

REGIONAL REVIEW NOTIFICATION

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

DATE: May 28, 2019

ARC REVIEW CODE: R1905281

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 Review



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The Atlanta Regional Commission (ARC) has completed a preliminary 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Marietta Boulevard Mixed Use (DRI 2929)

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: May 28, 2019

Deadline for Comments: June 12, 2019

Date to Close: June 17, 2019

Description: This DRI is on approximately 5.5 acres in the City of Atlanta, west of Marietta Boulevard NW, east of Chattahoochee Avenue NW and just north of Crest Lawn Memorial Park (approximate location: 2194 Marietta Blvd. NW, Atlanta, GA 30318). The development site is located in the northwest quadrant of the City, west of I-75 and southeast of I-285. The proposed mixed-use development will include 249,000 SF of office, 350 multifamily units (approximately 350,546 SF), 25,000 SF of retail and 25,000 SF of restaurant space. Site access is proposed via 3 driveways: two on Marietta Blvd. and one on Chattahoochee Ave. The estimated buildout year is 2021. The local trigger action for the DRI review is a rezoning request from Industrial (I-1) to Mixed Use (MRC-2).

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

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The development plan contemplates an infill, mixed-use development consisting primarily of residential and office uses along with supporting retail and restaurant space, offering the potential to activate an underutilized site in the growing northwest quadrant of the City of Atlanta.

The DRI is served by four MARTA bus routes within one-quarter of a mile of the site, two of which (routes 1 and 14) run on Marietta Boulevard directly in front of the development and have stops within a short walk of the proposed main site access point. The two additional routes (37 and 60) serve the nearby Moores Mill Center roughly one-third of a mile to the north, bordered by Marietta Blvd., Bolton Rd. and Coronet Way. The project also features pedestrian-focused streetscaping on site frontages around most of the perimeter of the site, as well as in some of the internal areas including the retail plaza/public space. Many of these characteristics will collectively offer the potential to support the use of alternative transportation modes for site access and circulation, 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, entrances, and parking areas. This is especially important in terms of creating a strong connection between the DRI site and nearby businesses, residential areas and recreational facilities. The applicant team should ensure safe and easy access for pedestrians coming from all sides of the site.

This includes access for bicyclists and pedestrians – including those coming from MARTA bus stops – at the main site driveway (Site Driveway 1) on Marietta Blvd. The submitted site plan does not show a clear connection from the sidewalk fronting Marietta Blvd., through the setback, to the entry court and retail plaza. Provisions for access from all sides also include access westward – to recreational facilities such as the Whetstone Creek Trail and to the Chattahoochee Avenue side of the development in general, as many businesses, including a brewery, are adjacent to the development on this side. For this connection, the site plan shows a parking deck at the rear of Building A (ground floor commercial with residential above) with driveway access from the front and the back of the development. It is not clear if there is general pedestrian access through the parking deck from the rear of the development. ARC recommends that the applicant team work to connect pedestrians from Chattahoochee Ave. through the development, in some way, to reach the retail plaza and Building B on Marietta Blvd. – while of course ensuring secure access for tenants and residents. This could serve as a supplemental or interim access route until such time that the street serving Site Driveway 2 is connected from Marietta Blvd. all the way through to Chattahoochee Ave., adjacent to the City of Atlanta water tower site, which ARC understands to be a desired future goal for the applicant team.

These recommendations are made in view of the fact that the applicant utilized an alternative mode trip reduction of 7.5% in the GRTA-required DRI transportation analysis.

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. The 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. The land use mix is also generally consistent with the RDG. City leadership and staff, along with other planning partners and the applicant team, should collaborate to ensure maximum sensitivity to nearby local governments (e.g., Cobb County, roughly one mile north), neighborhoods, land uses, structures and natural resources.

This DRI is located in the Bolton/Moores Mill Livable Centers Initiative (LCI) study area. ARC does not consider this LCI area to be in good standing since its last update was completed in 2007. However, the applicant team should strive for the DRI, as constructed, to generally reflect and support the LCI program's principles. Likewise, the City and its planning partners should ultimately incorporate the key attributes and impacts of this DRI into any future updates to this specific LCI plan.

Additional preliminary ARC staff comments related to transportation and water resources are attached to this report.

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.
COBB COUNTY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & HEALTH RESOURCES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
UPPER WESTSIDE IMPROVEMENT DISTRICT

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
MARTA
CITY OF ATLANTA

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>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Marietta Boulevard Mixed Use** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: *June 12, 2019*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

ARC REVIEW CODE: R1905281

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Marietta Boulevard Mixed Use (DRI 2929)

Review Type: Development of Regional Impact

Description: This DRI is on approximately 5.5 acres in the City of Atlanta, west of Marietta Boulevard NW, east of Chattahoochee Avenue NW and just north of Crest Lawn Memorial Park (approximate location: 2194 Marietta Blvd. NW, Atlanta, GA 30318). The development site is located in the northwest quadrant of the City, west of I-75 and southeast of I-285. The proposed mixed-use development will include 249,000 SF of office, 350 multifamily units (approximately 350,546 SF), 25,000 SF of retail and 25,000 SF of restaurant space. Site access is proposed via 3 driveways: two on Marietta Blvd. and one on Chattahoochee Ave. The estimated buildout year is 2021. The local trigger action for the DRI review is a rezoning request from Industrial (I-1) to Mixed Use (MRC-2).

Submitting Local Government: City of Atlanta

Date Opened: May 28, 2019

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Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:

[illegible]



Developments of Regional Impact

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DRI #2929

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: Marietta Boulevard Mixed Use

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 55 Trinity Avenue, Suite 3350

Brief Description of Project: Mixed development with 299,292 SF office, restaurant and retail use and 350 multifamily units

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.): 350 multifamily units, 25,000 SF retail, 25,000 SF restaurant space, 249,000 SF office

Developer: AB Capital LLC

Mailing Address: 3001 Lookout Place

Address 2:

City: Atlanta State: Ge Zip: 30305

Telephone: 404-492-7000

Email: abell@cannonequities.com

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

If yes, property owner: Convent I LLC and Convent III 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: This project/phase: One Phase
Dates: Overall project: Q\$ 2021

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



Developments of Regional Impact

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DRI #2929

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: Marietta Boulevard Mixed Use
DRI ID Number: 2929
Developer/Applicant: AB Capital LLC
Telephone: 404-492-7000
Email(s): abell@cannonequities.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: \$150 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$4,972,000

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): Existing 81,000 SF office/warehouse

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)?

0.208 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)?

0.173 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.)

517 new trips (226 entering & 291 existing in the PM peak hour are expected (7,658 daily trips.)

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: see traffic study

Solid Waste Disposal

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

650 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:Stormwater will be managed in above ground and underground detention facilities to meet water quality and stormwater requirements of City, State and Federal government.

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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MARIETTA BLVD. MIXED-USE DRI #2929
City of Atlanta
ARC Natural Resources Group Review Comments
May 22, 2019

Watershed Protection and Stream Buffers

The proposed project is located on an already developed property in the Peachtree 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, 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 #2929
DRI Title Marietta Blvd Mixed Use
County Fulton County
City (if applicable) City of Atlanta
Address / Location West of Marietta Boulevard NW, East of Chattahoochee Avenue NW, North of Bolton Place

Proposed Development Type:

+/- 8.81 acre Mixed use development consisting of 3501 multifamily residential units, 249,000 sq ft of office, 25000 sq ft of retail, and 25000 sq ft of restaurant

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 May 28, 2019

TRAFFIC STUDY

Prepared by Calyx Engineering
Date May 17, 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)*

Currently there are no planned or programmed projects in the study area. Section C.2 Future Conditions addresses programmed projects.

☐ 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 three site access points; one on Chattahoochee Avenue and two on Marietta Blvd.

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 three site access points; one on Chattahoochee Avenue and two on Marietta Blvd.

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) 1, 14,

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*)

* *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)

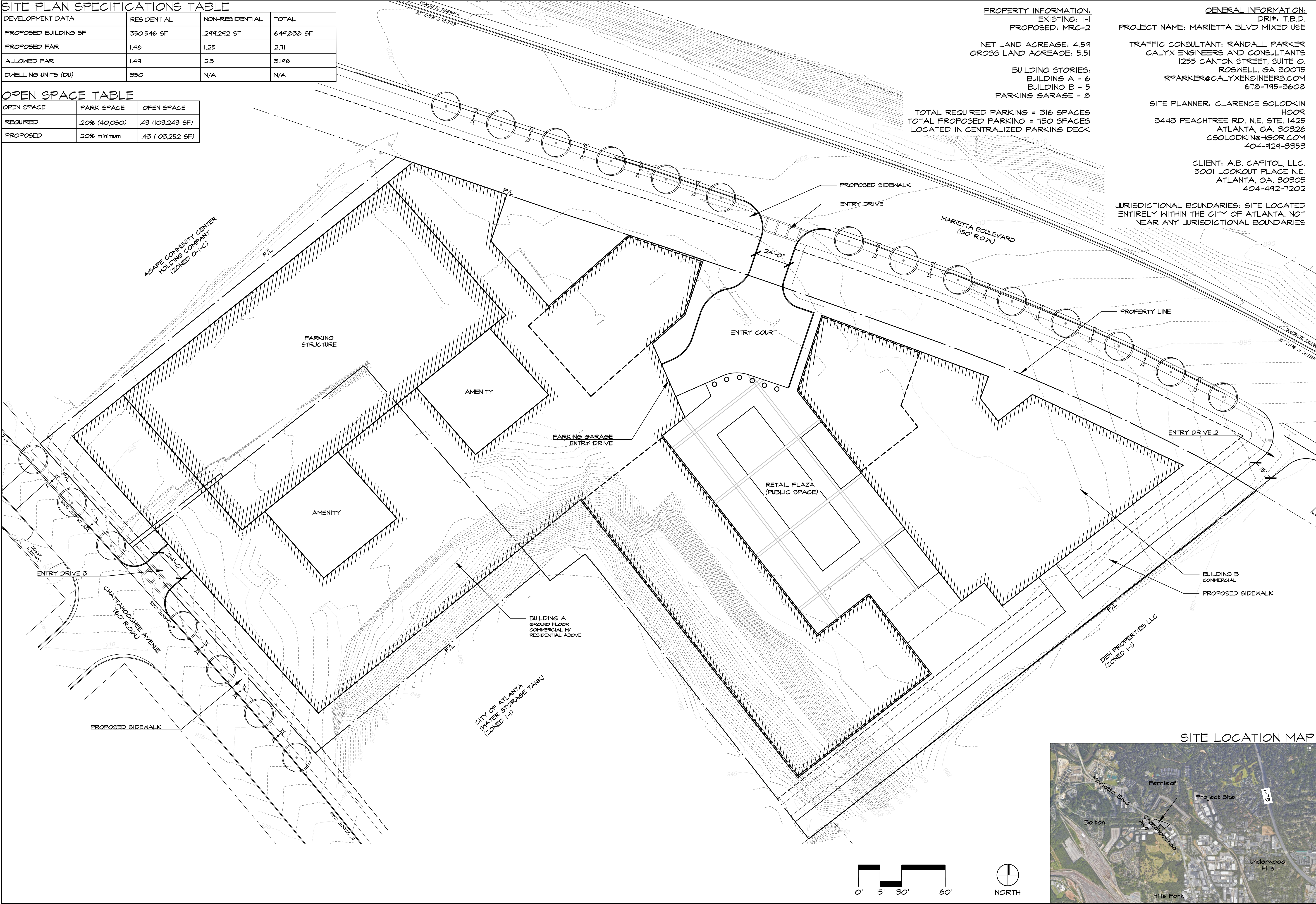
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- 15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):**

None

SITE PLAN SPECIFICATIONS TABLE			
DEVELOPMENT DATA	RESIDENTIAL	NON-RESIDENTIAL	TOTAL
PROPOSED BUILDING SF	350,546 SF	299,242 SF	649,838 SF
PROPOSED FAR	1.46	1.25	2.71
ALLOWED FAR	1.44	2.5	3.196
DWELLING UNITS (DU)	350	N/A	N/A

OPEN SPACE TABLE		
OPEN SPACE	PARK SPACE	OPEN SPACE
REQUIRED	20% (40,050)	43 (103,243 SF)
PROPOSED	20% minimum	43 (103,252 SF)



PROPERTY INFORMATION:
EXISTING: I-1
PROPOSED: MRC-2

NET LAND ACREAGE: 4.59
GROSS LAND ACREAGE: 5.51

BUILDING STORIES:
BUILDING A - 6
BUILDING B - 5
PARKING GARAGE - 8

TOTAL REQUIRED PARKING = 316 SPACES
TOTAL PROPOSED PARKING = 750 SPACES
LOCATED IN CENTRALIZED PARKING DECK

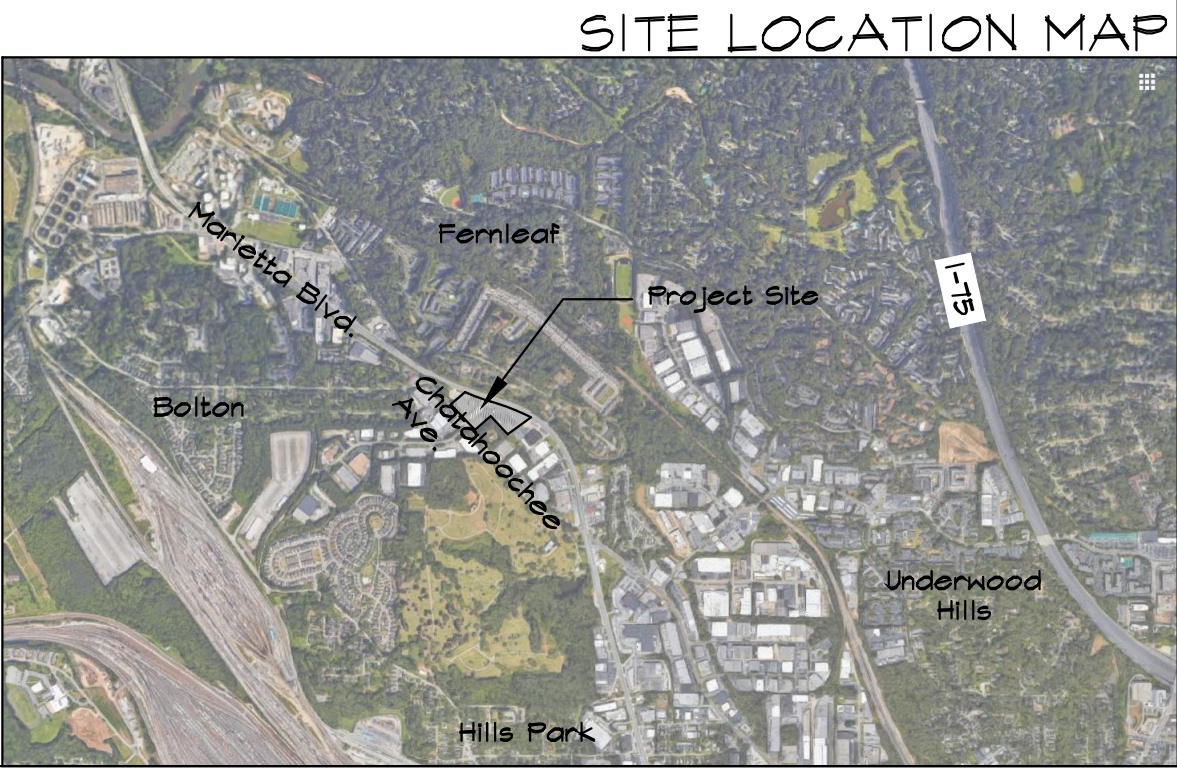
GENERAL INFORMATION:
DR#: T.B.D.
PROJECT NAME: MARIETTA BLVD MIXED USE

TRAFFIC CONSULTANT: RANDALL PARKER
CALYX ENGINEERS AND CONSULTANTS
1255 CANTON STREET, SUITE 6.
ROSWELL, GA 30075
RPARKER@CALYXENGINEERS.COM
678-795-3608

SITE PLANNER: CLARENCE SOLODKIN
HGOR
3443 PEACHTREE RD. N.E. STE. 1425
ATLANTA, GA. 30326
CSOLODKIN@HGOR.COM
404-929-3353

CLIENT: A.B. CAPITOL, LLC.
3001 LOOKOUT PLACE N.E.
ATLANTA, GA. 30305
404-492-7202

JURISDICTIONAL BOUNDARIES: SITE LOCATED
ENTIRELY WITHIN THE CITY OF ATLANTA, NOT
NEAR ANY JURISDICTIONAL BOUNDARIES



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Marietta Blvd Mixed Use
Atlanta, GA
AB Capital, LLC
Atlanta, GA

TITLE	
ZONING PLAN	
DATE	04/25/2019
JOB NO.	19010
DWG	2019-04-23_19010+HW1-DRI PLAN
DRAWN	CS
CHECKED	TF
SCALE	1"=30'
SHEET	P - 1
1 OF 1	