

DATE: August 13, 2020

ARC REVIEW CODE: R2007271

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



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: Bolton Mixed Use (DRI #3097)

Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact **Date Opened:** July 27, 2020 **Date Closed:** August 13, 2020

Description: Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use project on a 9.7-acre site at 1593–1595 Chattahoochee Avenue NW in the City of Atlanta. The project proposes 660 multifamily units, 262,496 square feet of office, 36,240 sf of retail, a 35,000 sf of supermarket, 10,000 sf of restaurants and a 135-room hotel. The site is not directly served by any state routes. The local trigger is a proposed rezoning from I-1 to MRC-2. The expected buildout year is 2024.

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

This DRI appears to manifest many aspects of regional policy. It converts a mix of existing commercial and light industrial sites on an urban arterial route to an infill, mixed-use development with significant housing and employment components as well as pedestrian-oriented amenities and uses at street level. It offers more housing opportunity within the City and brings a grocery store to an area that is near Census tracts that have been identified by the USDA where a significant share of residents are more than a mile from the nearest supermarket ("food desert").

The project can also support alternative transportation modes given its proximity to two MARTA bus lines. (Note: As of this writing, the location is not currently being served by MARTA under service reductions for

COVID-19). The southbound bus stop is currently located to the northeast of the site. Coordination with MARTA is encouraged to locate and provide a shelter at an appropriate location to better serve the DRI.

Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot. Along those lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site.

During the Pre-Review meeting on April 22, 2020, there was discussion about whether two driveways (Southwest Entry Drives A & B) on the Chattahoochee Avenue side were necessary because they are close together and introduce unnecessary pedestrian conflicts. The submitted site plan still shows these two driveways, but further analysis should consider whether the access can be accomplished with one. There was also discussion about the motor court shown on Marietta Boulevard, which can be useful for ride-hailing services, but has the potential to intrude on the pedestrian space. The driveway should be designed in such a way that prevents drivers from exiting Marietta Boulevard at high speed and maintains ample ADA-accessible passage for pedestrians. Additional comments from ARC's Transportation Access & Mobility Group and GDOT's aviation division are attached.

The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages. There appear to be many opportunities for incorporating this infrastructure in the projects public plazas and internal street.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in Maturing Neighborhoods. The land use mix appears to be generally consistent with the RDG, specifically in terms of promoting mixed-use in areas close to existing or planned transit. The RDG also recommends ensuring that new and infill development is compatible with existing neighborhoods. City leadership and staff, along with the development team, should therefore collaborate to ensure sensitivity to nearby neighborhoods, land uses, structures and natural resources. It is not compatible with the City's Future Land Use for this location, which remains industrial. This is a larger issue for the City to consider as increased development pressure erodes the amount of industrial land available for job creation and retention.

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

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/or shelters adjacent to bus stops

- Identify and remedy incidents of “food deserts” within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

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

ARC COMMUNITY DEVELOPMENT

ARC TRANSPORTATION ACCESS & MOBILITY

ARC NATURAL RESOURCES

ARC RESEARCH & ANALYTICS

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

GRTA/SRTA

MARTA

FULTON COUNTY

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@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 #3097

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: 4045072982
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: Bolton Mixed Use
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1593 and 1595 Chattahoochee Avenue
Brief Description of Project: This is a mixed-use development that will include 432,972 square feet of non-residential use and 660 multi-family 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.): 432,972 square feet of nonresidential development and 660 multi-family units

Developer: AB Capital LLC

Mailing Address: 3001 Lookout Place NE

Address 2:

City: Atlanta State: GA Zip: 30305

Telephone: 404-492-7202

Email: dbell@abcapital.com

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

If yes, property owner: Mikart PropCo, 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 Project Name:

information: 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: One Phase
Overall project: 2023

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DRI #3097

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: 4045072982
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Bolton Mixed Use
DRI ID Number: 3097
Developer/Applicant: AB Capital LLC
Telephone: 404-492-7202
Email(s): dbell@abcapital.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 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,200,000

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): Approximately 135,413 square feet of existing office and manufacturing/distribution space is being displaced. That reflects the existing Mikart Pharmaceutical buildings on the property.

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)? 0.36 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)? 0.30 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.) 440 new trips - see traffic study for more details

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 provided.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,200 tons/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 the 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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Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, August 10, 2020 2:43 PM
To: Greg Giuffrida
Cc: Comer, Carol; Brian, Steve; Edmisten, Colette; Robinson, Joseph; Kleine, Tracie; Beggerly, Timothy
Subject: RE: ARC DRI Review Notification - Bolton Mixed Use DRI #3097
Attachments: ARC Preliminary Report - Bolton Mixed Use DRI 3097.pdf

Greg,

The proposed mixed-use project is on a 9.7-acre site at 1593-1595 Chattahoochee Avenue NW in the City of Atlanta. The project proposes 660 multifamily units, 262,496 square feet of office, 36,240 sf of retail, a 35,000 sf of supermarket, 10,000 sf of restaurants and a 135-room hotel. It is 4.6 miles northeast of the Fulton County Airport – Brown Field (FTY), and is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However, the proposed development is 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>). Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

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

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: Greg Giuffrida <GGiuffrida@atlantaregional.org>

Sent: Monday, July 27, 2020 11:26 AM

To: Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Jon West <jon.west@dca.ga.gov>; Zahul, Kathy

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

DRI INFORMATION

DRI Number #3097
DRI Title Bolton Mixed Used Development
County Fulton County
City (if applicable) City of Atlanta
Address / Location 1593 & 1595 Chattahoochee Avenue near Marietta Ave

Proposed Development Type: Approximately 8 acres site consisting of 660 multifamily units, 262,496 square feet (sf) offices, 36,240 sf retail, 35,000 sf market, 10,000 sf restaurant use, 135 rooms 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 July 13, 2020

TRAFFIC STUDY

Prepared By: NV5 Engineers
Date June 25, 2020

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)*

☐ NO *(provide comments below)*

No programmed projects are planned in the RTP or TIP in the proposed study network.

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 2 access points on Chattahoochee Avenue and 1 on Marietta Blvd. Neither roadway is designated as 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*)

Site access will be provided by Marietta Blvd and Chattahoochee Ave

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

[Click here to enter name of operator and rail line](#)

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) 60

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 (No Sidewalks or 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

MARTA, GRTA Express

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 Northside Trail and Indian 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)

Proposed building abut adjacent parcels prohibiting inter parcel connectivity. Adjacent parcels can be accessed from local roads.

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 site plan depicts pedestrian facilities adjacent and internal to the site.

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

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

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

The site plan depicts proposed sidewalks internal and adjacent to the proposed site.

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)*

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

None.

BOLTON MIXED USE DRI
City of Atlanta
Natural Resources Group Review Comments
June 30, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project property is entirely within the Peachtree Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

Stream Buffers

The USGS coverage for the project area shows no streams on or near the 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. Any unmapped streams identified on the property may be subject to the City of Atlanta's stream buffer ordinance. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.



GENERAL INFORMATION:
DRI#: 3097
PROJECT NAME: BOLTON MIXED USE
TRAFFIC CONSULTANT: RANDALL PARKER
NV5, INC.
1255 CANTON STREET, SUITE G.
ROSWELL, GA 30075
RPARKER@NV5.COM
770-316-1452

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

- SUPPLEMENTAL NOTES:**
- JURISDICTIONAL BOUNDARIES: SITE LOCATED ENTIRELY WITHIN THE CITY OF ATLANTA. NOT NEAR ANY JURISDICTIONAL BOUNDARIES
 - THERE ARE NO JURISDICTIONAL WATERS OR OTHER WATER FEATURES ON SITE.
 - ALL DEVELOPMENT TO OCCUR IN A SINGLE PHASE.
 - NO STATE ROUTES ADJACENT TO SITE

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

NET LAND AREA: 344,231 SF (7.9 ACRES)
GROSS LAND AREA: 422,854 SF (9.7 ACRES)

BUILDING STORIES:
BUILDING A - 13
BUILDING B - 14
BUILDING C - 8

Total Required Parking = 607 Spaces
Total Proposed Parking = 2293 Spaces
LOCATED IN PARKING GARAGES

Total Required Loading Spaces = (4) 12'x35' Spaces
Total Proposed Loading Spaces = (4) 12'x35' Spaces

SITE PLAN SPECIFICATIONS TABLE

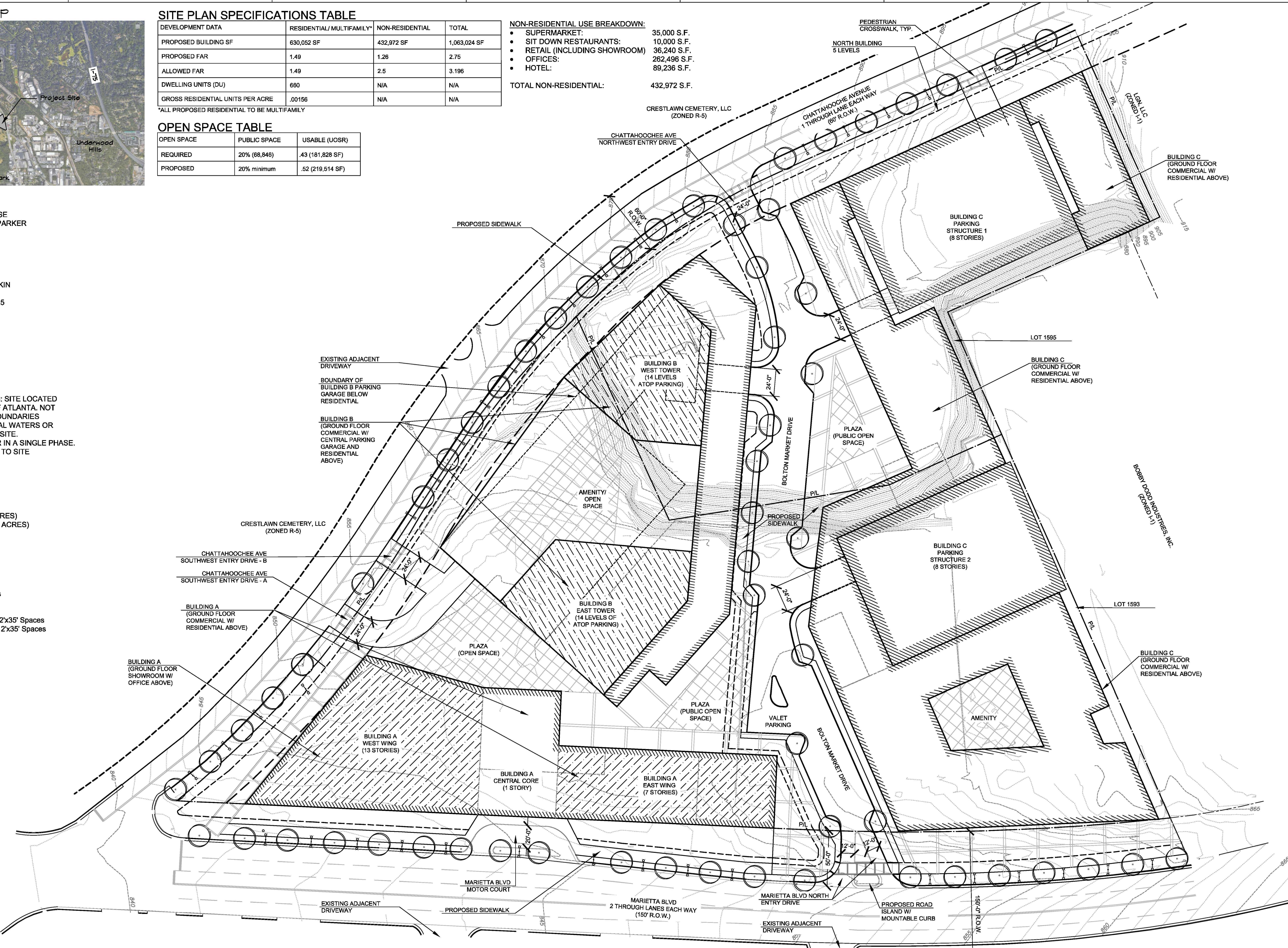
DEVELOPMENT DATA	RESIDENTIAL/ MULTIFAMILY*	NON-RESIDENTIAL	TOTAL
PROPOSED BUILDING SF	630,052 SF	432,972 SF	1,063,024 SF
PROPOSED FAR	1.49	1.26	2.75
ALLOWED FAR	1.49	2.5	3.196
DWELLING UNITS (DU)	660	N/A	N/A
GROSS RESIDENTIAL UNITS PER ACRE	.00156	N/A	N/A

*ALL PROPOSED RESIDENTIAL TO BE MULTIFAMILY

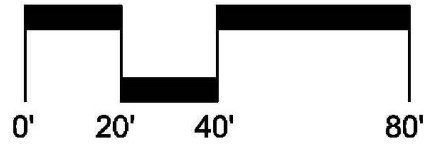
OPEN SPACE TABLE

OPEN SPACE	PUBLIC SPACE	USABLE (UOSR)
REQUIRED	20% (68,846)	.43 (181,828 SF)
PROPOSED	20% minimum	.52 (219,514 SF)

- NON-RESIDENTIAL USE BREAKDOWN:**
- SUPERMARKET: 35,000 S.F.
 - SIT DOWN RESTAURANTS: 10,000 S.F.
 - RETAIL (INCLUDING SHOWROOM) 36,240 S.F.
 - OFFICES: 262,496 S.F.
 - HOTEL: 89,236 S.F.
- TOTAL NON-RESIDENTIAL:** 432,972 S.F.



A SITE PLAN
P-1 SCALE: 1"=40'



HGOR

3445 Peachtree RD NE
Suite 1425
Atlanta, Georgia 30326
www.hgor.com
p. 404-248-1960
f. 404-248-1092

CONSULTANT LOGO:

PROJECT TITLE:

BOLTON MIXED USE
1593, 1595 CHATTAHOOCHEE AVENUE NW
ATLANTA, GA

AB CAPITAL, LLC
3001 LOOKOUT PLACE NE,
ATLANTA, GEORGIA 30305

PROJECT NO:

20001

PRINCIPAL IN CHARGE:

TF

PROJECT ARCHITECT:

CS

DRAWN BY:

CS

ISSUE AND DATE:

DRI SITE PLAN

4-7-2020

REVISIONS:

NO. DATE DESCRIPTION

1 04-07-2020 DRI SUBMITTAL

SEAL:



SHEET TITLE:

DRI SITE PLAN

SHEET NO:

P-1

NOT RELEASED FOR CONSTRUCTION