

DATE: February 27, 2019

ARC REVIEW CODE: R1902111

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



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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: Atlanta Dairies (DRI 2897)

Submitting Local Government: City of Atlanta

Review Type: DRI

Date Opened: February 11, 2019

Date Closed: February 26, 2019

Description: This DRI is on 9.78 acres in the City of Atlanta, south of Memorial Drive, east of Pearl Street, north of Old Flat Shoals Road, and west of Chester Avenue. The project consists of 564 multi-family residential units, 46,165 SF of office space, and 50,170 SF of retail space, and a 36,238 SF music venue. Site access is proposed via one driveway on Memorial Drive, one driveway on Pearl Street, and two driveways on Old Flat Shoals Road. The estimated buildout year is 2021. An initial phase of the development is under construction, and the local trigger for this review is a Special Administrative Permit (SAP) application for the second residential phase (which moved the development past the DRI threshold).

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

This DRI manifests certain aspects of regional policy. Its plan contemplates an infill redevelopment that features the adaptive reuse of the historic Atlanta Dairies building fronting Memorial Drive. The project includes a mix of office, residential, retail and entertainment uses to activate a site that has been unused for many years, within a redeveloping former industrial area. This development program is paired with a pedestrian-focused experience on street frontages, as well as pedestrian walkways and courtyards connecting through the site. The site is approximately one-tenth of a mile from the BeltLine Eastside Trail, which is currently being extended from Kirkwood Avenue south to Memorial Drive. In addition to bike/pedestrian accessibility from the BeltLine, the DRI can further support alternative transportation modes given the presence of two MARTA bus routes (#21 and #107) on Memorial Drive adjacent to the project, with stops at Pearl Street and Chester Avenue. 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 modes and circulate on foot – thereby reducing single-occupancy vehicle trips.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, 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 for residents, guests and workers – e.g., bicycle racks or storage facilities, showers, etc. – are provided at key locations on-site. This project can further support The Atlanta Region's Plan in general by incorporating 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 parameters regarding density and building height in Maturing Neighborhoods. It should be noted that the submitted site plan indicates building heights of up to 7 stories but does not specify heights for each building on the plan. This information would be helpful for all parties to understand as the City's review moves forward – specifically for Phase II which is not yet under construction, unlike Phase I which is substantially complete. In general, ARC recommends that the tallest structures be placed toward the rear (south side) of the site, closer to I-20, so that the structures fronting Memorial Drive are in keeping with the character of nearby properties in the corridor. The land use mix is 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 maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources.

This DRI is located in the Memorial Drive Livable Centers Initiative (LCI) study area. Staff of the Memorial Drive Corridor Project within Central Atlanta Progress (CAP), along with other key stakeholders, have been actively working since 2018 on the Imagine Memorial LCI Study, awarded by ARC in 2017. The study represents not only a major update to, but also a major expansion of, the original 2003 LCI study known as the Memorial Drive-Martin Luther King, Jr. Drive Area Revitalization Study. ARC's understanding is that public engagement is complete; plan documentation is substantially complete; a draft is under review by ARC and City staff; and the plan is expected to be fully complete and adopted in 2019. ARC views this progress as a good faith effort at returning the original LCI area to good standing and providing a new, complete plan for the expanded study area. ARC's assessment is also that this DRI is generally consistent with the principles of the LCI program, the general recommendations of the 2003 plan (e.g., mixed-use development, increased residential density, streetscape improvements, etc.), and the preliminary recommendations in the nearly complete 2019 plan (e.g., creating livable activity centers, improving streetscapes, supporting alternative transportation modes, adaptive reuse and preservation, etc.). With these factors in mind, the development team should ensure that the DRI, as constructed, continues to reflect and support the new LCI plan. ARC likewise recommends that Memorial Drive/CAP, the City and other planning partners ultimately incorporate the key attributes and impacts of this DRI into the LCI plan and any future updates thereto.

Additional ARC staff comments related to transportation and water resources, along with external comments received from contacted parties during the review period, are attached to this report. This includes GDOT Aviation staff comments noting that, while the DRI does not appear to impact any civil airport or any FAA approach or departure surfaces, its proposed structures are in proximity to a navigation facility and may impact the assurance of navigation signal reception. Therefore the applicant will need to file an FAA Form 7460-1 at least 120 days before construction.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970. These areas 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 NATURAL RESOURCES
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
ATLANTA BELTLINE, INC.
CITY OF ATLANTA

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CAP/MEMORIAL DRIVE CORRIDOR PROJECT
DEKALB COUNTY

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>.



Developments of Regional Impact

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DRI #2897

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: Atlanta Dairies

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): The proposed development is an approximately 9.78-acre site in the City of Atlanta, south of Memoria

Brief Description of Project: The development will include residential, office, and retail land uses. Approximate uses and densities are detailed as follows: Residential: 564 multi-family units Office: 46,165 SF Retail: 86,408 SF

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 564 multi-family units, 46,165 SF office, 86,408 SF retail

Developer: Derek Owen, Wood Partners

Mailing Address: 3715 Northside Parkway NW

Address 2: Suite 4-600

City: Atlanta State: Ga Zip: 30327

Telephone: 404-965-9938

Email: derek.owen@woodpartners.com

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

If yes, property owner:

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: 2021

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DRI #2897

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: Atlanta Dairies
DRI ID Number: 2897
Developer/Applicant: Derek Owen, Wood Partners
Telephone: 404-965-9938
Email(s): derek.owen@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: \$150M - \$165M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2.5M - \$3M

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)?

0.18

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)?

0.15

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.)

Daily Traffic: 6,069 vehicles per day AM Peak Hour: 293 vehicles PM Peak Hour: 317 vehicles

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:

Solid Waste Disposal

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

4850

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?

90%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: stormtech chambers beneath private road

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:

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[DRI Site Map](#) | [Contact](#)

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, February 18, 2019 1:06 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Robinson, Joseph
Subject: RE: ARC DRI Review Notification - Atlanta Dairies (DRI 2897)
Attachments: ARC Preliminary Report - Atlanta Dairies DRI 2897.pdf

Andrew,

The proposed development consisting of 564 multi-family residential units, 46,165 SF of office space, and 50,170 SF of retail space, and a 36,238 SF music venue, in the City of Atlanta, south of Memorial Drive (SR 154), east of Pearl Street, north of Old Flat Shoals Road, and west of Chester Avenue. It is located more than 7 miles from any civil airport and is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any civil airport.

However the proposed structures are in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). That submission may be done 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.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs
600 West Peachtree Street NW
Atlanta, GA, 30308
404.660.3394 cell

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, February 11, 2019 11:54 AM
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>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@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>; Renaud Marshall <rmarshall@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>;

Andrew Smith

From: Finch, Ashley M <AFinch@dot.ga.gov>
Sent: Tuesday, February 19, 2019 4:22 PM
To: Andrew Smith
Cc: Mertz, Kaycee
Subject: ARC DRI Review Notification - Atlanta Dairies (DRI 2897) GDOT Rail

Andrew,

Below are the GDOT Intermodal Rail DRI Review comments. Let me know if you have any questions.

GDOT Office of Intermodal Rail Division DRI Review Atlanta Dairies (DRI 2897)

GDOT Intermodal has reviewed this DRI with respect to freight railroads. There are no freight railroads adjacent to this property. The project location is approximately 0.5 miles from CSX Hulsey Yard, and there are no rail crossings within the footprint of this project.

For more specifics about operations of the CSX rail line north of the project footprint, please contact CSX at 904-359-3200.

Further information about crossings and freight rail in this area can be found at <https://fragis.fra.dot.gov/GISFRASafety/>

Best,

Ashley

Ashley Finch

Rail Planner



GDOT Intermodal Division
600 West Peachtree Street
Atlanta, GA 30308
(404)631-1229

Hands-free cell phone use now law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. It is illegal for a driver to hold a phone in their hand or use any part of their body to support a phone. There are many facets to the new law. For details, visit <https://www.gahighwaysafety.org/>

ATLANTA DAIRIES DRI #2897
City of Atlanta
Natural Resources Group Review Comments
January 29, 2019

Watershed Protection and Stream Buffers

The proposed project is located on an already developed property in the Intrenchment Creek basin of the South River watershed, which is not a water supply watershed in the Atlanta Region. The USGS coverage for the project area shows no blue line streams on or near the project property, and no streams are shown on the submitted site plan. Any unmapped streams on the property may be subject to the City of Atlanta's Stream Buffer Ordinance. Any waters of the state that may be on the property will also be subject to the State 25-foot erosion and sedimentation buffer requirements.

Stormwater / Water Quality

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, if new or upgraded on-site detention is required, the design should include the relevant stormwater management controls (structural and/or nonstructural) in the Georgia Stormwater Management Manual (www.georgiastormwater.com). Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

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 #2897
DRI Title Atlanta Dairies
County Fulton County
City (if applicable) City of Atlanta
Address / Location south of Memorial Drive, east of Pearl Street, west of Chester Avenue and north Old Flat Shoals Road

Proposed Development Type:

+/- 9.78 acre Mixed use development consisting of 564 residential units, 46165 sq ft of office, 50170 sq ft of retail, 36,238 music venue

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 January 30, 2019

TRAFFIC STUDY

Prepared by Kimley Horn
Date January 29, 2019

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 a chart on page 23 of planned and programmed transportation improvement projects identified in the RTP. Factsheets for the projects are also included in the Appendices.

☐ 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 four unsignalized full movement access points for the development: One on Memorial Drive one on Pearl Street and Two on Old Flat Shoals Road. Memorial Drive (SR 154) is 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 site will be access by SR 154/Memorial Drive which is identified as a Regional Truck Route however, Truck movement is limited to those servicing the area and not open to pass through truck traffic.

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 Inman Park Reynoldstown

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 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*)

[Click here to provide comments.](#)

* 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) 21, 107,

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 Atlanta Beltline Trail

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*)

* *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*)

Adjacent parcels may be accessed by local roadways and driveways.

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 internal to the site. Existing facilities along adjacent roadways provide pedestrian connections to adjacent sites.

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)

Connections to adjacent parcels are provided through Pedestrian facilities existing along adjacent roadways.

- 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?**

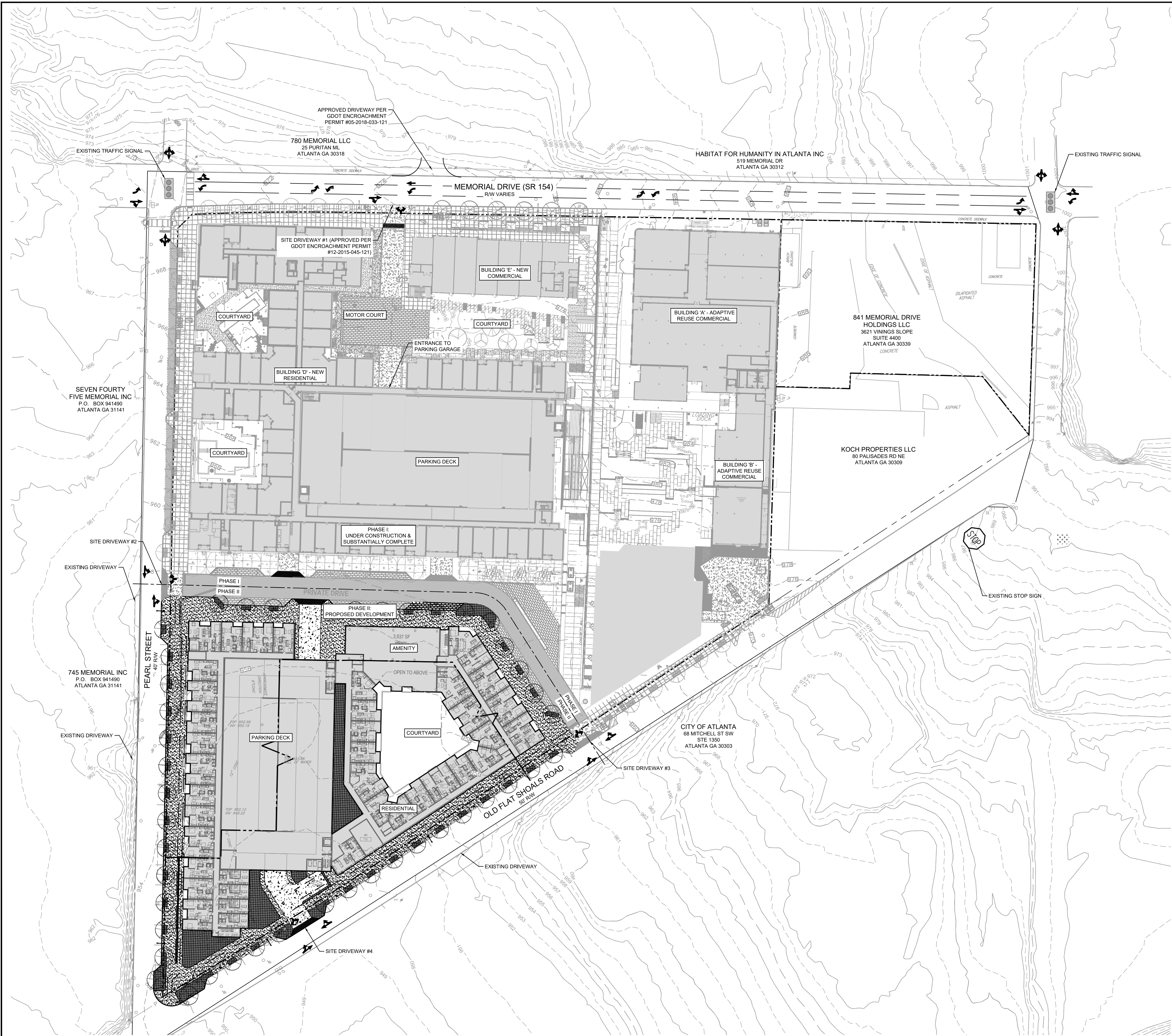
- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

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

None

Drawing name: K:\AMT - CIVIL\012095015 - Dairies Phase II\CAD\Exhibits\2015-01-23 DRI Site Plan.dwg DRI SITE PLAN Feb 06, 2019 2:55pm by: clara.jennings



SITE NOTES:

DRI NUMBER: #2897
OVERALL SITE AREA: 9.78 ACRES
CURRENT ZONING: MRC-3-C & BELTLINE OVERLAY
CURRENT ADDRESS: 777 MEMORIAL DRIVE ATLANTA, GA 30316
BUILDING HEIGHTS: UP TO 7 STORIES
PROPOSED PARKING: 1,332 ON-SITE

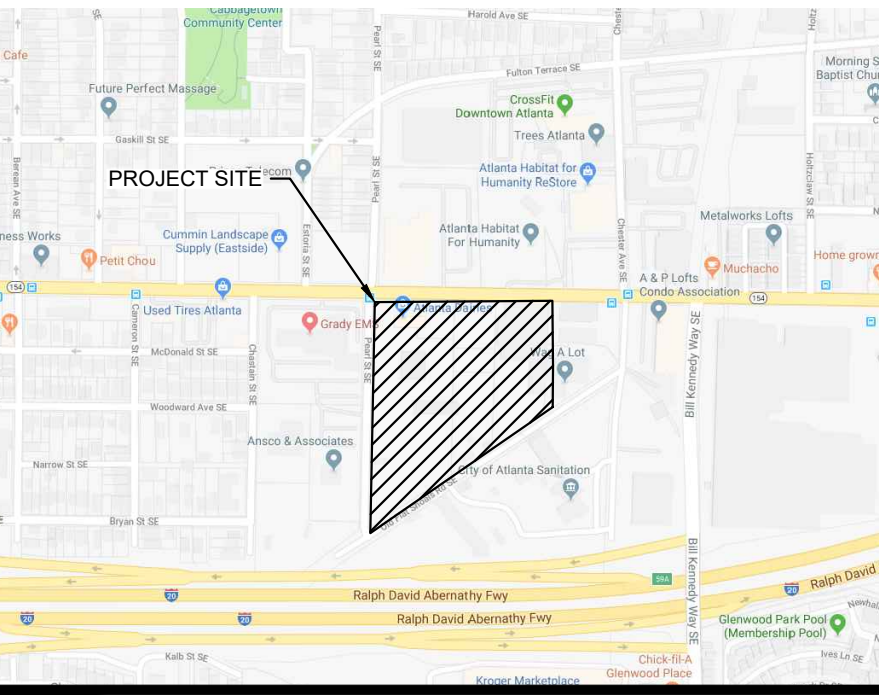
PROPOSED LAND USES & DENSITIES

LAND USE	DENSITY
RESIDENTIAL	564 MULTI-FAMILY UNITS
OFFICE	46,165 SF
COMMERCIAL	86,408 SF (51,170 RETAIL & 36,238 MUSIC VENUE)

CONTACTS:

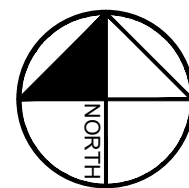
APPLICANT: WP SOUTH ACQUISITIONS, LLC
500-M AMSTERDAM AVENUE, NE
ATLANTA, GA 30306
ATLANTA, GA 30327
CONTACT: DEREK OWEN
PHONE: (404) 965-9938
TRAFFIC CONSULTANT: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW,
SUITE 601
ATLANTA, GA 30308
CONTACT: ELIZABETH JOHNSON, P.E.
PHONE: (404) 419-8700
CIVIL ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.
817 WEST PEACHTREE STREET NW,
SUITE 601
ATLANTA, GA 30308
CONTACT: KELLY ESCH, P.E.
PHONE: (404) 419-8700

LOCATION MAP:



SIDEWALK PAVING LEGEND:

PHASE I CONCRETE SIDEWALK
PHASE II CONCRETE SIDEWALK



GRAPHIC SCALE IN FEET
0 25 50 100

Kimley»Horn
© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
WWW.KIMLEY-HORN.COM

WP SOUTH
ACQUISITIONS, LLC
500-M AMSTERDAM AVENUE, NE, ATLANTA, GA
30306
ATLANTA, GA 30327
PHONE: (404) 419-8700

ATLANTA DAIRIES
DRI #2897
777 MEMORIAL DRIVE, ATLANTA, GA 30316
LAND LOT 234, 92 DISTRICT

GSWCC NO. (LEVEL II) 0000068765
DRAWN BY EDB
DESIGNED BY KCE
REVIEWED BY BWS
DATE 02/06/2019
PROJECT NO. 017308022

TITLE
DRI SITE PLAN

SHEET NUMBER
DRI #2897