



# 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:** March 22, 2014

**ARC REVIEW CODE:** R1403071

**TO:** Mayor Kasim Reed  
**ATTN TO:** Jonathan Lewis, Interim Assistant Director of Planning – Transportation  
**FROM:** Douglas R. Hooker, Executive Director  
**RE:** Development of Regional Impact Review

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.

**Name of Proposal:** 98 14th Street

**Submitting Local Government:** City of Atlanta

**Review Type:** Development of Regional Impact **Date Opened:** March 7, 2014 **Date Closed:** March 22, 2014

**Description:** This project is located in the City of Atlanta on 14th Street between Peachtree Street and West Peachtree Street. It is proposed to include 1,300 residential units, 340 hotel rooms, 90,000 square feet of non-residential space and 1,571 parking spaces.

**Comments:**

Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed 98 14th Street development is within the Region Core and within the Midtown Regional Center.

The RDG states that the Region Core is the major economic, cultural and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements due to its age. The Region Core is in competition with other central city areas in the southeast. The region must work together to keep this area as competitive as possible in order to lure additional jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The RDG states that Regional Centers have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment.

These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

#### Observations:

The proposed 98 14th Street development is a high density residential development proposed within one of the highest density communities in the Atlanta Region, Midtown Atlanta. The proposed development will also be located less than a quarter of a mile from the Arts Center MARTA station.

14th Street is a major east-west route within the City of Atlanta and one of more congested during peak hours. A large contributor to congestion on 14th Street is the fact that it is the only route to cross over I-75/I-85 between 10th Street and 17th Street. This results in a large number of through movements. The following three intersections are sequential when traveling westbound on 14th Street: West Peachtree Street, which serves as a primary thoroughfare connecting travelers between Midtown and I-85 North; Spring Street, which serves as a primary thoroughfare connecting travelers between Midtown and access to I-75/I-85 South; Williams Street, which serves as a primary connection for travelers between Midtown and I-75 North. Each of these streets carries a considerable traffic volume – especially during AM and PM peak periods – and each street generates large numbers of turning movements from 14th Street.

#### Recommendations:

In order to encourage residents and guests to the site to use alternative modes, bicycle and pedestrian facilities should be improved or provided where appropriate. This includes improving access and wayfinding signage to the Arts Center MARTA Station as well as providing space for car sharing, carpool parking, and bicycle parking on site.

The developer should further investigate the possibility of additional vehicular and pedestrian connections through the site and shared parking arrangements with adjacent property owners. ARC strongly encourages the City of Atlanta and Midtown Alliance to convene the property owners on this block so that additional discussions and agreements may take place.

Where parking garages are proposed, they should be located away from the street, behind or beside buildings, and screened from view.

Due to the considerable congestion that is currently present on 14th Street, alternative access points should be considered to the following two locations:

**15th Street** – Options should be explored to connect the subject site parking facility to 15th street. This could be accomplished by connecting beside or through the Promenade parking deck that abuts the northern edge of the subject site, and which currently has access to both 14th Street and 15th Street. In this configuration, opportunities for shared parking could be explored with the Promenade parking facility. 15th Street experiences much lower congestion levels than 14th Street and is a potentially viable location to route vehicles exiting the subject site.

**West Peachtree Street** – The applicant expressed an interest in connecting to West Peachtree Street, with a “drop-off area” serving One Atlantic Center. This drive would connect one subterranean level of the subject site parking facility with West Peachtree Street. A driveway such as this could benefit the patrons of One Atlantic Center by providing a protected off-street drop-off area. This access point may provide considerable congestion relief on 14th Street from the added trips generated by the applicant’s site due to the fact that a large contributor to queuing along 14th Street is the right-turn movements onto West Peachtree Street.

Restricting left-turn movements on bi-directional E/W streets at key intersections should be explored as well. One option is 14th Street @ Peachtree Street. If alternative access points are incorporated into the development, preventing left-turn movements into the subject site may significantly reduce impacts to eastbound congestion along 14th Street.

Additionally, the combination of enhancing the street grid pattern on both sides of the freeway, with an extension of 15th Street, 13th Street, and/or 12th Street across the Connector with no interchange, is an opportunity to divert through traffic from 14th Street and may significantly improve E/W travel options.

An alternative solution, albeit with less potential to improve congestion, is to extend 15th Street and 13th Street. An extension of 15th Street to the west from West Peachtree to Williams Street could improve access to the three above-mentioned streets that provide access to the interstate system. An extension of 13th Street to the west from Spring Street to Williams Street, as well as an extension to the east from Crescent to Peachtree could also divert significant traffic while enhancing access to the interstate system.

Finally, stormwater runoff from these facilities and other impervious surfaces should be considered and mitigated with the use of pervious materials or water collection systems.

See additional comments as well as relevant sections of the Regional Development Guide which are attached.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY	MIDTOWN ALLIANCE	

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or [jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com). This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.



## MEMORANDUM

**TO:** Jon Tuley, Land Use Division

**FROM:** Marshall Willis, Transportation Access and Mobility Division

**DATE:** March 3rd, 2014

**SUBJECT:** **Transportation Division Review of DRI # 2390**

Project: 98 14<sup>th</sup> Street

County: Fulton

Location: Block bordered by West Peachtree Street, Peachtree Street, and 15<sup>th</sup> Street, between One Atlantic Center and Symphony Tower.

Analysis:

Expedited

☒

Non-Expedited

☐

**cc:** David Haynes  
TAMD

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The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Expedited Review Process due to the Livable Centers Initiative and Alternative Modes of Transportation criteria. This DRI was previously reviewed as *#403 1180 Peachtree Street and Atlanta Symphony Orchestra*, in 2003 and replaces the balance of reviewed uses/square footage.

The applicant proposes to develop a 1,736,600 square foot complex on 4.52 acres, into multifamily residential, retail, and hotel uses which are all connected via an 8-10 story parking garage with two subterranean levels. Three towers are proposed. Tower A is located on the north-west corner of the site and is planned to be a 38-story residential tower. Tower B is located on the south-west corner of the site and is planned to be a 57-story residential tower. Tower C is located on the south-east corner of the site and is planned to be a 60-story tower with hotel and residential components. There are a total of 1,300 residential apartments, 340 hotel rooms, 90,000 SF of retail, and 1,571 parking spaces.

## **INFRASTRUCTURE**

### **Transportation**

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

Site access is proposed via two locations, both of which are existing driveways on the north side of 14<sup>th</sup> Street. Both of these existing drives serve other developments. Driveway #1 is located on the eastern edge of the site, 365 feet east of West Peachtree Street. Driveway #2 is located on the western edge of the site, 620 feet from Peachtree Street and approximately 220 feet from the nearest signalized intersection (Crescent Street & 14<sup>th</sup> Street) which serves as another access point for Symphony Tower. Residential and retail traffic will use both of these drives, while hotel traffic will primarily use Driveway #2. An existing service driveway along 15<sup>th</sup> street will serve as a shared service vehicle only driveway and will primarily be used during off-peak hours. A City of Atlanta representative requested that there be no 4-lane driveways in order to promote safety for pedestrians using sidewalks that cross these driveways..

**How much average daily traffic will be generated by the proposed project?**

The preliminary figures – assuming 1.0% per year traffic growth until site completion in 2020 (6 years) – suggest 14,750 gross daily trips (including to/from) to be generated by the site. Mixed-use, alternative mode, and pass-by trip reductions, determined by the Institute of Transportation Engineers' industry standard rates, provide a net total volume of 7,706 daily trips. Existing traffic conditions along 14<sup>th</sup> street show heavy congestion, especially in the PM peak period. However, all studied intersections operate at a LOS E or higher and modeled conditions of build-out in 2020 suggest a LOS E or above will be maintained at all intersections except Driveway #1, which is expected to perform at a LOS F upon build-out.

**List the transportation improvements that would affect or be affected by the proposed project.**

**PLAN 2040 RTP (Long Range Projects)\***

ARC Number	<u>Route</u>	Type of Improvement	Scheduled Construction Year
AT-277	Cycle Atlanta Phase 1.0: Bicycle Mobility Improvements	Last Mile Connectivity / Bicycle Facility	2015
AT-278	Midtown Atlanta Regional Activity Center – Pedestrian Mobility and Safety Improvements	Last Mile Connectivity / Pedestrian Facility	2015
AT-279	US 19 (Spring Street) Pedestrian Mobility and Safety Improvements	Last Mile Connectivity / Joint Bike-Ped Facilities	2015
AR-ML-100	I-75/I-85 Managed Lanes from Brookwood Interchange to Airport Split	Roadway / Managed Lanes	2017

*\*The ARC Board adopted the PLAN 2040 RTP and FY 2012-2017 TIP on July 27<sup>th</sup>, 2011.*

**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 site is indirectly served by transit. Multiple bus routes serve Peachtree Street and West Peachtree Street with stops at 14<sup>th</sup> Street, and are a short walk from the subject site. The Arts Center MARTA Station (with rail and bus service) is located at the north-east corner of the West Peachtree Street & 15<sup>th</sup> Street intersection. Access to the station requires a person to walk either west on 14<sup>th</sup> Street & north on West Peachtree Street, or to walk through the back of the subject site onto the Promenade building property (applicant proposes connecting to a walking path on the Promenade site). Another walking path along the western edge of the site and along the surface level of the MARTA rail vault is proposed to connect to the Arts Center Station. The applicant is also in discussions with Atlantic Station to have a bus connection via the Atlantic Station Shuttle.

**What other issues should be considered during the traffic study or in general for the proposed development?**

The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located along or near the following:

- Regional Thoroughfare Network: Peachtree Street
- Regional Strategic Transportation System NHS: SR 9 North (West Peachtree Street)
- Regional Strategic Transportation System NHS: SR 9 South (Spring Street)
- Regional Strategic Transportation System NHS: SR 9 West (14<sup>th</sup> Street)
- Regional Strategic Transportation System NHS: 16<sup>th</sup> Street
- Regional Strategic Transportation System Arterial: SR 9 North (West Peachtree Street)
- Regional Strategic Transportation System Arterial: SR 9 South (Spring Street)
- Regional Strategic Transportation System Arterial: SR 9 West (14<sup>th</sup> Street)
- Regional Strategic Transportation System Arterial: Peachtree Street
- Atlanta Strategic Truck Route: SR 9 North (West Peachtree Street)
- Atlanta Strategic Truck Route: SR 9 South (Spring Street)
- Atlanta Strategic Truck Route: SR 9 West (14<sup>th</sup> Street)

*Consideration of access points:*

Due to the considerable congestion that is currently present on 14<sup>th</sup> Street, alternative access points should be considered to the following two locations:

**15<sup>th</sup> Street**

- Options should be explored to connect the subject site parking facility to 15<sup>th</sup> street. This could be accomplished by connecting through the Promenade parking deck that abuts the northern edge of the subject site, and which currently has access to both 14<sup>th</sup> Street and 15<sup>th</sup> Street. In this configuration, opportunities for shared parking could be explored with the Promenade parking facility. 15<sup>th</sup> Street experiences much lower congestion levels than 14<sup>th</sup> Street and is a potentially viable location to route vehicles exiting the subject site.

**West Peachtree Street**

- The applicant expressed an interest in connecting to West Peachtree Street, with a “drop-off area” serving One Atlantic Center. This drive would connect one subterranean level of the subject site parking facility with West Peachtree Street. A driveway such as this could benefit the patrons of One Atlantic Center by providing a protected off-street drop-off area. This access point may provide considerable congestion relief on 14<sup>th</sup> Street from the added trips generated by the applicant's site due to the fact that a large contributor to queuing along 14<sup>th</sup> Street is the right-turn movements onto West Peachtree Street.

### *Macro-Level Considerations for Street System Around the Site:*

A large contributor to congestion on 14<sup>th</sup> Street is the fact that it is the only route to cross over I-75/I-85 between 10<sup>th</sup> Street and 17<sup>th</sup> Street. This results in a large number of through movements. The following three intersections are sequential when traveling westbound on 14<sup>th</sup> Street: West Peachtree Street, which serves as a primary thoroughfare connecting travelers between Midtown and I-85 North; Spring Street, which serves as a primary thoroughfare connecting travelers between Midtown and access to I-75/I-85 South; Williams Street, which serves as a primary connection for travelers between Midtown and I-75 North. Each of these streets carries a considerable traffic volume – especially during AM and PM peak periods – and each street generates large numbers of turning movements from 14<sup>th</sup> Street. The combination of enhancing the street grid pattern on both sides of the freeway, with an extension of 15<sup>th</sup> Street, 13<sup>th</sup> Street, and/or 12<sup>th</sup> Street across the Connector with no interchange, is an opportunity to divert through traffic from 14<sup>th</sup> Street and may significantly improve E/W travel options.

An alternative solution, albeit with less potential to improve congestion, is to extend 15<sup>th</sup> Street and 13<sup>th</sup> Street. An extension of 15<sup>th</sup> Street to the west from West Peachtree to Williams Street could improve access to the three above-mentioned streets that provide access to the interstate system. An extension of 13<sup>th</sup> Street to the west from Spring Street to Williams Street, as well as an extension to the east from Crescent to Peachtree could also divert significant traffic while enhancing access to the interstate system.

Restricting left-turn movements on bi-directional E/W streets at key intersections should be explored as well. One option is 14<sup>th</sup> Street @ Peachtree Street. If alternative access points are incorporated into the development, preventing left-turn movements into the subject site may significantly reduce impacts to eastbound congestion along 14<sup>th</sup> Street.

### *Non-Vehicular Transportation Options*

- A crosswalk, potentially with rapid flashing beacons, should connect to the subject site across 14<sup>th</sup> Street.
- The development should include multiple connections to walkways on neighboring properties in order to enhance access to the Arts Center MARTA Station.
- The applicant expressed interest in creating a path over the MARTA rail vault on the western edge of the property that would connect to 15<sup>th</sup> Street and this is highly encouraged.
- The developer should coordinate with the City of Atlanta to explore opportunities with the upcoming bike-share system.



**98 FOURTEENTH STREET, NE DRI**  
**City of Atlanta**  
**Natural Resources Division Review Comments**  
**March 5, 2014**

**Watershed Protection and Stream Buffers**

The USGS coverage for the area shows no streams on or near the property. The property is in the Peachtree Creek watershed, which is part of the Chattahoochee watershed that is downstream of the Region's water intakes. Therefore is not in a water supply watershed for the Atlanta Region.

Any unmapped streams that may be located on the property would be subject to the requirements of the City of Atlanta stream buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements.

**Stormwater / Water Quality**

The project is in an area served by the City of Atlanta stormwater system. The project should still adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The following table summarizes the results of the analysis:

**Estimated Pounds of Pollutants per Year**

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	4.52	7.73	78.63	488.05	4442.18	5.56	0.99
TOTAL	4.52	7.73	78.63	488.05	4442.18	5.56	0.99

Total Impervious = 85%

If new or upgraded on-site detention is required, the design should include stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.



# REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • [www.atlantaregional.com](http://www.atlantaregional.com)



## DEVELOPMENT OF REGIONAL IMPACT 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: **98 14th Street** *See the Preliminary Report.*

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

The Georgia Department of Transportation has one upcoming project programmed in this area. An LCI enhancement project is programmed on Juniper Street from Ponce De Leon Street to 14th Street, which will include bicycle and pedestrian facility improvements. Jeremy Busby is the GDOT Project Manager for this project. Please feel free to contact him at [jbusby@dot.ga.gov](mailto:jbusby@dot.ga.gov) or (404) 631-1154 for further coordination.

Individual Completing Form:

Julia Billings

Local Government:

GDOT

Department:

Office of Planning

Telephone: (     )

404-631-1774

Signature:

Date: 3-18-14

**Please return this form to:**

Jon Tuley, Atlanta Regional Commission  
40 Courtland Street NE  
Atlanta, GA 30303  
Ph. (404) 463-3307 Fax (404) 463-3254  
[jtuley@atlantaregional.com](mailto:jtuley@atlantaregional.com)

Return Date: *Mar 22 2014*

## Jonathan Tuley

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**From:** Hood, Alan C. <achood@dot.ga.gov>  
**Sent:** Monday, March 17, 2014 1:04 PM  
**To:** Jonathan Tuley  
**Cc:** Comer, Carol; Sands, Carla; Cobb, Nancy C.; Mike Van Wie (mvanwie@dekalbcountyga.gov); douglas.barrett@fultoncountyga.gov  
**Subject:** RE: DRI Review Notification - 98 14th Street - DRI #2390  
**Attachments:** Preliminary Report - 98 14th Street (DRI 2390).pdf

Jon,

The proposed development at 98 14<sup>th</sup> Street consisting of 3 mixed use residential and hotel towers and a parking garage sits approximately 6.8 miles south west of the DeKalb – Peachtree Airport (PDK) and 6.8 miles east of Fulton County Airport – Brown Field (FTY). It appears to be outside of both airport's approach areas and Runway Protection Zones, as well as compatible land use areas, but the proposed site is in proximity to navigation facilities Dobbins TACAN, Peachtree VOR/DME, and Atlanta VORTAC and may impact the assurance of navigation signal reception. The Federal Aviation Administration (FAA), in accordance with Part 77.9, requests that a Form 7460-1 be filed with their office. That may be done online at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. The FAA must be in receipt of the notification, no later than 45 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Mr. Mike Van Wie with DeKalb – Peachtree Airport and Mr. Doug Barrett with Fulton County Airport – Brown Field on this email.

Thank you for the opportunity to comment on the proposed development.

**Alan Hood** | Airport Safety Data Program Manager  
Georgia Department of Transportation - Aviation Programs  
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308  
T: 404-631-1343 | F: 404-631-1414 | M: 404-660-3394 | E: [achood@dot.ga.gov](mailto:achood@dot.ga.gov)

View our website at <http://www.dot.ga.gov/aviation>

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**From:** Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]  
**Sent:** Friday, March 07, 2014 9:54 AM  
**To:** [jud.turner@gaepd.org](mailto:jud.turner@gaepd.org); Fowler, Matthew; VanDyke, Cindy; Ware, Alan; 'michawilliams@dot.ga.gov'; Comer, Carol; Hood, Alan C.; Lobdell, Mike; [lbeall@grta.org](mailto:lbeall@grta.org); 'wstinson@itsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; 'Lewis, Jonathan'; 'ebascunana@AtlantaGa.Gov'; 'kevin@midtownATL.com'; 'shannon@midtownATL.com'; 'Dan Hourigan ([Dan@midtownalliance.org](mailto:Dan@midtownalliance.org))'; 'John.Walker@kimley-horn.com'; 'kmzickert@sgrlaw.com'  
**Cc:** Community Development; Jim Santo; Marshall Willis; Jim Skinner; Sammie Carson; Carolyn Rader  
**Subject:** DRI Review Notification - 98 14th Street - DRI #2390

### Development of Regional Impact Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) staff has begun the Development of Regional Impact (DRI) review for **98 14<sup>th</sup> Street (DRI #2390)**. The proposed 98 14<sup>th</sup> Street development is located in the City of Atlanta on 14<sup>th</sup> Street between Peachtree Street and West Peachtree Street. It will include 1,300 residential units, 340 hotel rooms, 90,000 square feet of commercial space and 1,571 parking spaces.

We request that you or a member of your staff review the attached preliminary report and provide comments to ARC by **Friday, March 22, 2014.**

Review opened on: March 7, 2014

**Comments Due:** March 22, 2014

Review will close on: March 22, 2014

For more information regarding the DRI processes, information needed for the review or other DRI's reviewed by ARC, please see the [DRI website](#).

Please let me know if you have any questions about the review.

Jon Tuley, AICP

Principal Planner

**Atlanta Regional Commission**  
**regional impact + local relevance**

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The Georgia DOT spent approximately \$15 million in 2013-2014 for 135 fast-tracked projects under the Quick Response program to reduce traffic congestion and improve operations across Georgia. Quick Response projects are typically under \$200,000 on the state route system and funded from state motor fuel tax. Visit us at <http://www.dot.ga.gov/winterweather> ; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadeptoftrans>



2424 Piedmont Rd. N.E.  
Atlanta, GA 30324-3330  
404-848-5000

March 25, 2014

Jon Tuley, AICP  
Principal Planner  
Atlanta Regional Commission  
40 Courtland Avenue  
Atlanta, GA 30303

**Re: Revised MARTA response to DRI #2320 98 14<sup>th</sup> Street.**

Hello Jon,

After further internal coordination and clarifications by the applicant, MARTA is prepared to favorably support the development with the conditions stated in the GRTA Notice of Decision. The conditions in respect to MARTA are:

- A vehicular connection to West Peachtree
- A pedestrian connection to Arts Center transit station

The vehicle connection to West Peachtree traverses across MARTA property that is under a ground lease with Hines One Atlantic Center. An agreement with Hines would be necessary for MARTA to fully endorse this connection. Based upon conversations with a legal representative of Hines, MARTA understands that this may be a positive option for Hines One Atlantic Center in the future. MARTA is open to this option also.

In terms of the pedestrian connection to Arts Center from the 98 14<sup>th</sup> Street development, MARTA fully supports the idea of improved pedestrian connections to the station. However, it will need to meander in a way in which it will avoid MARTA subway box vent shafts and vault. In addition, the path will need to be uncovered due construction crane access issues in this area.

Sincerely,

Gregory T. Floyd, AICP  
Senior Land Use Planner  
404-848-5508  
[gffloyd@itsmarta.com](mailto:gffloyd@itsmarta.com)



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SMITH, GAMBRELL & RUSSELL, LLP  
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kmzickert@sgrlaw.com

March 28, 2014

VIA EMAIL  
U.S. MAIL

Mr. Enrique Bascuñana, AICP  
Mr. Karl Smith-Davids  
City of Atlanta - Office of Planning  
55 Trinity Ave. SW, Suite 3350  
Atlanta, GA 30303

**Re: SAP Application of OHM-Atlanta LLC**

Dear Mr. Bascuñana and Mr. Smith-Davids:

Enclosed is a revised site plan relative to the above application. My client has attempted to incorporate all suggestions made by you, GRTA, ARC and the Midtown Alliance into this third iteration of its first submittal.

In summary, the salient changes are as follows:

1. An east-west cross street now connects 1180 to the boundary line of One Atlantic Center ("OAC").
2. The proposed potential connection to West Peachtree across OAC remains. However it has been shifted north to account for the below grade amenities on that tract. It is subject to Hines and MARTA approval.
3. Driveway #3 is limited to a right-in/right-out turning movement.
4. A direct connection has been made between our below grade deck and the Cousins garage which currently serves 1230 Peachtree.
5. We have "modeled" 14<sup>th</sup> Street to show how the signalized intersection would work (plan enclosed).
6. We have again restricted truck access to 15<sup>th</sup> Street.
7. We have created a direct pedestrian connection to 1180 Peachtree Street.



Mr. Enrique Bascunana  
Mr. Karl Smith-Davids  
City of Atlanta  
March 28, 2014

As a consequence of these changes, it appears to me that my client needs two additional variances: (1) to allow the new, signalized curb cut on 14<sup>th</sup>; and (2) to allow a possible bridge over the driveway to provide a pedestrian connection. The requisite amended separate statement regarding necessary variations is attached. I am also enclosing four (4) copies of the revised plan. Elevations, floor plates and renderings also are attached. I will get you an SPI-16 compliance summary by Monday at the latest.

I also need to reiterate that our closing date is April 30. If by that date we do not received conditional approval of the SAP insofar as the site plan is concerned, this project is dead. You have been extremely helpful and accommodating during this process, and I know you will keep this deadline in mind. I also look forward to working with you to draft any of the conditions of the SAP site plan approval we have discussed over the past weeks.

If you have any questions or concerns then please do not hesitate to contact me.

Sincerely,

  
Kathryn M. Zickert

KMZ/tnw  
Enclosure

cc: Councilman Alex Wan (w/enclosures)  
Kevin Green (w/enclosures)  
Ginny Kennedy (w/enclosures)  
Laura Beall (w/enclosures)  
Jon Tulley (w/enclosures)  
Jon Lewis (City) (w/enclosures)  
Eugene Zlatopolsky (w/enclosures)  
Samuel Luckino (w/enclosures)  
Robert Aitcheson (w/enclosures)

### VARIATIONS REQUESTED

1. Section 16-18P-.018: Loading docks. Variation to reduce the number of 12'x35' loading dock bays from 6 to 1 and to reduce the number of 12'x55' bays from 8 to 5. This request is based on the mixed use program, the operational history regarding similar projects, and the fact that the 12'x55' bays also can be used as 12'x35' bays.
2. Section 16-18P-.091.4: Curb cut widths. 42' wide curb cuts are imposed by this section. The project will use these existing drives, one of which is 36' in width and the other of which is 50' in width.
3. Section 16-18P-28(a): 20' rear yard requirement. Tower A will encroach into the rear yard. At present this area is nothing more than a ditch which adjoins the existing 13 level parking deck which serves the tenants of 1230 Peachtree Street. There is no useable amenity or view shed worth protecting along this property line, and the development will provide its own extensive useable open space. Additionally, the portion of Tower A facing the Promenade deck also is its own internal parking deck. Like uses will face each other.
4. Section 16-18P-.019: Number of curb cuts. New developments are limited to one curb cut. As stated above, two existing curb cuts serve this area at present. The Applicant has been requested to install an additional mid-block, signalized drive to facilitate improved traffic mobility.
5. Section 16-18P-.025: Pedestrian bridges. Customarily pedestrian bridges over roads or drives which function as public streets are prohibited in SPI-16. However, an east-west pedestrian connection is desired from Peachtree Street, on the north side of 1180 Peachtree, to connect to this project. Due to grade changes outside of the Applicant's control, such a connection is impossible unless elevated.



# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2390****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:

Jonathan Lewis

Telephone:

404-865-8593

E-mail:

JLewis@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:

98 14th Street, NE

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

98 14th Street, NE, Atlanta, GA

Brief Description of Project:

4.5-acre, mixed-use development consisting of residential, hotel, and 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:

# DRI Initial Information Form

Project Size (# of units, floor area, etc.):	1300 res units, 340 hotel rooms, 90,000 sf nonresidential space
Developer:	OHM Atlanta, LLC
Mailing Address:	42A Broadway
Address 2:	
	City:Brooklyn State: NY Zip:11249
Telephone:	404-815-3704
Email:	KZickert@sgrlaw.com
Is property owner different from developer/applicant?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, property owner:	R. W. Woodruff Arts Center
Is the proposed project entirely located within your local government's jurisdiction?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, provide the following information:	Project Name: See Also Atlanta Symphony Orchestra
	Project ID: 403
The initial action being requested of the local government for this project:	<input type="checkbox"/> Rezoning <input type="checkbox"/> Variance <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Other
Is this project a phase or part of a larger overall project?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 1 phase Overall project: 2020
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# Developments of Regional Impact

[DRI Home](#)[DRI Rules](#)[Thresholds](#)[Tier Map](#)[FAQ](#)[Apply](#)[View Submissions](#)[Login](#)**DRI #2390**

<b>DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information</b>	
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 <a href="#">Rules for the DRI Process</a> and the <a href="#">DRI Tiers and Thresholds</a> for more information.	
<b>Local Government Information</b>	
Submitting Local Government:	Atlanta
Individual completing form:	Jonathan Lewis
Telephone:	404-865-8593
Email:	JLewis@atlantaga.gov
<b>Project Information</b>	
Name of Proposed Project:	98 14th Street, NE
DRI ID Number:	2390
Developer/Applicant:	OHM Atlanta, LLC
Telephone:	404-815-3704
Email(s):	KZickert@sgrlaw.com
<b>Additional Information Requested</b>	
Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	<input checked="" type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
If no, the official review process can not start until this additional information is provided.	
<b>Economic Development</b>	
Estimated Value at Build-Out:	\$650 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$13 Million
Is the regional work force sufficient to fill the demand created by the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Will this development displace any existing uses?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe (including number of units, square feet, etc):	

<b>Water Supply</b>	
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)?	0.53 MGD
Is sufficient water supply capacity available to serve the proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input checked="" type="radio"/> No
If no, describe any plans to expand the existing water supply capacity: The answer to this question is not yet known.	
Is a water line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required? The answer to this question is not yet known.	
<b>Wastewater Disposal</b>	
Name of wastewater treatment provider for this site:	R.M. Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.44 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input checked="" type="radio"/> No
If no, describe any plans to expand existing wastewater treatment capacity: The answer to this question is not yet known.	
Is a sewer line extension required to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, how much additional line (in miles) will be required?The answer to this question is not yet known.	
<b>Land Transportation</b>	
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.)	7,706 daily, 669 AM peak, 649 PM peak
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
Are transportation improvements needed to serve this project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If yes, please describe below:The answer to this question is not yet known. Also, see Traffic Study Report.	
<b>Solid Waste Disposal</b>	
How much solid waste is the project expected to generate annually (in tons)?	6,200
Is sufficient landfill capacity available to serve this proposed project?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input checked="" type="radio"/> 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? 85 %

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Project will meet City of Atlanta stormwater requirements including stormwater quality and quantity. The project will include a variety of best management practices such as detention and permeable areas to manage stormwater.

### Environmental Quality

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

1. Water supply watersheds?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
2. Significant groundwater recharge areas?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
3. Wetlands?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input checked="" type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input checked="" type="radio"/> Yes <input type="radio"/> No

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

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