

Atlanta Regional Commission
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Atlanta, Georgia 30327
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Harry West
Executive Director
404 364-2525

July 9, 1991

Hon. Maynard Jackson, Mayor
City of Atlanta
55 Trinity Ave SW
Atlanta, GA 30303

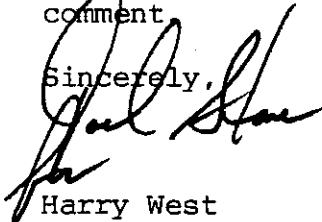
RE: Major Development Area Plan Review Comments
Peachtree at 14th Street

Dear Mayor Jackson:

The ARC staff has completed the major development area plan review of the proposed Peachtree at 14th Street development. Comments on this proposal are enclosed.

We hope that you will find these comments useful as the City considers this development. Thank you for affording us the opportunity to comment.

Sincerely,



Harry West
Executive Director

HW:bgm

Enclosure

cc: Mr. Joe Tanner, Commissioner, Georgia Department of Natural Resources
Mr. Hal Rives, Commissioner, Georgia Department of Transportation
Mr. Fernando Costa, City of Atlanta Planning
Mr. John Bell, City of Atlanta Planning

REVIEW CODE: R105241

CONFERENCE REQUIRED? N

ENTER COMMENTS:

The ARC staff returned extensive comments concerning the potential impact of the proposed developments on the Region's infrastructure and environment.

ACTION BY COMMISSION: *None Required*
GUIDELINES: *22, 24, 27, 37, 38*
STATE CLEARINGHOUSE NUMBER:

CONSISTENT
INCONSISTENT
☒ RELATES TO

AGENCIES HAVING COMMENTS SEPARATED BY SPACES:
(Actually only 1 agency per line allowed)

CLOSE REVIEW? ☒

CC LIST FOR FORM B, C, OR F?

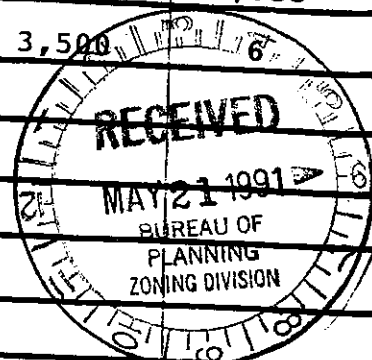
NAME
ATTENTION
STREET ADDRESS
CITY, STATE, ZIP

*On closing letter cc: (Fernando Costa) City
John Bell
Tanner DNR
Kevin DOT*

MAJOR DEVELOPMENT APPLICATION

Describe scale of proposed development.

Use	Number of Structures	Height of Structures	Acreage	Square Feet of Rooms, Units, etc.	Number of Parking Spaces
Office	1	Approx. 600'		801,341	1,335
Commercial				3,500	
Residential					
Hospital					
Hotel					
Industrial					
Open Space					
Parking Deck	1	Approx. 100'			
Total	2		2.086	804,841	1,341



Sewage Flows

Where will sewage from this development be treated? Clayton Treatment Plant
Estimated flow (gal./day) 141,000

Are capacities of existing collection, transmission and treatment facilities adequate to handle flows? Yes What are plans to expand sewerage facilities? Provided by government There are no current plans for expansion Provided by developer N/A

Drainage Control

How will drainage from the development be controlled? By government N/A

By Developer Current site drains to existing storm sewer in Crescent Avenue and 14th Street. Proposed condition will maintain existing drainage flows.

Transportation Demand

What traffic demand is expected to be generated by the development? _____

Continued on Page 2



MAJOR DEVELOPMENT AREA PLAN REVIEW
#R105241: Peachtree at 14th Street
Transportation Planning Division Staff Comments

PROJECT DESCRIPTION

Peachtree at 14th Street is a proposed office development in the Midtown Area of the City of Atlanta. The project will contain 801,341 square feet of office space and 3,500 square feet of commercial space. The project site is located on the southwest corner of the intersection of Peachtree Street and 14th Street.

Access to the project site will be provided by Peachtree Street, 14th Street, Spring Street, and West Peachtree Street. Public transit access is provided by MARTA bus routes numbers 10 (Peachtree Street), 37 (Loring Heights), and by the MARTA North-South Rapid Rail Arts Center Station.

PLANNED TRANSPORTATION PROJECTS

There are four Regional Transportation Plan projects in the site vicinity. Three of the projects are Transportation Improvement Program FY1992-FY1999 projects. One Long-Range (1999-2010) project is planned in the site vicinity.

TIP

AT 52: Upgrade and modernize the Traffic Control System. This project has not yet been initiated.

AT 53: Widen 12th Street from Williams Street to West Peachtree Street from 2 to 4 lanes. Preliminary engineering has begun.

AT 54: Widen 14th Street from Williams Street to Peachtree Street from 4 to 5 lanes. This project has not yet been initiated.

Long-Range

AT 60: Widen 12th Street from West Peachtree Street to Piedmont Avenue from 2 to 4 lanes.

EXISTING AND FUTURE TRAFFIC CONDITIONS

Table 1 shows current and future traffic volumes and volume-to-capacity (V/C) ratios for roads in the project area. Current traffic volume estimates are based on Georgia D.O.T.'s 1990 coverage counts. Future traffic volume estimates reflect ARC's adopted 2010 RTP transportation network. V/C ratios indicate the level of service on a facility during peak-hour conditions. A V/C ratio of .80 or above indicates congestion, and a V/C ratio exceeding 1.00 shows a facility has insufficient capacity to accommodate peak-hour traffic volumes. The V/C Ratios reflect anticipated travel patterns on the specific facilities in the project vicinity and are derived using conversion factors from

the Transportation Research Board's Quick-Response Urban Travel Estimation Techniques And Transferable Parameters User's Guide.

TABLE 1

CURRENT AND FUTURE TRAFFIC VOLUMES
ON ROADS SERVING
PEACHTREE AT 14TH STREET

1990			
ROAD	NUMBER OF LANES	APPROXIMATE DAILY VOLUME	V/C RATIO
Peachtree Street N of 14th Street	4	25,200	1.07
Peachtree Street 12th to 14th	4	30,500	1.29
W. Peachtree Street 12th to 14th	4	17,700	0.47
Spring Street 12th to 14th	2	13,500	0.93
14th Street Williams to Spring	4	19,400	0.82

2010			
ROAD	NUMBER OF LANES	APPROXIMATE DAILY VOLUME	V/C RATIO
Peachtree Street N of 14th Street	4	30,541	1.29
Peachtree Street 12th to 14th	4	41,400	1.75
W. Peachtree Street 12th to 14th	4	27,600	0.73
Spring Street 12th to 14th	4	39,350	1.04
14th Street Williams to Spring	5	33,300	1.16

Table 1 shows the high traffic volumes currently in place on almost all of the facilities in the site vicinity. As shown, traffic volumes on all of the area facilities are expected increase by 2010. Continued growth in overall traffic will result in 2010 traffic volumes that exceed the capacity of the anticipated road system, resulting in delays at intersections and

area-wide congestion during peak periods. These peak periods are likely to extend for several hours in the morning and evening.

TRIPS GENERATED BY PROPOSED DEVELOPMENT

The Institute of Transportation Engineers (ITE) Trip Generation Manual (Fourth Edition) was used to estimate vehicle trips generated by the project. ITE Code 710 (Office) was applied to obtain trip generation estimates for the proposed development. The trip generation estimates, adjusted to allow for a 24 percent public transit use factor, appear in Table 2. This relatively high level of transit usage is based on the proximity of the proposal to the MARTA Arts Center rapid rail station as well as the anticipated 2010 transit network.

TABLE 2

PEACHTREE AT 14TH STREET TRIP GENERATION

PROPOSED LAND USE	SQ. FEET OR NO. OF UNITS	TOTAL DAILY # OF VEHICLE TRIPS	PEAK HOUR		NUMBER OF VEHICLES	
			AM ENTERING	EXITING	PM ENTERING	EXITING
OFFICE	804,811	6,550	800	120	135	700
TOTAL		6,550	800	120	135	700

Table 2 shows that, if completed as proposed, the project will generate approximately 6,600 additional daily vehicle trips, approximately 900 additional A.M. peak-hour trips and approximately 800 additional P.M. peak-hour trips. The actual impact of these additional vehicle trips cannot be accurately evaluated unless they are analyzed with respect to other area major developments.

CUMULATIVE TRIP GENERATION OF AREA MAJOR DEVELOPMENTS

1. Peachtree Point: A proposal to construct 350,000 square feet of office space, a 140 room hotel, and 200 apartment units. ARC staff estimated that the project would generate 8,500 daily vehicle trips, 1,000 A.M. peak-hour trips, and 1,100 P.M. peak-hour trips. Construction has not begun.
2. City Chateau: A proposal to construct 1,200 housing units, a 200 room hotel, and 50,000 square feet of retail space. It was estimated that this project would generate 3,700 daily vehicle trips, 300 A.M. peak-hour trips, and 250 P.M. peak-hour trips. Removal of subsurface petroleum contamination has begun.
3. Juniper Center: A project containing 700 apartment units in 2 42-story structures. Staff estimated that this project would generate 3,300 daily trips, 300 A.M. and 300 P.M. peak-hour trips. Construction has not been initiated.
4. Mayfair: A proposal to construct 675 apartment units in two buildings and 40,000 square feet of retail/office space. Staff

estimated that the project would generate 3,200 daily trips, 250 A.M. peak-hour trips, and 300 P.M. peak-hour trips.

5. AT&T Promenade: A project containing 2,550,000 square feet of office space in 3 buildings, 130,000 square feet of retail space, and a 300 room hotel. Staff estimated that the project would generate 21,600 daily trips, 2,950 A.M. peak-hour trips, and 3,100 P.M. peak-hour trips. Construction of 2 buildings is complete.

6. 1100 Peachtree: A proposal containing 617,000 square feet of office space. Staff estimated the project would generate 4,200 daily trips, 750 A.M. peak-hour trips, and 700 P.M. peak-hour trips. Construction is complete.

7. GLC Center: A proposal to construct a 51 story tower containing 129 apartments, 246 hotel rooms, and 62,000 square feet of office space. Staff estimated that the project would generate 3,000 daily trips, 300 A.M. peak-hour trips, and 300 P.M. peak-hour trips. Construction has begun.

8. MOSPAR: A proposal to construct 900 residential units and 83,000 square feet of retail space. Staff estimated that the project would generate 8,000 daily trips, 300 A.M. peak-hour trips, and 750 P.M. peak-hour trips. Construction is scheduled to begin in early 1992.

9. C&S Plaza: A proposal to construct a 1,250,000 square foot office building. ARC staff estimated that the project would generate 10,100 daily trips, 1,000 A.M. peak-hour trips, and 1,000 P.M. peak-hour trips. Construction has begun.

Table 3 summarizes the above area Major Developments. Peachtree at 14th Street, combined with these Major Developments, will generate approximately 72,200 daily vehicle trips, 8,050 A.M. peak-hour trips, and 8,600 P.M. peak-hour trips.

TABLE 3
CUMULATIVE TRIP GENERATION
OF AREA MAJOR DEVELOPMENTS

NAME	TOTAL DAILY # OF AVERAGE TRIP ENDS	PEAK # OF VEHICLES	
		AM	PM
Peachtree Point	8,500	1,000	1,100
City Chateau	3,700	300	250
Juniper Center	3,300	300	300
Mayfair	3,200	250	300
AT&T Promenade	21,600	2,950	3,100
1100 Peachtree	4,200	750	700
GLC Center	3,000	300	300
MOSPAR	8,000	300	750
C&S Plaza	10,100	1,000	1,000
SUBTOTAL	65,600	7,150	7,800
Peachtree at 14th	6,600	900	800
TOTAL	72,200	8,050	8,600

TRANSPORTATION CONCLUSIONS

The Midtown area of Atlanta is one of the Region's most desirable and rapidly growing locations for office and commercial development. As previously stated, the above Major Developments combined with Peachtree at 14th will generate over 72,000 daily vehicle trips. The impact on the local road network is revealed in the current and future high V/C ratios in the area. The ability of major arterials, such as Peachtree Street, to provide convenient access between Midtown and other Atlanta Region districts will be reduced as traffic volume increases. Heavy congestion on these facilities results in the degradation of the Region's entire transportation system which depends on efficient interaction between facilities to function as a system. In view of the situation, efforts should be made to expedite those TIP and RTP projects previously mentioned. In addition, the City of Atlanta, GDOT, MARTA, and ARC should work together to identify additional highway and transit projects which would be included in local and regional transportation plans to alleviate traffic congestion in this area.

The Midtown Business Association has been working closely with the City of Atlanta, GDOT, and ARC to identify transportation improvements which would improve access to this portion of Midtown. These projects include improvements to the 14th Street/Techwood Avenue I-75/85 offramp as well as an examination of additional improvements on 14th Street between I-75/85 and Peachtree Street. The Midtown Business Association, the City of Atlanta, GDOT, and ARC should continue working together to ensure the integrity and efficient interaction of the transportation facilities in the Midtown area.

The City of Atlanta should continue emphasizing alternatives to vehicular travel to minimize the additional traffic created by new development. Public transit currently plays an important role in minimizing vehicular traffic in the Midtown area. MARTA facilities and services allow the rate of 24 percent public transit use in the area. Transit's importance will increase in the future as planned developments are completed in the area. The construction of large developments, such as the subject project, near transit facilities is consistent with policies contained in the Regional Development Plan (RDP). The Arts Center Station functions as a high-intensity mixed-use facility. The RDP states that "In these station areas intense mixed-use development and redevelopment, consistent with local plans, should be encouraged through public and private investment."

The City of Atlanta should continue employing policies that encourage developers to employ strategies supporting public transit use. Such action by local governments is consistent with ARC's Regional Development Plan (RDP), which states "public transportation in the region should be used to provide an affordable alternative to automobile travel, to relieve traffic congestion, to add to the mobility of households without autos, and to increase access to employment and human services" and "transit service should be made cost effective by tailoring the type of service to the type of demand." Furthermore, the policies "encourage local governments to use coordinated land use controls and transportation facility design to increase the effectiveness of highway and transit systems." In keeping with these policies, it is essential that The City of Atlanta, The Midtown Business Association, MARTA, Georgia DOT, ARC and the developer continue cooperative efforts to lessen traffic congestion in the area.

Developers should be encouraged to pursue additional strategies to mitigate the increases in traffic congestion associated with new development. These strategies include:

1. Locating and orienting buildings, driveways, and any required parking areas so as to facilitate walking trips, and providing convenient pedestrian paths.
2. Initiating and funding carpooling and vanpooling programs and equipment.
3. Identifying and participating in the cost of off-site street improvements which will ease traffic congestion associated with the development.
4. Using private sector resources to subsidize transit service to residents and employees of this and other major developments in the area.

The Atlanta Regional Transportation Improvement Program FY 1992 - FY 1999 states that "Federal-aid dollars will account for a decreasing share of total project costs over time" for highways and related improvements. Many communities have responded to this problem by requiring developers to provide right-of-way

and/or in-kind donations for road improvements serving their projects. This type of public and private partnership should be encouraged, and should be extended to sharing the responsibility for public transit improvements.

Water Supply and Wastewater Treatment Demand

According to regional averages, the Peachtree at 14th Street development could generate a demand for 0.18 million gallons per day (MGD) of water and a sewage flow of 0.16 MGD. The development is located in the R.M. Clayton sewer service area. The Peachtree at 14th development combined with other major developments reviewed to date for the R.M. Clayton service area could generate a combined additional flow of 21.29 MGD if all are built as proposed.

The R.M. Clayton sewer service area covers all of Peachtree and Nancy Creek basins in the City of Atlanta, Fulton, DeKalb and Gwinnett Counties. Flows to the plan vary considerably due to the large service area, infiltration and inflow throughout the service area, and combined sanitary and storm sewers in a portion of the service area. Therefore, it is very important that governments using the plan monitor capacity, flows, and existing commitments continually so as not to overcommit existing or future capacity.

Increase in Employment

Again according to regional averages, the Peachtree at 14th development could accomodate 2,914 jobs.

Other ARC Comments

During construction, the required erosion and sedimentation controls should be properly installed and maintained to prevent soil loss, on-site erosion and downstream sedimentation.

The project design should include stormwater runoff controls that will reduce stormwater runoff from the project to pre-development levels for up to the 25-year storm event. Provisions should be made for proper and complete maintenance of these runoff controls throughout the life of this project, to prevent long-term on-site erosion, soil loss and downstream sedimentation, siltation, and contamination from pollutants in the runoff.

Comments from Other Agencies

A very important part of ARC's review process is the notification to potentially affected local agencies. Comments from the Fulton County Health Department are enclosed. Should further comments be received they will be forwarded to the City of Atlanta.



HEALTH DEPARTMENT 99 BUTLER STREET, S. E. • 30303 • TELEPHONE

June 20, 1991

Beverly Whey
Atlanta Regional Commission
141 Pryor Street, S.W.
Atlanta, GA 30303

RE: SOLIDWASTE REQUIREMENTS FOR FUTURE DEVELOPMENT AT PEACHTREE & 14TH

Ms. Whey,

For this development, the Fulton County Health Department will require a compactor to be installed (size and frequency of pickup will be determined when plans are submitted). The compactor is required by county regulations to rest on a concrete pad sloped to a drain. The drain must connect to a sanitary sewer line. The concrete pad must be 8' X 8' or larger. For this project, the pad must be larger than the 8' X 8' requirements. A water bibb must be installed within 50' of the pad for cleaning of spills.

You must submit to this department a site plan. On the site plan you must show the following:

- 1) location of the proposed compactor
- 2) show tie in to sanitary sewer line
- 3) show the dumpster pad detail (file 670) on your plans

If you have any questions or require further information, please call me at 730-1310.

Sincerely,

Kim T. Belt

Kim T. Belt
Public Health Sanitarian
Community Sanitarian Section