

REGIONAL REVIEW FINDING

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: March 21, 2018

ARC REVIEW CODE: R1803051

TO: Mayor Keisha Lance Bottoms, City of Atlanta
ATTN TO: Monique Forte, Urban Planner III, Office of Mobility Planning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



Digital signature
Original on file

The Atlanta Regional Commission (ARC) has completed a regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: 1350 West Marietta Street (DRI 2774)

Submitting Local Government: City of Atlanta

Review Type: DRI

Date Opened: March 5, 2018

Date Closed: March 20, 2018

Description: This DRI is on approximately 19 acres in the City of Atlanta, west of Marietta Boulevard, south of West Marietta Street, and east of the CSX rail line and Bellwood Quarry/Westside Reservoir Park. It is proposed as a mixed-use development consisting of 695 multifamily units, five townhomes, 132,000 SF of office space, 22,000 SF of retail space, and 29,500 SF of restaurant space. Site access is proposed via one driveway on West Marietta Street and three driveways on Marietta Boulevard. The estimated buildout year is 2021. The local trigger for this review is a rezoning application.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Maturing Neighborhoods area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. RDG information and recommendations for Maturing Neighborhoods are listed at the bottom of these comments.

This DRI appears to manifest many aspects of regional policy. It generally supports the goals of the Livable Centers Initiative (LCI) program and the recommendations of the existing Upper Westside LCI plan, in that it converts an industrial site to an infill, mixed-use development with significant housing and employment components as well as pedestrian-oriented amenities and uses at street level. Specifically, it supports the plan's vision for mixed residential/commercial activity west of Marietta Boulevard, as well as a more pedestrian-friendly streetscape on Marietta Boulevard – which it will help implement on the site's frontage on that corridor.

The project can also support alternative transportation modes given its proximity to two MARTA bus lines (Routes 1 and 26), the Bankhead MARTA rail station to the south, planned future BeltLine multi-use path and transit on Marietta Boulevard to the east, and the planned future Proctor Creek trail to the southwest. Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. Along those lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

Additionally, ARC recommends that the development reserve space for and/or otherwise support future connectivity (bike/ped at minimum) under or over the CSX rail line to the planned Westside Reservoir Park

to the west, as is shown on the DRI site plan, in coordination with the City of Atlanta and Atlanta BeltLine, Inc. It is also recommended that the development reserve space at its eastern edge to link the aforementioned park connection to a future extension of Church Street from the east, across Marietta Boulevard – again, in coordination with the City of Atlanta and Atlanta BeltLine, Inc. This area is shown on the DRI site plan as green space. Allowing for this connection would support the LCI plan vision, offer connectivity to the nearby Howell Station neighborhood, and create an important entry point to the park from Marietta Boulevard and points east. Lastly, given that Marietta Boulevard is planned as the future route for part of the BeltLine, ARC recommends that the development team install appropriate multi-use path facilities on the site's Marietta Boulevard frontage, in collaboration with the City of Atlanta and Atlanta BeltLine, Inc.

The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Maturing Neighborhoods. The land use mix appears to be generally consistent with the RDG, specifically in terms of promoting mixed-use in areas close to existing or planned transit. The RDG also recommends ensuring that new and infill development is compatible with existing neighborhoods. City leadership and staff, along with the development team, should therefore collaborate to ensure sensitivity to nearby neighborhoods, land uses, structures and natural resources.

It is ARC's understanding that the City of Atlanta continues to work with a consultant on a major update to the Upper Westside LCI plan. The development team should therefore collaborate with City staff and leadership to ensure that the project, as constructed, remains consistent not only with the existing LCI plan but also with the recommendations of the updated LCI plan. Likewise, ARC also asks that the City incorporate the key attributes of this DRI into the recommendations for this part of the study area found in the new LCI plan, or in amendments or revisions to the new plan in the future.

Additional ARC staff comments, along with external comments received during the review, are included in this report.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970 and are typically adjacent to the Region Core and Regional Employment Corridors. These three areas, combined, represent a significant percentage of the region's jobs and population. General policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/or shelters adjacent to bus stops
- Identify and remedy incidents of “food deserts” within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
ATLANTA BELTLINE, INC.

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.

Andrew Smith

From: Floyd, Greg <gfloyd@itsmarta.com>
Sent: Tuesday, March 6, 2018 1:38 PM
To: Andrew Smith
Cc: Estes, Emily
Subject: RE: ARC DRI Review Notification: 1350 West Marietta Street (DRI 2774).

Good Afternoon Andrew and Emily:

MARTA provided comments to the City of Atlanta for their rezoning review of this project. The paragraph below is the verbiage that was sent to the City. I would like for it to also serve as our official comments to the DRI also:

"We find that the development is located along MARTA Route 26 Perry Boulevard-North Avenue. A survey of the transit facilities along the route in the vicinity of the development reveals that there are 2-two existing bus stop signs along Marietta Boulevard and none along West Marietta Street. To adequately serve this development, we highly recommend that two bus shelters be incorporated as a part of the project. One to replace and upgrade the existing bus stop along Marietta Boulevard and another to be installed along West Marietta Street.

Please have the applicant coordinate shelter installation with our Bus Stop Planner, Mr. Charles Rosa at least 30 days prior to installation. Mr. Rosa's can be contacted at croso@itsmarta.com or 404-848-5697."

Gregory T. Floyd, AICP

Senior Land Use Planner
Office of TOD & Real Estate



2424 Piedmont Road, NE /Atlanta, Georgia 30324/ 404-848-5508 / 404-848-5132 Fax / gfloyd@itsmarta.com

From: Andrew Smith [mailto:ASmith@atlantaregional.org]

Sent: Monday, March 05, 2018 4:05 PM

To: 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; PPeevy@dot.ga.gov; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; rolawrence@dot.ga.gov; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Hood, Alan C. (achood@dot.ga.gov) <achood@dot.ga.gov>; Kathy Zahul (kzahul@dot.ga.gov) <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srtga.gov>; Emily Estes

<eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Floyd, Greg <gfloyd@itsmarta.com>; SGreen@atlbelpline.org; COwens@atlbelpline.org; LHarrop@atlbelpline.org; SPatton@atlbelpline.org; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpdc-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; Kedir, Nursef <nkdir@AtlantaGa.Gov>; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; colteanu@atlantaga.gov; cykwon@atlantaga.gov; brs@woodpartners.com; johnson.bazzel@woodpartners.com; Jessica L. Hill (jhill@mmmlaw.com) <jhill@mmmlaw.com>; Corbin Armstrong <carmstrong@mmmlaw.com>; kwood@pecatl.com; mattk@pecatl.com; 'John.Walker@kimley-horn.com' <John.Walker@kimley-horn.com>; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Byron Rushing <BRushing@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>
Subject: ARC DRI Review Notification: 1350 West Marietta Street (DRI 2774).

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **1350 West Marietta Street (DRI 2774)**.

This DRI is in the City of Atlanta, west of Marietta Boulevard, south of West Marietta Street, and east of the CSX rail line and Bellwood Quarry/Westside Reservoir Park. It is proposed as a mixed-use development consisting of 695 multifamily units, five townhomes, 132,000 SF of office space, 22,000 SF of retail space, and 29,500 SF of restaurant space. Site access is proposed via one driveway on West Marietta Street and three driveways on Marietta Boulevard. The estimated buildout year is 2021. The local trigger for this review is a rezoning application.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments to ARC on or before **Tuesday, March 20, 2018**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, March 6, and entering "1350 West Marietta Street" in the search field at the bottom of the page.

Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development
Atlanta Regional Commission
P | 470.378.1645

asmith@atlantaregional.org
atlantaregional.org

International Tower
229 Peachtree Street NE | Suite 100
Atlanta, Georgia 30303

Andrew Smith

From: Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>
Sent: Monday, March 19, 2018 12:56 PM
To: Andrew Smith
Cc: Peevy, Phillip M.; Robinson, Charles A.; DeNard, Paul
Subject: FW: DRAFT ARC DRI Review Notification: 1350 West Marietta Street (DRI 2774).

Good Afternoon, Andrew,

The GDOT Office of Planning has reviewed the 1350 West Marietta Street DRI 2774 Preliminary report and would like to note the following GDOT projects in the vicinity of the DRI:

- o GDOT Project Identification No. (PI No.) 0015663 – SR 8 FROM CS 716/MARIETTA BLVD TO CS 2650/MAYNARD COURT – Signals, Under Construction – The GDOT Project Manager for this project is Matthew Glasser and can be reached at 404-635-2836 or mglasser@dot.ga.gov.
- o GDOT Project Identification No. (PI No.) 0010322 – SR 8 FROM CS 797/WEST LAKE AVE TO PROCTOR CREEK - LCI - Enhancement, CST FY 2021 - The GDOT Project Manager for this project is Cedric Clark and can be reached at 770-312-6551 or CClark@dot.ga.gov.
- o GDOT Project Identification No. (PI No.) 0012593 – CYCLE ATLANTA - BICYCLE MOBILITY IMPROVEMENTS - PHASE I – Bike/Ped – The GDOT Project Manager for this project is Sam Samu and can be reached at 404-631-1545 or ssamu@dot.ga.gov.

For further information that may be needed concerning this review, please contact Vivian Canizares at 404-631-1794 or mcanizares@dot.ga.gov.

Thank you,

–Vivian Canizares

From: Andrew Smith [<mailto:ASmith@atlantaregional.org>]
Sent: Monday, March 5, 2018 4:05 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Lawrence, Roshni R <RoLawrence@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Greg Floyd (gffloyd@itsmarta.com) <gffloyd@itsmarta.com>; SGreen@atlbeltline.org; COWens@atlbeltline.org; LHarrop@atlbeltline.org; SPatton@atlbeltline.org; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpcd-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; Kedir, Nursef <nkedir@AtlantaGa.Gov>; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; colteanu@atlantaga.gov; cykwon@atlantaga.gov; brs@woodpartners.com; johnson.bazzel@woodpartners.com; Jessica L. Hill (jhill@mmmlaw.com) <jhill@mmmlaw.com>; Corbin Armstrong <carmstrong@mmmlaw.com>; kwood@pecatl.com; mattk@pecatl.com;

'John.Walker@kimley-horn.com' <John.Walker@kimley-horn.com>; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Byron Rushing <BRushing@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>

Subject: ARC DRI Review Notification: 1350 West Marietta Street (DRI 2774).

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **1350 West Marietta Street (DRI 2774)**.

This DRI is in the City of Atlanta, west of Marietta Boulevard, south of West Marietta Street, and east of the CSX rail line and Bellwood Quarry/Westside Reservoir Park. It is proposed as a mixed-use development consisting of 695 multifamily units, five townhomes, 132,000 SF of office space, 22,000 SF of retail space, and 29,500 SF of restaurant space. Site access is proposed via one driveway on West Marietta Street and three driveways on Marietta Boulevard. The estimated buildout year is 2021. The local trigger for this review is a rezoning application.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments to ARC on or before **Tuesday, March 20, 2018**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, March 6, and entering "1350 West Marietta Street" in the search field at the bottom of the page.

Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

asmith@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

Roadway fatalities in Georgia are up 33% in two years. That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile devices – Drive alert. Visit www.dot.ga.gov/DAAA. #ArriveAliveGA

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, March 20, 2018 1:53 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; douglas.barrett@fultoncountyga.gov
Subject: RE: ARC DRI Review Notification: 1350 West Marietta Street (DRI 2774).
Attachments: ARC Preliminary Report - 1350 West Marietta Street DRI 2774.pdf

Andrew,

The proposed mixed-use development consisting of 695 multifamily units, five townhomes, 132,000 SF of office space, 22,000 SF of retail space, and 29,500 SF of restaurant space off of West Marietta Street, is located less than 5 miles east of Fulton County Airport – Brown Field (FTY). The FAA Notice Criteria Tool found [here](#), states the development exceeds an instrument approach area as well as is in proximity to a navigation facility and may impact the assurance of navigation signal reception as requests a 7460 be filed with the FAA.

An FAA Form 7460-1 may be submitted to the FAA online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Doug Barrett with Fulton County Airport – Brown Field (FTY) on this email.

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
M: 404-660-3394 | F: 404-631-1935 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/AirportAid>

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Monday, March 5, 2018 4:05 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Lawrence, Roshni R <RoLawrence@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; SGreen@atlbelpline.org; COwens@atlbelpline.org; LHarrop@atlbelpline.org; SPatton@atlbelpline.org; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpdc-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; Kedir, Nursef <nkedir@AtlantaGa.Gov>; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; colteanu@atlantaga.gov; cykwon@atlantaga.gov; brs@woodpartners.com; johnson.bazzel@woodpartners.com; Jessica L. Hill (jhill@mmmlaw.com) <jhill@mmmlaw.com>; Corbin Armstrong <carmstrong@mmmlaw.com>; kwood@pecatl.com; mattk@pecatl.com; 'John.Walker@kimley-horn.com' <John.Walker@kimley-horn.com>; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Byron Rushing <BRushing@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>
Subject: ARC DRI Review Notification: 1350 West Marietta Street (DRI 2774).

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **1350 West Marietta Street (DRI 2774)**.

This DRI is in the City of Atlanta, west of Marietta Boulevard, south of West Marietta Street, and east of the CSX rail line and Bellwood Quarry/Westside Reservoir Park. It is proposed as a mixed-use development consisting of 695 multifamily units, five townhomes, 132,000 SF of office space, 22,000 SF of retail space, and 29,500 SF of restaurant space. Site access is proposed via one driveway on West Marietta Street and three driveways on Marietta Boulevard. The estimated buildout year is 2021. The local trigger for this review is a rezoning application.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments to ARC on or before **Tuesday, March 20, 2018**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, March 6, and entering “1350 West Marietta Street” in the search field at the bottom of the page.

Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

asmith@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

Roadway fatalities in Georgia are up 33% in two years. That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile devices – Drive alert. Visit www.dot.ga.gov/DAAA. #ArriveAliveGA

1350 WEST MARIETTA STREET DRI #2774
City of Atlanta
ARC Natural Resources Group Review Comments

February 27, 2018

Water Supply Watershed and Stream Buffer Protection

The proposed project is located on currently developed land. It is entirely within the Proctor Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

The USGS coverage for the project area shows no blue-line streams on or near the project property. No streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. However, it is likely that open streams were in the general vicinity of the project area and were piped when the area was first developed. Any State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

Storm Water/Water Quality

The project should fully address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type of use and the total impervious coverage. This, in turn, will affect the design and type of stormwater controls developed for this project.

To address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual. In developing stormwater management controls for this project, any on site reuse of stormwater needs to include consideration of its impact on return flows to the Chattahoochee, as well as its impacts on the protection and restoration efforts in the Proctor Creek watershed.

In addition to standard measures, we suggest the following additional measures to help reduce stormwater runoff and provide for its reuse before returning it to the stream system:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

Development of Regional Impact Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #2774
DRI Title 1350 West Marietta Street
County Fulton County
City (if applicable) City of Atlanta
Address / Location The site is located on the south side of West Marietta Street between Lois Street NW and Marietta Blvd NW

Proposed Development Type:

A 19.3 acre Mixed use development consisting of 1,042,500 sq ft of residential, 132,000 sq ft of office, 22,000 sq ft of retail and 29,500 sq ft of restaurant space

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date February 28, 2018

TRAFFIC STUDY

Prepared by Kimley Horn
Date February 26, 2018

REGIONAL TRANSPORTATION PLAN PROJECTS

- 01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis includes Appendix F of project fact sheets in the network study area and a chart of programmed projects as identified in the Atlanta Region's Plan on Page 25 of the traffic analysis.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

- 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?**

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

The development proposes one full movement access point on West Marietta Street and three full movement access points on Marietta Boulevard. Marietta Blvd extend through Fulton County and into Cobb County (S. Atlanta Road) and can be considered a Regional Thoroughfare.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES (*identify the roadways and existing/proposed access points*)

The development proposes one full movement access point on West Marietta Street and three full movement access points on Marietta Boulevard, neither of the which are considered regional truck thoroughfares.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (*nearest station more than one mile away*)

☒ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station Bankhead Marta Station

Distance*

☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☒ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

- ☒ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

Sidewalk exists sporadically along Marietta Blvd NW which provide access to the rail transit

Bicycling Access*

- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☒ Route follows high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

Transit Connectivity

- ☒ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable (*accessing the site by transit is not consistent with the type of development proposed*)

MARTA bus routes 26, 50 and 58 connect to rail station

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☒ NOT APPLICABLE (rail service already exists)
- ☐ NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- ☐ NO (no plans exist to provide rail service in the general vicinity)
- ☐ YES (provide additional information on the timeframe of the expansion project below)
 - ☐ CST planned within TIP period
 - ☐ CST planned within first portion of long range period
 - ☐ CST planned near end of plan horizon

[Click here to provide comments.](#)

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

☐ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) 1, 26, 58, 20,

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☒ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide sufficient connectivity

☒ Route uses high volume and/or high speed streets

☐ Not applicable (accessing the site by bicycling is not consistent with the type of development proposed)

* Following the most direct feasible walking or bicycling route to the nearest point on the development site

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

There are two City of Atlanta Bike Ped Projects near the development site however, no existing Multiuse trails are found within a mile.

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☐ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☒ OTHER (*Please explain*)

The development proposes an access point West Marietta Street, a local road. The development does not indicate provisions for stub outs to adjacent parcels.

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☒ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

The development proposes pedestrian facilities throughout the development. No bicycle facilities are proposed internally.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (connections to adjacent parcels are planned as part of the development)
- ☒ YES (stub outs will make future connections possible when adjacent parcels redevelop)
- ☐ NO (the development site plan does not enable walking or bicycling to/from adjacent parcels)
- ☐ NO (the site plan precludes future connections with adjacent parcels when they redevelop)
- ☐ NOT APPLICABLE (adjacent parcels are not likely to develop or redevelop in the near future)
- ☐ NOT APPLICABLE (the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)

The site plan indicates internal sidewalks that connect to existing sidewalks on Marietta Blvd and proposed sidewalks along West Marietta Street.

- 12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?**

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- ☐ PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- ☐ NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- ☒ NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

- 13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?**

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
- ☐ NO (see comments below)

Click here to enter text.

- 14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?**

- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

None



Developments of Regional Impact

[DRI Home](#)
[Tier Map](#)
[Apply](#)
[View Submissions](#)
[Login](#)

DRI #2774

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Monique Forte

Telephone: 404-546-0196

E-mail: mbforte@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: 1350 West Marietta Street

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1350 West Marietta Street

Brief Description of Project: Mixed use development consisting of multifamily, townhome, office, and commercial square footage

Development Type:

- | | | |
|--|---|---|
| ☐ (not selected) | ☐ Hotels | ☐ Wastewater Treatment Facilities |
| ☐ Office | ☒ Mixed Use | ☐ Petroleum Storage Facilities |
| ☐ Commercial | ☐ Airports | ☐ Water Supply Intakes/Reservoirs |
| ☐ Wholesale & Distribution | ☐ Attractions & Recreational Facilities | ☐ Intermodal Terminals |
| ☐ Hospitals and Health Care Facilities | ☐ Post-Secondary Schools | ☐ Truck Stops |
| ☐ Housing | ☐ Waste Handling Facilities | ☐ Any other development types |
| ☐ Industrial | ☐ Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 700 multifamily units, including 5 townhouses, 7,500 SF retail/restarant, 176,000 SF office

Developer: WP South Acquisitions, LLC (Wood Partners)

Mailing Address: 715 Northside Parkway, St 4-600. Atlanta, GA 30327

Address 2:

City:Atlanta State: GA Zip:30096

Telephone: 404-965-9965

Email: brs@woodpartners.com

Is property owner different from developer/applicant? ☐ (not selected) ☒ Yes ☐ No

If yes, property owner: Metro Atlanta Land Group, LLC

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following information: Project Name:
Project ID:

The initial action being requested of the local government for this project:

- ☒ Rezoning
- ☐ Variance
- ☐ Sewer
- ☐ Water
- ☐ Permit
- ☐ Other

Is this project a phase or part of a larger overall project? ☐ (not selected) ☐ Yes ☒ No

If yes, what percent of the overall project does this project/phase represent?

Estimated Project Completion Dates: This project/phase: 2021
Overall project:

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)



Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2774

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta
Individual completing form: Monique Forte
Telephone: 404-546-0196
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: 1350 West Marietta Street
DRI ID Number: 2774
Developer/Applicant: Wood Partners, LLC
Telephone: 404-965-9965
Email(s): johnson.bazzel@woodpartners.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)
☐ (not selected) ☒ Yes ☐ No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?
☒ (not selected) ☐ Yes ☐ No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out: \$ 260,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4,500,000

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

If yes, please describe (including number of units, square feet, etc):

Water Supply

Name of water supply provider for this site: City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.25 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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)?

0.20 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

If yes, how much additional line (in miles) will be required?

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.)

Approximately: 7,360 net daily trips; 384 trips AM peak; 558 trips PM peak

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

Are transportation improvements needed to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, please describe below: Please refer to the Traffic Study performed by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?

3,500 tons per year

Is sufficient landfill capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?

☐ (not selected) ☐ Yes ☒ No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Comply with City and County's stormwater ordinance and development regulations.

Environmental Quality

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

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

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

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#) | [Site Map](#) | [Statements](#) | [Contact](#)

TOTAL SITE AREA	18.873 ACRES
CHAMPA STREET R/W	1.645 ACRES
TOTAL SITE AREA	17.228 ACRES

EXISTING ZONING	I-1 & I-2 (BELTLINE OVERLAY DISTRICT)
PROPOSED ZONING	MRC-3 - BELTLINE OVERLAY DISTRICT
ZONING JURISDICTION	CITY OF ATLANTA

FRONT YARD SETBACK.....5' LS / 10' CLEAR / 5' FURN.
RAILROAD R/W BUFFER REQUIRED.....20 FEET
SIDE SETBACK.....20' RES./ 0' COMMERCIAL
REAR SETBACK.....20' RES./ 0' COMMERCIAL
*SIDE & REAR SETBACKS FOR RESIDENTIAL MAY BE REDUCED TO ZERO FEET IF
THERE ARE NO WINDOWS

THE NUMBER OF UNITS AND TOTAL RESIDENTIAL SQUARE FOOTAGE PER BUILDING MAY BE SHIFTED FROM BUILDING TO BUILDING TO THE EXTENT THE OVERALL TOTAL NUMBER OF UNITS AND SQUARE FOOTAGE FOR THE PROJECT IS NOT EXCEEDED.

MULTI-FAMILY BLDG. (A)	
TOTAL UNITS PROVIDED	108 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	97,830 SF
BLDG. HEIGHT	4 STORIES
MULTI-FAMILY BLDG. (B)	
TOTAL UNITS PROVIDED	120 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	108,000 SF
BLDG. HEIGHT	4 STORIES
MULTI-FAMILY BLDG. (C)	
TOTAL UNITS PROVIDED	117 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	105,300 SF
BLDG. HEIGHT	4 STORIES
MULTI-FAMILY BLDG. (D)	
TOTAL UNITS PROVIDED	350 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	371,001 SF
BLDG. HEIGHT	5 STORIES
TOTAL REAR LOADED TOWNHOMES PROVIDED	5 UNITS
RESIDENTIAL FLOOR AREA PROVIDED	12,500 SF
BLDG. HEIGHT	3 STORIES
TOTAL RESIDENTIAL UNITS PROVIDED	700 UNITS
TOTAL SITE DENSITY PROVIDED	36.73 UNITS/ACRE
TOTAL RESIDENTIAL AREA PROVIDED	694,630 SF
COMMERCIAL BLDG. AREA PROVIDED	51,500 SF
(44,000 GROUND FLOOR COMMERCIAL + 7,500 COMMERCIAL)	
OFFICE BLDG. AREA PROVIDED	132,000 SF
(66,000 PER OFFICE BLDG.)	
TOTAL COMMERCIAL AREA PROVIDED	183,500 SF

LAND AREA CALCULATIONS

NET LAND AREA- LOT 1	16.045 ACRES
NET LAND AREA- LOT 2	1.183 ACRES
GROSS LAND AREA- LOT 1	18.873 ACRES
GROSS LAND AREA- LOT 2	1.44 ACRES
REQUIRED PUBLIC SPACE- LOT 2	0.28 ACRES
PROPOSED PUBLIC SPACE- LOT 2	0.30 ACRES
REQUIRED USEABLE OPEN SPACE- LOT 1	7.55 ACRES
PROPOSED USEABLE OPEN SPACE- LOT 1	8.13 ACRES
MAXIMUM ALLOWED LOT COVERAGE	85%
PROPOSED LOT COVERAGE = SHALL NOT EXCEED MAXIMUM ALLOWED	

LOT 1	
RESIDENTIAL PARKING MINIMUM (1 PER UNIT)	700 SPACES
RESIDENTIAL PARKING MAXIMUM	875 SPACES
(1.25 PER 1 BR UNIT AND 2 PER 2 + BR UNIT PER BELTLINE OVERLAY)	
OFFICE PARKING MINIMUM (NO REQUIREMENT PER MRC)	0 SPACES
OFFICE PARKING MAXIMUM (2.5 PER 1000 SF)	184 SPACES
RETAIL/RESTAURANT PARKING MINIMUM (1 PER 600 SF)	50 SPACES
RETAIL/RESTAURANT PARKING MAXIMUM (MINIMUM PLUS 25%)	63 SPACES
TOTAL PARKING PROPOSED	955 SPACES
REQUIRED LOADING SPACES	9- 12X35 SPACES
	2- 12X55 SPACES
PROPOSED LOADING SPACES	9- 12X35 SPACES
	2- 12X55 SPACES

OFFICE PARKING MINIMUM (NO REQUIREMENT PER MRC)	0 SPACES
OFFICE PARKING MAXIMUM (2.5 PER 1000 SF)	165 SPACES
RETAIL/RESTAURANT PARKING MINIMUM (1 PER 600 SF)	37 SPACES
RETAIL/RESTAURANT PARKING MAXIMUM (MINIMUM PLUS 25%)	47 SPACES
TOTAL PARKING PROPOSED	100 SPACES
REQUIRED LOADING SPACES	4- 12X35 SPACES
PROPOSED LOADING SPACES	4- 12X35 SPACES

SITE LOCATION MAP

1. ACTUAL REQUIRED AND PROPOSED PARKING, LOADING, USABLE OPEN SPACE AND PUBLIC SPACE CALCULATIONS SHALL BE SUBJECT TO CHANGE BASED ON ACTUAL USES AND DENSITY CONSTRUCTED.

FEMA MAP
NOT TO SCALE

<u>GENERAL INFORMATION:</u>	
DRI NUMBER:	2774
PROJECT NAME:	1350 WEST MARIETTA STREET
<u>CONTACTS:</u>	
APPLICANT:	WOOD PARTNERS CONTACT: BENNETT SANDS PHONE: 404-965-9960
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES, INC. CONTACT: JOHN WALKER PHONE: 470-273-3181

A MASTER PLANNED DEVELOPMENT

FOR
BENNETT SANDS
3715 NORTHSIDE PARKWAY, NW
SUITE 4-600
ATLANTA, GEORGIA 30327
PHONE: 941-830-4831

AND LOT 190
17TH DISTRICT

"WE PROVIDE SOLUTIONS"

L

E PLANNERS AND ENGINEERS COLLABORATIVE

SITE PLANNING ■ LANDSCAPE ARCHITECTURE ■ CIVIL ENGINEERING ■ LAND SURVEYING
■ 350 RESEARCH COURT ■ PEACHTREE CORNERS, GEORGIA 30092 ■ (770) 451-2741 ■ FAX (770) 451-3915
■ WWW.EECPROFES.COM

[illegible]

This drawing is the property of Planners and Engineers Collaborative and is not to be copied in whole or in part. It is not to be used on any other project and is to be returned upon request. © Planners and Engineers Collaborative.

SCALE: 1" = 100'
DATE: JANUARY 2, 2018
PROJECT: 17037.00A

THIS SEAL IS ONLY VALID IF COUNTER SIGNED
AND DATED WITH AN ORIGINAL SIGNATURE



GSWCC LEVEL II DESIGN PROFESSIONAL
CERTIFICATION # 0000059389 EXP. 10/27/2018



Z2

SHEET

24 HOUR CONTACT:
JEANNE RELATS @ 941-830-4831



Know what's *below*.
Call before you dig.

