

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: September 11, 2019

ARC REVIEW CODE: R1908261

TO: Mayor Keisha Lance Bottoms
ATTN TO: Monique Forte, Urban Planner III, Department of City 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: 99–125 Ted Turner Drive (DRI 2991)

Submitting Local Government: City of Atlanta

Review Type: DRI **Date Opened:** August 26, 2019 **Date Closed:** September 10, 2019

Description: This DRI is in the City of Atlanta, on the west side of Ted Turner Drive, between Mitchell Street and Peters Street/Trinity Avenue. The proposed mixed-use project involves redeveloping two historic Norfolk Southern buildings bisected by Nelson Street to contain new hotel and residential uses (construction on these buildings is already permitted and underway), along with new infill development between the rear of those buildings and the adjacent rail line that contains hotel, residential, office and retail uses. The total project will consist of approximately 387 multi-family residential units, 325 hotel rooms, 193,053 SF of office space, and 60,128 SF of retail space. Site access is proposed via one driveway on Mitchell Street (to align with Richard B. Russell Plaza) and one driveway at the existing intersection of Ted Turner Drive and Garnett Street, south of the signalized intersection of Ted Turner Drive and Peters Street/Trinity Avenue. The DRI trigger for this project is a Special Administrative Permit (SAP) application filed with the City of Atlanta. The estimated full build-out year for this project is 2022.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Region Core and a Regional Center. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for the Region Core and Regional Centers 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 DRI plan contemplates the conversion of an underutilized downtown site to an infill, mixed-use development with significant housing and employment components and pedestrian-focused streetscaping and uses at street level. The development also features the adaptive reuse of the historic Norfolk Southern buildings on the site, which have been vacant since the mid-2000s. The DRI can support alternative transportation modes given its mix of uses that includes housing and employment; its close proximity to the Garnett, Five Points and Dome/GWCC/Philips Arena/CNN Center MARTA rail stations; its access to MARTA bus and GRTA Xpress Regional bus service; and its plan to refurbish and reopen the Nelson Street bridge, which will provide public pedestrian access through the development and across the adjacent rail lines, better connecting Castleberry Hill and South Downtown. Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to access the site via alternative modes or park once and circulate on foot.

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 reopened Nelson Street Bridge, the north-south pedestrian promenade that cuts through the site, and the street-facing sidewalks around the periphery of the site. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks or storage facilities, showers and lockers, etc.) are provided for workers and visitors at key locations throughout the site. These recommendations are made in view of the fact that the applicant utilized an alternative mode trip reduction of 30% in the GRTA-required DRI transportation analysis. 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., pervious pavers, 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 the Region Core. The land use mix is also generally consistent with the RDG. City of Atlanta and Central Atlanta Progress (CAP)/Atlanta Downtown Improvement District (ADID) leadership and staff, along with other planning partners and the applicant team, should collaborate to ensure maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources.

This DRI is located in the Downtown Atlanta Livable Centers Initiative (LCI) study area. ARC considers this LCI area to be in good standing, with a major plan update (the Downtown Master Plan) having been completed in 2017. ARC's assessment is also that this DRI is generally consistent with the recommendations of the LCI plan and with the principles of the LCI program. The applicant team should continue to collaborate with City and CAP/ADID staff and leadership to ensure that the project, as constructed, is consistent with the LCI plan and vision. Likewise the City and CAP/ADID should ultimately incorporate the key attributes and impacts of this DRI into future updates to this part of the LCI plan.

Additional ARC staff comments focused on transportation and water resources planning, along with external comments received from contacted parties, are attached to this report. Of note is the following:

- GDOT Aviation staff comments indicate that if any construction equipment reaches 200 feet above ground or higher, the applicant will need to file an FAA Form 7460-1 at least 120 days before construction. The DRI is located approximately seven miles from any civil airport, is outside any FAA approach or departure surfaces and airport compatible land use areas, and does not appear to impact any civil airport.

Further to the above, the Region Core (Downtown, Midtown, Buckhead), together with Regional Employment Corridors, form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and 8 percent of its population on approximately 2.25 percent of the region's land area. General policy recommendations for the Region Core include:

- Continue to invest in the Livable Centers Initiative (LCI) program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit while increasing frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active, ground floor, pedestrian-scale design, and pedestrian amenities, in new development and the redevelopment of existing sites.

Further to the above, Regional Centers are metro Atlanta's centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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
CENTRAL ATLANTA PROGRESS/ADID

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
CITY OF ATLANTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
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>.



Developments of Regional Impact

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DRI #2991

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: 99-125 Ted Turner Drive

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located east of Ted Turner Drive, south of Mitchell Street and north of Peters Street (SR 154)

Brief Description of Project: The site is 6.1 acres with 52,842SF retail/restaurant, 325 hotel rooms, 193,053 SF office, and 386 residential units.

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.): Total of 52,842 SF retail/restaurant, 325 hotel rooms, 193,053 SF office, and 386 residential units

Developer: CIM Group

Mailing Address: 101 Marietta Street NW, Suite 900

Address 2:

City: Atlanta State: GA Zip: 30303

Telephone: 770-654-5306

Email: speek@cimgroup.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 This project/phase: 2022
Dates: Overall project: 2022

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DRI #2991

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: 99-125 Ted Turner Drive
DRI ID Number: 2991
Developer/Applicant: CIM Group
Telephone: 770-654-5306
Email(s): speak@cimgroup.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: \$250 -350 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$9.5-10.5 million

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)?

0.20 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)?

0.16 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: 5,814 net daily trips, 351 trips AM peak, 437 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 and Associates.

Solid Waste Disposal

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

3,500 tons

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?

approximately 76%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater detention will be provided.

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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Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, August 27, 2019 3:24 PM
To: Andrew Smith
Cc: Brian, Steve; Edmisten, Colette; Comer, Carol; Robinson, Joseph
Subject: RE: ARC DRI Review Notification - 99-125 Ted Turner Drive (DRI 2991)
Attachments: ARC Preliminary Report - 99-125 Ted Turner Drive - DRI 2991.pdf

Andrew,

The proposed development consisting of approximately 387 multi-family residential units, 325 hotel rooms, 193,053 SF of office space, and 60,128 SF of retail space, is in the City of Atlanta, on the west side of Ted Turner Drive, between Mitchell Street and Peters Street/Trinity Avenue. It is located approximately 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.

The buildings themselves are shielded by existing structures and do not required FAA coordination, however, if any construction equipment reaches 200' above ground or higher, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That 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
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, August 26, 2019 7:08 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; 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>; Finch, Ashley M <AFinch@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>; Wilson, Megan R <MWilson@dot.ga.gov>; Rogers, Noble A <NRogers@dot.ga.gov>; Williams, Davina <davinwilliams@dot.ga.gov>; Fall, Mame A <MFall@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter

99-125 TED TURNER DRIVE DRI #2991
City of Atlanta
ARC Natural Resources Group Review Comments

August 21, 2018

Water Supply Watershed and Stream Buffer Protection

The entire proposed project is located on currently developed land and located is 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, Proctor Creek Stewardship Council maps of the watershed shows a presumably piped stream along the eastern edge of the property near Ted Turner Drive. 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 #2991
DRI Title 99-125 Ted Turner Drive
County Fulton County
City (if applicable) City of Atlanta
Address / Location 99-125 Ted Turner Drive – the vacant Norfolk Southern Building, west of Ted Turner Drive, south of Mitchell Street, north of Peters Street (SR 154)

Proposed Development Type:

+/- 6.14 acre Mixed use development consisting of 387 residential units, 193,053 sq ft of office, 60,128 sq ft of retail, and 325-room hotel

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 August 23, 2019

TRAFFIC STUDY

Prepared by Kimley Horn
Date August 1, 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*)

Page 23 of the Traffic analysis references the TIP and RTP as a source of reference for program improvements listed in Table 10. Facts sheets for the identified projects are also provided in the Appendix.

☐ 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 two full movement site access points; one on Mitchell Street and one on Ted Turner Drive

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 two full movement site access points; one on Mitchell Street and one on Ted Turner Drive

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 Five Points Station, Garnett 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*)

[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*

5. 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.](#)

05. 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) 419, 426, 463, 476

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

06. 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

07. 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

08. 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.

09. 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)

Existing facilities along adjacent roadways provide pedestrian connections to adjacent sites.

10. 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.

11. 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

12. 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.

13. 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?

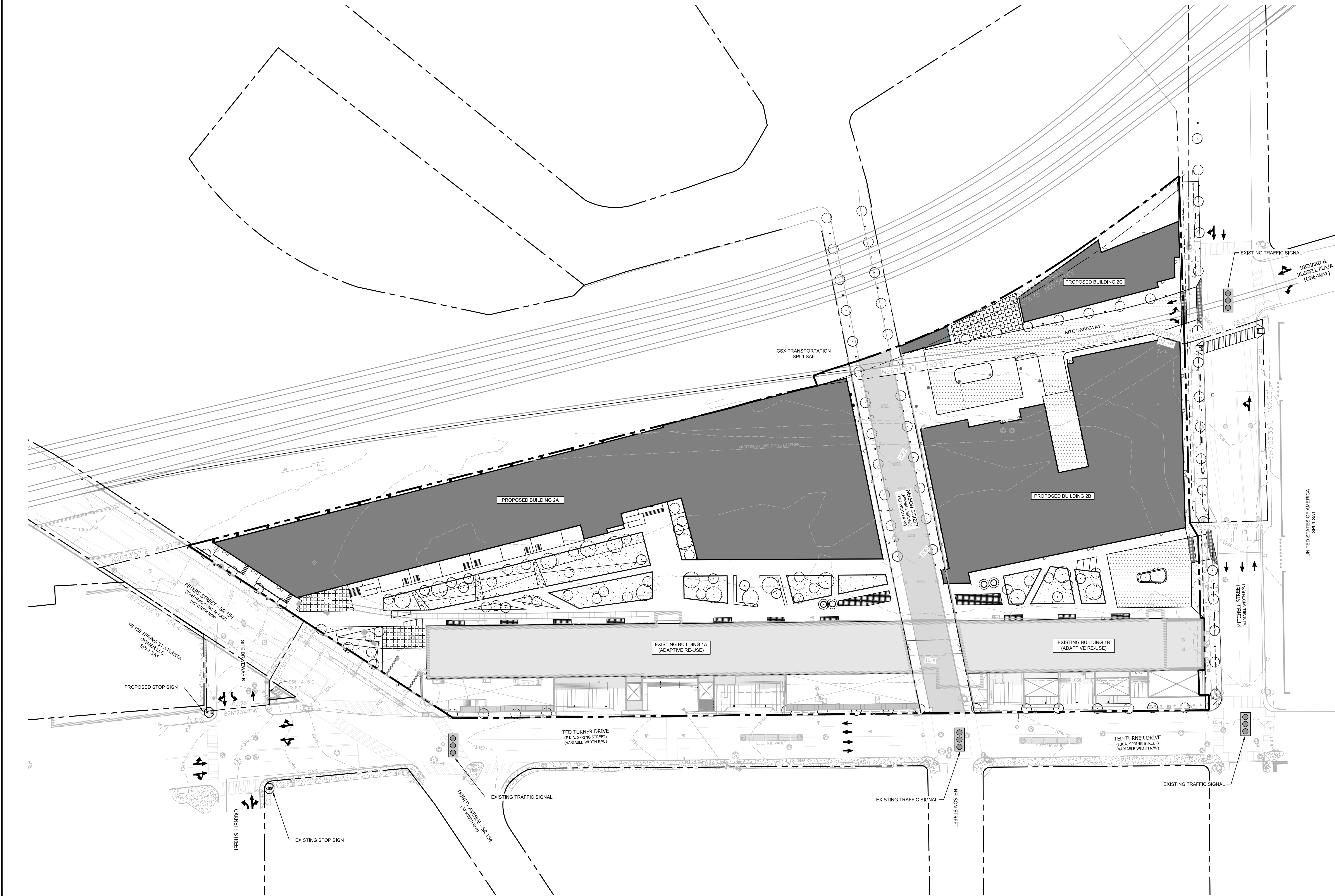
- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

Click here to enter text.

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

None

Drawing name: \\kimleyhorn.com\SE-AMT2\AMT_CIVIL\014062002_The Spur - NS Pt 2\CAD\PlanSheets\C0-50 - DRI SITE PLAN.dwg C0-50 - DRI SITE PLAN Aug 19, 2019 10:08am by mayston.pfeiffer



SITE NOTES:

DRI NUMBER	#2991
CURRENT ZONING	SPI-1 SA6
OVERALL SITE AREA	6.14 AC
BUILDING HEIGHT	
BUILDING 1A:	7 STORIES
BUILDING 1B:	7 STORIES
BUILDING 2A:	6 STORIES
BUILDING 2B:	9 STORIES
BUILDING 2C:	2 STORIES
TOTAL FLOOR AREA	933,252 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	63.0 UNITS / ACRE
NON-RESIDENTIAL FAR:	1.93 NLA
PROPOSED PARKING:	950 ON-SITE SPACES
*NO MINIMUM PARKING REQUIREMENT	

PROPOSED LAND USE USES & DENSITIES

BUILDING	LAND USE	DENSITY
BUILDING 1A	RESIDENTIAL	150,580 SF (162 UNITS)
	OFFICE	15,775 SF
	RETAIL/RESTAURANT	13,780 SF
BUILDING 1B	HOTEL	88,820 SF (150 KEYS)
	RETAIL/RESTAURANT	7,340 SF
BUILDING 2A	RESIDENTIAL	266,179 SF (225 UNITS)
	RETAIL	10,809 SF
BUILDING 2B	OFFICE	177,278 SF
	HOTEL	174,438 SF (175 KEYS)
	RETAIL/RESTAURANT	18,959 SF
BUILDING 2C	RETAIL/RESTAURANT	9,294 SF

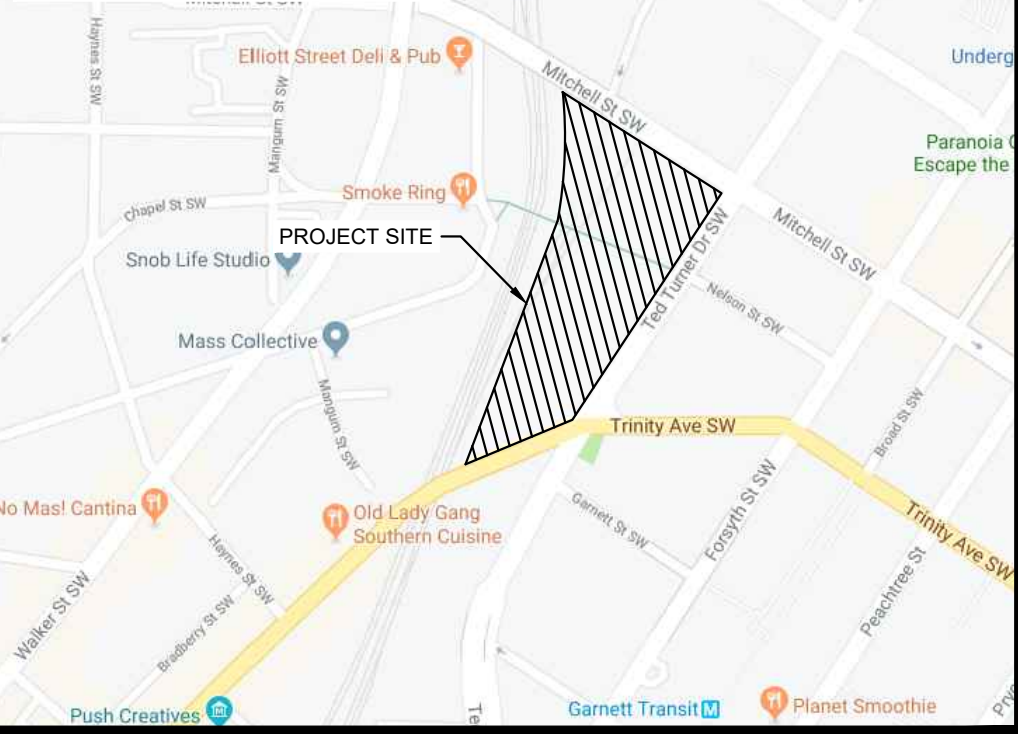
PROJECT CONTACTS:

APPLICANT:	99-125 SPRING ST. (ATLANTA) OWNER, LLC 4700 WILSHIRE BLVD LOS ANGELES, CA 90010 CONTACT: JAMES S. CROWELL PHONE: 323-860-9525
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: ELIZABETH JOHNSON, P.E. PHONE: 404-419-8700
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: JESSICA RIDGLE, P.E. PHONE: 404-419-8700

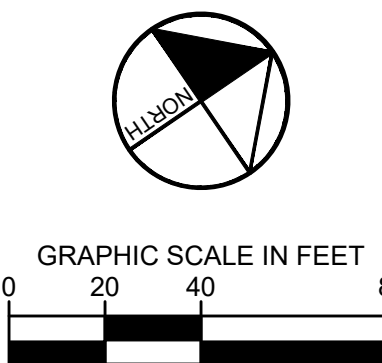
SITE PLAN LEGEND:

	PROPERTY LINE
	STANDARD DUTY ASPHALT PAVEMENT
	STANDARD DUTY CONCRETE SIDEWALK
	EXISTING / PHASE 1 BUILDING
	PROPOSED / PHASE 2 BUILDING

LOCATION MAP:



GEORGIA811.
Utility: Protection Center, Inc.
Know what's below.
Call before you dig.



Kimley»Horn
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CLIENT
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99-125 SPRING ST. (ATLANTA)
OWNER, LLC
4700 WILSHIRE BLVD
LOS ANGELES, CA 90010
PHONE: 323-860-9525

PROJECT
99-125 TED TURNER DRIVE
DRI #2991
96 & 125 TED TURNER DR NW, ATLANTA, GA 30303
LAND LOT 77, 44TH DISTRICT

GSWCC CERT. 0000076497
(LEVEL II)
DRAWN BY MCP
DESIGNED BY JPR
REVIEWED BY EFM
DATE 08/20/2019
PROJECT NO. 014062002
TITLE

DRI SITE PLAN
SHEET NUMBER
C0-50