REGIONAL REVIEW NOTICE

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

DATE: March 7, 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 a preliminary regional review of the following Development of Regional Impact (DRI). ARC 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 as well as state, federal, and other agencies. The preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: 98 14th Street **Review Type**: DRI **Submitting Local Government**: City of Atlanta
Date Opened: March 7, 2014 **Deadline for Comments**: March 22, 2014 **Date to Close**: 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.

PRELIMINARY 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 only a few points of access to the interstate system. As such, 14th Street is a high volume facility that experiences intense congestion during peak hours.

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

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.
The ARC review website is located at: http://www.atlantaregional.com/landuse.

REGIONAL REVIEW NOTIFICATION

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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):

Individual Completing Form:

Local Government:

Department:

Telephone: ( )

Signature:

Date:

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

Return Date: *Mar 22 2014*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: Mar 7 2014 **ARC REVIEW CODE**: R1403071

TO: ARC Land Use, Environmental, Transportation, Research, and Aging Division Chiefs
FROM: Jon Tuley, Extension: 3-3307

Reviewing staff by Jurisdiction:

Land Use: Tuley, Jon	**Transportation:** Willis, Marshall
Environmental: Santo, Jim	**Research:** Skinner, Jim
Aging: Rader, Carolyn	

Name of Proposal: 98 14th Street
Review Type: Development of Regional Impact
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.
Submitting Local Government: City of Atlanta
Date Opened: Mar 7 2014
Deadline for Comments: Mar 22 2014
Date to Close: Mar 22 2014

Response:

1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
6) ☐Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

ATLANTA REGIONAL COMMISSION 40 COURTLAND STREET, NE ATLANTA, GEORGIA 30303

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 14th Street

County: Fulton

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

Analysis:

Expedited [X]

Non-Expedited [ ]

cc: David Haynes
TAMD

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 14th 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 & 14th 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 15th 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 14th 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	*Route*	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 27th, 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 14th 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 & 15th Street intersection. Access to the station requires a person to walk either west on 14th 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 (14th Street)
- Regional Strategic Transportation System NHS: 16th 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 (14th 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 (14th Street)

Consideration of access points:

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 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.

Macro-Level Considerations for Street System Around the Site:

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. 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.

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.

Non-Vehicular Transportation Options

- A crosswalk, potentially with rapid flashing beacons, should connect to the subject site across 14th 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 15th 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:

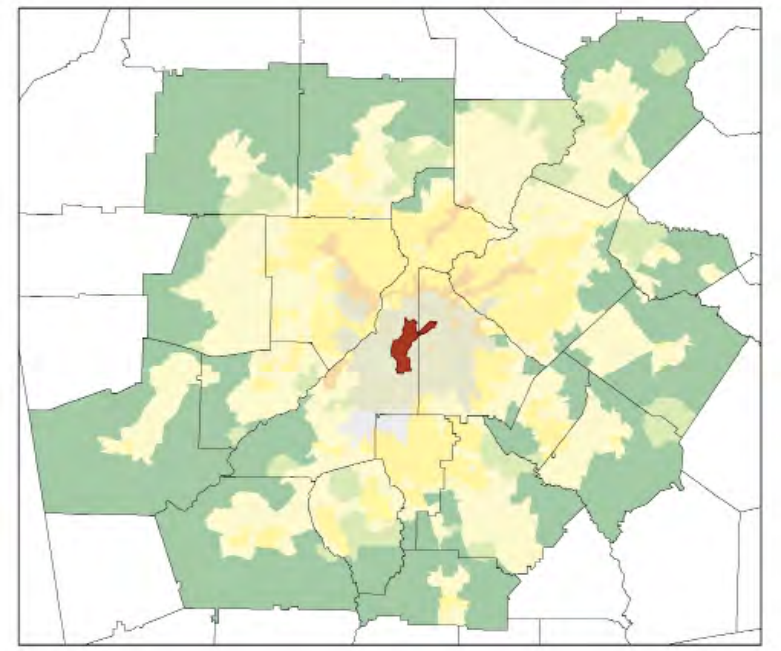
Estimated Pounds of Pollutants per Year

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) 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.

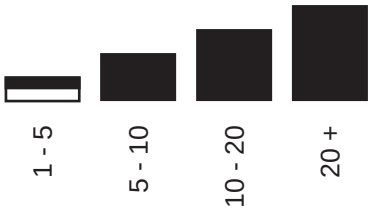
Region Core



Recommended Densities

10 to 80+ Units Per Acre

3 to 20+ Stories Based on Local Context



estimation of gross density - actual density may vary

Defining Narrative and Area Issues

The Region Core, shown in red, 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 lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers.

Places within the Area

- Regional Centers
- Station Communities
- Redevelopment Corridors
- Recreation Districts
- University Districts
- Wellness Districts
- Regionally Important Resources

Region Core

Implementation Priorities

- Enhance pedestrian connectivity across streets through design standards such as shorter blocks, mid-block crossings, shorter crossing distances, ADA compliance and other measures
- Prioritize preservation and enhancement of existing transit systems and facilities
- Explore options for innovative parking management strategies, including dynamic pricing, shared parking, parking maximums, and unbundled parking
- Maintain connectivity within and efficient access to and through the Core, which serves as the major regional transportation hub
- Integrate Lifelong Communities principles in addition to ADA compliance to ensure a comprehensive approach to connectivity and accessibility
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation (cars, transit, bicycles and pedestrians)
- Increase numbers of bicycle commuters and recreational riders through implementation of bicycle lanes, paths, bike parking and safety and encouragement programs

- Plan for unique Places within the Area, including University Districts, Wellness Districts and Recreation Districts
- Develop educational partnerships with libraries, colleges, and universities to bring diverse populations together to learn about resources available to them
- Promote access to continuing education, post-secondary learning and vocational training in conjunction with existing developments in high employment centers
- Promote public safety efforts to create a lively and safe 24-hours community
- Ensure access to basic services and health and supportive services
- Identify and remedy incidents of “food deserts” within the Region Core, particularly in traditionally underserved neighborhoods and schools

Region Core

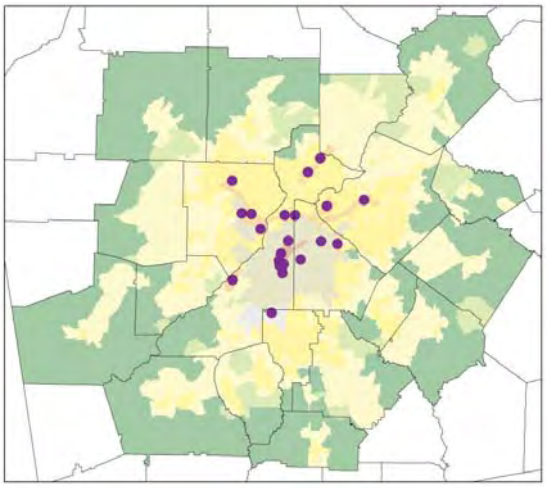
Implementation Priorities, continued

- Encourage intense compact, mixed-use development that utilizes existing infrastructure and includes energy efficient, environmentally friendly design elements and standards
- Develop policies and standards that encourage innovative or unconventional housing development, including zoning with no minimum unit sizes, in order to provide a range of housing options in proximity to jobs, services and transit
- Provide a full range of housing types including varying housing sizes, products, supportive housing and even skilled nursing care to ensure that those who have invested in a place's social and civic infrastructure can remain there as their needs change
- Create development guidelines or regulations that are sensitive to community impacts of gentrification, historic preservation , and neighborhood character

- Improve the energy efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Retrofit existing areas and enhance new development by the use of alternative designs and materials to minimize impervious surfaces to the greatest possible extent

- Identify incentives for developers and business to encourage redevelopment and investment
- Identify and understand the implications of higher land and infrastructure costs in the Region Core relative to the development of transportation, water, sewer and stormwater infrastructure

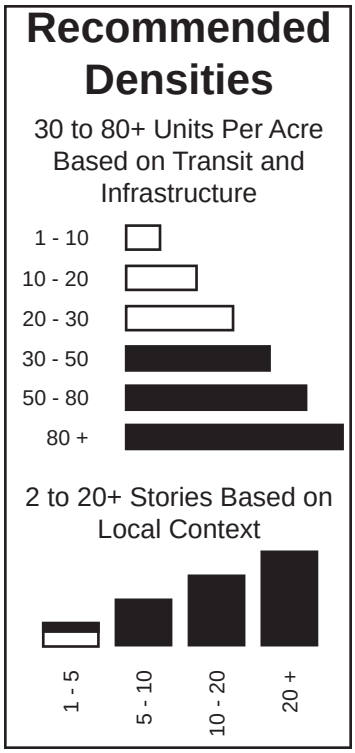
Regional Centers



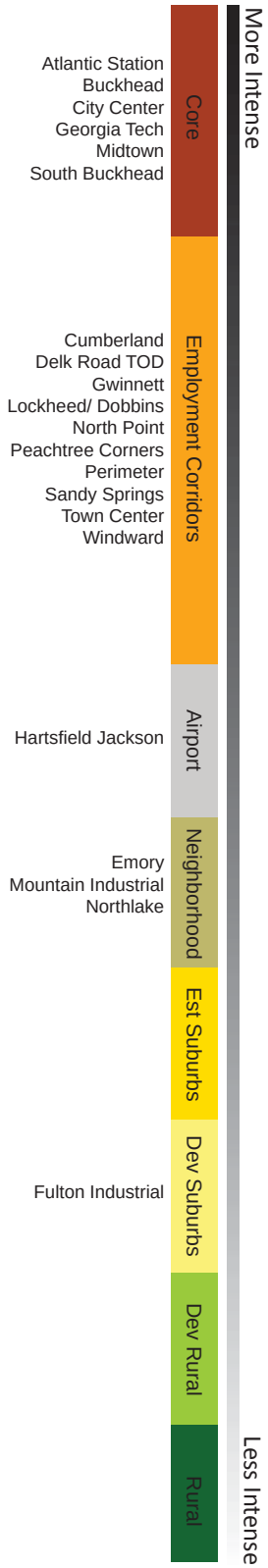
Defining Narrative and Place Issues

Regional Centers, shown in purple, 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.

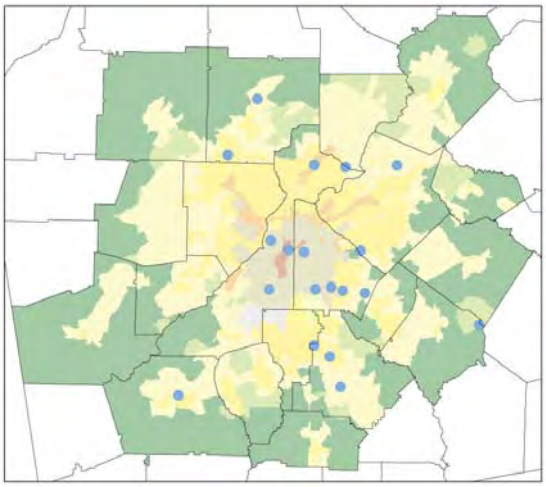
Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.



estimation of gross density - actual density may vary



Community Activity Centers



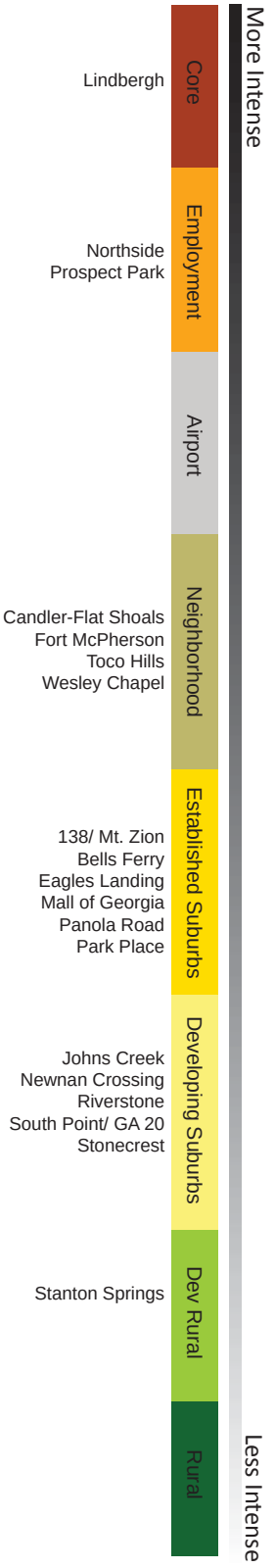
Defining Narrative and Place Issues

Community Activity Centers, shown in light blue, are smaller than regional centers, but serve a similar function on a smaller scale. People travel from the surrounding community to these centers for jobs, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned transit service. In many cases, these centers have high concentrations of commercial or retail space and local plans call for infill development or redevelopment.

Older Community Activity Centers were often developed in a suburban, auto-oriented way. They are challenged by limited multi-modal options, which can lead to problems with congestion.

Some Community Activity Centers are newer and consist of "greenfield" development. Local plans and policies call for these areas to develop into locally dense pockets of office, retail, residential and other uses. In both instances, local plans and policies should support efforts to transform these centers into accessible mixed-use centers.

estimation of gross density - actual density may vary



Implementation Priorities

Priorities apply to both Places, unless the name of the Place is specifically identified for a given measure

- Prioritize preservation, expansion, and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities
- Incorporate appropriate end-of- trip facilities, such as bicycle racks, showers/ locker rooms, etc, within new and existing development
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation (cars, transit, bicycles and pedestrians)
- Incorporate design guidelines that will foster a multi-modal environment
- Increase multi-modal options and improve bike/ped facilities
- Maintain connectivity to and through Regional Centers

- Promote access to continuing education, post-secondary learning and vocational training in conjunction with existing developments in high employment centers
- Promote public safety efforts to create a lively and safe 24 hours community

- Encourage vertically and horizontally integrated mixed use developments that are well-connected to the regional transportation system
- Encourage active ground floor, pedestrian scale design, and pedestrian amenities in new development and redevelopment of existing sites
- Encourage intense development to optimize existing infrastructure that includes energy efficient, environmentally friendly design elements and standards
- Development should support existing and planned transit
- Establish appropriate transitions and buffers between less intense areas with transitional zones using height plane standards in the Regional Centers and Community Activity Centers
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs
- Consider revised development codes and regulations that utilize standards such as Floor Area Ratio (FAR) to maximize the development of existing and proposed projects

- Improve the efficiency of existing buildings using energy audits, retro-commissioning, and building envelope enhancements
- Encourage the use of outdoor lighting fixtures in public spaces that have energy saving features such as solar cells, full cut-off fixtures, etc
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent

- Identify and understand the implications of higher land and infrastructure costs in the Regional Centers relative to the development of transportation, water, sewer and stormwater infrastructure

DRI NOTE

If a proposed development is similar to a **Community Activity Center** in size and character, it should be developed in line with the principles and guidelines outlined here. Special attention should be paid to creating a true, diverse urban environment with a mix of uses, an excellent pedestrian environment, new roads developed at public standards, applicable transit facilities including bus stops, park-n-ride lots, as well as improving access to these facilities. Rather than being developed as a single use project, these new centers will have multiple uses or functions and operate similar to Town Centers. The scale and character of this new district should align with that of the surrounding community.

Developments of Regional Impact

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:

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?	(not selected) Yes No
If yes, property owner:	R. W. Woodruff Arts Center
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: See Also Atlanta Symphony Orchestra
	Project ID: 403
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: 1 phase Overall project: 2020

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Developments of Regional Impact

DRI #2390

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:	Jonathan Lewis
Telephone:	404-865-8593
Email:	JLewis@atlantaga.gov

Project Information

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

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:	$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?	(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):

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.53 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: The answer to this question is not yet known.	
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? The answer to this question is not yet known.	

Wastewater Disposal

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?	(not selected) Yes (●) 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?	(not selected) Yes No (●)
If yes, how much additional line (in miles) will be required?The answer to this question is not yet known.	

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.)	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?	(not selected) Yes No (●)
Are transportation improvements needed to serve this project?	(not selected) Yes No (●)
If yes, please describe below:The answer to this question is not yet known. Also, see Traffic Study Report.	

Solid Waste Disposal

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

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

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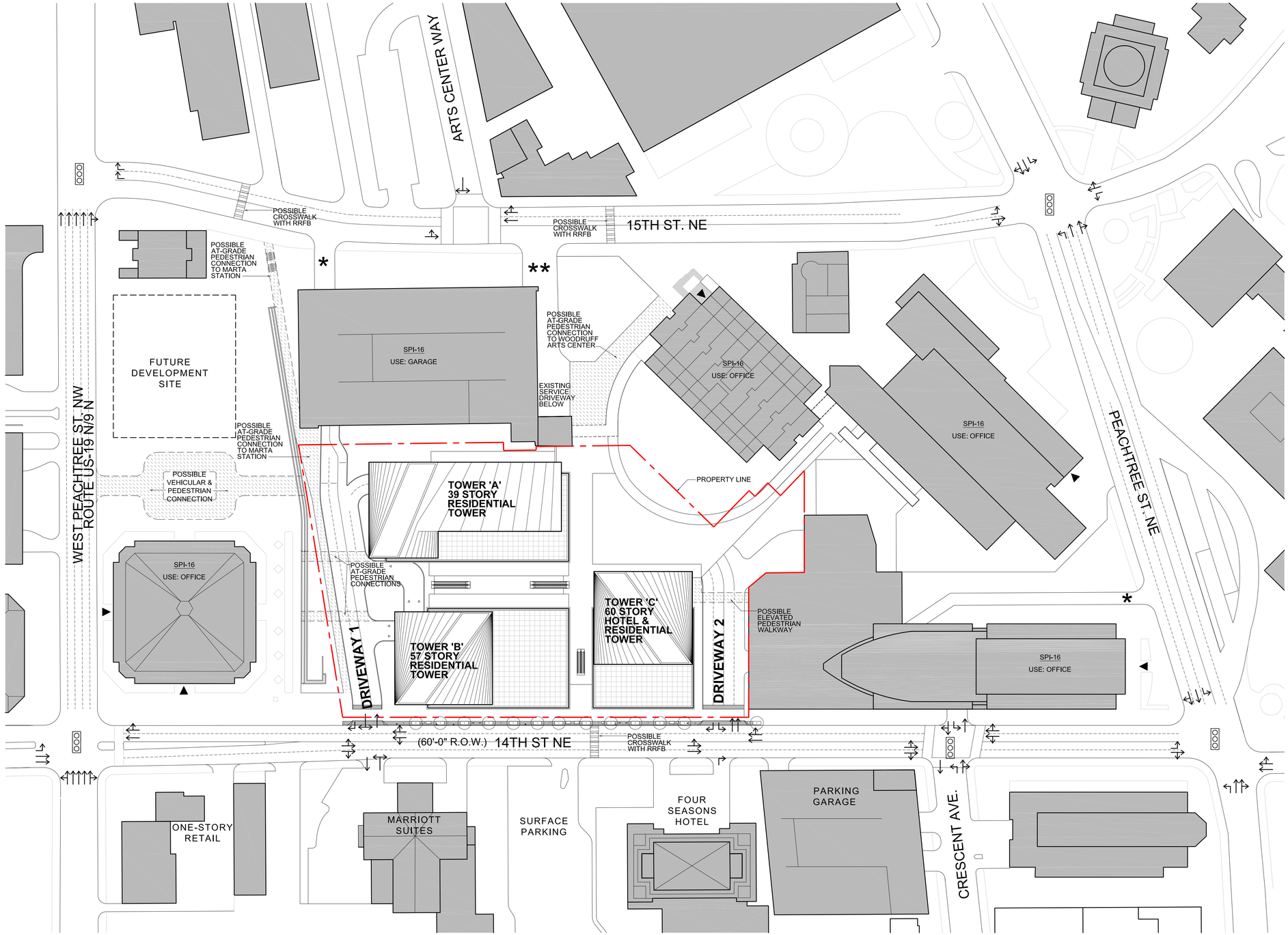
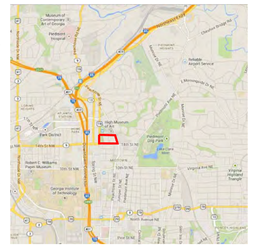


1 SITE PLAN
1" = 60'
0 30' 60' 120'

NOTES:
* PRIVATE DRIVEWAY. DOES NOT SERVE PROPOSED 98 14TH STREET DRI.
** SHARED PRIVATE DRIVEWAY. SERVICE VEHICLE ACCESS FOR PROPOSED 98 14TH STREET DRI.
1. EXISTING STREETSCAPE ALONG 14TH STREET TO BE MAINTAINED.
2. SIDEWALK ALONG 14TH STREET TO BE WIDENED.
3. SEE DWG. SAP-102 FOR PUBLIC SPACE & BUILDING COVERAGE DIAGRAMS.

	TOWER A	TOWER B	TOWER C
FOOTPRINT	35,041 SF	28,795 SF	20,423 SF
RETAIL	29,870 SF	29,605 SF	25,755 SF
RESIDENTIAL	513,661 SF 500 UNITS	517,449 SF 500 UNITS	375,469 SF 300 UNITS
HOTEL	-	-	266,255 SF 340 ROOMS
PARKING	631 SPACES	446 SPACES	494 SPACES

VICINITY MAP



PROPERTY INFORMATION

SITE ACREAGE (GLA):	4.519 ACRES
NET LOT AREA (NLA):	4.004 ACRES
TOTAL BUILDING FOOTPRINT:	84,259 SF
COUNTY DISTRICT:	6TH SITE IS LOCATED ENTIRELY WITHIN THE CITY OF ATLANTA

ZONING

CURRENT LAND-USE:	VACANT
PROPOSED LAND-USE:	RESIDENTIAL / COMMERCIAL
EXISTING ZONING:	SPI - 16
PROPOSED ZONING:	SPI - 16

DENSITY

TOTAL RESIDENTIAL UNITS:	1,300 UNITS
DENSITY:	325 UNITS/ACRE
TOTAL COMMERCIAL AREA: (RETAIL + HOTEL)	351,485 SF
COMMERCIAL FAR:	1.79

OPEN SPACE

TOTAL OPEN SPACE:	99,137 SF

PARKING

PARKING SPACES REQUIRED:	142
PARKING SPACES PROVIDED:	1,571

CONTACT INFORMATION

APPLICANT REPRESENTATIVE
SMITH, GABRELL & RUSSELL, LLP
1230 PEACHTREE STREET
NE PROMENADE, SUITE 3100
ATLANTA, GA 30309-3592
TEL: (404) 815-3704
CONTACT: KATHRYN M. ZICKERT

TRAFFIC CONSULTANT
KIMLEY-HORN AND ASSOCIATES INC.
2 SUN COURT, SUITE 450
NORCROSS, GA 30092
TEL: (770) 825-0744
CONTACT: JOHN D. WALKER

DRI # 2390

98 FOURTEENTH STREET, NE
ATLANTA, GA

DEVELOPER:
OHM
Olympia Heights Management, LLC
42A BROADWAY
BROOKLYN, NY 11249
(212) 514-6600

ARCHITECT:
ARQUITECTONICA
100 FIFTH AVENUE 10TH FLOOR
NEW YORK, NY 10011
(212) 254-2700

LAND USE ATTORNEY:
SMITH, GAMBRELL & RUSSELL, LLP
1230 PEACHTREE STREET, NE, SUITE 3100
ATLANTA, GA 30309
(404) 733-4200

CIVIL ENGINEER / TRAFFIC & PARKING CONSULTANT:
KIMLEY- HORN AND ASSOCIATES, INC.
2 SUN COURT, SUITE 450
NORCROSS, GA 30092
(770) 825-0744

STATE OF GEORGIA
BERNARDO FORT-BRESCIA
CERTIFICATE NO. 026059
REGISTERED ARCHITECT
EXPIRATION DATE: 6/30/2015

SAP APPLICATION

ISSUE #	DESCRIPTION	DATE

ARQUITECTONICA PROJECT NUMBER: 33122.00
DRAWN BY:
APPROVED BY:
DRAWING NAME:

DRI
SITE PLAN

N

DATE: 2014-02-12
SCALE: AS SHOWN
SHEET NUMBER:

DRI-100

Figure 4a