

DATE: June 15, 2021

ARC REVIEW CODE: R2105261

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: Project Granite DRI #3298

Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact **Date Opened:** May 26, 2021 **Date Closed:** June 15, 2021

Description: A Development of Regional Impact (DRI) review for a proposed mixed-use project in the City of Atlanta on a 37.5-acre site at 1010 West Marietta St. NW. It proposes 1.15 million SF of data center, 640,000 SF of office, 35,000 SF of retail, 35,000 SF of restaurant, 50 townhomes, and 350 multifamily apartment units. The site is located in the BeltLine Overlay. It is currently served by MARTA route #26. The nearest state route is Donald Lee Hollowell Parkway (US 78/US 278/SR 8), about 1 mile south. Expected buildout is one phase in 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. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General information and policy recommendations for Maturing Neighborhoods are listed at the bottom of these comments.

This project meets multiple regional priorities by converting an industrial site near the Atlanta BeltLine into a mixed industrial site with a data center, office space, retail, and both rental and for-sale residential units. The ongoing redevelopment of industrial sites around the City of Atlanta into strictly residential and retail projects is an issue for the diversity of the city's economy, so it's a benefit to retain office space and jobs in this location, even if there are drawbacks to the security requirements for data centers. A portion of the rental multifamily housing will be affordable under the requirements of BeltLine inclusionary zoning, which partly addresses an ongoing need in the surrounding area and region at large.

The project used a 17% alternative mode share reduction for its transportation impact study. The location is currently isolated for alternative modes except for bus service on West Marietta Street, but the DRI and other planned infrastructure projects in the surrounding area will steadily improve mobility options other than single-vehicle trips.

To capitalize on this long-term 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. During the pre-review/methodology meeting on April 26, 2021, questions were raised about east-west pedestrian access across the site and where BeltLine access would be provided. These options are now more clearly identified on the submitted site plan, with a pedestrian plaza marked under the northeastern multifamily building and sidewalks shown on the street at the southern edge of the site, with a ramp leading down to the trail. The northern access point, if not fully ADA-accessible, should also contain a bike channel to allow for easier access.

The eastern boundary of the site is a former rail corridor that is now one of the two potential trail/transit alignments for the BeltLine. Regardless of the ultimate path of transit, the trail portion on this eastern segment should be completed at the earliest opportunity to provide a connection between the new Westside BeltLine Connector Trail and Jefferson Street to the south up to West Marietta Street and the DRI site to the north. This will address a major gap in the pedestrian and bicycle network in this area, in conjunction with planned bicycle facilities on West Marietta Street. Another issue raised by both the City Department of Transportation and the Upper Westside Community Improvement District is the potential for redesigning the intersection of Herndon Street and West Marietta Street to be more pedestrian oriented. It's currently designed with a slip lane for tractor-trailers serving the previous industrial use, but this should be filled in to reduce vehicle speeds when turning and shorten the pedestrian crossing distance.

Please see the attached comments from Atlanta BeltLine, Inc., which raise an extremely concerning issue regarding an easement requested from the applicant to maintain the viability of the corridor adjacent to the DRI for rail transit. ABI requests that the easement be granted before the City allows an update to the City's Comprehensive Development Plan. Any actions that prevent the viability of this corridor for transit in the future could jeopardize federal funding and other long-term opportunities on a project that has seen significant taxpayer investment.

Please see the attached comments from GDOT aviation office, which note that the project could potentially be within the instrument approach for Fulton County Executive Airport/Charlie Brown Field and a Form 7460 must be filed with the Federal Aviation Administration to determine this impact.

The intensity of this proposed project generally aligns with the RDG's recommended parameters for Maturing Neighborhoods. The land use mix is generally consistent with the RDG, although some RDG policy recommendations for Maturing Neighborhoods include the need to ensure that new and infill development is compatible with existing neighborhoods. The DRI's building heights transition downward as the site approaches Herndon Street and the single-family homes of Knight Park/Howell Station. The BeltLine Subarea 9 Master Plan update (adopted October 2020) defines this area as Mixed Industrial.

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. Please see the attached comments from ARC's Natural Resources Group, which note that the site falls in the Proctor Creek watershed, which currently flows downstream of existing public water supply intakes. Proposed intakes in South Fulton and Coweta counties would place this site in a large water supply watershed and applicable restrictions on hazardous waste handling, storage, and disposal would apply.

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 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	ATLANTA BELTLINE INC.	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 #3298

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: 470-279-1545
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: Project Granite
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1033 Jefferson Street NW, Atlanta, GA 30318
Brief Description of Project: The QTS Data Centers development includes approximately 2.3M SF of mixed-use development on approximately 36 acres. The mixed-use development primarily includes data center space along with office, retail, and residential land uses. It will replace existing industrial and office space.

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.): 1.15M SF Data Center, 640KSF Office, 70K Retail/Restaurant, 400 Residential Units

Developer: West Midtown Acquisition Company, LLC

Mailing Address: 1033 Jefferson Street NW

Address 2:

City: Atlanta State: GA Zip: 30318

Telephone: 703-861-7245

Email: carter.cromley@qtsdatacenters.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? n/a

Estimated Project Completion Dates: This project/phase: 2024
Overall project: 2024

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DRI #3298

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: 470-279-1545
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Project Granite
DRI ID Number: 3298
Developer/Applicant: West Midtown Acquisition Company, LLC
Telephone: 703-861-7245
Email(s): carter.cromley@qtsdatacenters.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: \$1.34-\$1.89B

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: TBD - Estimated \$14M

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): 475,000 SF manufacturing, 37,500 SF office

Water Supply

Name of water supply provider for this site: Atlanta Department of Watershed Management

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.43 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: Atlanta Department of Watershed Management

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.35 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.) Daily: 8,360 | AM peak: 601 | PM peak: 640

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 see traffic study completed by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 5,690 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 85-90%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Multiple underground detention systems throughout the site to include green infrastructure such as infiltration or reuse, where appropriate

Environmental Quality

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

1. Water supply watersheds? ☐ (not selected) ☒ Yes ☐ No

2. Significant groundwater recharge areas? ☐ (not selected) ☒ Yes ☐ No

3. Wetlands? ☐ (not selected) ☒ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☒ Yes ☐ No
5. Protected river corridors? ☐ (not selected) ☒ Yes ☐ No
6. Floodplains? ☐ (not selected) ☒ Yes ☐ No
7. Historic resources? ☐ (not selected) ☒ Yes ☐ No
8. Other environmentally sensitive resources? ☐ (not selected) ☒ Yes ☐ No


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

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



To: Greg Giuffrida, ARC
From: Shaun Green 
Date: 6/10/2021
RE: ABI comments regarding DRI 3298, Project Granite

Atlanta BeltLine, Inc. (ABI) has been negotiating with QTS for multiple years since their acquisition of Bellwood Yard and then the Mead/West Rock property. Both acquisitions contained the long-standing TCU (Transportation, Communications, Utilities) corridor thru which the Atlanta BeltLine corridor has been identified and "protected" thru City land use and zoning policies. Because of its recent development over the top of the TCU corridor, QTS has already forced the Atlanta BeltLine corridor from its originally planned TCU corridor alignment. This was somewhat mitigated thru an MOU between QTS/ABI to provide an easement on QTS-owned property for a corridor, but ABI must still acquire multiple easements (or fee simple acquisitions) from multiple property owners for that corridor to be fully viable.

Since the time of the DRI Methodology Meeting, ABI has partnered with PATH Foundation to attempt to determine multiple potential alignments for the Atlanta BeltLine Northwest Trail. Because of the numerous constraints that keep presenting themselves north of this area, the TCU-turned-easement-corridor is again a mainline trail corridor alternative. This is different than the spur trail corridor characterization that I provided during the Methodology Meeting, but this change is a function of continued trail planning efforts for the entire NW quadrant of the Atlanta BeltLine. In addition, ABI will be starting an FTA grant-funded transit alignment feasibility study for the NW Quadrant of the BeltLine this calendar year, with this corridor being considered a likely transit alignment.

ABI Staff is concerned that QTS has not yet granted the easement previously agreed to, yet still wishes to proceed with the CDP amendment to change the underlying CDP Land Use of the TCU corridor to MU-HD. ABI Staff and Leadership have requested the agreed-to-easement be granted numerous times, to no result. Without having the easement granted first, ABI Staff believes there is significant risk to losing this potential Atlanta BeltLine corridor for public use, regardless of the MOU.

QTS is a data center development expert, not a mixed-use developer. It is expected that QTS would focus on the data center elements of the DRI proposal. This may result in the mixed-use development elements that go with the proposed CDP and zoning changes to never be realized. It is the mixed-use development elements and connectivity infrastructure elements that are critical to the success of the Atlanta BeltLine and ameliorate the local community impacts of a development of this size.



The Atlanta BeltLine corridor is a critical hub within ARC's Regional Trail Network, and part of the regional transit plan. To ensure the NW quadrant of the Atlanta BeltLine (trail and transit) is not precluded by this DRI proposal, ABI seeks for ARC to consider including recommendations within its DRI Final Report, similar to the following bullet points...

- QTS should grant ABI the previously-agreed-to easement prior to proceeding with the CDP amendment.
- City of Atlanta should find a way to defer any CDP amendments of the TCU corridor until the time that the previously-agreed-to easement is granted to ABI.
- QTS should include all of the public-facing connectivity infrastructure (sidewalks, trail access points, new streets, etc.) as part of its first development phase and building permit, to ensure the public-facing value of the development is available to community and BeltLine users as soon as possible.

Copy:

Beth McMillan, ABI
Monique Forte, City of Atlanta
Andrew Spilitotis, GRTA

Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Thursday, June 10, 2021 10:14 AM
To: Greg Giuffrida
Cc: Beggerly, Timothy
Subject: RE: ARC DRI Review Notification: Project Granite DRI #3298
Attachments: ARC Preliminary Report - Project Granite DRI 3298.pdf

Greg,

The proposed mixed-use project in the City of Atlanta on a 37.5-acre site at 1010 West Marietta St. NW, proposes 1.15 million SF of data center, 640,000 SF of office, 35,000 SF of retail, 35,000 SF of restaurant, 50 townhomes, and 350 multifamily apartment units. It is 5.24 miles east of the Fulton County Executive Airport/Charlie Brown Field (FTY) and at the 225' proposed height is in the instrument approach area to Runway 26 and needs a 7460 filed with the FAA to determine its impact to the airport.

The proposed development is also in proximity to a navigation facility and may impact the assurance of navigation signal reception. Those submissions to the FAA 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 Tom Beggerly with the Fulton County Executive Airport/Charlie 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: Wednesday, May 26, 2021 6:50 PM
To: Adams, Kennedy <Kennedy.Adams@kimley-horn.com>; Betty Smoot-Madison - Atlanta DOT (bsmoot-madison@AtlantaGa.Gov) <bsmoot-madison@AtlantaGa.Gov>; Blue, Sarah <Sarah.Blue@qtsdatacenters.com>; colteanu@atlantaga.gov; Eisenman, Ana <ana.eisenman@kimley-horn.com>; Elizabeth Hollister - Upper Westside CID (elizabeth@upperwestsideatl.org) <elizabeth@upperwestsideatl.org>; Jessica L. Hill <jhill@mmmlaw.com>; jlavandier@atlantaga.gov; JMorgan@AtlantaGa.Gov; jsidifall@AtlantaGa.Gov; Keyetta Holmes - City of Atlanta (kmholmes@atlantaga.gov) <kmholmes@atlantaga.gov>; Lenise Lyons - City of Atlanta (llyons@AtlantaGa.Gov) <llyons@AtlantaGa.Gov>; Lynette Reid - Atlanta BeltLine Inc. (LReid@atlbeltline.org) <LReid@atlbeltline.org>; matai@atlantaga.gov; Monique B. Forte - City of Atlanta (MBForte@AtlantaGa.Gov) <MBForte@AtlantaGa.Gov>;

PROJECT GRANITE DRI
City of Atlanta
Natural Resources Group Review Comments
May 25, 2021

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 City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The project is located in the portion of the Chattahoochee River watershed drains into the Chattahoochee River Corridor.

The proposed project is in the Proctor Creek watershed, which is part of Chattahoochee Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. Proctor Creek flows into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. However, for large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake.t.

Stream Buffers

The USGS coverage for the project area shows no blue-line streams on or near the property, and none are shown on the submitted site plan. Any unmapped streams on the property may be subject to the requirements of the City of Atlanta's Stream Buffer Ordinance. Any unmapped waters of the State on the property may subject to the 25-foot State Erosion and Sedimentation Act buffers.

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.

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

DRI INFORMATION

DRI Number #3298
DRI Title Project Granite
County Fulton County
City (if applicable) City of Atlanta
Address / Location South of West Marietta Street, east of Herndon Street, and west of the 950 West Marietta Street development adjacent to Joseph E Lowery Boulevard

Proposed Development Type:

The 36.1- acre proposed site will consist of 1,150,000 SF data center, 640,000 SF of office space, 35,000 SF of retail space, 35,000 SF of restaurant space, 50 townhome units, and 350 multi-family apartment units.

Build Out : 2024

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date May 26, 2021

TRAFFIC STUDY

Prepared by Kimley-Horn
Date May 24, 2021

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)*

A list of programmed and planned projects is provided on Tables 7 and 8 (page 13), respectively.

☐ NO *(provide comments below)*

[Click here to provide comments.](#)

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 proposed development has five access points. Of the five access points, Driveway A is less than 0.5 miles away from the intersection of West Marietta St. and Marietta Blvd., which Marietta Blvd is a regional thoroughfare.

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

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

☒ NO

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

The proposed development has five access points. Of the five access points, Driveway A is less than 0.5 miles away from the intersection of West Marietta St. and Marietta Blvd., which Marietta Blvd is a regional truck route.

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

- Walking Access* ☐ 0.50 to 1.00 mile
☐ 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) Routes 1 and 26

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

MARTA does provide services within the jurisdiction.

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 Westside BeltLine Connector 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*

According to the traffic analysis, a portion of proposed BeltLine is anticipated to be constructed on the eastern frontage of the site which would connect to the proposed development.

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*)

[Click here to provide comments.](#)

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)

There were no bicycle improvements proposed.

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)

[Click here to provide comments.](#)

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)

[Click here to provide comments.](#)

RECOMMENDATIONS

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

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

[Click here to enter text.](#)

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

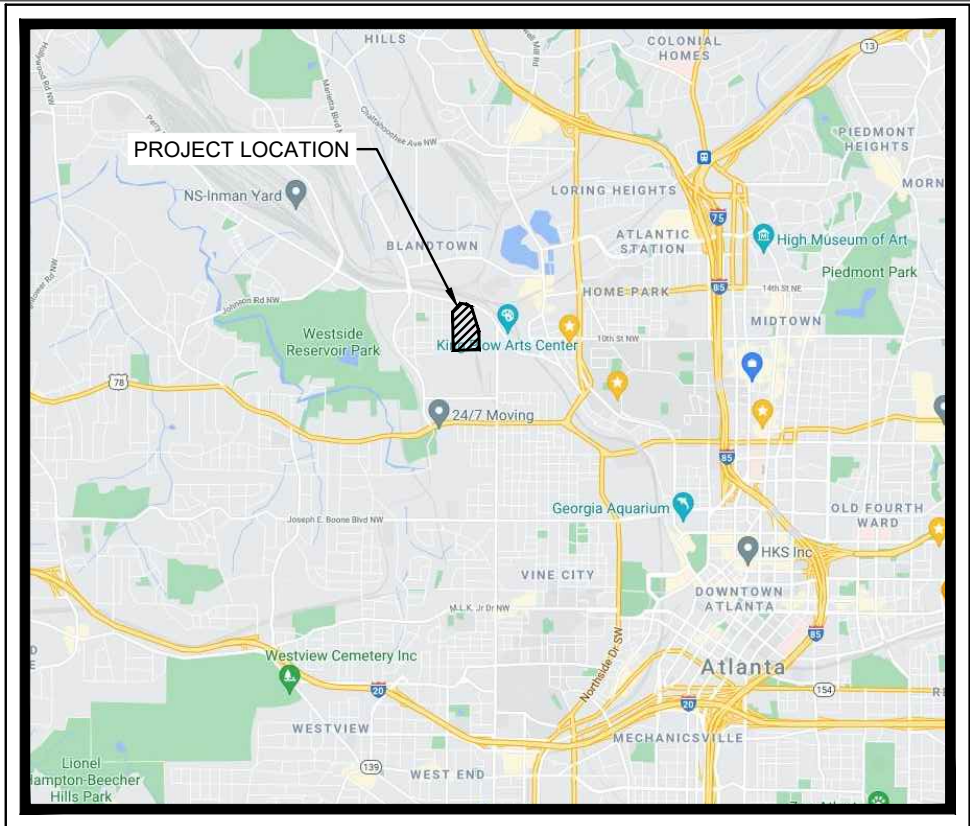
- ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*
- ☐ YES *(see comments below)*

[Click here to enter text.](#)

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

[Click here to enter text.](#)

Drawing name: K:\A.L.P. PRJ\015170056_QTS Atlanta\CADD\Exhibits\2021-05-11 DRI site plan\QTS DRI Site Plan.dwg DRI Site Plan May 19, 2021 8:10pm by: John Stella



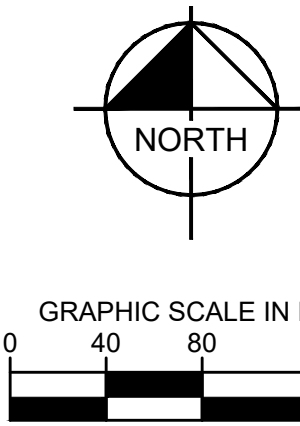
LOCATION MAP

SITE PLAN SPECIFICATIONS:

- DRI # 3298**
OVERALL PROJECT AREA: 1,574,053 SF (36.14 ACRES)
CURRENT ZONING - R-4A WITH BELTLINE OVERLAY
PROPOSED ZONING - MRC-3 WITH BELTLINE OVERLAY
OWNER: WEST MIDTOWN ACQUISITION CO., LLC.
- PROGRAM**
MULTI-FAMILY - 312,500 SF (350 UNITS)
SINGLE-FAMILY - 150,000 SF (50 UNITS)
OFFICE - 640,000 SF
RETAIL - 70,000 SF
DATA CENTER - 1,150,000 SF
- EXISTING SITE PROGRAM**
WAREHOUSE, OFFICE, AND INSTITUTIONAL
- FLOOR AREA RATIOS**
RESIDENTIAL:
ALLOWED: 3.2
PROPOSED: 0.28
11.1 UNITS PER ACRE
NON-RESIDENTIAL:
ALLOWED: 4.0
PROPOSED: 1.18
- BUILDING HEIGHT**
MAXIMUM = 225 FEET
- ESTIMATED PARKING PROVIDED**
RESIDENTIAL:
MINIMUM: 400 SPACES (1/UNIT)
MAXIMUM: 1/BEDROOM
PROPOSED: 615 SPACES
OFFICE:
MINIMUM: N/A
MAXIMUM: 1,600 SPACES (2.5/1000 SF)
PROPOSED: 1,500 SPACES
RETAIL:
MINIMUM: 117 SPACES (1/600 SF)
MAXIMUM: 146 SPACES (1.25 * MINIMUM)
PROPOSED: 140 SPACES
DATA CENTER:
MINIMUM: 1,917 SPACES (1/600 SF)
MAXIMUM: 2,396 SPACES (1.25 * MINIMUM)
PROPOSED: 300 SPACES (THROUGH PARKING VARIANCE)
TOTAL ESTIMATED PARKING PROVIDED: 2,555 SPACES
- CONTACTS**
APPLICANT: WEST MIDTOWN ACQUISITION CO., LLC.
CONTACT: SARAH BLUE
SARAH.BLUE@QTSDATACENTERS.COM
1033 JEFFERSON STREET NW
ATLANTA, GA 30318
404-702-7244
TRAFFIC CONSULTANT: KIMLEY-HORN
CONTACT: ANA EISENMAN, P.E.
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ATLANTA, GA 30308
404-419-8700
CIVIL ENGINEER: KIMLEY-HORN
CONTACT: JOSH REYNOLDS, P.E.
JOSH.REYNOLDS@KIMLEY-HORN.COM
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
770-619-4280

SITE PLAN LEGEND:

- PROPERTY LINE
- INTERNAL PROPERTY DELINEATION
- x-x- PROPOSED SECURITY FENCE
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT



Kimley»Horn

WEST MIDTOWN ACQUISITION
COMPANY LLC.
12851 FOSTER STREET
OVERLAND PARK, KS 66213

DRI #3298
PROJECT GRANITE

GSWCC CERT. (LEVEL II)	0000057727
DRAWN BY	KHA
DESIGNED BY	KHA
REVIEWED BY	JCR
DATE	03/26/2021
PROJECT NO.	015170056
TITLE	DRI SITE PLAN
SHEET NUMBER	C0-20