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: Nov 14 2007 **ARC REVIEW CODE:** R711141

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 related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: **Thirty-Third Latitude Properties (131 Ponce de Leon Avenue)**
Review Type: Development of Regional Impact

Description: Thirty-Third Latitude Properties, also known as 131 Ponce de Leon Avenue, is a mixed use development located on 4.53 acres in the City of Atlanta. The proposed development will consist of 400 high rise condominium units, a 200 room hotel, 550,000 square feet of general office, 25,000 square feet of restaurant space, and 25,000 square feet of retail space. The proposed development will have access along Ponce de Leon Avenue, Piedmont Avenue, Juniper Street, and North Avenue.

Submitting Local Government: City of Atlanta
Date Opened: Nov 14 2007
Deadline for Comments: *Nov 28 2007*
Earliest the Regional Review can be Completed: Dec 14 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
FULTON COUNTY
CENTRAL ATLANTA PROGRESS
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
METRO ATLANTA RAPID TRANSIT AUTHORITY
CITY OF ATLANTA SCHOOLS
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
MIDTOWN ALLIANCE
DEKALB 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 2007-11-28 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 .

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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 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: Thirty-Third Latitude Properties (131 Ponce de Leon Avenue) *See the Preliminary Report .*

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

Individual Completing form:

Local Government:

Department:

Telephone: ( )

Signature:
Date:

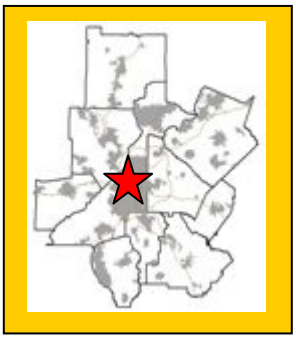
Please Return this form to:
Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hfleming@atlantaregional.com

Return Date: *Nov 28 2007*

Preliminary Report:	November 14, 2007	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Thirty-Third Latitude Properties #1476
Final Report Due:	December 13, 2007		Comments Due By:	November 28, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:



Thirty-Third Latitude Properties, also known as 131 Ponce de Leon Avenue, is a mixed use development located on 4.53 acres in the City of Atlanta. The proposed development will consist of 400 high rise condominium units, a 200 room hotel, 550,000 square feet of general office, 25,000 square feet of restaurant space, and 25,000 square feet of retail space. The proposed development will have access along Ponce de Leon Avenue, Piedmont Avenue, Juniper Street, and North Avenue.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2009.

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 SA3. The proposed zoning for the site is SPI-16 SA1. 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 a mile radius of the proposed project.

Year	Name
2006	Northeast Beltline
2005	Ponce Park
2005	7th Street
2003	Midtown Grand
2001	Bellsouth Midtown Tower
2001	Midtown Park
1992	GLG Park Plaza
1990	C&S Plaza
1989	Mospar Mixed Use Development
1989	Renaissance City Center
1987	City Chateau

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

Currently, there exist two two-story buildings, a one-story building, the Abbey, which has been recently restored to St. Paul's Presbyterian Church, as several surface parking lots. The small office building in the northwest corner is believed to be I.M. Pei's first commission in the United States.

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 proposed development is located within the Midtown LCI Study Area. The proposed development should meet or exceed the goals and policies set forth in the study.

Based on a preliminary site plan review, ARC staff would like clarification of 'street level public space' as defined on the site plan.

The small office building in the northwest corner is believed to be I.M. Pei's first commission in the United States. It is not currently designated by the City of Atlanta under its Historic Preservation Ordinance, but it could be eligible for designation. According to information submitted for the review, the building, as well as the Abbey, is to remain and be incorporated into the new development.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 32,000 residents within the Midtown area and an employment base of greater than 90,000 jobs. The incorporation of this mix of uses 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.

PRELIMINARY 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.

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 proposed development is located in the City of Atlanta. It is bounded by Ponce de Leon Avenue, Juniper Street, North Avenue, and Piedmont Avenue.

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.

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 $450,000,000 with an expected $5,382,000 in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

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.

The small office building in the northwest corner is believed to be I.M. Pei's first commission in the United States. It is not currently designated by the City of Atlanta under its Historic Preservation Ordinance, but it could be eligible for designation.

According to information submitted for the review, the building, as well as the Abbey is to remain and be incorporated into the new development.

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

To be determined during the review.

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

To be determined during the review.

INFRASTRUCTURE

Transportation

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

Four new site driveways are currently proposed for the development: one along Ponce de Leon Avenue, one along Juniper Street, one along North Avenue, and one along Piedmont Avenue.

The site driveway located along North Avenue (approximately 220' east of Juniper Street) will operate as a full-movement access for all uses. The second site driveway, located along Juniper Street (approximately 200' south of Ponce de Leon Avenue), will operate under left-in left-out conditions and will serve the all uses of the development. The third site driveway, located along Ponce de Leon Avenue (approximately 170' east of Juniper Street), will operate as a full movement access and will serve all uses of the development. The fourth site driveway, located along Piedmont Avenue (approximately 100' north of North Avenue), will operate under left-in left-out conditions and will serve the all uses of the development.

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

Kimley-Horn & Associates, Inc. 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
High-Rise Condominium 400 Units	28	117	145	94	57	151	1,732
Hotel 200 Rooms	59	38	97	63	55	118	1,417
General Office 550,000 SF	646	88	734	118	577	695	4,957
Quality Retail 25,000 SF	114	124	238	36	45	81	1,107
Quality Restaurant 25,000 SF	N/A	N/A	20	125	62	187	2,249
Mixed-Use Reductions	*-0*	*-0*	*-0*	*-36*	*-36*	*-72*	*-1,136*
Alternative Mode Reduction	*-169*	*-73*	*-247*	*-80*	*-152*	*-232*	*-2,066*
Pass-By Reductions	*-0*	*-0*	*-0*	*-40*	*-40*	*-80*	*-968*
TOTAL NEW TRIPS	**678**	**294**	**987**	**280**	**568**	**848**	**7,294**

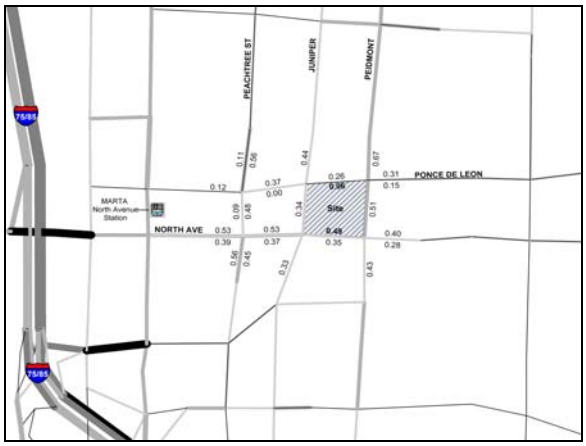
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

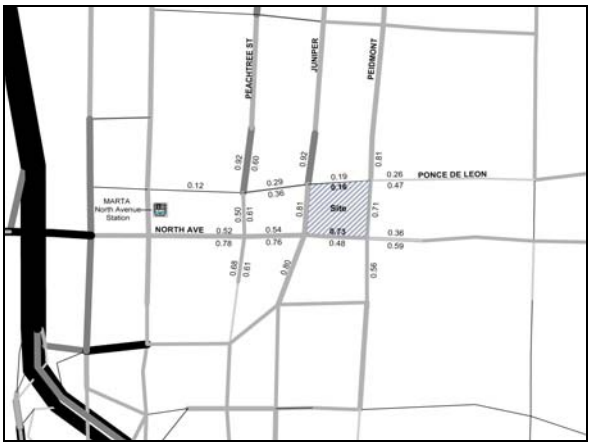
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow

traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

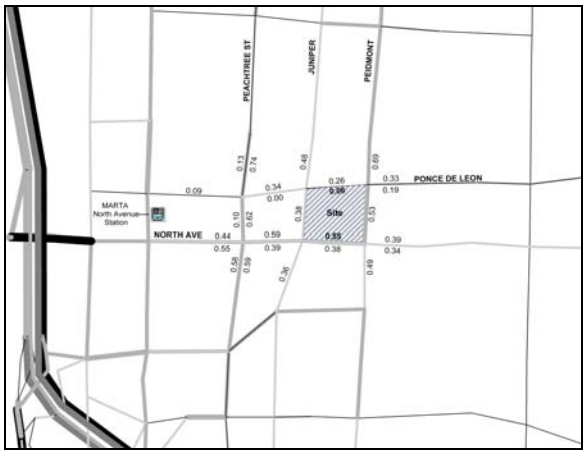
V/C Ratios



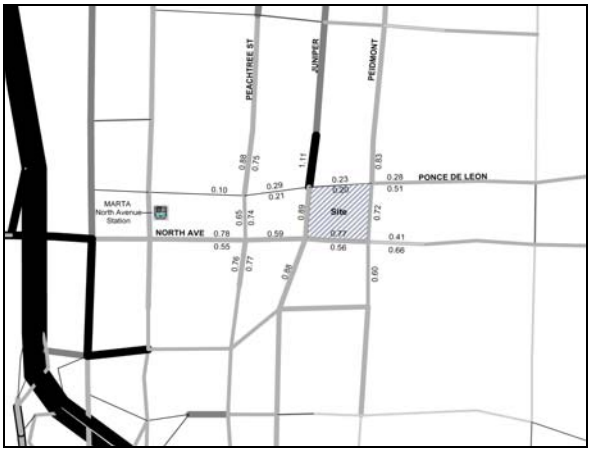
2010 AM Peak



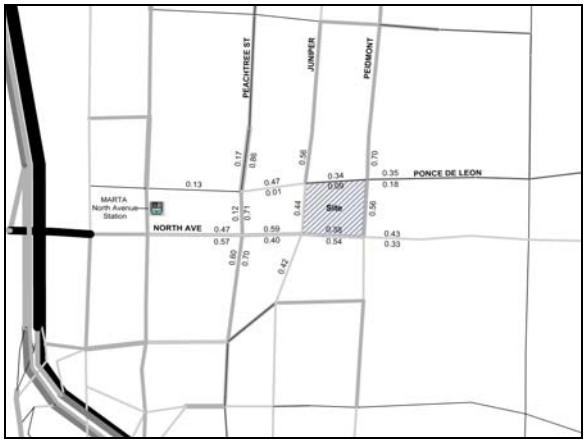
2010 PM Peak



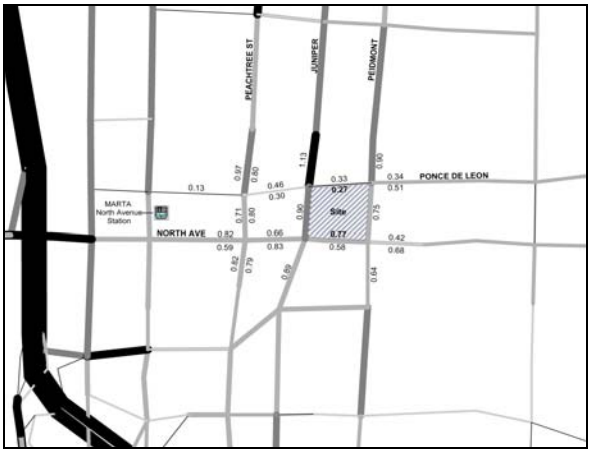
2020 AM Peak



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, 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-202	Spring Street from Pine Street to Peachtree Street	Pedestrian Facility	2011
AT-208	Juniper Street from North Avenue to 14th Street	Multi-Use Bike/Ped Facility	2010
AT-212	Intersection improvements on North Avenue, Linden Avenue, West Peachtree Street and Ponce de Leon Avenue	Roadway Operational Upgrades	2008

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 131 Ponce de Leon Avenue.

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

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

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

The proposed development is located approximately two blocks east of the North Avenue MARTA station at West Peachtree Street and North Avenue. Five MARTA bus routes operate from this station including the following: Route 2 – Ponce de Leon (20-minute headways), Route 27 – Monroe Drive / Cheshire Bridge (30-minute headways), Route 99 – King Memorial / North Avenue (60-minute headways), Route 100 – Atlanta Tourist Loop / Downtown (30-minute headways), Route 101 – Atlanta Tourist Loop / Midtown (30-minute headways), Route 113 – North Avenue / Spring Street (20-minute headways).

MARTA stops are located at all four intersections defining the development block with the stop at the intersection of North Avenue and Juniper Street located on the proposed development site.

Three MARTA bus routes (2, 27, and 99) pass directly serve the site via North Avenue, Ponce de Leon and Piedmont Avenue.

One express bus system utilizes the North Avenue MARTA station: Georgia Regional Transportation Authority Xpress routes 400, 412, 421, 430, 441, 450, 461 transport patrons from various outlying locations to Midtown Atlanta via the North Avenue MARTA Station. Headways for these routes vary.

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

The proposed development is located within the Midtown Transportation Solutions (MTS) Transportation Management Association (TMA) jurisdiction. MTS is an affiliate of the Midtown Community Improvement District (Midtown Alliance) and focuses on promoting a balanced transportation system to improve mobility and is charged with changing commuter habits and providing transportation options that are convenient, safe and cost-effective. Per SPI-16 zoning ordinance, a Transportation Management Plan (TMP), which contains strategies to reduce single occupancy vehicle trips generated by the proposed 131 Ponce de Leon development by a minimum of 25 percent during a five-year period from the initial date of occupancy, will be required.

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

Air Quality Impacts/Mitigation (based on ARC strategies)	**Credits**	**Total**
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
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 TMA	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)		**26%**

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 capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections. The ARC concludes that no improvements are needed to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- Coordinate with MARTA to place covered bus shelters adjacent to the development on Ponce and North Avenue.

- According to City of Atlanta code, zone area SPI-16 requires provision of at least 50 bicycle/moped parking spaces for a development of this size. Neither the site plan nor the transportation analysis show any bicycle parking within or adjacent to the development. *The ARC recommends the developer provide dedicate bicycle/moped parking in the residential parking deck and bike racks fronting the street front retail areas of the development.*

INFRASTRUCTURE

Wastewater and Sewage

Wastewater is estimated at 0.27 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, 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 the City of Atlanta wastewater system by 2007 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 .30 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 states that 721 tons of solid waste will be generated 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.

None stated.

INFRASTRUCTURE
Other facilities

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**

- **Other government facilities?**

- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the proposed development will add 400 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 12. This tract had a 83.1 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 9 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.

* 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.

Developments of Regional Impact

DRI #1476

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:	Thirty-Third Latitude Properties- 131-151 Ponce de Leon Ave. NE
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	131-151 Ponce de Leon Ave. NE
Brief Description of Project:	Mixed use of office, retail and residential.

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.):	1,350,00 sq. feet total--800,000 sq. feet residential/550,000 sq. feet non-residential
Developer:	Thirty-Third Latitude Properties c/o G. Douglas Dillard, Esq. Dillard and Galloway, LLC
Mailing Address:	3500 Lenox Rd. NE, Suite 760
Address 2:	
	City:Atlanta State: Ga Zip:30326
Telephone:	404-965-3682
Email:	dotty@dandglaw.com
Is property owner different from developer/ applicant?	○ (not selected) ○ Yes ○ No
If yes, property owner:	
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
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?	

Estimated Project Completion Dates:	This project/phase: Sept., 2009 Overall project:

Back to Top

GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page

Site Map | Statements | Contact

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Developments of Regional Impact

DRI #1476

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:	Thirty-Third Latitude Properties- 131-151 Ponce de Leon Ave. NE
DRI ID Number:	1476
Developer/Applicant:	Thirty-Third Latitude Properties c/o G. Douglas Dillard, Esq. Dillard and Galloway, LLC
Telephone:	404-965-3682
Email(s):	dotty@dandglaw.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:	$450,000,000.00
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$5,382,000.00

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): Some existing office, retail & surface parking	

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)?	.30 MGD
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)?	.27 MGD
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.)	972 AM Peak Hour & 1128 PM Peak Hour Trips (net new)
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:	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	Approx 721

Is sufficient landfill capacity available to serve this proposed project?	○ (not selected) ○ Yes ○ No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	○ (not selected) ○ Yes ○ No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	95%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:Landscape strips & detention vaults	

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:	

Back to Top

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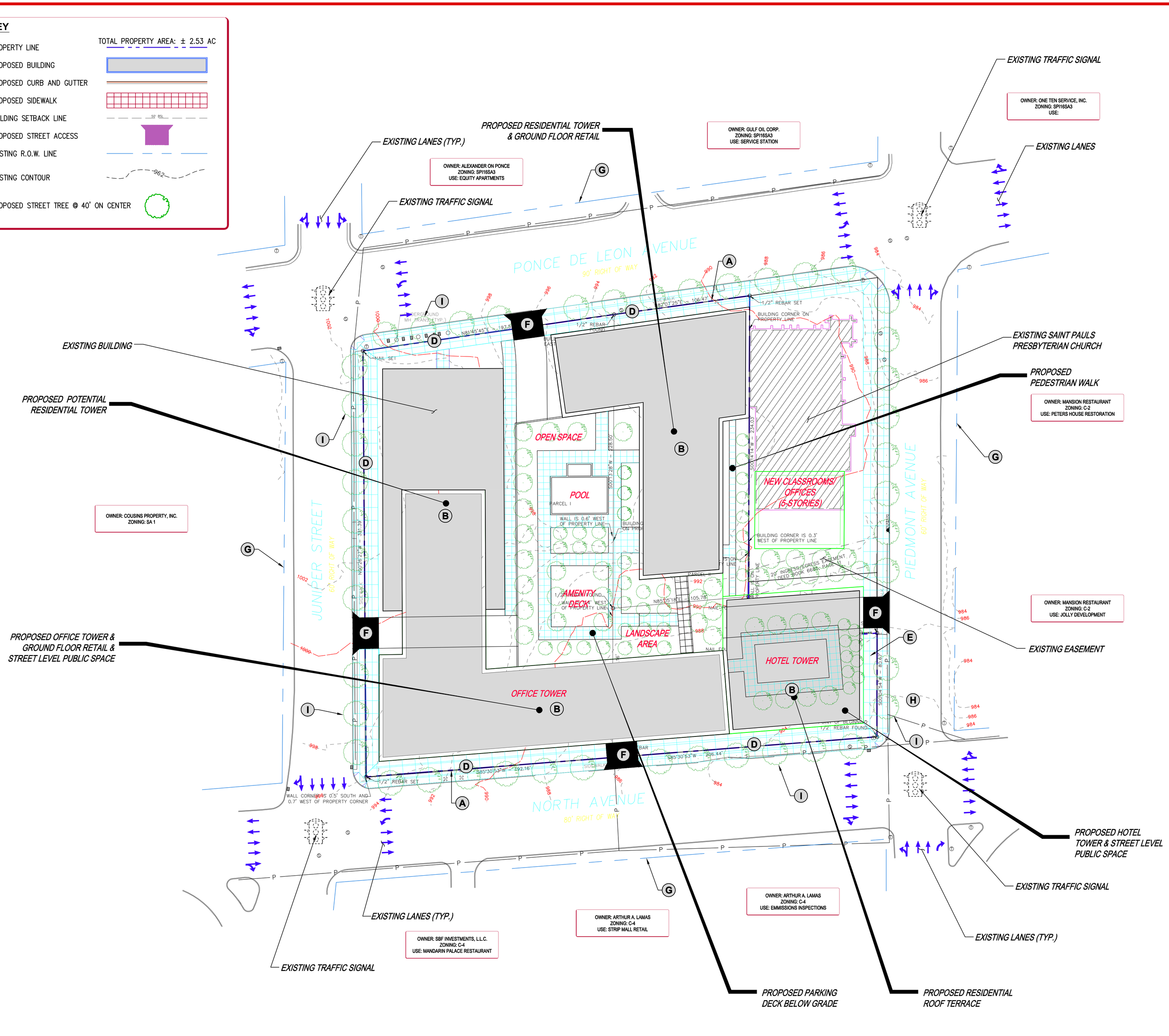
PLAN KEY

TOTAL PROPERTY AREA: ± 2.53 AC

- (A) PROPERTY LINE
- (B) PROPOSED BUILDING
- (C) PROPOSED CURB AND GUTTER
- (D) PROPOSED SIDEWALK
- (E) BUILDING SETBACK LINE
- (F) PROPOSED STREET ACCESS
- (G) EXISTING R.O.W. LINE
- (H) EXISTING CONTOUR
- (I) PROPOSED STREET TREE @ 40' ON CENTER



LOCATION MAP

SCALE AS SHOWN

GENERAL NOTES

APPLICANT: THIRTY -THIRD LATITUDE PROPERTIES, L.L.C.
131 PONCE DE LEON AVENUE
ATLANTA, GA 30308
CONTACT: PAUL THOMAS
PHONE: 404-817-7604

ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
3169 HOLCOMB BRIDGE ROAD, SUITE 600
NORCROSS, GA 30071
CONTACT: PARKER ELLEN
PHONE: 404-419-8700
FAX: 404-419-8701

SURVEYOR: CHRISTOPHER W. LODGE, LS # 2941
3560 FINANCIAL CENTER WAY, SUITE 5
BUFORD, GA 30519
PHONE: 770-271-5772
WWW.BOUNDARYZONE.COM

Proposed Zoning Analysis

Net Lot Area	Sq. Ft.	Acres
Parcel 1	65,426.00	1.50
Parcel 2	24,370.00	0.56
Parcel 3	20,405.00	0.47
Parcel 4 (abbey)	27,267.00	0.63
Total Net Lot Area	**137,468.00**	3.16
Ponce R.O.W.	45,549.00	1.05
Abbey R.O.W.	14,396.00	0.33
Total R.O.W Area	**59,945.00**	1.38
FAR Lot Area (Gross Lot)	**197,413.00**	4.53

Current Zoning	SPI-16	Sub Area 3
Proposed Zoning	**SPI-16**	**Sub Area 1**

Maximum Residential FAR

		Sub Area 1
Maximum FAR Allowable (NLA)		**3.2**
Residential Bonuses		
	Open Space Bonus (GLA)	3.2
	Ground Floor Retail Bonus	2

Maximum Non-Residential FAR

		Sub Area 1
Maximum FAR Allowable		**5**
Non Residential Bonus		
	Ground Floor Retail Bonus	2

Maximum Mixed-Use FAR

		Sub Area 1
Mixed-Use without Bonus		**8.2**
Mixed-Use with Bonus		**10.2**

Allowable Building SF

Sub Area 1*		Additional Sq.Ft.	
	Base	Open Space Bonus	Ground floor Retail Bonus**
Allowable Residential	439,897.60	191,824.00	394,826.00
Allowable Non-Residential	687,340.00	N/A	274,938.00
Allowable Bonus		N/A	394,826.00

Allowable Mixed-Use, without Bonus	**1,127,238**		
Allowable Mixed-Use, with Bonus	**2,013,613**		

*Site located outside of Transit Station Area
**Ground Floor Retail Bonus calculated with Gross Lot Area (Open Space Bonus)
Note: Ground Floor Retail Bonus shall not exceed 2xGLA

Proposed Building SF	# of floors	per floor	Total
Non-Residential			
Office	19	27,900	530,030
Office (Abbey)	5	4,000	20,000
Total Office			550,030
Retail (Street Level)	1	25,000	25,000
Restaurant (Street Level)	1	25,000	25,000
Hotel	9	11,500	100,030
Total Non-Residential			**700,030**
Residential*	**# of floors**	**per floor**	**Total**
Tower I	31.25	19,200	600,030
Total Residential			**600,030**

*taking open space bonus and ground floor retail bonus

Total Mixed-Use SF	**1,300,000**
Actual Mixed-Use FAR (GLA)	**6.59**
Actual Non-Residential FAR (NLA)	**5.09**
Actual Residential FAR (GLA)	**3.04**
Residential Units Provided (ave. 1275 sf W/ 85% eff.)	**400**

Parking Requirements

Non-Residential	Ratio (per SF)		Allowable	Provided
Office (Max.: may be shared after 6:00pm)	2.50	per 1000	1,375	550
Retail (Min.)	1.00	per 300	83	83
Retail (Max.)	2.50	per 300	208	
Restaurant (Min.)	1.00	per 300	83	83
Restaurant (Max.)	2.50	per 300	208	
Hotel (Min.)	1.00	per 600	167	167
Hotel (Max.)	2.50	per 600	417	
General Non-Residential (Min.)	1.00	per 600		
General Non-Residential (Max.)	1.00	per 600		
Total Non-Residential Parking Provided				**883**

Residential	Ratio		Allowable	Provided
resident (1 bed (20%) and 2 beds (70%))	1	per bed	640	640
resident (3 beds (10%))	0.50	per bed	20	20
visitor	0.33	per unit	132	132
Total Residential Parking Provided				**792**
Total Parking Proposed				**1,675**

Sec. 16-18P.0328. Specific regulations for subarea 1: Midtown Commercial

	Required	**Provided**
Rear Yard Setback	20'-0"	**20'-0"**
Side Yard Setback		
Non-Residential	0	0
Residential	20'-0" (0)	**20'-0"**

Maximum Building Height	None
Proposed Building Height	**450'**

Maximum Lot Coverage: 85% of NLA (sf)	116,848
Actual Lot Coverage (sf)	**92,802**

	Required	**Provided**
Sidewalks	15'-0"	**15'-0"**
Supplemental Zone	5'-0"	**5'-0"**

REV. No.:		DATE:	DRAWN BY:	CHECKED BY:
1		11/01/2007	ANF	BPE

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SCALE IN FEET

PREPARED BY:
Kimley-Horn and Associates, Inc.
817 WEST PEACHTREE ST, NW - SUITE 601 - ATLANTA, GEORGIA 30308-1121
Tel: (404) 419- 8700 Fax: (404) 419 - 8701

PREPARED FOR:
THIRTY -THIRD LATITUDE PROPERTIES, L.L.C.
131 PONCE DE LEON AVENUE ATLANTA, GA 30308

PROJECT ARCHITECT:
LORD • AECK • SARGENT
ARCHITECTURE
WWW.LordAeckSargent.COM

DRAWN BY: KHA
DESIGNED BY: KHA
CHECKED BY: KHA

131 Ponce De Leon Avenue DRI # 1476

131 Ponce De Leon Avenue
Fulton County, Atlanta,Ga

GRTA DRI SITE PLAN

PROJECT NO: 019644000 | SCALE: AS SHOWN | DATE: 08 - 07 - 07 | SHEET NO: 1 OF 1

Drawing name: T:\019644000_131 Ponce DRI\CADD Site Plan\dwg\019644000-GRTA-01.dwg GRTA-01 Nov 06, 2007 4:09pm by: andrea.foard