



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: Nov 10 2007

ARC REVIEW CODE: R710111

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: 24 & 50 Allen Plaza

Review Type: Development of Regional Impact

Date Opened: Oct 11 2007

Date Closed: Nov 10 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. The proposed development is located in a city center which is defined as areas with the most intense residential and commercial land uses that serve a regional population and are easily accessible by different transportation modes.

The project is located within the JSA-McGill LCI study area and represents a rare opportunity for redevelopment in an important activity center; therefore, this development should meet or exceed the goals and policies set forth in the LCI plan as well as Regional Development Goals and Policies. The MARTA Civic Center Station is identified as underutilized and emphasis is placed on improving connections and encouraging development to strengthen the potential of the station.

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

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

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

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
METRO ATLANTA RAPID TRANSIT AUTHORITY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CENTRAL ATLANTA PROGRESS

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.

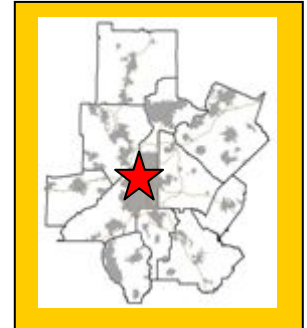
The ARC review website is located at: <http://www.atlantaregional.com/landuse>.

Preliminary Report:	October 11, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	24 & 50 Allen Plaza #1537
Final Report Due:	November 10, 2007		Comments Due By:	October 25, 2007

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed 24 & 50 Allen Plaza is a 4.96 acre development in the City of Atlanta. 24 Allen Plaza will consist of 450,000 square feet of office, 20,000 square feet of specialty retail, and 45,000 square feet of grocery store. 50 Allen Plaza will consist of 881,000 square feet of office and 19,000 square feet of specialty retail. The proposed development is located at in the two blocks bounded by Ivan Allen Jr. Blvd, Simpson Street, Spring Street, and Williams Street.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2011.

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-11 in the Centennial Park sub area. No rezoning is required to accommodate the proposed development. Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as mixed use.

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

No comments were received 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	Post Allen Plaza
2005	Americas Mart Expansion
2005	55 Allen Plaza
2004	Peachtree Portal
2003	The Georgia Aquarium
1989	One Peachtree Center
1987	Inforum

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 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. The proposed development is located in a city center which is defined as areas with the most intense residential and commercial land uses that serve a regional population and are easily accessible by different transportation modes.

The project is located within the JSA-McGill LCI study area and represents a rare opportunity for redevelopment in an important activity center; therefore, this development should meet or exceed the goals and policies set forth in the LCI plan as well as Regional Development Goals and Policies. The MARTA Civic Center Station is identified as underutilized and emphasis is placed on improving connections and encouraging development to strengthen the potential of the station.

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

The Central Business District surrounding the proposed development has an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This

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proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

Given that roadway projects in the immediate area include bike lanes, it is strongly recommended that the development include shower and changing facilities in addition to the facilities the gym would provide to encourage alternative modes of travel.

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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 in the two blocks bounded by Ivan Allen, Jr. Blvd to the north, Simpson Street to the south, Spring Street to the east, and Williams Street to the west. The two blocks are split by West Peachtree Place.

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 \$275,000,000 with an expected \$3,000,000 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?

None were determined during the review.

NATURAL RESOURCES

This project is proposed on a site that has no streams and is almost entirely impervious in an existing, heavily developed 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?

Vehicular access to 24 Allen Plaza is proposed in two locations; one full-movement driveway along West Peachtree Place and one left-in/left-out driveway along Spring Street. The West Peachtree Place Driveway will consist of two lanes in and two lanes out, with one lane in each direction providing access to the sub-grade parking and one lane in each direction providing access to the above-ground parking.

Vehicular access to 50 Allen Plaza is proposed in three locations, a full-movement driveway along West Peachtree Place, an additional entrance only driveway along West Peachtree Place, and an exit

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only driveway along Williams Street. The entrance and exit only driveways will serve sub-grade parking, while the West Peachtree Place Driveway will serve the above ground parking. A small service court will serve compactors for 50 Allen Plaza from West Peachtree Place and will share a driveway with general vehicular traffic. Primary service 50 Allen Plaza will be located in a shared service court within 24 Allen Plaza along West Peachtree Place. The buildings will be connected by an underground service tunnel.

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

Kimley-Horn and Assoc. 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
General Office 1,331,000 SF	1,309	179	1,488	267	1,303	1,570	9,790
Specialty Retail 39,000 SF	147	160	307	51	64	115	1,706
Grocery Store 45,000 SF	95	61	156	253	243	496	4,404
<i>Mixed-Use Reductions</i>	-0	-0	-0	-38	-38	-72	1,418
<i>Alternative Use Reduction</i>	-410	-180	-590	-176	-386	-562	-4,888
<i>Pass-By Reduction</i>	-0	-0	-0	-50	-50	-100	-1,784
TOTAL NEW TRIPS	1,141	220	1,361	307	1,316	1,623	7,810

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

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

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

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V/C Ratios



2010 AM Peak



2010 PM Peak



2020 AM Peak



2020 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 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses,

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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.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-188B	Jones Avenue / Simpson Street / Alexander St from Luckie Street to Northside Dr	Roadway Operational Upgrades	2007
AT-201	Peachtree Center Ave from Decatur St to Ralph McGill Blvd	Pedestrian Facility	2008
AT-206	Marietta Street and Centennial Olympic Park Drive in Downtown Atlanta	Pedestrian Facility	2008
AT-AR-247	West Peachtree Street from Civic Center MARTA Station to Hardy Ivy Park and Simpson Street from West Peachtree Street to Centennial Olympic Park Drive	Pedestrian Facility	2009

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
None			

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for 24 and 50 Allen Plaza.

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.

Williams Street @ Ivan Allen, Jr. Boulevard (existing traffic signal)

- The primary source of delay at this intersection is southbound approach in the AM peak hour and northbound approach in the PM peak hour, corresponding with people exiting and entering I-75/85 in each period. An exclusive southbound left-turn lane with permissive + protected phasing would improve the AM peak hour LOS to the standard of D; however, right-of-way and physical limitations (building to the east and bridge to the west) prevent the execution of this improvement.

Williams Street @ Simpson Street

- Install a traffic signal, and coordinate the signal timings with the surrounding intersections.

Spring Street @ Simpson Street

- Install a traffic signal, and coordinate the signal timings with the surrounding intersections.

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All study intersections

- Optimize the signal splits and offsets.

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.

Driveway 1 @ Williams Street

- Provide one westbound egress lane only.

Driveway 2 / Driveway 4 @ West Peachtree Place

- Provide one northbound ingress lane only into 50 Allen Plaza (Driveway 2).
- Provide two southbound ingress lanes and two northbound egress lanes into/out of 24 Allen Plaza (Driveway 4).

Driveway 3 @ West Peachtree Place

- Provide one northbound ingress lane and two southbound egress lanes into/out of 50 Allen Plaza.

Driveway 5 @ Spring Street

- Provide one eastbound egress lane and one westbound ingress lane into 24 Allen Plaza.

All study intersections

- Signal timings should be optimized for all intersections (and corresponding corridors) within the study network.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

The proposed development is located approximately ¼ mile southwest of the Civic Center MARTA station at West Peachtree Street. This station lies on the North-South MARTA rail line (10 – 20 minute headways) which intersects the East-West rail line (to the south) at the Five Points station. Two MARTA bus routes operate from this station including the following: Route 100 – Atlanta Tourist Loop / Downtown (30-minute headways) and Route 101 – Atlanta Tourist Loop / Midtown (30-minute headways).

Also over twenty Cobb County Transit (CCT), Gwinnett County Transit (GCT) and Georgia Regional Transportation Authority (GRTA) express bus routes serve the station.

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

The developer proposes no TDM strategies. The proposed development does fall within the Central Atlanta Progress/Atlanta Downtown Improvement District TMA jurisdiction.

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The development **PASSES** the 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 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
w/in 1/2 mile of MARTA Rail Station	5%	5%
Located within a Transportation Management Association	3%	3%
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)		22%

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

Based on the traffic analysis completed by A&R Engineering, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

The ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.4 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 0.45 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 2300 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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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.

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 19. This tract had a 41.2 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 3 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?

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



Preliminary Report:	October 11, 2007	DEVELOPMENT OF REGIONAL IMPACT <u>REVIEW REPORT</u>	Project:	24 & 50 Allen Plaza #1537
Final Report Due:	November 10, 2007		Comments Due By:	October 25, 2007

* 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.

Haley Fleming

From: Peart, Shelley [speart@AtlantaGa.Gov]
Sent: Thursday, October 18, 2007 9:21 AM
To: Haley Fleming; Laura Beall; Gena Wilder
Cc: Parker.Ellen@kimley-horn.com; Whittaker, Lorn; Kedir, Nursef
Subject: COA DRI Conditions

DRI # 1537 24 & 50 Allen Plaza

24 Allen Plaza
 450,000 SF Office; 20,000 SF Specialty Retail; 45,000 SF Grocery Store
 59 Simpson Street, Atlanta, GA
 50 Allen Plaza
 881,000 SF Office; 19,000 SF Specialty Retail
 Ivan Allen Jr. Boulevard, Atlanta, GA

Recommendations:

- Delivery truck movements for 24 and 50 Allen Plaza will impact traffic flow along both West Peachtree Place and in particular Spring Street. As such, all deliveries to 24 and 50 Allen Plaza will be prohibited between the hours of 7am to 7pm.

DRI #1593 – Case # Z-07-100 Grant Street Mixed Use Development

395 Residential Units; 26,700 SF Commercial
 1035-1059 Grant Street, Atlanta, GA

Recommendations:

- Developer will be required to widen and/or improve the existing alley shown on plan and provide access to new proposed City Road that will join Grant and Hill Streets.
- Detail proposed loading for development on site plan
- Identify if the proposed new roads are public or private

DRI # 1592 – Case # Z-07-103 Morningside Redevelopment

360 Apartment Units; 50,000 SF Retail Shops
 1845-1895 Piedmont Road

Recommendations:

- Align Wimbledon Road with proposed entrance on Piedmont Road
- The existing service court at the intersection of Piedmont & Cheshire Bridge Road will be closed to all vehicular traffic
- Detail proposed loading for development on site plan

Shelley Peart
 Principal Urban Planner
 City of Atlanta
 Bureau of Planning, Transportation Division
 55 Trinity Ave., Suite 3502
 Atlanta, GA 30303
 phone: 404-330-6781
 e-fax: 404-225-5793
Speart@AtlantaGa.gov

October 24, 2007

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

**RE: Review of Development of Regional Impact (DRI) #1537
24 and 50 Allen Plaza – City of Atlanta**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of documentation for DRI # 1537 – Allen Plaza – located in the City of Atlanta.

The project location is within walking distance of the Civic Center Rail Station, and is also served by multiple MARTA bus routes and other service providers operating out of the station. The project will add to the density around the station, making for better transit patronage. At this time, MARTA has no pending plans to expand transit service in the project area.

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

Sincerely,



Henry Ikwut-Ukwa, Ph.D.

Office of Transit System Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com



DEPARTMENT OF HEALTH AND WELLNESS

Environmental Health Services

99 Jesse Hill Jr. Drive, Suite 101

Atlanta, Georgia 30303

Telephone (404) 730-1301, Fax (404) 730-1462

MEMORANDUM

Fulton County Board of Health

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

Dr. Steven R. Katkowsky, Director

TO: Haley Fleming, Review Coordinator
Atlanta Regional Commission

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

FROM: Monica Robinson, Environmental Specialist Senior
Environmental Health Services

DATE: November 7, 2007

SUBJECT: Comments to Regional Review for 24 & 50 Allen Plaza

ARC REVIEW CODE	COMMENTS
R710111	<p>The Fulton County 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>This facility must comply with the Fulton County Clean Indoor Air Ordinance.</p> <p>If 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 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 for review and approval.</p> <p>This department is requiring that all existing structures to be demolished must be inspected by a certified pest control operator to insure that the premise is rat free. If evidence of rodent infestation is found, the property must be baited prior to demolition.</p>

Developments of Regional Impact

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DRI #1537

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Shelley Peart
Telephone:	404-330-6781
Email:	speart@atlantaga.gov

Project Information

Name of Proposed Project:	24 Allen Plaza
DRI ID Number:	1537
Developer/Applicant:	Barry Real Estate Companies
Telephone:	404-601-0845
Email(s):	hrudy@barrycompanies.com

Additional Information Requested

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

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

Economic Development

Estimated Value at Build-Out:	\$275,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$3,000,000.00

Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc): Existing surface parking lot to be eliminated	
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)?	0.45 MGD (for 24 and 50 Allen Plaza)
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.4 MGD (for 24 and 50 Allen Plaza)
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	1362 AM peak hour and 1443 PM peak hour net new trips (for 24 and 50 Allen Plaza)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below: please refer to the transportation analysis prepared by Kimley-Horn and Associates, Inc.	
Solid Waste Disposal	
How much solid waste is the project expected to generate annually (in tons)?	~ 2300 tons per year (for 24 and 50 Allen Plaza)

Is sufficient landfill capacity available to serve this proposed project?	(not selected)	Yes	No
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If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected)	Yes	No
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If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	~ 85%
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Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:proposed detention via vaults within parking structures

Environmental Quality

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

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

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

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Developments of Regional Impact

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DRI #1537

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Shelley Peart

Telephone: 404-330-6781

E-mail: 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: 24 Allen Plaza

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 59 Simpson Street

Brief Description of Project: Proposed office tower with ground floor retail

Development Type:

(not selected)	Hotels	Wastewater Treatment Facilities
Office	Mixed Use	Petroleum Storage Facilities
Commercial	Airports	Water Supply Intakes/Reservoirs
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops
Housing	Waste Handling Facilities	Any other development types
Industrial	Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	450,000 SF Office & 65,000 SF Retail		
Developer:	Barry Real Estate Companies		
Mailing Address:	30 Ivan Allen Jr Blvd		
Address 2:	Suite 900		
	City:Atlanta State: GA Zip:30308		
Telephone:	404-601-0845		
Email:	hrudy@barrycompanies.com		
Is property owner different from developer/ applicant?	(not selected) Yes No		
If yes, property owner:	Allen Plaza Mixed Use LLC		
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No		
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No		
If yes, provide the following information:	Project Name:		
	Project ID:		
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other SAP-07-85		
Is this project a phase or part of a larger overall project?	(not selected) Yes No		
If yes, what percent of the overall project does this project/phase represent?	50		

Estimated Project Completion Dates:

This project/phase: 2010
Overall project: 2011

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