



Harry West
Executive Director
404 364-2525

April 22, 1992

Honorable Maynard Jackson, Mayor
City of Atlanta
55 Trinity Avenue, S.W.
Suite 2400
Atlanta, GA 30335

RE: GLG Park Plaza

Dear Mayor Jackson:

We have completed the intergovernmental review of the GLG Park Plaza Development of Regional Impact. Based on a review of information received during the review process, as summarized in the enclosed Review Report, we find this project to be in the best interest of the State.

This development proposal as well as other recently completed and announced projects underscore the desirability of the Midtown area for major mixed use developments which will add value to the economy of the City of Atlanta.

The GLG Park Plaza, located between the Midtown and North Avenue Rapid Transit Stations, is planning significant use of transit by residents and employees in future years. Even considering good transit utilization this and other developments in the area will strain the surface street system and I-75/I-85. We recommend that as major developments in the Midtown area are planned and implemented priority be given to enhancing pedestrian access to rapid transit stations, to transportation system improvements and to programs which will reduce travel demand such as carpooling, vanpooling and others.

We noted in our Review Report that there are two National Register sites which are located adjacent to the project. One is the Academy of Medicine and the other is St. Mark Methodist Church. We recommend these historic sites be considered in the detailing of the GLG Park Plaza and that all appropriate measures be taken to protect and enhance these resources.



Honorable Maynard Jackson
April 22, 1992
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A very important part of the review process is the receipt of comments from potentially affected governments and agencies. During the review we received comments from the Fulton County Health Department, Georgia Department of Transportation and the Metropolitan Atlanta Rapid Transit Authority. These comments are attached to the Review Report and are recommended for your use. If you would like to discuss any of these comments, please let me know and I will call the appropriate meetings.

We hope the finding and comments on the GLG Park Plaza are helpful to you in final decision making on this project.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Harry West', is written over the typed name.

Harry West
Executive Director

HW:dc:rlly

cc: Honorable Michael Lomax, Chairman, Fulton County Commission
Mr. Wayne Shackelford, Commissioner, GA DOT
Mr. Joe Tanner, Commissioner, GA DNR
Mr. Ken Gregor, General Manager, MARTA
Mr. Griff Doyle, Director, Office of Coordinated Planning, GA DCA

Facility: GLG Park Plaza
Preliminary Report: 03/30/92
Final Report: 04/22/92

DEVELOPMENTS OF REGIONAL IMPACT

REVIEW REPORT

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.

It is unclear as to whether the proposal is totally consistent with the City of Atlanta's Plan. The Plan proposes nodal development at transit stations while the GLG Park Plaza is located between the Midtown and North Avenue stations. Plan consistency will be addressed in the City of Atlanta's review of the project.

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

N/A

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

No.

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

Yes. The GLG Park Plaza will accommodate 32,159 jobs and provide residences for 990 people according to regional averages. The developer estimates this will include 500 new short-term jobs during construction and 1,000 new long-term jobs. Improvements will be required in streets, water and sewerage and stormwater facilities.

What other major development projects are planned in the vicinity of the proposed project?

Mospar mixed use development and C&S Plaza.

GENERAL (continued)

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

The project will displace the First Baptist Church and some Class B and C office space and converted residential space. The church had already decided to move before this project was proposed by GLG.

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

No. There will be an overall net gain in jobs.

LOCATION

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

The GLG Park Plaza site is located north of the CBD of the City of Atlanta. The 22.3 acre site is bounded by 7th Street on the north, Juniper Street on the east, 4th Street on the south and I-75/85 Connector and Georgia Tech on the west. The site covers nine City blocks.

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.

No.

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.

No.

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?

The developer estimates the built-out value of GLG Park Plaza at \$1.5 billion. The City estimates the development would also generate other local fees and taxes for a total estimated over \$50,000,000 annually.

ECONOMY OF THE REGION (continued)

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

500 during construction over a 15 year period.

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

Yes.

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

The proposed development will compete with other comparable office, residential, and commercial space both in the City and in the outlying areas.

However, the development is consistent with ARC's Regional Development Plan policies recommending high intensity mixed use development accessible to the North Avenue and Midtown transit stations. Also, this development may stimulate other development in the midtown area.

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.

No.

In what ways could the proposed project create impacts that would damage or help to preserve the resource?

N/A

HISTORIC RESOURCES

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

Yes. The site includes the historic Biltmore Hotel and Raoul House and is adjacent to the Academy of Medicine and St. Mark's Methodist Church.

HISTORIC RESOURCES (continued)

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

The Raoul House on the GLG property has been severely damaged by fire and a demolition permit has already been issued by the City.

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

The GLG Park Plaza will restore and preserve the Biltmore Hotel and enhance it with a park.

INFRASTRUCTURE

Transportation

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

	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>		<u>Daily</u>
	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>	
Total Project	4,830*	785*	980*	4,110*	40,815*

* Rates were adjusted based on the project's mixed use classification and imposed City goals for future transit ridership. The transit and mixed use reductions are shown below:

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>
Mixed Use	-15%	-15%	-15%
MARTA	-20%	-35%	-50%

The ARC Regional Transportation Model, based on the relative amounts of planned highway and transit capacity, indicates that the mode split for the project area is 24 percent transit for work trips and 18 percent transit for total trips. Based on this percentage of future transit trips, it is likely that additional extensions and expansions of the Regional transit system will have to be made in order to attain the City of Atlanta's goal of 50 percent transit ridership. It is also important to note that the percentage of transit trips not attained will add more vehicles to an already over-burdened local road system.

INFRASTRUCTURE

Transportation (continued)

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

Current GDOT Traffic Counts

(3 lanes)	Piedmont near 10th	19,049
(4 lanes)	Peachtree near 4th	20,334
(4 lanes)	Spring near 8th	15,132
(4 lanes)	West Peachtree near 6th	14,730
(10 lanes)	I-75/85 near 5th	234,230

ARC 2010 Traffic Forecasts

(4 lanes)	10th Street from Piedmont to I-75/85	20,000
(2 lanes)	5th Street from Piedmont to I-75/85	7,500
(4 lanes)	Spring Street from 10th to North	31,100
(4 lanes)	West Peachtree from North to 10th Street	36,200
(4 lanes)	Peachtree from North to 10th Street	26,400
(3 lanes)	Piedmont from North to 10th Street	23,100
(4 lanes)	Juniper from 10th to North	17,100
(4 lanes)	North from I-75/85 to Piedmont	26,100
(2 lanes)	Ponce from Peachtree to Spring	8,800

The above traffic forecasts are based on a growth of 10,800 jobs between 1990 and 2010 in the affected traffic analysis zones of 19, 21, and 22. However, GLG Plaza is expected to accommodate 32,000 jobs at buildout. A development of this magnitude was not taken into account during development of the forecasts. Therefore, the trips generated by over 20,000 additional jobs will be in addition to the above forecasted traffic on the surrounding road system if not accommodated by transit.

What transportation improvements are under construction or planned for the Region that would affect or be affected by the proposed project? What is the status of those improvements (long or short range or other)?

- AT 5 - widen 5th Street from 2 to 4 lanes from Williams Street to Peachtree Street; in TIP.
- AT 53 - widen 12th Street from 2 to 4 lanes from Williams Street to West Peachtree Street; in TIP.
- AT 54 - widen 14th Street from 4 to 5 lanes from Williams Street to Peachtree Street; in TIP.
- AT 60 - widen 12th Street from 2 to 4 lanes from West Peachtree Street to Piedmont Road; in Long Range.

INFRASTRUCTURE

Transportation (continued)

Will the proposed project be located in a rapid transit station area? If yes, how will the proposed project enhance or be enhanced by the rapid transit system?

Yes. The project site is located between the MARTA Midtown and North Avenue Stations and the development proposal includes pedestrian walks to both stations. The City of Atlanta has proposed the following projects:

- Peachtree Street Pedestrian System from Memorial Drive to I-85 at Brookwood Station (In City's CDP)
- Midtown People Mover

Proximity and accessibility to the transit stations will offer residents and employees of the development an alternative to automobile travel.

Is the site served by transit? If so, describe type and level of service.

Yes. See above. Rail stations are served by MARTA Bus Routes 10 (Peachtree Street), 31 (Lindbergh-Grant Park) and 45 (Virginia-McLynn).

Are there plans to provide or expand transit service in the vicinity of the proposed project?

Yes. See above proposals.

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

None.

What is cumulative trip generation of this and other DRI's or major developments?

	<u>AM</u>	<u>PM</u>	<u>TOTAL</u>
Mospar	324	753	8,026
C&S Plaza	1,025	1,015	10,090
GLG Plaza	<u>5,615</u>	<u>5,090</u>	<u>40,815</u>
	6,964	6,858	58,931

INFRASTRUCTURE

Transportation (continued)

Is the transportation system (existing and planned) capable of accommodating these trips?

Even with a transit goal of 50 percent, the development will still generate an A.M. Peak Hour of 5,600 vehicles and add over 40,800 vehicles to the daily traffic in the area. However, achievement of the 50 percent goal will require additional transit and related pedestrian investments not only in the development vicinity but also expansion and addition of transit services in the Region to facilitate transit accessibility for trip origins destined to the development. If the 50 percent goal is not reached, additional vehicle trips over the 40,800 trips will be generated by the development.

It is important for the developer and the City to work together to identify additional transit, pedestrian, and employer-based trip reduction programs, paced with the phasing of this development, which will mitigate additional traffic volumes which will occur on the City's street system.

Wastewater and Sewage

How much wastewater and sewage will be generated by the proposed project?

1.9 million gallons per day (MGD).

Which facility will treat wastewater from the project?

R. M. Clayton Wastewater Treatment Plant.

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

Current permitted capacity is 100.0 MGD and 1991 average flow was 84.3 MGD.

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

ARC has reviewed a number of major developments which would add 21.43 MGD to the plant if all the developments were built as reviewed. The timing of development, therefore, will be dependent on available wastewater treatment capacity.

Water Supply and Treatment

How much water will the proposed project demand?

2.2 MGD.

Water Supply and Treatment (continued)

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

The water demanded by the GLG Park Plaza development will be treated at the City of Atlanta's Hemphill Plant. The City should have sufficient water supply available for GLG Park Plaza.

Solid Waste

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

20,000 tons per year. The residential waste will be picked up by the City and disposed in City of Atlanta sanitary landfills. The office and commercial waste will be handled by private companies authorized to operate in the City. The development will include several industrial compactors to reduce the size of the waste.

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

No.

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

Yes.

Other facilities

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

Levels of governmental services? There will be significant demands on public services and infrastructure, particularly transportation and sewerage.

Administrative facilities? No.

Schools? The residential units on a regional average could generate 73 elementary and 59 secondary students for the Grady High, Inman Middle, and Morningside Elementary School Cluster. All of these schools are well under capacity. Also, it is likely that these apartments/condominiums will have fewer students than the regional average.

Libraries or cultural facilities? No.

Fire, police, or EMS? No. The project will have private security for the public areas as well as the private.

Other facilities (continued)

Other government facilities? Some Class B and C office space now occupied by government and non-profit offices will be replaced by Class A office space.

Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)? No.

HOUSING

Will the proposed project create a demand for additional housing?

The development includes 660 units of housing.

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

Yes.

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

Yes.

It is likely or unlikely that potential employees of the proposed project be able to find affordable* housing?

Likely.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region - 1990 median family income of \$41,500 for Atlanta MSA.

Health Department



April 8, 1992

Beverly Rhea, Review Coordinator
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, GA 30327

PROPOSED USE: GLG Park Plaza

The Fulton County Health Department recommends that the applicant be required to connect the proposed development to public water and public sanitary sewer available to the site.

If this proposed development includes a food service facility, the owner must submit kitchen plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a food service permit prior to opening.

If this proposed development includes a public swimming pool as defined in the regulations including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Health Department permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Health Department permit to operate the pool prior to opening.

This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.

Sincerely,

Ron C. McClure, Chief
Engineering

RCM/sh

cc: Janet Adams
Daniel P. McGarity

DEVELOPMENTS OF REGIONAL IMPACT

Comments from Affected Parties Form

Name of Commenting Organization: Georgia Department of TransportationProject I.D.: _____
(From Request for Comments Form)Address: Georgia Department of Transportation
No. 2 Capitol SquareAtlanta, Georgia 30334Contact Person: Frank DanchetzTelephone Number: 656-0610Do you believe your jurisdiction will be affected by the proposed development? ☒ Yes ☐ NoPlease describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:
GLG PARK PlazaThe proposed development has no current plans or recommendations to improve the street
system to support the additional 41,000 daily and 4,110 peak hour trips the project will
generate.We concur, that the widening of 5th Street from 2 to 4 lanes from Williams Street to
Peachtree Street is the only project identified in the Atlanta Regional Transportation Plan
for the area. This planned widening existed before the GLG Park Plaza concept.

(Attach Additional Pages if Necessary)

Form Completed By: Donald W. MillsTitle: Transportation Planner

Signature: _____

Date: 4-9-92RETURN TO: ATLANTA REGIONAL COMMISSION
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Ga. 30327

FAX NO. 404-364-2599

DCA/OCP 10/7/91

ATTENTION: REVIEW OFFICE

Bob Dick

2424 Piedmont Road, N.E.
Atlanta, Georgia 30324-3330
(404) 848-5000

April 10, 1992

RECEIVED

APR 15

ARC

Mr. Harry West, Executive Director
Atlanta Regional Commission
200 Northcreek, Suite 300
3715 Northside Parkway
Atlanta, Georgia 30327-2809

SUBJECT: Regional Impact Review
GLG Park Plaza

Dear Harry:

MARTA has reviewed documentation on file with the City of Atlanta Department of Planning and Development concerning this proposed project. The plan envisions an approximately 25 acre mixed-use development of about 9 million square feet of space centered around a rehabilitated Biltmore Hotel located within walking distance of the MARTA North Avenue and Midtown Stations. MARTA supports this development as indicated by our letter to the Bureau of Planning dated March 31, 1992.

We are highly supportive of the intent to establish a 50% non-single occupant vehicle modal split, with limitation on accessory parking at one space per 1200 square feet of space, and the pedestrian orientation of this project. As the development reaches build-out, there will be a need to have in place strong pedestrian linkage and perhaps a form of secondary distribution system to better serve the major office towers proposed to be oriented to Peachtree Street. We also note that his request for a PD-MU of eventual development of some 9,000,000 square feet of office space is not a request to greatly increase the development density but rather a redefining of the development pattern to focus on the two major assets of the area - Biltmore Hotel and Peachtree Street. Currently the property is basically zoned C4 with an floor area ratio (FAR) 7 allowing a current potential development of approximately 7,600,000 square feet of space.

Thank you for the opportunity to review this significant development.

Sincerely,

Kenneth M. Gregor
Kenneth M. Gregor
General Manager

KMG:gjc
Attachment

DEVELOPMENTS OF REGIONAL IMPACT

Comments from Affected Parties Form

Project I.D.: _____
(From Request for Comments Form)

Name of Commenting Organization: MARTA

Address: 2424 Piedmont Road, N.W.
Atlanta, Georgia 30324-3330

Contact Person: Gerry Pachucki Telephone Number: 848-5320

Do you believe your jurisdiction will be affected by the proposed development? ☒ Yes ☐ No

Please describe the effects (positive and/or negative) the proposed project could have on your jurisdiction:

See attached letter

(Attach Additional Pages if Necessary)

Form Completed By: _____ Title: _____

Signature: _____ Date: _____

RETURN TO: ATLANTA REGIONAL COMMISSION
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, Ga. 30327
ATTENTION: REVIEW OFFICE

FAX NO. 404-364-2599

DCA/OCP 10/7/91



2424 Piedmont Road, N.E.
Atlanta, Georgia 30324-3330
(404) 848-5000

March 31, 1992

Mr. William F. Kennedy, Jr.
Zoning Administrator
City of Atlanta
Bureau of Planning
55 Trinity Avenue, S.W.
Atlanta, Georgia 30335-0310

SUBJECT: Zoning Application Z-92-4, GLG Park Plaza

Dear Bill:

MARTA has reviewed the rezoning application for the GLG Park Plaza and supports this planned development/mixed use proposal. We are particularly pleased that the travel ratio is established at 50% alternate modes of transportation and that the parking capacity has been limited to one space per 1200 square feet of space. This is consistent with recent developments proposed in the area and we encourage the use of this limited parking concept for future projects in Midtown.

MARTA enthusiastically supports the pedestrian aspects of this plan. We encourage the designation of pedestrian pathways within the development to provide direct linkage to the Cypress Street pedestrian corridor which would eventually connect the North Avenue and Midtown MARTA Stations. With this street becoming a major pedestrian pathway, plans should be reevaluated to eliminate or reduce any vehicular/pedestrian conflicts.

Thank you for the opportunity to review this proposed development application.

Sincerely,

Gerry Pachucki
Director/Planning & Policy Development

GP:JVM:gjc