



# 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: 12/28/2005

ARC REVIEW CODE: R511281

TO: Mayor Shirley Franklin  
ATTN TO: Harry Boxler, Principal Planner  
FROM: Charles Krautler, Director

NOTE: This is digital  
signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

**Submitting Local Government:** City of Atlanta  
**Name of Proposal:** Twelve 14th Street

**Review Type:** Development of Regional Impact

**Date Opened:** 11/28/2005

**Date Closed:** 12/28/2005

**FINDING:** After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

**Additional Comments:** The proposed development meets many of ARC's Regional Development Policies. The proposed development is located within an existing urban core. The proposed development promotes ARC's RDP Policies 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently, guides an increased share of new development into activity centers, transportation corridors, and central business districts, increasing opportunities for mixed use and transportation choices. The development proposes a unique vertical mix of retail, office, hotel, and residential uses that will serve as a major gateway into Midtown Atlanta.

The development proposes access onto West Peachtree Street. The Downtown Midtown Bus Circulation Study recommended implementing a bus contra-flow lane on West Peachtree Street from 17th Street to Pine Street in Midtown Atlanta. At the completion of the study, the Downtown Midtown Bus Circulation Study Green Light Implementation Team was formed to ensure the timely implementation of all recommendations. At the first meeting, held on December 8th, 2005, it was decided that a more detailed traffic engineering analysis (simulation model) of the street grid system in Midtown is necessary before starting any preliminary engineering work to ensure the contra-flow lane is feasible on West Peachtree Street. At this time, no future studies are slated or funds established to conduct this study. Once funding is established, the Green Light Team hopes to start this additional work. Also, the study does not recommend prohibiting additional curb cuts along this section of West Peachtree Street.

Every effort should be made between the City of Atlanta, Midtown Alliance, and the developer to ensure that impact to the right of way along West Peachtree Street is minimal. This should include the exclusion of taxi stands, limousine pullouts or any other infrastructure that would impede the efficiency of the contra-flow bus lane.

## 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  
DEKALB COUNTY

ARC AGING DIVISION  
ARC ENVIRONMENTAL PLANNING  
GEORGIA REGIONAL TRANSPORTATION AUTHORITY  
FULTON COUNTY  
MIDTOWN ALLIANCE

ARC TRANSPORTATION PLANNING  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
GEORGIA DEPARTMENT OF TRANSPORTATION  
CITY OF ATLANTA SCHOOLS

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

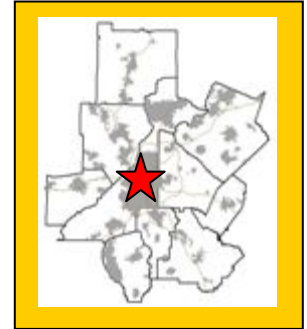
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html>.

Preliminary Report:	November 28, 2005	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Twelve 14 <sup>th</sup> Street #937
Final Report Due:	December 28, 2005		Comments Due By:	December 12, 2005

## **FINAL REPORT SUMMARY**

### **PROPOSED DEVELOPMENT:**

Twelve 14<sup>th</sup> Street is a proposed vertical mixed use development on 2 acres in the City of Atlanta. The proposed development will consist of 452 high rise condominium units, a 153 room hotel, approximately 360,000 square feet of general office space, 17,000 square feet of specialty retail, and a 6,500 square foot quality restaurant. The proposed development is located at the corner of West Peachtree Street, 14<sup>th</sup> Street, and Spring Street with site access proposed at five driveways: one site driveway on West Peachtree Street, two driveways on Spring Street, and two driveways on 13<sup>th</sup> Street.



### **PROJECT PHASING:**

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

### **GENERAL**

According to information on the review form or comments received from potentially affected governments:

**Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.**

The project site is currently zoned C-2 with an SPI-16 overlay. The proposed development site does not need to be rezoned. The DRI trigger for this development was a request for a special administrative permit (SAP). Information submitted with the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which identifies the area as High Density Commercial.

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

No comments were received by local governments identifying inconsistencies with any comprehensive plans.

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

No comments concerning impacts to the implementation of any local government's short term work program were received.

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

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

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

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

2005	166 16 <sup>th</sup> Street
2005	7 <sup>th</sup> Street
2003	1180 Peachtree Street and ASO
2003	Midtown Grand
2001	Midtown Park
2000	West Peachtree Villas
2000	Millennium Midtown
2000	Midtown West Marietta Street MUD
1997	Atlantic Steel
1992	GLG Park Plaza
1992	GLG Center
1991	Peachtree at 14 <sup>th</sup> Street
1989	Mospar Mixed Use Development
1988	AT&T Promenade
1988	1100 Peachtree Building
1987	Mayfair
1987	Juniper Street
1986	Peachtree Point

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

Based on information submitted for the review, the site currently has a primarily vacant office building and parking on the site.

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

No.

**Is the proposed development consistent with regional plans and policies?**

The proposed development meets many of ARC's Regional Development Policies. The proposed development is located within an existing urban core. The proposed development promotes ARC's RDP Policies 1-4, which encourage development strategies and investments that accommodate the forecasted population and employment growth more efficiently, guides an increased share of new

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development into activity centers, transportation corridors, and central business districts, increasing opportunities for mixed use and transportation choices. The development proposes a unique vertical mix of retail, office, hotel, and residential uses that will serve as a major gateway into Midtown Atlanta at 58 stories high.

The proposed development takes advantage of existing infrastructure that can absorb new population and employment growth while lessening the impacts on existing single family neighborhoods within the City. The proposed development also further encourages pedestrian activity in Midtown through sidewalks and building design.

The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts a population of over 32,000 residents within the Midtown area and an employment base of greater than 90,000 jobs. The incorporation of this mix of uses in a vertical design will continue to ensure high quality livability and quality of life in Midtown while accommodating the employment and housing growth pressures that Downtown and Midtown Atlanta are experiencing. This development will contribute to further alleviating the jobs to housing imbalance in Midtown Atlanta, forecasted to be 2.71 in the year 2030 as compared to 6.01 in the year 2000.

The development proposes access onto West Peachtree Street. The Downtown Midtown Bus Circulation Study recommended implementing a bus contra-flow lane on West Peachtree Street from 17th Street to Pine Street in Midtown Atlanta. At the completion of the study, the Downtown Midtown Bus Circulation Study Green Light Implementation Team was formed to ensure the timely implementation of all recommendations. At the first meeting, held on December 8th, 2005, it was decided that a more detailed traffic engineering analysis (simulation model) of the street grid system in Midtown is necessary before starting any preliminary engineering work to ensure the contra-flow lane is feasible on West Peachtree Street. At this time, no future studies are slated or funds established to conduct this study. Once funding is established, the Green Light Team hopes to start this additional work. Also, the study does not recommend prohibiting additional curb cuts along this section of West Peachtree Street.

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The proposed development is located within close proximity to the MARTA transit system. The MARTA Arts Center station is within .5 mile of the site. Additionally, Cobb Community Transit, Gwinnett County Transit and GRTA Xpress bus routes all service the Midtown area in the vicinity of the site. It is important convenient and safe access to transit stops and stations are provided from the development. This includes adequate sidewalks, crosswalks, and alternative routes, where available and appropriate.

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## **FINAL REPORT**

### **Regional Development Plan Policies**

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

### **BEST LAND USE PRACTICES**

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

## BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

## BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

## BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.  
Practice 4: Design of energy-saving features. Natural shading and solar access.  
Practice 5: Supply affordable single-family homes for moderate-income households.  
Practice 6: Supply affordable multi-family and accessory housing for low-income households.  
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.  
Practice 8: Mix housing to the extent the market will bear.

## **LOCATION**

### **Where is the proposed project located within the host-local government's boundaries?**

The project is located in the City of Atlanta. The project site approximately 2 acres surrounded by West Peachtree Street to the east, Spring Street to the west, 14<sup>th</sup> Street to the north, and 13<sup>th</sup> Street to the south.

### **Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.**

The proposed development is entirely within the City of Atlanta.

### **Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.**

The proposed development is surrounded by existing office, hotel, residential, and retail uses.

## **ECONOMY OF THE REGION**

According to information on the review form or comments received from potentially affected governments:

### **What new taxes will be generated by the proposed project?**

Estimated value of the development is \$325,000,000 with an expected \$6.5 million in annual local tax revenues.

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

Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

## **NATURAL RESOURCES**

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

This project is proposed on a site that appears to be already almost entirely impervious in a dense urban area. Stormwater will be handled by the City stormwater system.

## **HISTORIC RESOURCES**

**Will the proposed project be located near a national register site? If yes, identify site.**

None have been identified.

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

Not applicable.

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

Not applicable.

## **INFRASTRUCTURE**

### **Transportation**

#### **Georgia Regional Transportation Authority Review Findings**

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

Five site driveways are currently proposed for the project. One site driveway will be located on West Peachtree Street, two driveways will be located on Spring Street, and two driveways will be located on 13<sup>th</sup> Street. The first driveway located on Spring Street will be left-in/left-out and will be utilized for truck loading. The second site driveway on Spring Street will be a left-turn exit-only driveway that will be accessible to all patrons of the development. The site driveway along West Peachtree Street will be accessible to all residents, employees, and hotel guests. This driveway will not be used as a primary driveway. The remaining two driveways along 13<sup>th</sup> Street will be dedicated separately for residential and non-residential uses with the driveway to the east dedicated for residential uses with the driveway to the west dedicated for non-residential use.

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

Kimley-Horn and Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
452 Condominiums	30	130	160	105	64	169	1928
153 Hotel Rooms	42	27	69	48	42	90	996
360,000 sq ft Office Space	460	63	523	82	400	482	3578
17,000 sq ft Retail	96	103	199	27	35	62	765
6,500 sq ft Restaurant Space	39	36	75	43	28	71	826
Mixed-Use Reduction	-	-	-	-34	-34	-68	-840
Alternative Mode Reduction	-6	-26	-32	-19	-12	-31	-1450
Pass-by Reduction	-	-	-	-20	-16	-36	-214
<b>TOTAL NEW TRIPS</b>	<b>661</b>	<b>333</b>	<b>994</b>	<b>232</b>	<b>507</b>	<b>739</b>	<b>5589</b>

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

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

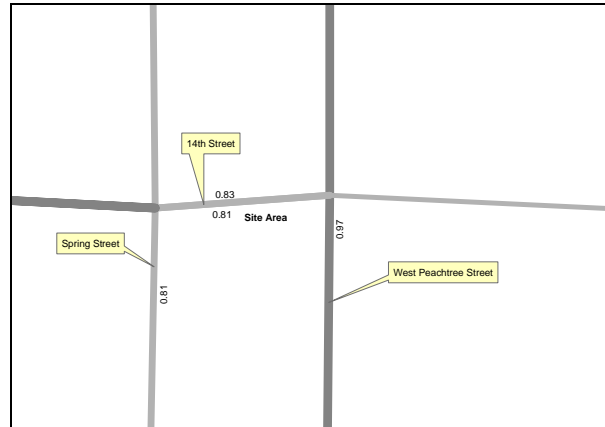
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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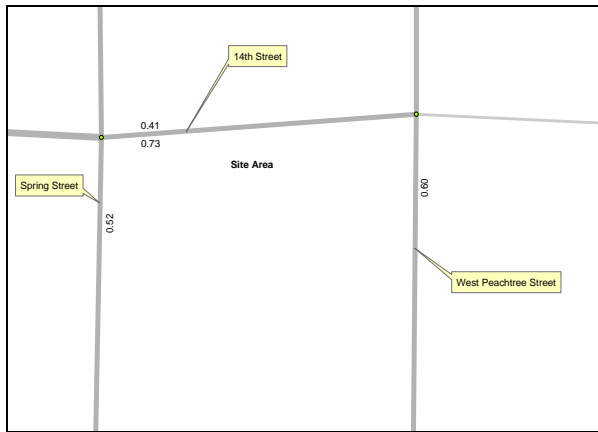
## V/C Ratios



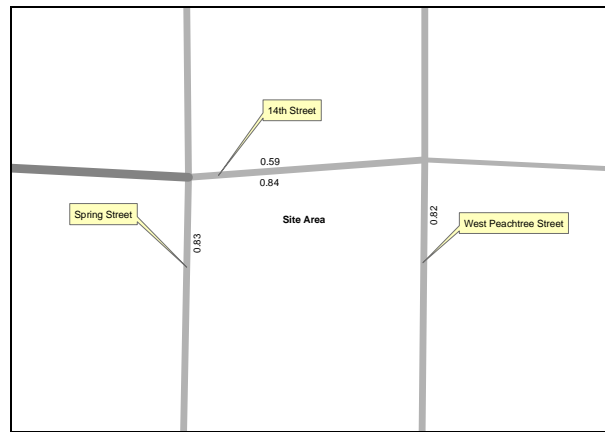
**2005 AM Peak**



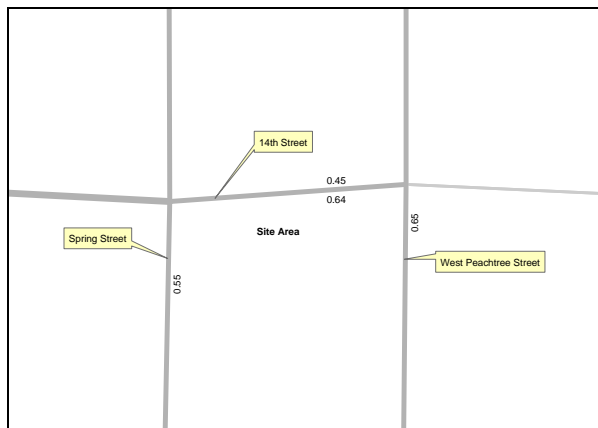
**2005 PM Peak**



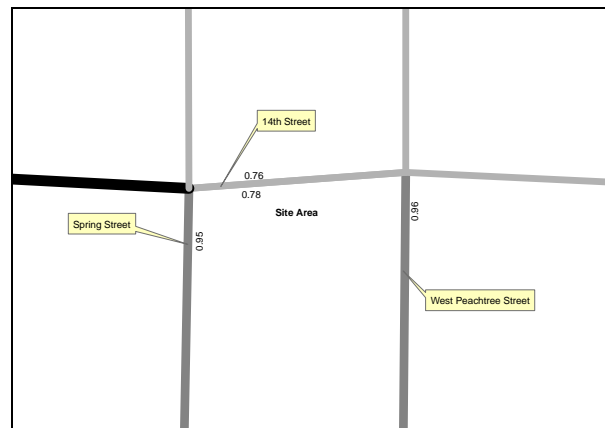
**2010 AM Peak**



**2010 PM Peak**



**2030 AM Peak**



**2030 PM Peak**

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3
	LOS B: 0.31 - 0.5
	LOS C: 0.51 - 0.75
	LOS D: 0.76 - 0.90
	LOS E: 0.91 - 1.00
	LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

**2005-2010 TIP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-AR-224D	ATLANTIC STEEL TRANSPORTATION CONTROL MEASURE ( TDM) - NORTHBOUND I-75/85 OFF-RAMP, WILLIAMS STREET RELOCATION, 14TH STREET BRIDGE RECONSTRUCTION [SEE ALSO AT-205]	Interchange Capacity	2008
AT-203	WEST PEACHTREE STREET	Multi-Use Bike/Ped Facility	2008
AT-205	14TH STREET	Pedestrian Facility	2009
AT-202	SPRING STREET	Pedestrian Facility	2008
AT-189	US 19 (14TH STREET) TURN LANES	Roadway Operations	2008

**2030 RTP\***

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-H-600A, B	I-75/85 BRIDGE AND HOV INTERCHANGE	HOV Lanes	2020

*\*The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

**Summarize the transportation improvements as recommended by consultant in the traffic study for Twelve 14<sup>th</sup> Street.**

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

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

**West Peachtree Street at 13<sup>th</sup> Street**

- Add a traffic signal to allow vehicles on 13<sup>th</sup> Street to safely and efficiently turn onto or cross West Peachtree Street.

**Spring Street at Exit Only Driveway**

- Add an entering lane into the deck. This removes turning vehicles that will access the site via 13<sup>th</sup> Street.

**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?**

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The proposed development is located approximately one-tenth of a mile south of the Arts Center MARTA rail station located at West Peachtree Street and 15<sup>th</sup> Street. The Arts Center MARTA rail station is serviced by multiple MARTA bus routes, as well as the Atlantic Station shuttle, and the Cobb Community Transit and Gwinnett County Transit express bus services. The proposed site is served by transit providing extensive local and regional connectivity on a scale seldom found in the region.

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

<b>Air Quality Impacts/Mitigation (based on ARC strategies)</b>	<b>Credits</b>	<b>Total</b>
Where Residential is dominant, >15 units/ac		6%
Where Residential is dominant, 10% Retail or 10% Office		4%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)		3%
w/in 1/2 mile of MARTA Rail Station		5%
TMA and Parking Management/supply restrictions Program		5%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses		5%
<b>Total</b>		<b>28%</b>

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

The area surrounding the proposed project site suffers from increasing peak hour volume. However, this project's mixed-use character and close proximity to multiple transit options contribute to improving the pedestrian environment around the site while reducing the dependency on private automobiles. In order to reduce the impact this project will have on the surrounding roadway network, it is suggested that all recommendations be implemented prior to project completion.

## **INFRASTRUCTURE**

### **Wastewater and Sewage**

Based on regional averages, wastewater is estimated at 0.21 MGD.

**Which facility will treat wastewater from the project?**

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

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**What is the current permitted capacity and average annual flow to this facility?**

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD <sup>1</sup>	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

*MMF: Maximum Monthly Flow. Mgd: million of gallons per day.*

<sup>1</sup> Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

**What other major developments will be served by the plant serving this project?**

ARC has reviewed a number of major developments that will be served by this plant.

**INFRASTRUCTURE**

**Water Supply and Treatment**

**How much water will the proposed project demand?**

Water demand also is estimated at 0.15 MGD based on regional averages.

**How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?**

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

**INFRASTRUCTURE**

**Solid Waste**

**How much solid waste will be generated by the project? Where will this waste be disposed?**

Information submitted with the review 2,200 tons of solid waste per year.

**Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?**

No.



Preliminary Report:	November 28, 2005	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Twelve 14 <sup>th</sup> Street #937
Final Report Due:	December 28, 2005		Comments Due By:	December 12, 2005

**Are there any provisions for recycling this project's solid waste?**

None stated.

## **INFRASTRUCTURE**

### **Other facilities**

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

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

## **HOUSING**

**Will the proposed project create a demand for additional housing?**

No, the project will provide an additional 452 housing units that will include high rise condominium units.

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

Yes, once developed, this project will provide housing opportunities for existing employment centers.

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

The site proposed for the development is located in Census Tract 10.00. This tract had a 21.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 25 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Preliminary Report:	November 28, 2005	<b>DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT</b>	Project:	Twelve 14 <sup>th</sup> Street #937
Final Report Due:	December 28, 2005		Comments Due By:	December 12, 2005

**Is it likely or unlikely that potential employees of the proposed project will be able to find affordable\* housing?**

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

\* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

October 31, 2005

Mr. Will Herbig  
Midtown Alliance  
999 Peachtree Street  
Suite 730  
Atlanta, Georgia 30309-3954

**Re: Proposed Mixed Use Project for West Peachtree and 14<sup>th</sup> Street –  
Pope & Land/Novare Group Joint Venture  
Revised Variation Requests**

Dear Will:

We would like to thank you for the guidance and assistance you have provided us during the conceptual development of our mixed-use project at 14<sup>th</sup> Street and West Peachtree Street. Obviously a project of this magnitude and design complexity cannot comply with every design stipulation in the zoning ordinance. The following variation requests have been revised based on the comments received from the DRC committee after our October 6 presentation.

**Supplemental Zone:** Request a variation from the five foot supplemental zone at limited pinch points along Spring Street and West Peachtree Street.

**13<sup>th</sup> Street set-back:** Request a variation to reduce the set back from 15 feet to 12 feet from face of curb to the proposed building along 13<sup>th</sup> Street. This will support the widening of 13th Street from an 18 foot wide one-way street to a 23 to 24-foot wide two-way street with a proposed 12 foot sidewalk with 4-foot by 8-foot tree grates placed 40 feet on center.

**Number of Curb Cuts:** Request a variation to increase number of curb cuts from two to four to support:

- Service and exit only drive on Spring Street
- Full access drive on West Peachtree Street
- Two access locations on 13th Street to support the 1700 vehicle parking deck

**Curb cut length:** Request a variation to increase total curb cut length from 48 linear feet to 128 linear feet to support:

- 44-foot wide access drive on Spring Street to support a 32-foot wide service drive and a 12-foot wide exit only drive from the parking deck.
- 24-foot wide left -in left-out on West Peachtree Street

- 24-foot wide two lane access on 13<sup>th</sup> Street for residential users
- 36-foot wide three lane access on 13<sup>th</sup> Street for office and retail users

**Loading Berths:** Request a variation from nine 12-foot by 35-foot berths to four 12-foot by 35-foot berths. Two 12-foot by 55-foot loading berths will be provided as required.

**Electric Vehicle parking:** Request a variation from providing parking specifically for electric vehicles to provide parking for vehicles with alternative fuel sources.

We look forward to continuing to work with you on this important project. Should you have any questions concerning the above, please feel free to contact me at (404) 961-7837.

Sincerely yours,

John P. Hicks

cc:	Harry Morgan	Pope & Land
	Jackie Gauthreaux	Pope & Land
	Gil Garrison	SRSSA
	Emmy Montanye	Kimley – Horn & Associates

December 9, 2005

Mr. Mike Alexander  
Atlanta Regional Commission  
40 Cortland Street N.E.  
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI)  
Twelve 14<sup>th</sup> Street – Comment Due Date 12/12/05**

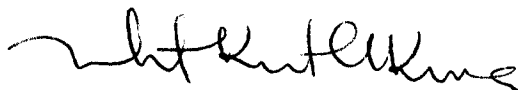
The Metropolitan Atlanta Rapid Transit Authority (MARTA) has completed review of the documentation for a proposed Development of Regional Impact called Twelve 14<sup>th</sup> Street.

The proposed development is within 0.25 mile of the MARTA Arts Center Rail Station on West Peachtree Street to the north. With its location, density, and mix of uses, this development is transit oriented, and will support transit use at the rail station. MARTA Bus Routes 10, 23, 36, and 98 operate out of the Arts Center Station. MARTA is also studying the feasibility of a Downtown/Midtown Bus Circulator service which could provide service within 0.25 mile of the proposed development. Otherwise, there are no pending plans to increase or expand bus service in the project area.

MARTA strongly supports this project and would recommend incorporating transit enhancement concepts in the development plans to take advantage of the area's abundant transit services.

Thank you for the opportunity to review the proposal. Please let me know if you have any questions.

Sincerely,



Henry Ikwut-Ukwa  
Manager of Planning

cc: Thelma Hayes, Director of Transit System Planning & Scheduling  
Cynthia Beasley, Controller & Director of Transit Oriented Development  
Haley Fleming, Atlanta Regional Commission



# REGIONAL REVIEW NOTIFICATION



## DEVELOPMENT OF REGIONAL IMPACT

### DRI- REQUEST FOR COMMENTS

**Instructions:** The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction of 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: **Twelve 14th Street** See the Preliminary Report .

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

(Please see attached letter dated 12/9/05)

Individual Completing form:

Will Stinson, Office of the Controller & TOD

Local Government: MARTA

Department:

Office of Planning & TOD

Telephone: (404) 848-5828 Henry Ikwut-Ukwa - Planning

Signature:

Date: December 9, 2005

**Please Return this form to:**

Mike Alexander, Atlanta Regional Commission  
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

[malexander@atlantaregional.com](mailto:malexander@atlantaregional.com)

**Return Date: Dec 12 2005**

# midtown development review committee

<b>Project Address:</b>	<b>Twelve 14<sup>th</sup> Street . 937 14<sup>th</sup> Street</b> <b>Block bounded by 14<sup>th</sup>, West Peachtree, 13<sup>th</sup> and Spring Streets / SPI-05-112</b>
<b>Zoning Classification:</b>	Midtown SPI-16/SA1, Midtown Commercial
<b>First Review:</b>	a. 10/6/05
<b>Follow-Up Reviews:</b>	b. <b>After going through required “community review partners process,” project applicant returned to the DRC on 11/3/05.</b> c. 12/5/05
<b>Project Type:</b>	Large-scaled joint venture mixed use project combining residential, office, hotel, conference center, and retail on block bounded by West Peachtree, 14 <sup>th</sup> Street, Spring, and 13 <sup>th</sup> Street
<b>Presenter Contact Information</b>	<ul style="list-style-type: none"> <li>John Hicks, Novare Group, <a href="mailto:jhicks@novaregroup.com">jhicks@novaregroup.com</a></li> <li>Judd Bobilin, Novare Group, <a href="mailto:jbobilin@novaregroup.com">jbobilin@novaregroup.com</a></li> <li>Matt Smith, Novare Group, <a href="mailto:msmith@novaregroup.com">msmith@novaregroup.com</a></li> <li>Jackie Gauthreaux, Pope and Land, <a href="mailto:jackieg@popeandland.com">jackieg@popeandland.com</a></li> <li>Harry Morgan, Pope and Land, <a href="mailto:harrymorgan@popeandland.com">harrymorgan@popeandland.com</a></li> <li>Robert Maddox, Pope and Land, <a href="mailto:maddux@popeandland.com">maddux@popeandland.com</a></li> <li>Gil Garrison, Smallwood Reynolds Stewart Stewart, <a href="mailto:ggarrison@srssa.com">ggarrison@srssa.com</a></li> <li>Mark Randall, Smallwood Reynolds Stewart Stewart, <a href="mailto:mrandall@srssa.com">mrandall@srssa.com</a></li> <li>Ed Ellis, Kimley Horn, <a href="mailto:ed.ellis@kimley-horn.com">ed.ellis@kimley-horn.com</a></li> <li>Emmy Montanye, Kimley Horn, <a href="mailto:emmy.montanje@kimley-horn.com">emmy.montanje@kimley-horn.com</a></li> </ul>
<b>Committee Members Present:</b>	<ul style="list-style-type: none"> <li>Cliff Altekruise, business/property owner within SPI-16 or SPI-17 appointed by NPU-E</li> <li>Saundra Altekruise, Midtown Neighbors Association</li> <li>Penelope Cheroff, Ansley Park Civic Association</li> <li>Terry McKitrick, resident within Juniper East appointed by Midtown Alliance</li> <li>Jeff Landau, business owner within Midtown Residential appointed by Midtown Alliance</li> <li>Alan Hanratty, district resident, property or business owner appointed by NPU-E</li> <li>Scott Pendergrast, MARTA</li> <li>John Threadgill, business owner/resident within SPI-16 SA-1 appointed by Midtown Alliance</li> </ul>
<b>Committee Members Not Present:</b>	<ul style="list-style-type: none"> <li>Scott Levitan, Midtown Institution’s/Nonprofit representative appointed by Midtown Alliance</li> </ul>
<b>Staff Present:</b>	<ul style="list-style-type: none"> <li>Enrique Bascunana, City of Atlanta Bureau of Planning</li> <li>Tshaka Warren, City of Atlanta Bureau of Planning</li> <li>Will Herbig, Midtown Alliance</li> <li>Syd Janney, Midtown Alliance</li> <li>Brian Smith, Midtown Alliance</li> </ul>
<b>Project Facts:</b>	<p>The 14<sup>th</sup>/West Peachtree project is a large joint venture vertical mixed use project combining residential, office, hotel, conference center, and retail on the block bounded by West Peachtree, 14<sup>th</sup>, Spring, and 13<sup>th</sup> Streets. At 58 stories the project as currently proposed contains 18,000 SF of retail with 5,000-6,000 SF of restaurant space, 5,000 SF of ballroom space, 325,000 SF of rentable office space, 157 hotel rooms, and 452 residential condo units.</p> <p>Project developers are returning 13<sup>th</sup> to a two-way 24-foot wide street. A partial “internal street” has been introduced to incorporate hotel drop-off. An on-street lay-by is located at front of hotel/residential lobby along 14<sup>th</sup> Street.</p> <p>Retail facades will include clear glass at street level. Approach to retail is contemporary design, with rectilinear forms but tenants will give their own definition to space. Stand-alone retail elements will be viewed as prisms of stone and glass. There will be full-height glass giving identity of form with more visibility and recognition from street. Signature restaurant space at SW corner of 14<sup>th</sup> and West Peachtree will be operated by Bob Amick. Outdoor dining, which was part of original concept, has been determined not to be consistent with high-scale restaurant concept.</p>

Single-loaded hotel rooms wrap the parking garage along 14<sup>th</sup> Street. The 1,670-parking space structure utilizes a double helix ramp system with hotel/retail/guests using one helix design and residential stacked in the other part of the double helix. The loading dock area, providing common service for the entire project, is completely internal with open penetration and curb-cut along Spring Street.

Parking façade treatment includes vertical precast 12-inch fins set in front of exposed structural elements. As now proposed on 13<sup>th</sup> Street, the middle of the façade has glazing so that no internal ramping is visible. On flanking areas of 13<sup>th</sup> Street façade, 42-inch-high walls cover cars with 4' 8" high openings above. Lighting in both ends of deck will be indirect so light is reflected onto ceiling. A different kind of lighting is proposed in the center of the parking deck. There will be no visible mechanical in parking deck; features such as exhaust fans will be run in "between zones" of structure behind louvers primarily fronting 13<sup>th</sup> Street. Roll down doors will screen garage and service exit from street on Spring. Parking deck openings on 13<sup>th</sup> street will be 11 feet high. Loading entrance on Spring Street will be 17 feet tall to accommodate service vehicles.

Project applicants indicated the signalization of intersection at Spring and 13<sup>th</sup> would be pursued and possibly a signal at West Peachtree and 13th as well.

Streetscape plans have been made in compliance with plans as provided by Urban Collage. Trees have been removed from edge of lay-by on 14<sup>th</sup> Street to make sight lines of tree canopy consistent along street.

***Note: The project falls under the ARC's Development of Regional Impact (DRI) review and also must be reviewed and approved by the owners of One Atlantic Center based on property deed restrictions.***

**Variation Requests:**

**Public Realm/Sidewalks**

1. **Supplemental zone:** Variation requested for elimination of 5-ft Supplemental Zone on Spring, 14<sup>th</sup> and West Peachtree Streets, per Sec. 16-18P.013.
2. **13<sup>th</sup> Street sidewalk:** Variation requested to reduce required sidewalk zones of 5-ft Street Tree Zone and 10-ft. Clear Zone (required 15-ft. setback) to 4-ft. Street Tree Zone and 8-ft. Clear Zone (proposed 12-ft. setback) per Sec. 16-18P.012.Sidewalks.

**Vehicular Access**

3. **Curb cuts:** Variation requested to increase total number of curb cuts from 2 to 4 per Sec. 16-18P.019.3.
4. **Curb cut widths:** Variation requested to increase total allowable width from 48 feet to 128 linear feet of width for vehicular access. Sec. 16-18P.019.4.
5. **Electric Vehicle Parking:** Variation requested for relief from requirement per Sec. 16-18P.022.2.
6. **Off street loading:** Variation requested to reduce numbers of spaces for loading per Sec.16-18P.018.

**Relationship of Building to Street**

7. **Arcade Requirements:** Variation requested for any design features falling under "arcade" requirements as outlined by Sec. 16-18P.014.7.
8. **Ground-Level Active Use/Parking Prohibition:** Variation requested for relief from ground level active use requirements (along 13<sup>th</sup> Street where internal parking is proposed) for a minimum depth of 20 feet as measured from the building face at street level per Sec. 16-18P.014.6
9. **Ground-Level Restaurant Wall Elevation:** Variation requested for relief from requirement to limit the height of any interior building floor slab to 3 foot height above adjoining sidewalk as required by Sec. 16-18P.027.1.
10. **Primary Pedestrian Entrance:** Variation needed from requirement that the primary pedestrian entrance be provided for pedestrians to access all sidewalk level uses and business establishments with street frontage per Section 16-18P.014.3 and that said entrance shall face and be visible from street and directly accessible and visible from sidewalk (specifically applied with regard to restaurant space entrance).

Atlanta City Council established the City's Midtown SPI-16 Development Review Committee (DRC) through resolution for the sole purpose of providing formal recommendations on all applications for development within the Midtown SPI-16 zoning district prior to issuance of Special Administrative Permit (SAP) and other relevant permits. The legislation and DRC were created in order to maintain and foster Midtown's urban environment, improve the community's aesthetics, and facilitate safe, pleasant and convenient pedestrian circulation. The following are comments by the City's DRC on specific elements of Midtown's SPI-16 zoning that the committee encourages the developer, designers and City to consider as plans are developed and prior to issuance of permits by Bureau of Planning and other relevant City departments.

This joint venture project is tremendous both in size and ambition. Its scale and location along 14<sup>th</sup> Street make it a significant gateway project to Midtown and a development that deserves the highest degree of review and careful study so that recommendations help the joint venture be a model of both the letter and spirit of the City's Midtown SPI-16 zoning code and community vision as outlined by Blueprint Midtown.

With regard to the variation requests and to the major issues remaining in the review of the project, the DRC makes the following final comments:

### **VARIATION REQUESTS:**

---

#### **PUBLIC REALM/SIDEWALKS**

1. **Supplemental zone:** Variation requested for elimination of 5-ft Supplemental Zone on Spring, 14<sup>th</sup> and West Peachtree Streets, per Sec. 16-18P.013.

The building encroaches into the supplemental zone 2 to 5 feet at the extreme south ends of the project on both West Peachtree and Spring Streets. Specifically, as now proposed, building encroaches into the supplemental zone a maximum of 2'2" along West Peachtree Street and 3' along Spring Street. The grade at these "pinch points" is 6.5% along West Peachtree and 6% along Spring Street.

The DRC recommends approval of this variation based on 1.) existing topographic conditions (significant grade changes) that render required supplemental zones unusable, 2.) the fact that the DOT taking at 14th Street has reduced the size of the applicant property, and 3.) the property owner has agreed to contribute property to permit the widening of 13th Street abutting this property, all of which results in a cumulative basis for permitting this variation. The committee notes that no precedent is being established for loss of the supplemental zone by this approval, because of the unique conditions indicated.

2. **13<sup>th</sup> Street sidewalk:** Variation requested to reduce required sidewalk zones of 5-ft Street Tree Zone and 10-ft. Clear Zone (required 15-ft. setback) to 4-ft Street Tree Zone and 8-ft Clear Zone (proposed 12-ft. setback) per Sec. 16-18P.012. Sidewalks

The DRC recommends approval of request for relief from this requirement, and applauds the applicants' efforts to find extra footage from which to create a 12 foot clear zone with a 4-foot street tree/street furniture zone and 8-foot clear zone, while contributing land to expand the size of 13th street as noted in the preceding comments to 1 above, since these dimensions provide a more adequate pedestrian zone and have been precedent-setting dimensions in other variation requests for other Midtown projects. Per Midtown Cityscapes guidance, it should be noted that tree grates are not advisable even with smaller dimensions.

#### **VEHICULAR ACCESS**

3. **Curb cuts:** Variation requested to increase total curb cuts from 2 to 4 per Sec. 16-18P.019.3.

The DRC understands that the project's scale and mixed use nature and surrounding one-way pairs (Spring and West Peachtree) present challenges to providing ingress and egress points and the committee recommends approval for this proposed number of curb cuts, with conditions:

- Make every effort to install high-quality service entry doors of opaque glass or other high-quality material so as to screen service use effectively and raise the bar on these necessary service features along public-right-of-way. (See examples below)
- Schedule appropriate closing times for openings during off-peak hours, to enhance on-street experience. The DRC continues to emphasize that the heights, widths and depths of all proposed curb-cut penetrations be appropriately scaled for their use and to mitigate the visibility and presence of each from all public-right-of-ways.

4. **Curb cut widths:** Variation requested to increase allowable width from 48 feet to 128 linear feet of width: On 13<sup>th</sup>, 36 foot wide curb cut for residential at westernmost point, and 24 feet at easternmost point. On West Peachtree, a 24 foot curb cut. On Spring Street, a service drive of 32 feet and an exit-only drive of 12 feet. Sec. 16-18P.019.4.

The DRC recommends approval of the cumulative curb cut widths understanding the practical necessities of the project's mix of uses, and demands presented by this particular project's size and density, conditioned upon:

- Every effort be made to install high-quality service doors (refer to service doors at High Museum, and SunTrust deck near ARC where frosted glass makes doors more part of building)
- Administrative approval of an operational plan that keeps doors closed whenever practical.
- The preferred approach remains, as has been presented, for all vehicular openings to be reduced in scale as tightly as possible in terms of the height and width of the penetrations so as not to compromise the pedestrian safety and activity on the street, while mitigating visibility into these vehicular features of the facility.

For support of the additional vehicular and loading curb cuts, the DRC requests that in addition to the standards set by SPI-16, that the development team implement the following traffic calming measures, which attempt to alleviate the degree of potential conflict between pedestrians and automobiles:

- *Speed bumps at exit of all egress ramps at junction with pedestrian supplemental zone*
- *Flashing lights at appropriate egress points to alert drivers that they are entering areas of pedestrian traffic.*
- *Stop signs at appropriate egress points, to be located at rear of sidewalk supplemental zone within façade line, requiring cars to stop and look for pedestrians before driving across sidewalk and into street.*
- *Textured surface on egress ramps to alert drivers to slow down and provide better traction for breaking vehicles.*
- *Convex mirrors that allow drivers to view pedestrian traffic around corners.*

5. **Electric Vehicle Parking:** Variation requested for relief from requirement per Sec. 16-18P.022.2.

The DRC supports the request for relief from this requirement on the condition that an equal number of parking spaces for "alternatively-fueled, or high-mileage, or designated shared vehicles" are designated in a preferential location within the parking structure and administrative review and approval of location is confirmed by City staff prior to issuance of SAP. Further, commitment to this condition should be included with the required Transportation Management Plan.

6. **Off street loading:** Variation requested to reduce numbers of spaces for loading per Sec. 16-18P.018.

The DRC supports the request for relief from this requirement, without conditions.

#### **RELATIONSHIP OF BUILDING TO STREET**

7. **Arcade Requirements:** In a desire for the 14<sup>th</sup> Street facade to have presence on street through the introduction of columns coming down to street level, designers have planned the project so that it extends into the five-foot supplemental zone and presents features of an arcade that are subject to zoning review per Sec. 16-18P.014.7.

The dimensions of the columns in question are 4' 6" x 4' 6" as currently configured without cladding with 30 feet in between each column, but the designers do not have final structural dimensions from engineering. Once these dimensions are fixed, and in view of the applicant meeting clear zone requirements with sufficient walking distance around columns, the city's Planning staff should provide final advice and/or approval to the applicant on this feature.

8. **Ground-Level Active Use/Parking Prohibition:** The zoning ordinance requires that all streets show active use at street level per Sec. 16-18P.014.6. To their credit, on 13<sup>th</sup> Street, applicants have revised streetscape dimensions to meet minimum precedent.

In the spirit of meeting zoning requirements and in recognition that the edge of the interior parking deck ramp makes ground floor active space challenging, the applicant proposes setting lighted display cases along 13th Street that would bring a more active feel to this street. The DRC supports this design treatment for activating street with strong recommendation that the maximum amount of display be designed without hindering efficiency of parking deck. Further, display windows are probably the least appreciated, smallest, and least thought-about element of any development project. Respecting industry best practices, display windows must include (Figure C):

- *2-3 feet in depth for optimum display potential*
- *Clear/non-tinted, vision glass*
- *Interior soffit lighting (illuminated throughout the night)*
- *Interior electrical power outlets*
- *Avoid use of mullions (particularly horizontal banding)*
- *Accenting the goods within, contemporary retailers favor simple, clear, glass-to-glass panels, without use of mullions.*

9. **Ground-Level Restaurant Wall Elevation:** Because the floor slab conforms to a grade change from 930 at the corner sloping westward to a 925.5 grade at the restaurant edge and given that the degree of nonconformity is only 1.5 feet for a length of 20 feet, the DRC gives its recommendation of approval for this design feature on the condition that the applicant give consideration to the variation request immediately following to determine if these two issues might be problem-solved together.
10. **Primary Pedestrian Entrance on Storefront Street:** Concerning the entrance to the signature corner restaurant space, the DRC supports the SPI requirement for a designated entrance for pedestrians to access the restaurant space from 14th Street. The operation could be achieved in combination with an enlarged, accessible entryway through the hotel entrance that is identified clearly with the restaurant through appropriate signage.

#### **OTHER COMMENTS:**

##### **Retail Components:**

Each retail space needs to be designed as “retail” and not simply an amenity for tenants of mixed use concept. To this end, the flexibility of signage, character and storefront design are significant, especially the retail spaces on either side of office entrance. To encourage more marketable space and use, the DRC recommends that the retail at this location come out further for more square footage and also to add a recessed inset door (*see image below*).

Retail experts maintain that successful retail spaces must be created for uniqueness. The DRC encourages storefront design treatments that will result in an active tenant mix, with pedestrian-focused signage, inset doors to storefronts, and alternatives to signage bands being consistent areas of concern.

**TO EMPHASIZE THE IMPORTANCE THE DRC PLACES ON MEETING THE OUTLINED RETAIL STOREFRONT CHECKLIST, COMMITTEE APPROVAL OF PACKAGE OF VARIATIONS LISTED ABOVE IS CONDITIONAL ON ADHERING TO THESE SPECIFIC DESIGN DETERMINANTS FOR RETAIL SUCCESS:**

##### **Storefront Components**

- Provide unique branding opportunities for individual retail tenants.
- Avoid monotonous design at ground level by breaking up retail bays.
- Develop retail entrances in close proximity to the street.
- Outdoor cafes and creative merchandise displays are strongly encouraged.
- Create easy, barrier-free access for pedestrians.
- **Limit columns**, space a minimum 20-feet apart (both internally and between exterior windows).
- Where possible avoid columns along façade by placing such elements back from storefront glass a minimum of 3-feet to create display vitrine in front of these structural elements, creating additional linear exposure necessary for branding and merchandising branding tenants

##### **Doors & Windows**

- Storefront windows, doorways and finished floors should respect pedestrian scale and follow grade of sidewalk as nearly as possible.
- Retail entrance doors should be of glass or contain significant glass to allow visibility into business.
- **Entries must be recessed** to allow door to swing out without obstructing pedestrian flow, while creating façade articulation at base, creating additional linear exposure necessary for branding and merchandising branding tenants.
- Where appropriate, sliding/folding doors that allow activity of the business to open onto adjacent sidewalk should be installed.

##### **Awnings & Canopies**

- Canvas and metal awnings should accent the top edge of ground floor windows and doorframes.

##### **Commercial Signage**

- Storefront signage components (awnings/graphics) should be built-in with flexibility to accommodate branding needs of individual merchants.
- To identify businesses to pedestrians or those traveling parallel to storefront, fin or blade signs projected from building wall should be installed.
- Building signage must be attractively designed and limited in size and scale in keeping with Midtown's character and pedestrian environment.

##### **Streetscape assessment:**

The DRC notes that the applicant has coordinated streetscape plans with the Midtown Streetscape consultant team so that Midtown Streetscape Design Standards may be applied consistently on all streets bordering the project.

## Parking Garage:

- The large size and visibility of the parking structure make it a critical design feature. The committee acknowledges that specific design elements have been introduced with positive result, such as the introduction of glazing to shield internal ramping on the center of the 13<sup>th</sup> Street façade, and encourages any other means of giving this large structure a more “building-like appearance”.
- There was some comment by the committee that the louvers now applied to seams between structural zones have a necessary functional purpose but may negate the building-like appearance features provided by the high quality glass skin of garage component and encourage further design refinement of such features.
- The committee further notes the applicant’s outlined approach to all lighting, and the location/visibility of all ceiling mounted mechanical features including pipes, exhausts, ventilation, etc. within the garage structure and continues to emphasize the importance of these design alternatives being successfully executed at project completion per Sec. 16-18P.017.3, Sec. 16-18P.019.10 and Sec. 16-18P.020.2

## DISPLAY WINDOW EXAMPLES



**LOADING BAY SCREENING EXAMPLES**



***Retractable loading doors at Woodruff Arts Center fronting Arts Center Way***



***Retractable loading doors at SouthTrust Bank Parking Garage  
(corner of Peachtree Center Avenue and Decatur Streets-Downtown)***

Your DRI ID NUMBER for this submission is: **937**  
 Use this number when filling out a DRI REVIEW REQUEST.  
 Submitted on: 10/17/2005 2:45:37 PM

## DEVELOPMENT OF REGIONAL IMPACT

### Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

### Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

\*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:	Twelve 14th Street	
Development Type	Description of Project	Thresholds
Mixed Use	30500 sf retail (7500 sf restaurant) 130 room hotel (7400 sf ballroom) 360000 sf office 476 condo units	<a href="#">View Thresholds</a>
Developer / Applicant and Mailing Address:	John Hicks; Novare Group 817 West Peachtree St., NW, Suite 601 Atlanta, GA 30308	
Telephone:	404-815-1234	
Fax:	404-815-5678	
Email:	<a href="mailto:jhicks@novaregroup.com">jhicks@novaregroup.com</a>	
Name of property owner(s) if different from developer/ applicant:		
Provide Land-Lot-District Number:	107, 17th District	
What are the principal streets or roads providing vehicular access to the site?	Spring St., West Peachtree Street, 13th St.	
Provide name of nearest street(s) or intersection:	Bounded by 13th St., 14th St., W. Peachtree St., and Spring St.	
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	33.78621 N / 84.38853 W	
If available, provide a link to a website providing a general location map of the proposed project (optional). ( <a href="http://www.mapquest.com">http://www.mapquest.com</a> or <a href="http://www.mapblast.com">http://www.mapblast.com</a> are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?	Y	

If yes, how close is the boundary of the nearest other local government?	approximately 3 miles (DeKalb County)
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Permit
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2008

### Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

### Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

### Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe): Transportation analysis underway	Y

Submitted on: 11/18/2005 2:14:08 PM

## DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

### Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler
Telephone:	404-330-6911
Fax:	404-658-7491
Email ( <b>only one</b> ):	<a href="mailto:hboxler@atlantaga.gov">hboxler@atlantaga.gov</a>

### Proposed Project Information

Name of Proposed Project:	Twelve 14th Street
DRI ID Number:	937
Developer/Applicant:	Novare Group/John Hicks
Telephone:	404-961-7837
Fax:	404-815-5678
Email(s):	<a href="mailto:jhicks@novaregroup.com">jhicks@novaregroup.com</a>

### DRI Review Process

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

### Economic Impacts

Estimated Value at Build-Out:	\$325 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$6.5 million
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Vacant office space and paid parking lot.	

### Community Facilities Impacts

#### Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.15 mgd
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

### Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.21 mgd
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

### Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	Gross a.m. peak - 1,026; Net a.m. peak - 821
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	N
If transportation improvements are needed to serve this project, please describe below: Traffic study in progress.	

### Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,200
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

### Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	90
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Will provide stormwater detention vault to release at 70% the pre-existing rate.	

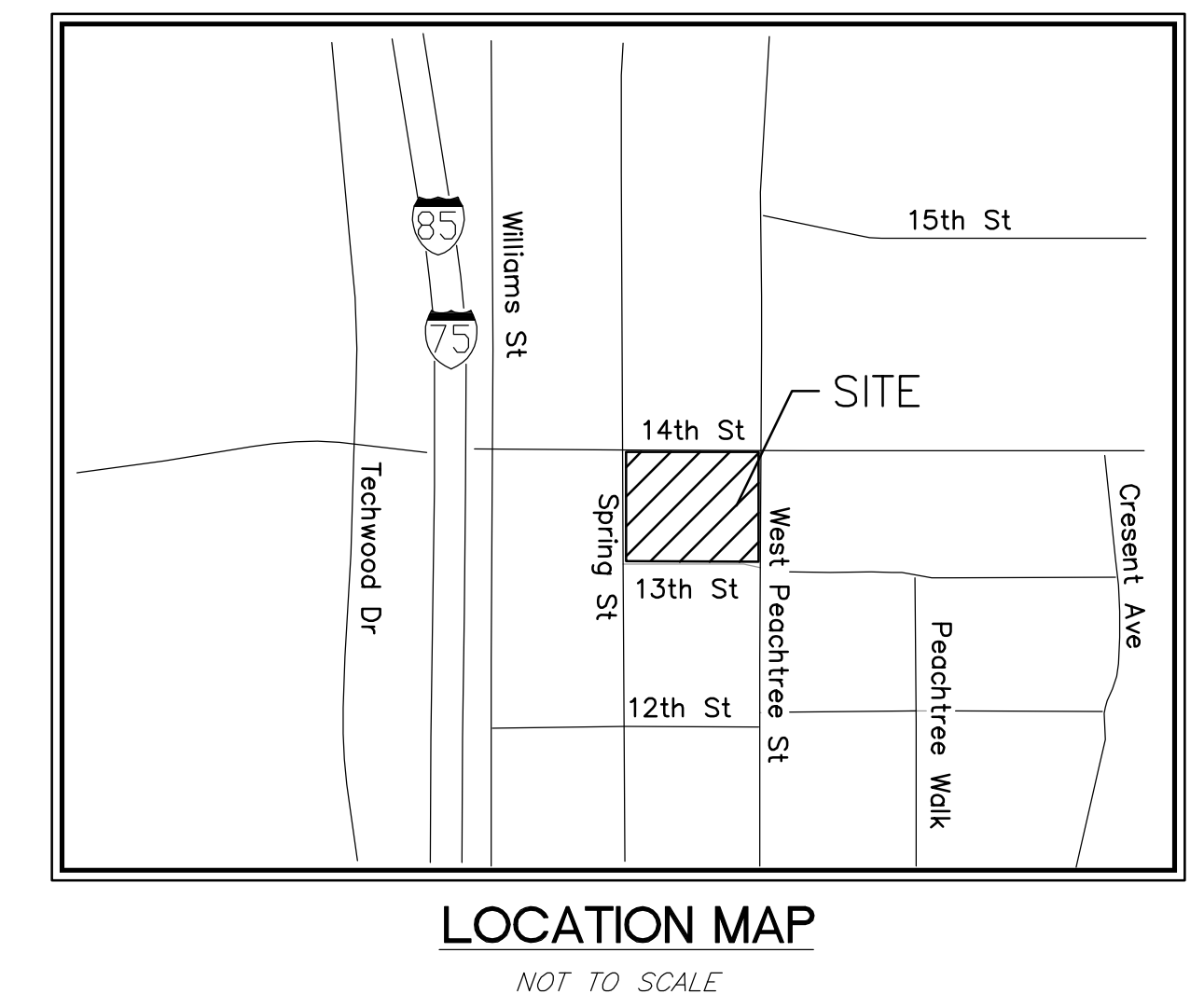
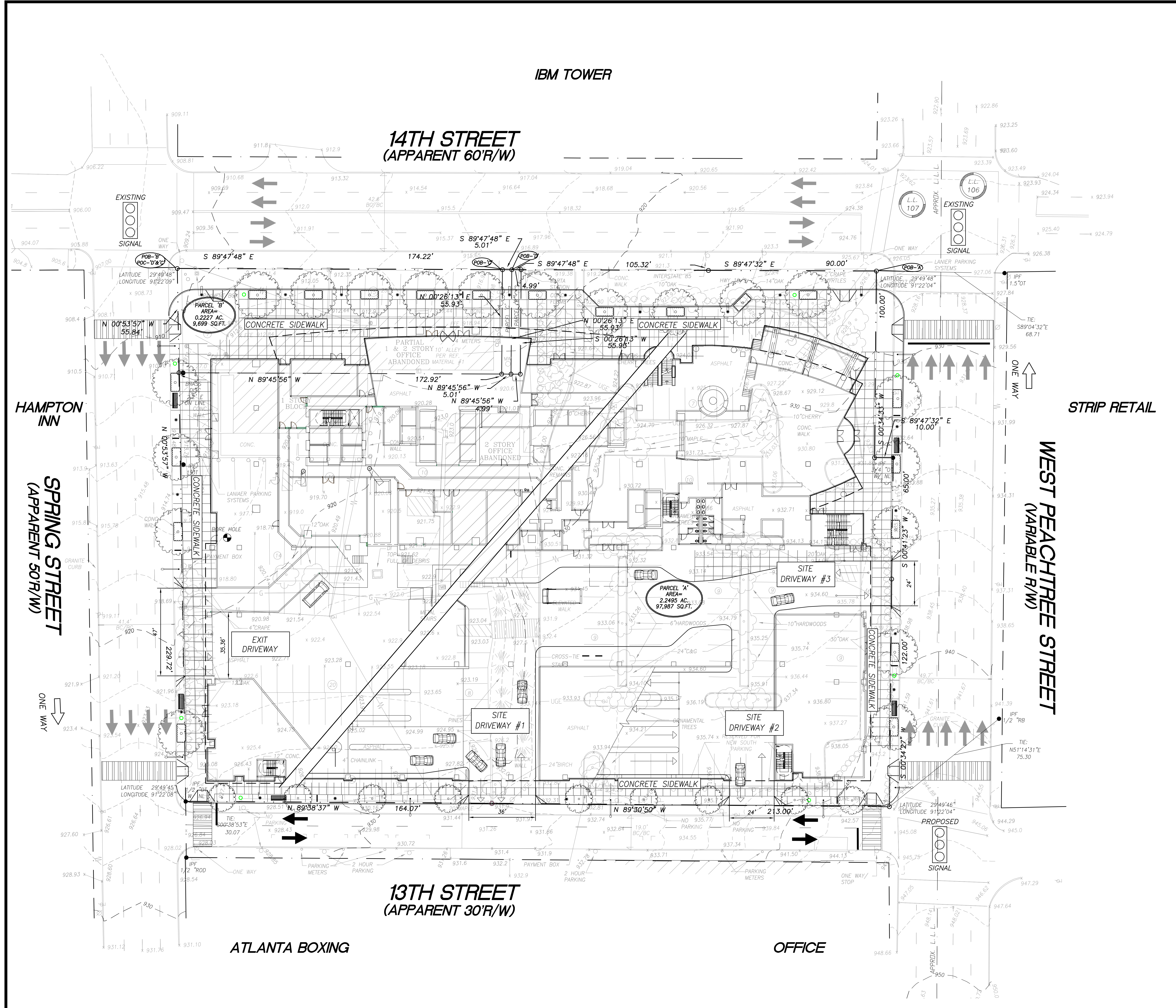
### Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	
Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y

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

1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N

If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:



CONTACTS	
OWNER:	NOVARE GROUP 817 WEST PEACHTREE STREET, NW THE BILTMORE, SUITE 601 ATLANTA, GA 30308 PHONE: (404) 815-1234 FAX: (404) 815-5678 CONTACT: JOHN HICKS
ARCHITECT OF RECORD:	SMALLWOOD, REYNOLDS, STEWART, STEWART & ASSOCIATES, INC. ONE PIEDMONT CENTER SUITE 303 3565 PIEDMONT ROAD ATLANTA, GA 30305 PHONE: (404) 233-5453 FAX: (404) 284-0923 CONTACT: JIM CROWELL
CIVIL ENGINEER/ TRAFFIC ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW THE BILTMORE, SUITE 915 ATLANTA, GA 30308 PHONE: (404) 419-8700 FAX: (404) 419-8701 CONTACT: EMILY MONTANYE, P.E. (CIVIL) JOHN WALKER, P.E. (TRAFFIC)
SURVEYOR:	TERRAMARK LAND SURVEYING, INC. 1890-C COBB INTERNATIONAL BLVD. KENNESAW, GEORGIA 30152 PHONE: (770) 421-1927 FAX: (770) 421-0552 CONTACT: WILLIAM C. WOHLFORD, JR., RLS

SITE DATA	
SITE ACREAGE:	2.48 ACRES
TOTAL BUILDING SQUARE FOOTAGE	1,248,260 SF
NUMBER OF STORIES:	59
NUMBER OF DWELLING UNITS:	452
DWELLING UNITS PER ACRE:	182.26
NUMBER OF HOTEL ROOMS:	153
RETAIL SQUARE FOOTAGE:	17,000 SF
RETAIL SF. PER ACRE:	6,854.84 SF
OFFICE SQUARE FOOTAGE:	360,000 SF
OFFICE SF. PER ACRE:	145,162.9
RESTAURANT SQUARE FOOTAGE:	6,500 SF
PARKING SPACES REQUIRED:	1,109
PARKING SPACES PROPOSED:	1,672

REV. NO.	REVISION	DATE	DRAWN BY	CHECKED BY

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PREPARED IN THE OFFICE OF:

**Kimley-Horn and Associates, Inc.**  
817 WEST PEACHTREE STREET SUITE 916 - ATLANTA, GEORGIA 30308  
PHONE: (404) 419-8700 FAX: (404) 419-8701

CLIENT: **NOVARE GROUP**  
**ATLANTA, GA**

TITLE: **TWELVE AT 14th STREET DRI SITE PLAN**

DATE: 11/29/05  
PROJECT: **TWELVE 14th STREET**  
**ATLANTA, GA**

DESIGNED BY: CT  
CHECKED BY: JJ

ATTACHED REFERENCE FILES:

JOB NUMBER: 0193080000

FIGURE 3