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: 2/21/2005 **ARC REVIEW CODE**: R502211

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: **Phipps Tower**
Review Type: Development of Regional Impact

Description: Phipps Tower is a proposed office tower on 2.98 acres located on the existing Phipps Plaza site. The proposed development will consist of 500,000 square feet of office space, including service area, in a 20 story building. The development will also include a six level parking deck. The site is located at the intersection of Lenox Road and Phipps Boulevard. Phipps Tower will be accessed through all existing accesses to Phipps Plaza; however, the primary access to the development will be from Phipps Drive. A right-in driveway is also being proposed on Phipps Boulevard.

Submitting Local Government: City of Atlanta
Date Opened: 2/21/2005
Deadline for Comments: *3/7/2005*
Earliest the Regional Review can be Completed: 3/23/2005

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
DEKALB COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
BUCKHEAD CID

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 3/7/2005, 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: **Phipps Tower** *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

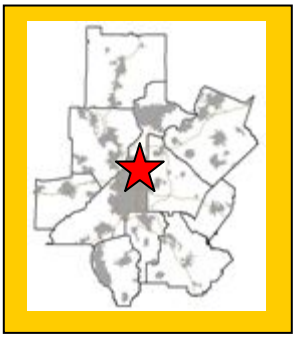
Please Return this form to:
Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3302 Fax (404) 463-3254
malexander@atlantaregional.com

Return Date: *3/7/2005*

Preliminary Report:	Feb 21, 2005	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	55 Stratford on Peachtree #708
Final Report Due:	March 23, 2005		Comments Due By:	March 7, 2005

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



Phipps Tower is a proposed office tower on 2.98 acres located on the existing Phipps Plaza site. The proposed development will consist of 500,000 square feet of office space, including service area, in a 20 story building. The development will also include a six level parking deck. The site is located at the intersection of Lenox Road and Phipps Boulevard. Phipps Tower will be accessed through all existing accesses to Phipps Plaza; however, the primary access to the development will be from Phipps Drive. A right-in driveway is also being proposed on Phipps Boulevard.

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 zoned PD-MU (Planned Development-Mixed Use). The site is also located within the SPI-12 district, which is the Special Public Interest district surrounding the Lenox and Buckhead MARTA stations.. 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.

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

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

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

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

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

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

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

2005	**Stratford on Peachtree**
2003	**W Buckhead Hotel and Residences**
2000	**Bass Buckhead**
1996	**Alexander Estate Development (Revised)**
1990	**Phipps Plaza Renovation**
1989	**Laing-Stratford**
1989	**Atlanta Plaza I**
1989	**Atlanta Plaza II**
1987	**Capital City Plaza**
1986	**Allison Drive Residential**
1986	**City Center**
1986	**3630 Peachtree**
1986	**Lenox Park**
1985	**Principal Place**
1985	**Lenox Ferncliff**
1984	**Monarch Centre**

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

Based on information submitted for the review, the site is currently being used as a parking lot for Phipps Plaza.

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

No.

Is the proposed development consistent with regional plans and policies?

Phipps Tower is a proposed office tower development that meets many of the ARC's Regional Development Policies. The proposed development is within the Buckhead LCI Study Area and should, therefore, meet many of the goals and policies set forth in the study.

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

Lenox and Buckhead MARTA stations also provides an opportunity for increased transportation choices, RDP Policy 4.

The Buckhead LCI Action Plan envisions a "high energy, diverse activity center with stable single family neighborhoods surrounding a high density, mixed use core of corporate headquarters, regional retails store, excellent restaurants, and varied entertainment venues." Phipps Tower is part of the commercial corridor designated as a high density core within the LCI study area as well as part of the Peachtree Road Spine which envisions high density, mixed use core, becoming a regional destination.

The proposed project contributes to the implementation of the Buckhead Action Plan. The project promotes high density in the core, enhances pedestrian activity, and incorporates office uses that will have convenient and safe access to the retail, hotel, and entertainment uses also along the corridor.

The proposed project is located within the SPI-12 overlay districts. This overlay district promotes appropriate types and character of development, especially around mass transit. The proposed development should meet or exceed the intent of the SPI district.

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 on 2.98 acres located at the intersection of Lenox Road and Phipps Boulevard in Buckhead.

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 1 mile 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 $100 million with an expected $1.3 million in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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

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 any existing runoff and loading occurring on the remainder of this 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	2.96	5.06	51.50	319.68	2909.68	3.64	0.65
TOTAL	2.96	5.06	51.50	319.68	2909.68	3.64	0.65

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?

Two existing and one proposed access points will provide entry into this project. One existing access point is from Phipps Drive which aligns with Ritz Drive at a signalized location on the ramped portion of Lenox Road. A second point is from Phipps Boulevard at an existing signalized access that aligns with Alexander Street. A third access point and right-in driveway is proposed on Phipps Boulevard south of the signalized parking deck access at Alexander 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
Phipps Office Tower 500,000 sq ft	556	76	632	81	394	475	2,999
TOTAL NET TRIPS	**556**	**76**	**632**	**81**	**394**	**475**	**2,999**

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-215A	SR 141 (PEACHTREE ROAD) MULTIMODAL CORRIDOR ENHANCEMENTS	Roadway Operations	2010
AT-215B	SR 141 (PEACHTREE ROAD CORRIDOR) - PHASE 2	Roadway Operations	2010
AR-340	SR 400 ATMS - COMMUNICATION AND SURVEILLANCE	Roadway Operations	2010
AR-440A,B	SR 400 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2010

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 2005-2010 TIP in December 2004.* ***USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Phipps Plaza Office Tower.

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.

Lenox Road at Piedmont Road

- Provide a striped or raised median to allow the northbound right-turn lane to operate as free-flow.

Lenox Road and Phipps Boulevard

- Widen eastbound Lenox Road approach to provide a second left-turn lane.
- Modify signal phasing to provide permissive-plus-overlap phasing for southbound Phipps Boulevard approach.

Peachtree Road at Wieuca Road

- Provide a second through lane.

Peachtree Road at Lenox Road

- Provide a third through lane from Phipps Boulevard to Peachtree Road.

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.

Peachtree Road at Piedmont Road

- Provide right-turn overlap phasing on each Piedmont Road approach.
- Optimize signal timing.

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?

Phipps Office Tower is located two-thirds of a mile from the Lenox and Buckhead MARTA stations, which provide access to the northeast and the north rail lines. Trains operate with ten-minute headways on weekdays. Late night and weekend headways are fifteen to twenty minutes. MARTA bus routes 23 and 25 are within walking distance of the Phipps Office Tower providing service from the Lenox Station to Arts Center Station and up Peachtree Industrial Boulevard. The BUC is a free shuttle that operates between offices, hotels, retail and the Lenox and Buckhead MARTA stations. Headways on the BUC are every eight too twelve minutes.

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

None proposed.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR >.8	6%	6%
w/in 1/2 mile of MARTA Rail Station	5%	5%

TMA that includes shuttle service	5%	5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**21%**

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

To be determined during the review.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.1 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 0.12 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 912.2 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?

Not applicable.

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

Not applicable.

HOUSING

Will the proposed project create a demand for additional housing?

No.

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

No.

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

The site proposed for the development is located in Census Tract 100. This tract had a 9.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 60 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: 711
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 1/13/2005 5:11:33 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:	Phipps Tower

Development Type	Description of Project	Thresholds
Office	500000 s.f. office tower	View Thresholds

Developer / Applicant and Mailing Address:	Crescent Resources Michael Fletcher 3235 Satellite Blvd Bldg. 400 Suite 210 Duluth, GA
Telephone:	770.622.9888
Fax:	770.622.9076
Email:	mfletcher@duke-energy.com
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	45-17
What are the principal streets or roads providing vehicular access to the site?	Lenox Road, Phipps Blvd., Peachtree Rd., GA 400
Provide name of nearest street(s) or intersection:	Lenox Road & Phipps Blvd.
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?	1 mile from Dekalb County

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	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): Refer to traffic study	

Submitted on: 2/15/2005 1:25:09 PM

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:	Phipps Tower
DRI ID Number:	711
Developer/Applicant:	Crescent Resources, LLC
Telephone:	770.622.9888
Fax:	770.622.9076
Email(s):	mdfletcher@duke-energy.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:	$100 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$1.3 million
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): surface parking lot	

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)?	0.12 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)?	0.1 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.)	3000 vpd 632 peak hour
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: Buckhead CID projects at Peachtree/Piedmont and Peachtree/Wieuca and GDOT project at lenox/Phipps Blvd. are adequate to serve future volumes	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	912.5 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

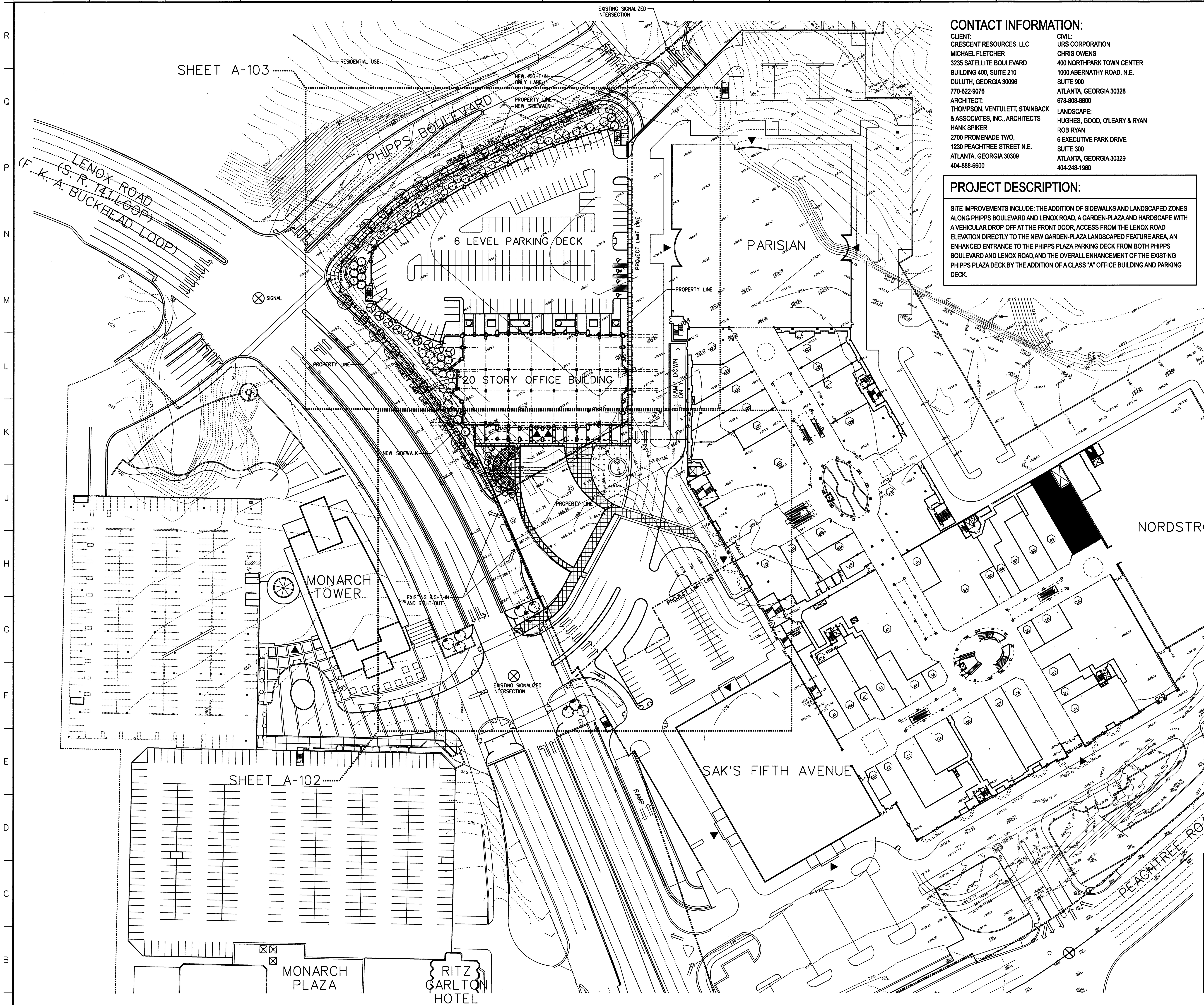
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	85-90%
Is the site located in a water supply watershed?	Y
If yes, list the watershed(s) name(s) below: Upper Chattahoochee	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Detention in accordance with City of Atlanta code	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	Y
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: increased stormwater run-off mitigated with underground detention vault	

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:	



CONTACT INFORMATION:

CLIENT:
CRESCENT RESOURCES, LLC
MICHAEL FLETCHER
3235 SATELLITE BOULEVARD
BUILDING 400, SUITE 210
DULUTH, GEORGIA 30096
770-622-9076

ARCHITECT:
THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC., ARCHITECTS
HANK SPIKER
2700 PROMENADE TWO,
1230 PEACHTREE STREET N.E.
ATLANTA, GEORGIA 30309
404-888-6600

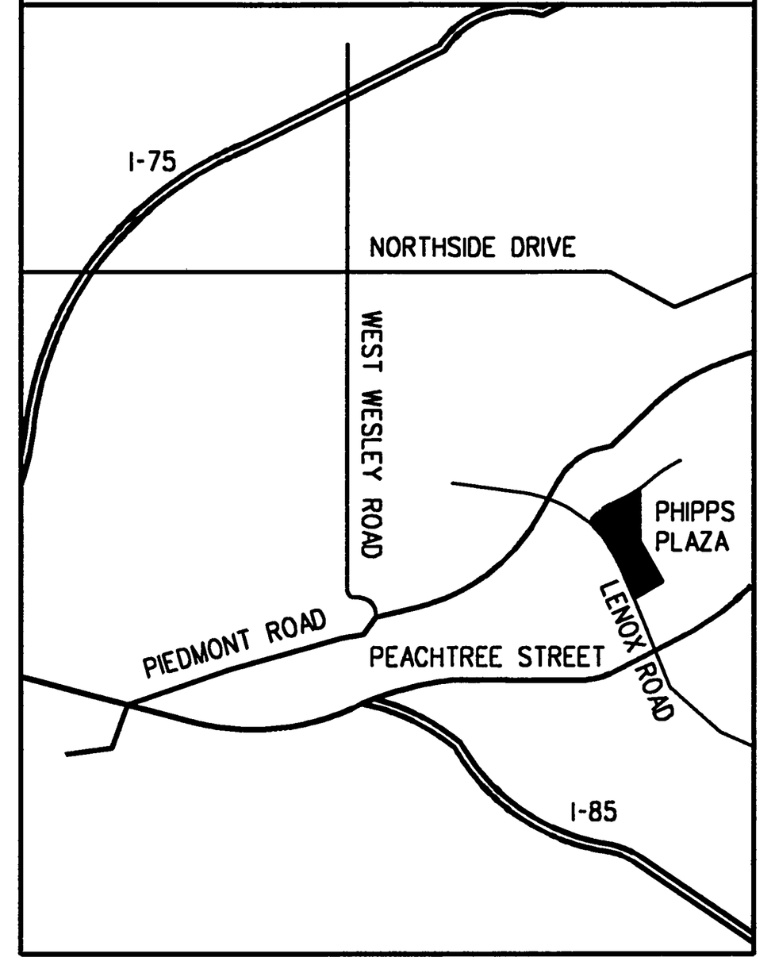
CIVIL:
URS CORPORATION
CHRIS OWENS
400 NORTHPARK TOWN CENTER
1000 ABERNATHY ROAD, N.E.
SUITE 900
ATLANTA, GEORGIA 30328
678-808-8800

LANDSCAPE:
HUGHES, GOOD, O'LEARY & RYAN
ROB RYAN
6 EXECUTIVE PARK DRIVE
SUITE 300
ATLANTA, GEORGIA 30329
404-248-1960

PROJECT DESCRIPTION:

SITE IMPROVEMENTS INCLUDE: THE ADDITION OF SIDEWALKS AND LANDSCAPED ZONES ALONG PHIPPS BOULEVARD AND LENOX ROAD, A GARDEN-PLAZA AND HARDSCAPE WITH A VEHICULAR DROP-OFF AT THE FRONT DOOR, ACCESS FROM THE LENOX ROAD ELEVATION DIRECTLY TO THE NEW GARDEN-PLAZA LANDSCAPED FEATURE AREA, AN ENHANCED ENTRANCE TO THE PHIPPS PLAZA PARKING DECK FROM BOTH PHIPPS BOULEVARD AND LENOX ROAD, AND THE OVERALL ENHANCEMENT OF THE EXISTING PHIPPS PLAZA DECK BY THE ADDITION OF A CLASS "A" OFFICE BUILDING AND PARKING DECK.

LOCATION MAP:



NOTES:

1. THE ENTIRE PROJECT IS LOCATED WITHIN THE ATLANTA CITY LIMITS.
2. NO JURISDICTIONAL WATERS EXIST ON THE SITE.

PARKING CALCULATIONS:

PARKING LEVEL	CARS
PARKING LEVEL P6 (SIMON PARKING)	169
PARKING LEVEL P5	265
PARKING LEVEL P4	253
PARKING LEVEL P3	242
PARKING LEVEL P2	260
PARKING LEVEL P1	207
SUB TOTAL	1,227
TOTAL	1,396

0 10 50 100 200 300

TRUE NORTH

PROJECT NORTH

A,1 SITE PLAN

1" = 50'-0"

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC., ARCHITECTS
2700 PROMENADE TWO, 1230 PEACHTREE STREET N.E.
ATLANTA, GEORGIA 30309-3591
T 404-888-6600
F 404-888-6700

KEYNOTE LEGEND

GENERAL NOTES

1. PLANTING, PAVING, STREET LIGHTING, AND SITE WALL ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SEE CIVIL ENGINEERING DRAWINGS AND LANDSCAPE DRAWINGS FOR CONSTRUCTION REQUIREMENTS.
2. PROPERTY LINES AND DIMENSIONS ARE SHOWN FOR INFORMATION ONLY. REFER TO SURVEY AND CIVIL ENGINEERING DOCUMENTS FOR CONSTRUCTION REQUIREMENTS.

SPECIAL ADMINISTRATIVE PERMIT DATA

ZONING CLASSIFICATION: SPI-12 BUCKHEAD/LENOX STATIONS

FLOOR AREA CALCULATIONS

	AREA	FOOTPRINT
OFFICE BUILDING	506,133 S.F.	27,060 S.F.
PENTHOUSE	5,425 S.F.	
SUB TOTAL	511,558 S.F.	
SUB PLAZA / SERVICE	41,101 S.F.	
PARKING DECK	497,970 S.F.	69,740 S.F.
TOTAL	1,050,629 S.F.	96,800 S.F.

FLOOR AREA RATIO (F.A.R.) CALCULATIONS

F.A.R. PROVIDED	1,050,629 S.F./129,179 S.F.= 8.13

LOT COVERAGE CALCULATIONS

BUILDING FOOTPRINT/NET LOT AREA
96,800 S.F./129,179 S.F. (2.965 ACRES) = .75

LOT COVERAGE OF .75

PUBLIC SPACE CALCULATIONS

TOTAL PUBLIC SPACE PROVIDED	32,380 S.F.
NET LOT AREA	129,179 S.F.
PUBLIC SPACE REQUIRED	10% OF NET AREA=12, 918 S.F.

32,380 S.F. PROVIDED IS GREATER THAN THE 12,918 S.F REQUIRED

SPI-12 REQUIREMENTS

STREET TREES:
- PLANTED A MAXIMUM OF 40'-0" ON CENTER WITHIN THE 5'-0" STREET TREE PLANTING ZONE.
- 5'-0" ZONE SHALL HAVE 5'-0" X 8'-0" TREE GRATES OR SHALL BE PLANTED WITH CONTINUOUS GROUNDCOVER.
- NEWLY PLANTED TREES SHALL BE A MINIMUM OF 3" IN CALIPER, A MINIMUM OF 10'-0" IN HEIGHT, A MATURE HEIGHT OF 40'-0", DROUGHT TOLERANT, AND SHALL BE LIMBED UP TO A MINIMUM HEIGHT OF 7'-0".

SIDEWALKS:
- SHALL HAVE A MINIMUM CLEAR ZONE OF 10'-0" IN WIDTH AND PROVIDE THE 5'-0" WIDE STREET TREE PLANTING ZONE ADJACENT TO THE CURB.

SIGHT DISTANCE TRIANGLE:
- ALL BUILDINGS SHALL BE DESIGNED SO AS TO PROVIDE A 20-FOOT SIGHT DISTANCE TRIANGLE AT STREET CORNERS.

LANDSCAPE:
- EACH LOT SHALL HAVE A MINIMUM OF 10% OF THE TOTAL LOT AREA IN LANDSCAPED SPACE (INCLUDES GREEN AND PLANTED AREAS, PLAZAS, FOUNTAINS, AND OTHER HARDSCAPE ELEMENTS ACCESSIBLE TO THE PUBLIC).
- A MINIMUM OF 1 TREE PER 8 SURFACE PARKING SPACES.
- SHRUBS SHALL BE MAINTAINED AT A MAXIMUM HEIGHT OF 2.5 FEET.

No.	REVISIONS/SUBMISSIONS	Date
1	OWNER APPROVAL	12/10/2004
2	S. A. P. PACKAGE	12/16/2004
3	D.R.I. APPLICATION	02/02/2004

PHIPPS TOWER

ATLANTA, GEORGIA

Drawing Title: SITE PLAN - SPI APPLICATION

Seal

Project No. 0433-000

Date 11/15/04

Scale 1" = 50'-0"

Drawing No. A-101

CAD FILE: 433_A101.dgn

User:cmc ProjNo: 0433-004 2/2/2005 11:34:19 C:\TVSCAD\Plots\433_A101.000

NOT RELEASED FOR CONSTRUCTION