development. This driveway will also serve as the service entrance for the office and retail portions of the development.
- Driveway 3, located on Spring Street, approximately 175 ft north of Sixteenth Street, will operate under two-way conditions and will serve as exclusive access to the residential portion of the development.
- Driveway 4, located on Sixteenth Street, approximately 175 ft east of Spring Street, will serve as an exit-only driveway for the office section of the development.

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
300 Apartments	23	68	91	66	42	108	1386
555,000 sq ft Office Space	650	89	739	119	581	700	4992
23,900 sq ft Retail Space	112	121	233	35	44	79	1060
15,000 sq ft Restaurant Space	-	-	-	75	37	112	1350
Reductions	-157	-56	-213	-102	-184	-286	-2880
TOTAL NEW TRIPS	628	222	850	193	520	713	5908

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

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1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases.

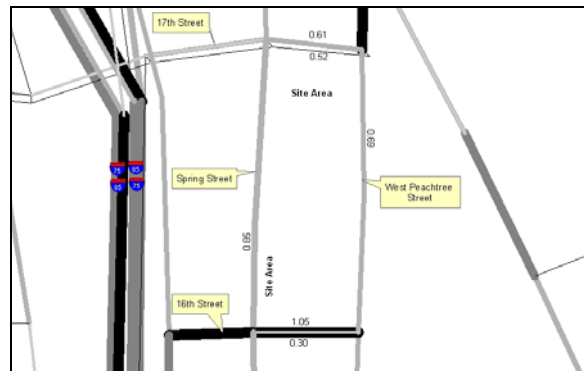
The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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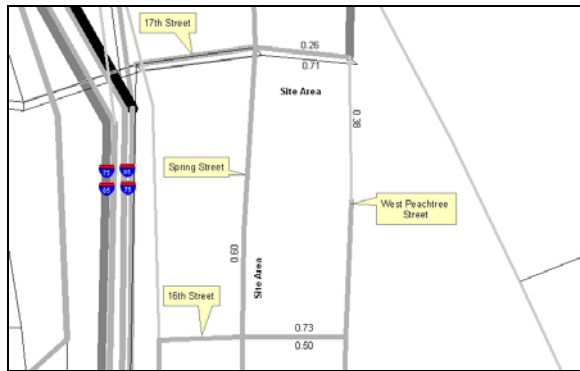
V/C Ratios



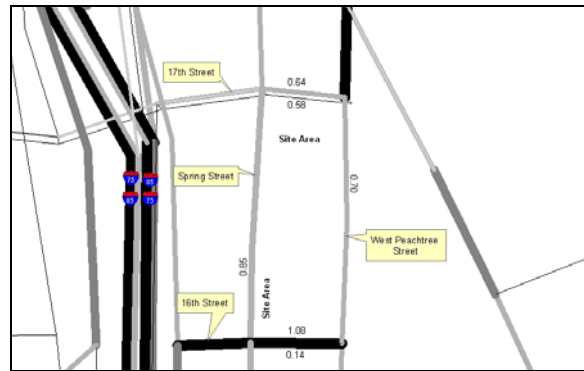
2005 AM Peak



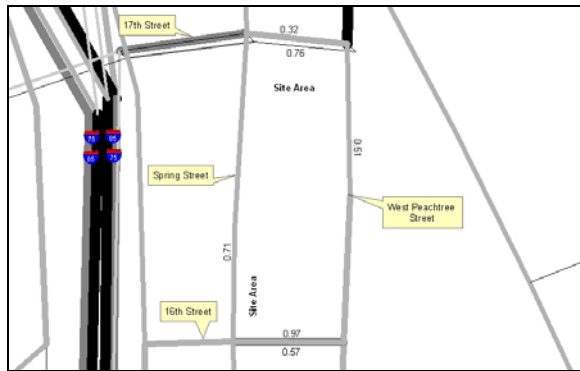
2005 PM Peak



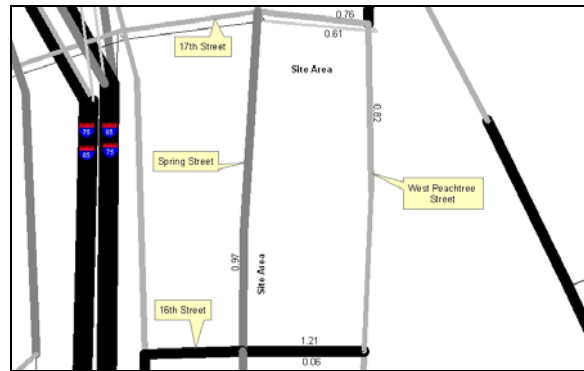
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. 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.

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2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-200	PEACHTREE STREET	Multi-Use Bike/Ped Facility	2007
AT-210	MIDTOWN ATLANTA SIGNAL AND INTERSECTION IMPROVEMENTS	Roadway Operations	2007
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-AR-249	WEST PEACHTREE PEDESTRIAN IMPROVEMENTS	Pedestrian Facility	2009
AT-202	SPRING STREET	Pedestrian Facility	2008
AT-205	14TH STREET	Pedestrian Facility	2009

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

*The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006. USDOT approved on March 30th, 2006.

Summarize the transportation improvements as recommended by consultant in the traffic study for Midtown Heights.

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.

All signalized intersections in the network

- The Spring Street and West Peachtree Street corridors should be re-timed periodically in order to account for overall shifts in traffic volumes and patterns in the area, mainly due to the ongoing build-out of the Atlantic Station development, currently half complete and located approximately ¼ mile west of the proposed development.

Spring Street at 17th Street

- Re-stripe the eastbound approach from three exclusive through lanes and one exclusive right-turn lane to two exclusive through lanes, one shared through/right-turn lane, and one exclusive right-turn lane.

Williams Street at 16th Street

- Realign this intersection to provide a westbound right-turn free flow movement.

West Peachtree Street at 16th Street

- Re-stripe 16th Street to allow for an exclusive left-turn and shared left-turn/through lane for the eastbound approach.

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

Spring Street at 17th Street

- Construct an additional westbound left-turn lane, creating dual left-turn lanes.

2010 build site driveway recommended configurations.

Site Driveway 1 at West Peachtree Street (shared with Arthritis Foundation Building)

- Provide one westbound ingress lane and one eastbound left-turn egress lane along West Peachtree Street, side-street stop-controlled.

Site Driveway 2 at Spring Street

- Provide one eastbound ingress lane and one westbound left-turn egress lane along Spring Street, side-street stop-controlled.

Site Driveway 3 at Spring Street

- Provide one eastbound ingress lane and one westbound left-turn egress lane along Spring Street, side-street stop-controlled.

Site Driveway 4 at 16th Street

- Provide one southbound shared left-turn/right-turn egress lane along 16th Street, side-street stop-controlled.

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 project is located within ¼ mile of the MARTA Arts Center Rail Station. This rail station is served by five local MARTA bus routes, six Cobb Community Transit express bus routes, six GRTA Xpress bus routes, and three Gwinnett County Transit express bus routes. Regional transit connectivity is available within the vicinity of the proposed site 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** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)		Credits	Total
Where Residential is dominant, >15 units/ac		6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%	3%



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w/in 1/2 mile of MARTA Rail Station	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total Calculated ARC Air Quality Credits (15 % reduction required)		19%

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

According to the impact analysis in the traffic study, two intersections will operate below the acceptable level of service in the future year background condition prior to implementing the recommended improvements. Implementing the recommended improvements will allow these intersections to return to operating at the acceptable level of service. In the future year total condition, one intersection will operate below the acceptable level of service prior to implementing the recommended improvements. Implementing the recommended improvements will allow the identified intersection to return to operation at the acceptable level of service. The area surrounding the proposed project suffers from high levels of peak period congestion. It is suggested that all recommended improvements be implemented prior to construction completion. The office component of the proposed project will have an exclusive exit-only driveway located along 16th Street. It is suggested that access to this exit driveway be provided to the Arthritis Foundation through the garage of the proposed project. This additional exit location will provide greater connectivity within the site, reducing congestion on the surrounding roadway network.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.8 MGD based on information submitted for the review.

Which facility will treat wastewater from the project?

R.M Clayton 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 Site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

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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 the City of Atlanta wastewater system by 2007 and 2014, respectively
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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 1.0 MGD based on information submitted for the review.

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 3400 tons of solid waste per year and the waste will be disposed of in the City of Atlanta.

Will the project create any unusual waste handling or disposal problems?

No.

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

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Final Report Due:	March 28, 2007		Comments Due By:	March 12, 2007

None stated.

INFRASTRUCTURE

Other facilities

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

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

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 300 new residential 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 as well as providing opportunities for individuals to live and work within close proximity to one another.

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

The site proposed for the development is located in Census Tract 5. This tract had a 59.7 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 30 percent, respectively, of the housing units are single-family, compared to 69 percent for the region; thus indicating is a variety of multi-family 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?

Preliminary Report:	February 26, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	Midtown Heights #1296
Final Report Due:	March 28, 2007		Comments Due By:	March 12, 2007

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.



REGIONAL REVIEW NOTIFICATION

DATE: Feb 26 2007

ARC REVIEW CODE: R702261

TO: Mayor Shirley Franklin
ATTN TO: Shelley Peart, 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: Midtown Heights

Review Type: Development of Regional Impact

Description: Midtown Heights is a proposed mixed use development on 2.1 acres in the City of Atlanta. The proposed development will consist of 350 residential condo units, 655,000 square feet of retail and a 30,000 square foot retail space within a 26 floor office tower, 35 story residential tower, and a four story retail building. The development proposes a total of 1,881 parking spaces. The proposed development is located between Spring Street and West Peachtree Street along 17th Street. Four site access driveways are proposed for the development along Spring Street, West Peachtree Street, and the 16th Street.

Submitting Local Government: City of Atlanta

Date Opened: Feb 26 2007

Deadline for Comments: Mar 12 2007

Earliest the Regional Review can be Completed: Mar 28 2007

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

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METRO ATLANTA RAPID TRANSIT AUTHORITY
MIDTOWN ALLIANCE

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA SCHOOLS

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-03-12 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/landuse> .



REGIONAL REVIEW NOTIFICATION



DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

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

Preliminary Findings of the RDC: **Midtown Heights** *See the Preliminary Report .*

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

Please see letter dated 3/9/07 for comments.

Individual Completing form:

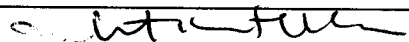
Will Stinson, TOD & Real Estate and Henry Ikwut-Ukwa, Transit System Planning

Local Government: MARTA

Department:

Department of Planning

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

Signature: 

Date:

March 9, 2007

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

Return Date: Mar 12 2007

March 9, 2007

Ms. Haley Fleming, Senior Planner
DRI Coordinator
Atlanta Regional Commission (ARC)
40 Courtland Street, N.E.
Atlanta, GA 30303

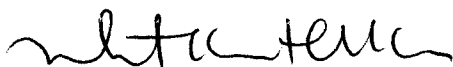
**RE: Development of Regional Impact – DRI #1296
Midtown Heights**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI #1296 – Midtown Heights – located in the City of Atlanta.

The scale and prime location of this project (on 17th and 16th Streets and fronting both Spring and West Peachtree Streets) immediately makes it a marquee development in this area. The location is also within a quarter mile of MARTA Arts Center Station which is served by numerous MARTA bus routes, the Atlantic Station Shuttle, and other suburban transit routes. We note, however, that the current design concept which placed pedestrian access points into the development further down from the Arts Center Station is not conducive for patrons who may chose to walk from the transit station. Pedestrian access points on 16th Street, and to the south of the development on West Peachtree Street will go a long way to address this concern.

Thank you for the opportunity to review the proposal. Please contact me if you have any questions.

Sincerely,



Henry Ikwut-Ukwa
Transit System Planning

midtown development review committee

Project Address:	1301 Spring Street Midtown Heights, LLC AKA Metropolitan Center
Zoning Classification:	SPI-16/SA1: Midtown Commercial . 17 th & West Peachtree Street frontages designated Storefront Streets
Reviews:	12/7/06 - Technical Assistance provided by Committee . 1/9/07 - Initial Formal Review of Project 2/8/07 - Follow-up review . 3/8/07 - Final committee review based on written/electronic transmittal
Project Type:	Phase I of large mixed use project on block bounded by 17 th , West Peachtree, 16th and Spring Streets
Contact Information:	<ul style="list-style-type: none"> ▪ Jim Meyer, ACP, jmeyer@tishmanspeyer.com ▪ Bob Balke, Thompson Ventulett Stainbeck, bbalke@tvsa.com ▪ Steve Johnson, MetLife, sjohnson@metlife.com ▪ Craig Henry, C H Design, Henry-Craig@SBCGlobal.net ▪ Martin Haber, Roy Ashley & Associates, mhaber@royashley.com ▪ Paul Folger, MetLife, pfolger@metlife.com ▪ Steve Luna, Hanover, sluna@hanoverco.com ▪ Ed Hamilton, Hanover, ehamilton@hanoverco.com ▪ Jennifer Johnson, Kimley-Horn, Jennifer.johnson2@kimley-horn.com ▪ Angela Priest, Kimley Horn, angela.priest@kimley-horn.com ▪ Jessica Hill, Powell Goldstein, jhill@pogolaw.com
Members Present:	<ul style="list-style-type: none"> ▪ Cliff Altekruze, business/property owner within SPI-16 or SPI-17 appointed by NPU-E ▪ Sandra Altekruze, Midtown Neighbors Association ▪ Penelope Cheroff, Ansley Park Civic Association ▪ David Green, district institutions/non-profit rep as appointed by Midtown Alliance ▪ John Threadgill, business owner/resident within SPI-16 SA-1 appointed by Midtown Alliance ▪ Alan Hanratty, district resident, property or business owner appointed by NPU-E ▪ Terry McKitrick, resident within Juniper East appointed by Midtown Alliance ▪ Henry Ikwut-Ukwa, MARTA representative (appointed by MARTA)
Staff Present:	<ul style="list-style-type: none"> ▪ Karl Smith-Davids, Leigh Valletti - City of Atlanta Bureau of Planning ▪ Will Herbig, Syd Janney, Brian Smith - Midtown Alliance
Project Facts:	<ul style="list-style-type: none"> ▪ Development proposes office of 555,000 SF, 300-unit apartment tower, and 38,880 SF of street level retail. The office tower fronts 17th Street and the residential component fronts Spring street. ▪ Corner of W. Peachtree and 17th is anchored by significant mature oak tree (property line between project property and GDOT right of way cuts through trunk); after community input, project applicants maintain plans of saving this tree and designing project to accentuate its location. ▪ Coordination with the Arthritis Foundation has resulted in a shared drive on West Peachtree whereby the foundation is accommodated by the new project's 24 foot ingress/egress. ▪ Project applicants have committed to follow advice given on Midtown Streetscape Design Guidelines and specifically propose to provide on-street 7'6" wide parallel parking along Spring Street with a minimized streetscape dimension of 9' 3" sidewalk clear zone and 4' street furniture zone. With addition of parallel parking, applicant requests elimination of supplemental zone along a majority of Spring Street frontage. ▪ Comments on the Midtown Heights project from the Midtown Neighbors Association and its Land Use Committee, Ansley Park Civic Association, and NPU-E were presented on 2/8/07 for consideration. ▪ Per Section 16-18P.012. Sidewalks.10, applicant has committed to undergrounding of all utilities. <p>For 3/8/07 review, applicants presented commentary on 3 primary concerns and revised drawings</p>
Variation Requests:	<ol style="list-style-type: none"> 1. Request for 24-foot curbcut on W. Peachtree, a designated storefront corridor (Sect. 16-18P.018.6). 2. Request to increase in the number of curb cuts, from 2 to 4 (Sect. 16-18P.019.3). 3. Request to increase in the maximum width of allowable curb cuts, from 24 to 28 feet at office entry on Spring and from 24 to 34 feet on 16th Street (Sect. 16-18P.019.4) 4. Request for reduction in off-street loading from 10 to 7 loading bays [from the 3 required to one (1) 12 foot by 55 foot bay; from the 7 required to six (6) 12 foot by 35 foot bays]. (Sect. 16-18P.018) 5. Request for elimination of charging stations for electric vehicles. (Sect. 16-18P.022.2) 6. Request for elimination of active use at 16th Street due to loading bay (Sect. 16-18P. 014.5.c) 7. Request for relief from requirement to create a "new-street" to break length of block face that exceeds 600 feet. (Sect. 16-18P.011.2) 8. Request for deviation from sidewalk clear zone and street furniture zone dimensions along Spring Street to accommodate parallel parking (Sect. 16-18P.012 & Sect. 16-18P .013) 9. Request to eliminate supplemental zone along a majority of Spring Street frontage to accommodate parallel parking (Sect. 16-18P .013) 10. Request for introduction of raised planters (Sect. 16-18P .013.(b)(c)(d) & Sect. 16-18P.014.8.c)

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

The Midtown Heights project is important to the build-out of the West Peachtree/Spring Street corridors. Raising the significance of the project is its location at an important gateway location, scale, its frontage along two designated Storefront Streets, proximity to the MARTA Arts Center Station, and its qualification as a "Development of Regional Impact."

After review of revised documents presented via electronic transmittal (dated February 28, 2007), the City's Midtown SPI-16 DRC presents final comments on the 3 issues of major concern and the variation requests in summary form below:

Primary Concern 1: Parking Podium Screening

Applicant Team Design Revision Summary:

- To add to the podium's building-like appearance, precast horizontal banding has been added. A combination of solid metal panels and two-colored perforated metal panels span between the solid panels to screen vehicles, mechanical, and lighting.
- Translucent and clear glazing has been added to the garage at the north side at the office entry corner.
- The W. Peachtree façade of the garage along the alley has been revised to be similar in design to the Spring and 16th Street elevations. This façade utilizes a plaster system with four colors and/or finishes with reveals in keeping with other garage facades.

The DRC: The Spring Street façade has been simplified and improved, as well as the West Peachtree façade of the podium. This has strengthened the design; however, continued refinement of the parking podium is required to achieve facades with a "building-like" appearance integrally related to the overall design and indistinguishable from the building as a whole. Furthermore, the mitigation of internal light spillage and the amount of perforation in treatment type should be addressed. Screening should be no more than 50% perforated and the screening type not be continuous across the Spring Street facade. To avoid the transparent nature of parking podium screens when internally lit (as at The Georgia Aquarium garage fronting Ivan Allan Blvd), the DRC recommends a professional lighting designer be consulted with expertise in light spillage mitigation from internal decks.

Primary Concern 2: 16th Street/Spring Street Corner of Building

Applicant Team Design Revision Summary:

- Plaza elements of fountains and planters have been reoriented.
- A planter has been added to the SW corner of the building where a triangular cut-away had previously been designed.
- The loading truck door height along 16th Street has been lowered to 14 feet.
- The driveway penetration at the residential entry has been reduced by narrowing the sidewalk on the north side to a 5 foot width.
- An additional lobby entrance/exit was added to the 16th Street elevation

The DRC: Revisions to the plaza primarily have been changing rectangular planters to trapezoidal shapes; the design still does not respond effectively to holding the corner, or pulling out of façade to better meet the sidewalk clear zone and mitigate width and breadth of space dedicated to vehicular uses. Additionally, per City staff, it was noted that the creation of raised planters in this location requires variation for relief from SPI zoning. According to SPI zoning, planters can not be any higher than 36 inches tall, and trees must be planted at grade. Understanding that the structure is located below the supplemental zone at this location, the DRC encourages designers to study Atlantic Station's at-grade tree plantings that occur above ground and upon structure lining both sides of 17th Street between the Downtown Connector and State Street. Furthermore, the DRC recommends shifting of the 16th Street doorway approximately 15-25 feet westward to better hold the corner and eliminate the need for the raised planter and potential "public safety hazard nook" it creates as currently proposed. Overall, further mitigation of expansive open space and vehicular zones is necessary (drawing attached to illustrate recommendations).

Primary Concern 3: Vehicular Penetrations

Applicant Team Design Revision Summary: The width of the vehicular penetration on Spring Street remains 52 feet wide [28 driveway width + 2 5-foot sidewalks + 2 1-foot bollard spaces + 2 2-foot door-swinging width + 8 foot valet operation offset = 52]. The applicant maintains the width is needed for safety and functionality.

The DRC: The width and breadth of the project's four vehicular openings continue to compromise agreed upon standards codified into zoning. SPI-16 standards were methodically chosen to respect and foster development of Midtown's pedestrian character and build-out as an authentic urban community. Additionally, details on the opening into the garage visible from W. Peachtree Street were not included in revised document package.

VARIATION REQUESTS

1. **Request for introduction of curb cut on West Peachtree - a designated Storefront Street:** The design solution achieved by shared access with the Arthritis Foundation provides rationale for support. **The DRC recommends APPROVAL of the variation request as long as the design, where drive meets the prioritized pedestrian sidewalk, meets or exceeds all Midtown-specific Streetscape Design requirements and landscape buffering.** Design details on the opening into the garage visible from W. Peachtree, the landscape median, landscape buffers and streetscape specifics remain unidentified.
2. **Request to exceed the number of curb cuts from 2 to 4:** **The DRC recommends APPROVAL of the variation request ON CONDITION that the dimensions of the curb cuts and breadth of related façade penetration are truly reduced in terms of WIDTH AND HEIGHT to the greatest extent possible.** Designers should not just meet width prescriptions within sidewalk realm and then open up to larger vehicular zones, but should respect code-prescribed widths for their length flanked by minimal-depth active uses (20 ft). Larger vehicular area are encouraged when screened by and located to the rear of minimal-depth active use.
3. **Request to exceed width of vehicular sidewalk intrusions from 48 ft to 110 ft:** **The DRC recommends DENIAL of the variation request as every opportunity to mitigate each curb cut width and related façade penetration WIDTH AND HEIGHT has not been reflected in the revised designs.**
 - Drives and sidewalk shall meet all requirements of SPI-16 zoning and Midtown Streetscape Design standards.
 - As previously outlined, the northernmost vehicular opening on Spring Street is currently detailed at 52 feet wide with 8 foot sidewalks flanking both sides of the vehicular lanes. Sidewalks should be reduced to 4 feet (per ADA) on either side as one means of shrinking this entrance – with reclaimed revenue-producing square footage backfilled with active storefront.
 - The residential component entry at Spring Street, detailed at 50 feet wide, should be mitigated for a tighter urban condition.
 - All loading bays and garage penetrations should be proportioned as tightly as possible (WIDTH AND HEIGHT), screened when not in use with roll-down doorways, and detailed in a treatment in keeping with the overall project.
4. **Request for reduction in off-street loading from 10 to 7 bays:** **The DRC recommends APPROVAL of variation request for reduction in the number of bays, (as it introduces shared loading docks for multiple uses) ON CONDITION that the facility be designed to accommodate appropriately scaled vehicles not in excess of 35-ft.** Specifically, docks should not be designed to accommodate the largest vehicle possible as they are incompatible with the area's road network and built-environment. Thus, the project should be sensitive to urban context and not accept trucks larger than 35-ft. If this condition requires a variation to eliminate requirement to accept a 55-ft truck - the DRC recommends APPROVAL for such relief. Furthermore, both docks should be screened and loading penetrations be designed as tightly as possible in terms of the height, width and needed turning radii.
5. **Request to eliminate requirement for installation of charging stations for electric vehicles:** **Due to changes in vehicle technology, the DRC recommends APPROVAL of the request to eliminate this requirement ON CONDITION that the same number of required parking spaces are instead designated exclusively for “Alternative Vehicles”, “Two-wheeled Motor Vehicles” (Scooters/Vespas) and/or “Shared Vehicle Parking” (i.e. Flexcar, carpools, vanpools).** The designated spaces [determined on a ratio of 1 space per 100 vehicle spaces with a max. of 12 spaces and based only on the total number of spaces designated for commercial use] must be designated with permanent signage and preferentially located within the parking structure (i.e. adjacent to the publicly accessible retail parking area). Revised plans must detail location and signage for said spaces.
6. **Request to eliminate “Active Use” requirements along 16th Street.** **Since 16th Street is not a storefront street, the DRC recommends APPROVAL of the variation request ON CONDITION that the lobby entry from 16th Street be positioned 15-25 ft westward and set within a repositioned storefront in place of planter and that truly usable storefront display windows are installed where active use is not present - per best practices and design requirements outlined in previously.**
7. **Request for relief from requirement to create a “new-street” in a block face that exceeds 600 feet in length.** **The DRC recommends APPROVAL that the applicant not be held to this requirement given the existence of parcels on the block's West Peachtree frontage that are under other ownership.**
8. **Request for relief from streetscape dimensions along Spring Street to accommodate on-street parallel parking:** **The DRC recommends APPROVAL of variation request to support the short-term parking needs of adjacent retail, CONTINGENT on respect of Urban Design Requirement Number 4 and 7 outlined on page 3 within.**
9. **Request to eliminate supplemental zone along portion of Spring Street to accommodate parallel parking.** **The DRC recommends APPROVAL of variation request to support the short-term parking needs of adjacent retail, CONTINGENT on respect of Urban Design Requirement Number 2 outlined on page 3 within.** Specifically, where supplemental zone will be eliminated, all entries should be truly embayed and recessed to allow door to swing out and remain open without intruding within the restricted clear zone dimension. Current design doesn't accommodate this pedestrian safety and branding request.
10. **NEW REQUEST IDENTIFIED BY CITY STAFF:** **Request for relief from requirement for at-grade tree planting in order to introduce raised planters for multi-trunked bushes (i.e.: Crape Myrtles) because planting area is over below-grade parking structure.** **The DRC recommends DENIAL of the variation request.** The DRC encourages designers to emulate Atlantic Station's approach to at-grade tree plantings that occur above ground but are planted in containers that extend below grade (and into next level of structure). This approach lines both sides of 17th Street between the Downtown Connector and State Street and should be incorporated within the Spring Street plaza design. The plaza should include true single trunked trees vs. Crape Myrtles.

URBAN DESIGN REQUIREMENTS

1. Develop required Transportation Management Plan (TMP) per Section 16-18P.023:

Dan Hourigan, Director of Midtown Transportation Solutions, has been in contact with applicant team for development of the TMP. Mr. Hourigan is providing feedback and comments on the draft. An identified issue is the potential for back-up on Spring Street as a result of the valet queuing.

2. Incorporate and respect storefront design standards:

- Respect and incorporate best practices in urban retail design by following carefully all of the *Midtown Storefront Design Checklist* (attached below).
- Details to be addressed shall include true inset/embayed doorways, mullion patterns, canopies and awnings (style and installed height), recessed doorways, etc. for all facades.
- All street level retail entrances shall be inset/embayed so that opened door does not protrude beyond building and storefront face (*see attached illustration*) and be directly accessible from the street.
- To add to the success of the retail component of the project, the DRC asks that the retail leasing partner for the project give the committee the opportunity to review and approve the tenant build-out handbook/guidelines that will be developed in conjunction with this project. In this way, design details of Midtown's retail vision can be assured and achieved for the City and the Midtown community while balancing the retail expectations of both the developer and future tenants.

3. Develop signage approach that prioritizes viability of retailers and their branding over architecture of towers and podium:

Storefront signage above canopies on 17th Street is scaled for vehicles instead of pedestrians. The DRC strongly advises that signage treatments be designed and placed with particular concern for pedestrians, including blade signs and stenciling on glass walls of retail (see attached images).

4. Ensure streetscape details consistent with Midtown Design Standards:

The DRC requests that prior to issuance of SAP that an in-depth in-person meeting with City Staff and Midtown Alliance streetscape consultants Urban Collage be arranged to ensure full compliance with Cityscape standards (including plans showing designated locations for all street furniture, bike racks, trash receptacles, benches, parking meters, and particularly where pedestrian sidewalks are prioritized at project driveways).

5. Purchase newest model # when ordering Midtown streetscape Trash Receptacles:

Applicant agreed to placement of Midtown standard trash receptacles on property within the sidewalk street furniture zone; however, the standard has been revised since introduction of this permit application. The new Midtown receptacle should be the Victor Stanley Model # SD-42 36-gallon, Side-Door Trash Receptacles. A minimum of two receptacles (painted "VS Gloss Black") placed and centered within the Street Furniture Zone along each of the project's block faces.

6. Follow Bike Rack Placement and Installation prescriptions:

The developer has committed to placement of racks consistent with advice given by and outlined in previous notes.

7. Maintain new on-street parking along Spring Street as publicly accessible and metered by the City:

The DRC remains committed to the inclusion of on-street parking wherever possible as long as sidewalk extensions are provided only at true street intersections, and that the parking is City-metered and functions as truly accessible public parking at all times.

8. With decision to maintain the specimen Red Oak, heroic efforts should be taken to ensure its preservation and health.

In addition to the expert architects, landscaped architects, developers and legal Counsel on the team -- a professional arborist with expertise in urban tree preservation (not simply advice and advocacy via non-profit groups such as *Trees Atlanta*) should be consulted to add to the general guidance below:

- How close the tree's drip line (not simply the trunk) is to the built environment (including sub-level loading bays) is a significant calculation affecting tree's long-term health and life expectancy.
- Nothing should be built atop the tree's root system including planter walls, seat walls, stairways, and/or impervious pavement.
- Foundation walls should be carefully located not to disturb the tree's extensive root system and intrude on the drip line.
- Walkable surfaces placed upon the drip line and root system should be of a pervious material allowing natural irrigation.
- An ongoing maintenance and care plan for the tree, both prior to, during, and after construction, will be extremely important to the tree's longevity.

MIDTOWN STOREFRONT DESIGN CHECKLIST

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

Paramount among the design requirements for urban retail development/design is the need to accommodate the ever-changing and cutting-edge nature of retailing. Storefronts should be designed to allow easy transition from one retailer to another or the transition from one design concept to another without major structural changes and be distinctive from tower or use above.

Storefront Components

- ☒ A shopper's line-of-sight should be unobstructed from anchor to anchor; leading one past enticing row of stores.
- ☒ Provide design flexibility for the unique branding needs of individual retail tenants.
- ☒ Avoid monotonous design at ground level by breaking up retail bays.
- ☒ Develop retail entrances in close proximity to the street.
- ☒ Outdoor cafes and creative merchandise displays are strongly encouraged.
- ☒ Create easy, barrier-free access for pedestrians.
- ☒ Design minimum 12-foot exterior soffit height.
- ☒ Maintain 14-foot minimum interior ceiling height (high enough for retail mezzanines).
- ☒ Limit columns, space a minimum 20-feet apart (both internally and between exterior windows). Where possible avoid columns along façade by placing such elements back from storefront glass a minimum of 3-feet to create display vitrine in front of these structural elements.
- ☒ Keep pilaster depths a maximum of 4-inches. (Measured between face of column and storefront fenestration)
- ☒ Maintain a minimum street frontage of 25-feet for individual retailers.

Doors & Windows

- ☒ Entries must be recessed to allow door to swing out without obstructing pedestrian flow, while creating articulation at base.
- ☒ Storefront detail tell shoppers what they are buying is high quality. Details such as the quality of the door handles and cleanliness of the area cannot ever be overlooked
- ☒ **Avoid HORIZONTAL banding and limit overall use of mullions upon glass** that creates visual barriers between consumers and merchandise branding.
- ☒ Build full-height **clear glass** storefront in excess of conventional 5-foot wide modules - **No tints/reflection and floor-to-ceiling as much as possible.**
- ☒ With topography issues, windows should respect pedestrian scale and follow grade of sidewalk as nearly as possible.
- ☒ Retail entrance doors should be of glass or contain significant glass to allow visibility into business.
- ☒ Where appropriate install sliding/folding doors that allow activity of the business to open onto adjacent sidewalk.

Operations

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

Awnings & Canopies

- ☒ Canvas and metal awnings should accent the top edge of ground floor windows and doorframes -- not exceeding top edge of highest mullion (except transom windows above awning/canopy) on ground floor windows and doorframes.

Commercial Signage

- ☒ Signage is critical. Retailers should strive for the look of handmade art in their signage rather than conventional acrylic and/or plastic-faced signs that are internally lit.
- ☒ Signage components (awnings/graphics) should be built-in with flexibility to accommodate branding of individual merchants.
- ☒ To identify businesses to pedestrians and those traveling parallel to storefront, projected fin or blade signs are encouraged.
- ☒ Building signage must be designed and limited in size and scale in keeping with Midtown's character and pedestrian environment.

Parking

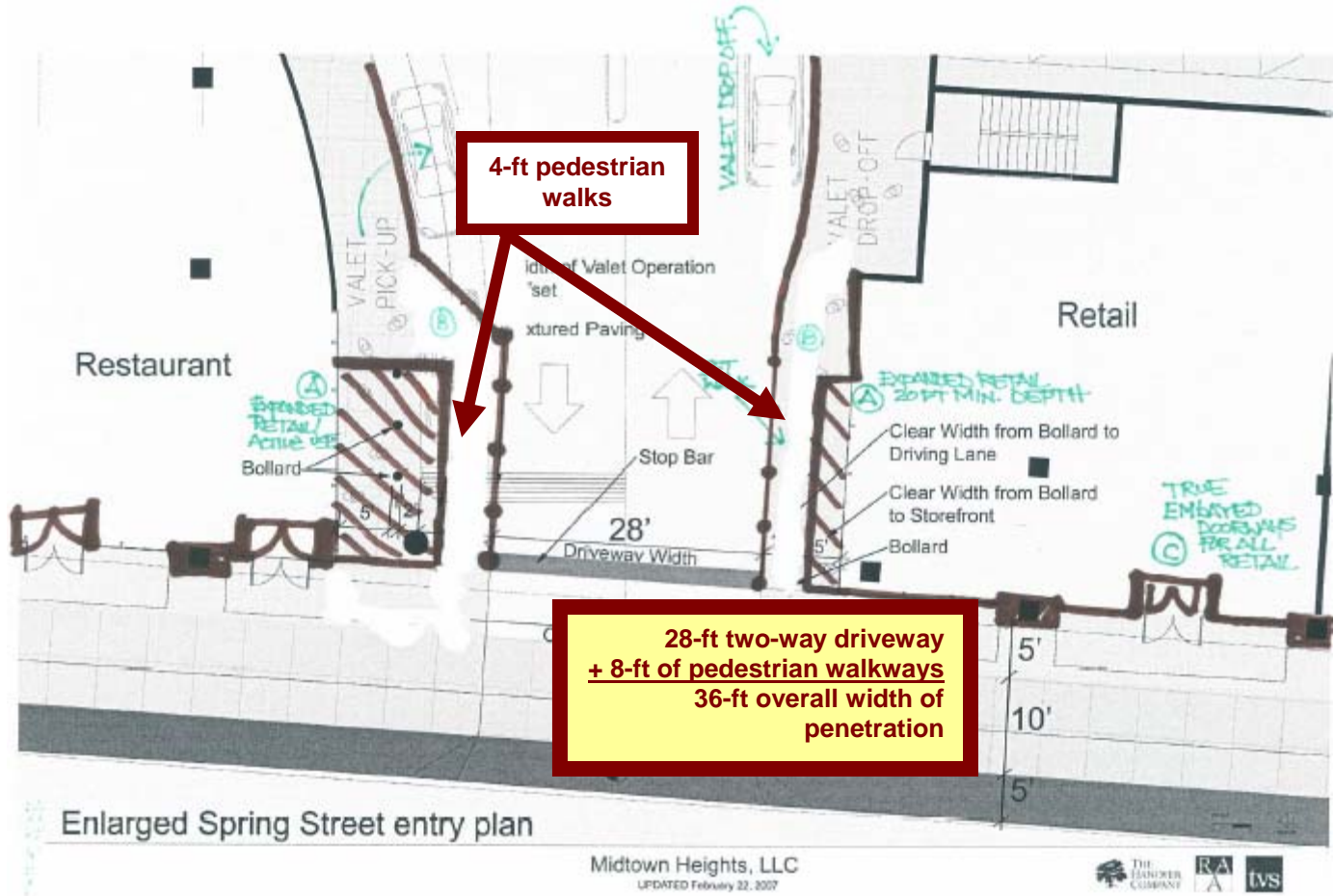
- ☒ On-street parking and anchor tenants are the most important factors in development of authentic urban retail.
- ☒ One on-street parking stall accounts for more than \$200,000 per year in sales for adjacent stores.

Design Suggestions for Residential Lobby/Plaza & Mitigation Measure For Vehicular Drive

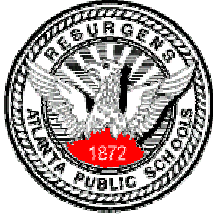


- A.** Relocate valet to parking structure interior and to rear of lobby adjacent to primary lobby doorway
- B.** Leftover space between egress stair and column perfect for courier/drop-off parking or moped/bicycle parking
- C.** 4-5 ft pedestrian walkway leading from reoriented egress doorway from egress stairway
- D.** Expanded lobby space to north creating additional active use to mitigate width of vehicular penetration. 4-5 ft pedestrian walkway flanking north facade of expanded lobby. Bollards delineate drive lane and pedestrian walkway.
- E.** Extend primary lobby entrance to front of perpendicular columns/walls flanking doorway. By extending storefront to edge of walls, the distance from building to street is significantly mitigated. Additionally, a revolving door extending into the plaza will create a greater sense of arrival and further mitigate distance from sidewalk.
- F.** Extension of lobby storefront to edge of 16th Street Clear Zone eliminates “public safety hazard nook” and replaces raised planter with active use.
- G.** Relocation of 16th doorway effectively “holds the corner” while providing direct access to MARTA and all points south.
- H.** With introduction of parallel parking – bulb-outs at intersection are required.
- I.** City metered parallel parking lining Spring Street is encouraged by the DRC to support the project’s retail development.
- J.** Extend retail bay to the south following geometry of vehicular drive. Flanked storefront with consistent 4-5 ft pedestrian walkway delineated with bollards. While the geometry of the ground floor retail would not follow that of facade above – it is suggested that the roof of the extended retail be used as a side terrace for the second floor corner unit above and overlooking the plaza/fountain area.

Design Suggestions for Mitigation of Northernmost Spring Street Vehicular Drive



- A.** Extend retail bays flanking driveway so that they both follow the geometry of vehicular drive. To create marketable retail space and to respect code, these spaces should be designed at a minimum depth of 20-ft as illustrated above. Lanes for valet drop off can occur behind these minimal depth retail spaces.
- B.** Flank extended storefronts with consistent 4-5 ft pedestrian walkway delineated with bollards.
- C.** All street level retail entrances shall be truly inset/embayed (not simply located beyond column line) so that opened door does not protrude beyond building and storefront face and is directly accessible from the street.



Our Focus... Student Success

ATLANTA PUBLIC SCHOOLS

FACILITIES SERVICES
1631 LAFRANCE STREET
ATLANTA, GA 30307

VALERIE D. THOMAS
EXECUTIVE DIRECTOR
(404) 802-3730
FAX (404) 827-8423
vdthomas@atlanta.k12.ga.us

March 12, 2007

Mr. Mike Alexander
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, GA 30303

RE: Midtown Heights ARC Review Code: R702261

Dear Mr. Alexander:

We have received the review documents for the Midtown Heights development. The development will consist of 350 residential units and a 35 story residential tower.

The elementary school available to serve any elementary school age population in the community is currently Morningside Elementary School located at 1053 East Rock Springs Rd., NE. Plans are being finalized to have kindergarten students housed at an annexation location beginning August 2007. The middle school currently serving the area is Samuel Inman Middle School currently located at 774 Virginia Ave., NE. The high school for students in the community is Henry W. Grady High Schools located at 929 Charles Allen Dr., NE.

The development is located in the Morningside Cluster Study Area of the Atlanta Public Schools. Attempts to contact Mr. Paul Folger have gone unanswered. We are unable to determine the numbers of students that may be generated from the development. Please advise APS of your projection of school-aged children identified through your project planning research and information. Upon receipt of further details regarding this development including price points APS can provide, to you, additional information regarding the potential impact on the local schools.

If there is any additional information needed or questions please feel free to contact me at (404) 802-3730 or Keyetta Holmes (404) 802-3731.

Sincerely,

Valerie Thomas
Executive Director of Facilities Services

cc: Nicole Brownlee, Roger Kubler, Sharron Pitts



DEPARTMENT OF HEALTH AND WELLNESS

Environmental Health Services

Septic and Well Program

141 Pryor Street, 2nd Floor, Suite 2085

Atlanta, Georgia 30303

Telephone (404) 730-7800, Fax (404) 730-0016

MEMORANDUM

Fulton County Board of Health

TO: Haley Fleming, Review Coordinator
Atlanta Regional Commission

CC: Dr. Steven R. Katkowsky, Director
Janet Adams, Chief of Staff
John Gormley, EHS Deputy Director

FROM: Monica Robinson, Acting EHS Supervisor *MR*
Environmental Health Services

DATE: March 19, 2007

SUBJECT: ARC Regional Review Notification Comments

Phoebe Bailey, PhD, Chair
Elizabeth Clark, MD
Lynne P. Meadows, RN, MS
Harrison Rogers, MD
Monica Ryan, BS
Khaatim S. El
Samantha P. Williams, PhD

Steven R. Katkowsky, MD, Director

ARC Review Code	COMMENTS
R702261 (Midtown Heights)	<p>The Fulton County Health Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>Since this proposed development is a public and/or place of employment, compliance is required by the Fulton County Health Department with the Clean Indoor Air Ordinance. The Ordinance requires the posting of adequate signage for a smoke free area. A designated smoke area may be established at the discretion of the owner in accordance with this ordinance.</p> <p>Since this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior opening.</p> <p>If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted to this department for review and approval.</p>
R702271 (WBC Trailer Storage)	<p>The Fulton County Health Department does not anticipate any health problems with this proposed development.</p>

"To Promote, Protect and Assure the Health and Wellness of the People of Fulton County"

ARC Review Code	COMMENTS
R703011 (Friendship Village)	<p>The Fulton County Health Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>Since this proposed development is a public and/or place of employment, compliance is required by the Fulton County Health Department with the Clean Indoor Air Ordinance. The Ordinance requires the posting of adequate signage for a smoke free area. A designated smoke area may be established at the discretion of the owner in accordance with this ordinance.</p> <p>Since this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior opening.</p> <p>Since this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted to this department for review and approval.</p> <p>Plans of this facility must be submitted to this department for review and approval.</p> <p>The Fulton County Health Department recommends this facility meet all permit requirements for child care facilities under DHR Rules and Regulations.</p>

**Fulton County Department of Health and Wellness****Environmental Health Services Division****Septic and Well Program**141 Pryor Street, 2nd Floor, Suite 2085

Atlanta, GA 30303

Telephone 404-730-7800 • FAX 770-306-3246

Fulton County Board of Health

Phoebe Bailey, PhD, Chair

Elizabeth Clark, MD

Lynne P. Meadows, RN, MS

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Steven R. Katkowsky, MD, Director

FACSIMILE COVERDate: March 19, 2007To: Haley FlemingFax #: 404-463-3254From: Monica RobinsonTelephone #: 404-730-7577Fax #: 404-730-0016/404-730-0228# of pages sent including this cover: 3

Comments/Remarks: _____

"To Promote, Protect and Assure the Health and Wellness of the People of Fulton County"

Your DRI ID NUMBER for this submission is: 1296
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/13/2006 4:40:15 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:	Shelley Peart City of Atlanta 55 Trinity Avenue, Suite 3350 Atlanta, GA 30303
Telephone:	404-330-6781
Fax:	404-658-7491
E-mail (only one):	speart@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: Midtown Heights		
Development Type	Description of Project	Thresholds
Mixed Use	350 Condos; 655000SF Office; 30000 SF Retail	View Thresholds
Developer / Applicant and Mailing Address:		Thomas L. Coakaley - Midtown Heights, LLC 2400 Lakeview Parkway, Suite 400 Alpharetta, GA 30004-1976
Telephone:		678-319-2007
Fax:		678-319-3422
Email:		pfolger@metlife.com (Contact - Paul Folger)
Name of property owner(s) if different from developer/applicant:		
Provide Land-Lot-District Number:		
What are the principal streets or roads providing vehicular access to the site?		West Peachtree Street, Spring Street, Sixteenth Street
Provide name of nearest street(s) or intersection:		Spring Street @ 17th Street
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?		Approx. 2.5 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 SAP
What is the name of the water supplier for this site?		City of Atlanta
What is the name of the wastewater treatment supplier for this site?		City of Atlanta

Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2010

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): TBD by submittal of DRI Traffic Study to be performed by Kimley-Horn & Assoc., Inc.	Y

Submitted on: 2/19/2007 5:32:27 PM

**DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)****Local Government Information**

Submitting Local Government:	City of Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
Fax:	404-658-7491
Email (only one):	speart@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Midtown Heights
DRI ID Number:	1296
Developer/Applicant:	Midtown Heights, LLC - Paul Folger
Telephone:	678-319-2007
Fax:	678-319-3422
Email(s):	pfolger@metlife.com

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	\$300,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$4,500,00.00
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): 3 one story buildings (approx. 16,100 SF); Approx. 240 parking spaces	

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)?	1.0 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:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.80 MGD
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.)	AM-628 in/222out;PM-193in/520out
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: Spring St @ 17th Street - Additional WB Left Turn lane	

Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	3400 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?	98%
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?	
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:	

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Krimley-Horn and Associates, Inc. shall be without liability to Krimley-Horn and Associates, Inc.

TRACT 2 - PARCEL 1A
TWO STORY OFFICE BUILDING
F.F.E. 891.8
17,385 TOTAL S.F.

N/F
SPRING ASSOCIATES, L.P.
D.B. 23670, PG. 149



SPRING STREET THREE LLC
1359 SPRING ST. NW
PARCEL ID # 17010800040316
ZONING SPI16 SA1

OFFICE BUILDING
NOW OR FORMERLY
SPRING STREET THREE LLC
1374 WEST PEACHTREE ST. NW
PARCEL ID # 17010800040324
ZONING SPI16 SA1

STRIPING
—CHANGES
(NO-BUILD
CONDITIONS)

ADDITIONAL
LEFT TURN
LANE (BUILD
CONDITIONS)

17th STREET
(VARIABLE R.O.W.)

WEST PEACHTREE STREET
US19/SR9 (60' ROW)

W. PEACHTREE ST.
SITE DRIVEWAY #1

SPRING STREET
US19/SR9 (60' R.O.W.)

ANDICAP
P (TYP.)

16TH. STREET (60' R.O.W.)

CONDOMINIUMS
1280 WEST PEACHTREE ST. NW

TWELVE EIGHTY OFFICE LLC
1280 WEST PEACHTREE ST. NW
PARCEL ID # 17010800080676

NOTES

1. BUILDING FOOTPRINT IS BASED ON ARCHITECTURAL FILES DATED FEBRUARY 6, 2007
2. NO OPEN SPACE (EXISTING OR PROPOSED).



CONTACTS

OWNER: MIDTOWN HEIGHTS, LLC
3400 LAKEVIEW PARKWAY, SUITE 400
ALPHARETTA, GA 30004
PHONE: (678) 319-2707
FAX: (678) 319-3422
CONTACT: PAUL FLORES & STEVE JOHNSON

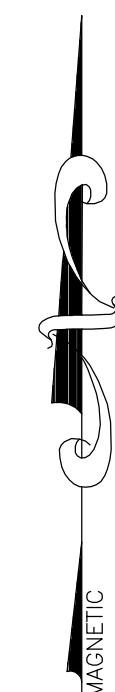
ARCHITECT OF RECORD: THOMPSON, VENTULETT, STAINBACK & ASSOCIATES
2700 PINE WOODS WALK
1200 PEACHTREE STREET NE
ATLANTA, GA 30309
PHONE: (404) 946-6690
FAX: (404) 682-4690
CONTACT: MARK HOLMES

CIVIL ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
617 WEST PEACHTREE STREET, NW
THE BILTMORE, SUITE 801
ATLANTA, GA 30308
PHONE: (404) 419-8700
FAX: (404) 419-8701
CONTACT: EMMY MONTANYE, P.E.

SURVEYOR: LONG ENGINEERING
2550 HERITAGE CT, SUITE 100
ATLANTA, GEORGIA 30339
PHONE: (770) 951-2495
FAX: (770) 851-2498


SITE DATA

ZONING:	SP16 BA1
SITE ACREAGE:	
NET:	3.14 ACRES
GROSS:	4.48 ACRES
<u>PROPOSED LAND USE:</u>	MIXED USE
TOTAL BUILDING AREA:	678,280 SF
RESIDENTIAL:	440,000 SF (300 UNITS)
OFFICE:	555,000 SF
RETAIL:	38,900 SF
FAR:	7.19
RESIDENTIAL UNITS/ACRE:	67.26
BUILDING HEIGHT:	
RESIDENTIAL TOWER:	36 STORIES
OFFICE TOWER:	26 STORIES
RETAIL:	4 STORIES
PARKING SPACES REQUIRED: (PER SP16 ZONING)	1740
PARKING SPACES PROPOSED:	1811
<u>EXISTING LAND USE:</u>	COMMERCIAL
TOTAL BUILDING SQUARE FOOTAGE:	16,300 SF
RETAIL:	16,300 SF
PARKING SPACES:	240 ±



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

 **Kimley-Horn
and Associates, Inc.**

1817 WEST PEACHTREE ST., NW
SUITE 601
ATLANTA, GEORGIA 30308-1121

Tel: (404) 419-8700
Fax: (404) 419-8701

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MIDTOWN HEIGHTS

MIDTOWN HEIGHTS IIC

LAKEVIEW PARKWAY, SUITE 400
ALPHARETTA, GA 30004

SCALE (H):	1"=30'
SCALE (V):	NONE
DESIGNED BY:	LW
DRAWN BY:	DF
CHECKED BY:	JJ
DATE:	02/20/07
KHA PROJECT NO.: 019519000	
SHEET NUMBER 1-00	