



SHIRLEY FRANKLIN
MAYOR

CITY OF ATLANTA

STEVEN R. COVER
COMMISSIONER

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
55 Trinity Avenue, S.W. SUITE 1450 – ATLANTA, GEORGIA 30303
404-330-6070 – FAX: 404-658-7638
<http://www.atlantaga.gov/Government/Planning.aaspx>

March 10, 2008

Mr. Glenn Bowman, P.E.
State Environment/Location Engineer
Georgia Department of Transportation
State of Georgia
#2 Capitol Square, S.W.
Atlanta, GA 30334-1002

Dear Mr. Bowman:

This letter is in response to the Early Coordination Request for Project NH-0085-02 (153) PI no. 762380 – SR 400/85 Connector Ramps. These are formal comments on behalf of the City of Atlanta's Department of Planning and Community Development, including the Department's Transportation Planning Division and Urban Design Commission. We appreciate the opportunity to respond and supply comments on this initial phase of environmental documentation.

Due to the limited roadway network in the area, and the potential for physical, visual, and operational affects outside the "Project Study Area", the study area needs to be expanded. The suggested limits are, but not limited to, Briarcliff Road on the east and the intersection of Piedmont Rd and Greenview Ave on the northwest and the intersection of Lindbergh and Sharondale Drive on the west.

While the region may be interested in capacity adding projects that solely relieve congestion on a large scale, the SR400/85 suggestions are contrary to the City's goals of predominately operational and transportation mitigation projects. Additionally, the City is only interested in projects that are supportive of mixed land uses and pedestrian -scaled projects.

The Piedmont Corridor Study was recently adopted by the Buckhead Community Improvement District and there were a number of recommendations to help alleviate traffic on SR400/85 that would not displace homes and neighborhoods. It is highly suggested to consider these recommendations over the ones outlined in GDOT's existing environmental assessment.

There are a couple of vehicular improvement suggestions that the City supports for further study. One is the completion of the HOV ramps. The other is the restriping at the merge of 85 south and GA 400 south.

Mr. Glenn Bowman
March 10, 2008
Page 2 of 3

As the region is keenly aware, there are very limited funds available to the State and Atlanta region at this point in time. The study and potential projects resulting from this study appear to be less competitive to other regional projects.

Although historic resource field surveys have not been conducted in this portion of the City recently, there is a high potential for districts, neighborhoods, and individual buildings or structures in the "Project Study Area" boundary to be considered eligible for the National Register of Historic Places, including, but not limited to:

- *Pine Hills* – northeast of the current Ga 400 and I-85 interchange – 1940s to 1960s residential neighborhood
- *Lindridge/Martin Manor* – southeast of the current Ga. 400 and I-85 interchange – 1930s to 1960s residential neighborhood
- *Piedmont Heights* – at the southeast corner of the "Project Study Area" – a 1920s to 1950s residential neighborhood
- *Lindbergh/Morasgo* – on the west side of the Ga. 400 and I-85 interchange – a 1940s to 1960s residential neighborhood
- *Peachtree Park* – at the very edge of the north leg of the "Project Study Area" – a 1920s to 1940s residential neighborhood

Further, in or near each of these neighborhoods, there are non-residential properties that could also be considered National Register eligible. Given their relative periods of development, these areas also likely contain significant post World War II historic resources that have not received substantive research and study, as they would have only recently become National Register eligible. There is a high potential for the proposed project to have effects, including likely adverse effects, on National Register eligible properties in and around the "Project Study Area".

Notwithstanding the concerns noted above, the City we would strongly recommend that full archival and field research we conducted for those potential historic resources in and around the "Project Study Area" as is called for in the National Historic Preservation Act of 1966, as amended.

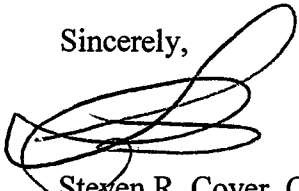
Procedurally, the City would request that the Atlanta Urban Design Commission be considered a "consulting party" as defined under the National Historic Preservation Act of 1966, as amended. Ms. Karen Huebner should be considered the contact for all "consulting party" correspondence.

In conclusion, the historic, environmental and transportation impacts to the surrounding neighborhoods are not acceptable to the City. As one example, the CD Collectors impact the City and its residents in a number of ways. The extreme height required to route the collectors removes homes and neighborhoods and is a visual blight onto the remaining houses.

Mr. Glenn Bowman
March 10, 2008
Page 3 of 3

Again, I would like to thank you for your request for input from the City. If you have any further questions regarding the City's transportation-related comments, please contact Heather Alhadeff at halhadeff@atlantaga.gov or 404.330.6785. If you have any further questions regarding the City's historic preservation-related comments, please contact Karen Huebner at khuebner@atlantaga.gov or 404-330-6200.

Sincerely,



Steven R. Cover, Commissioner
Department of Planning and Community Development

SRC:ha/dy

Cc: Alice Wakefield, Director, Bureau of Planning (BOP)
Heather Alhadeff, Asst. Director, BOP, Transportation Planning
Karen Huebner, Asst. Director, BOP, Urban Design Commission
Doug Young, Principal Planner, BOP, Urban Design Commission
File

