

DATE: August 2, 2022

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**TO:** Mayor Andre Dickens, City of Atlanta  
**ATTN TO:** Monique Forte, Planner III, City of Atlanta  
**FROM:** Mike Alexander, Director, ARC Center for Livable Communities  
**RE:** Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's 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:** 990–1008 Brady DRI 3674

**Submitting Local Government:** City of Atlanta

**Date Opened:** July 12, 2022

**Date Closed:** August 2, 2022

**Description:** A DRI review of a proposal to construct a mixed–use project on a 3 acre site on the west side of Brady Avenue north of 10th Street in the city of Atlanta. The project will include approximately 700 multifamily residential units, 300,000 SF of office, and 50,000 SF of ground floor retail around an open courtyard above an underground parking garage.

**Comments:**

**Key Comments**

*The Atlanta Region's Plan assigns the Region Core growth management designation to the project site. This exemplary project is wholly aligned with Region Core policy recommendations which note: "The Region Core can handle the most intense development due to the amount of infrastructure already in place...this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options."*

*The project directly advances a broad range of regional planning policies related to walkable mixed–used development, multi-modal transportation access, and placemaking among others.*

*The project's use of a 950–space garage placed underground rather than in a bulky parking podium fully preserves the urban fabric and allows for an active street level courtyard which directly advances placemaking and walkability policies.*

*The project's intensity is appropriate to its location in the city of Atlanta's Upper Westside and provides substantial new households to support existing and new businesses as well as retail, office, and commercial destinations for surrounding neighborhoods.*

*The project's reuse of a previously developed site with one story buildings and surface parking is strongly supportive of regional development goals.*

*While the project will generate a significant number of new vehicular trips, its mixed-use and walkable design as well as adjacency to bus transit stops and bike lanes offers realistic multi-modal alternatives to driving. A number of potential roadway improvements to mitigate the traffic impact were identified for consideration; use of ROW should be prioritized for pedestrian and multi-modal uses in a Region Core location.*

*EV charging spaces and bike parking spaces will be provided according to City of Atlanta requirements.*

*City of Atlanta DOT and MARTA concerns identified should be carefully addressed in project design and permitting.*

### **General Comments**

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity for the region. The Plan assigns a relevant growth management category designation to all areas in the region and provides corresponding growth policy recommendations.

The Plan designates the site of this DRI as Region Core; general information and policy recommendations for Region Core areas are provided at the end of these comments.

### **Transportation and Mobility Comments**

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate a total of 7,804 daily new trips which drops to 4,806 after mixed-use and alternative mode reductions are applied. There is an extensive sidewalk network around the site as well as new bike lane on Brady Avenue. The site is also served by several MARTA bus routes.

A total of 950 structured parking spaces are proposed, all within an underground garage; bicycle parking and EV charging stations will be provided according to City of Atlanta requirements. Additional bicycle parking spaces and EV charging facilities would strengthen the project's support for multi-modal transportation and sustainability policies.

Comments on the project provided by the City of Atlanta Department of Transportation are attached and include the following: retain existing Brady Avenue pedestrian crossing at 11th Street with design to be determined in coordination with ATLDOT; adjust the curvature proposed in the on-street bike lanes / cycle track to accommodate the pickup drop-off zone so as to create a smoother transition; utilize actual traffic counts rather than a Covid-adjusted versions in implementing any roadway improvements; provide additional detail on the conclusions of the signal warrant analysis for Intersection 3.

Comments on the project provided by MARTA in regard to service planning and architecture/civil engineering are attached and include the following: preserve the already limited space for bus operations on Brady Avenue during and after construction; include MARTA's Network Redesign concept considerations in design of any roadway improvements; limit the impact of the development on the adjacent MARTA facility particularly in regard to the retaining wall, boundary trees, MARTA employee parking spaces; and ensure that the project design takes into consideration the unavoidable light and noise generated by the pre-existing MARTA facility so that future occupants don't complain about it being a nuisance.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

#### **ARC Natural Resource Group Comments**

ARC Natural Resource Group full comments are attached.

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.

#### **Other Environment Comments**

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental 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 Atlanta Region's Plan Growth Policy Considerations: Region Core**

This DRI site falls under the Region Core area designation which, is the major economic, cultural, and transportation hub of the entire Atlanta metro region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region.

The Region Core can handle the most intense development due to the amount of infrastructure already in place; however, this infrastructure may need improvements and enhancements due to its age and our region's changing lifestyle conditions. The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers. The Region Core competes with other central city areas in the southeast. The region must work together to keep this area as competitive as possible to lure additional high paying jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The intensity and land use of this project fully aligns with The Atlanta Region's Plan's recommendations for the Region Core. The project utilizes previously developed land for new higher-density office, retail, and residential uses in a manner that can relieve development pressure on surrounding single family neighborhoods. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to the needs and concerns of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	UPPER WESTSIDE CID
CITY OF ATLANTA	FULTON COUNTY	MARTA

For questions regarding this review, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto:dshockey@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 #3674

#### 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](mailto: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: 990-1008 Brady

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 990 and 1008 Brady Avenue NW, Atlanta, GA 30318

Brief Description of Project: The proposed redevelopment will be located on the west side of Brady Avenue and north of 10th Street and will consist of approximately 700 multifamily residential units, 300,000 SF of office, and 50,000 SF of ground floor retail.

#### 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.): 700 multifamily residential units, 300,000 SF office, and 50,000 SF retail

Developer: Tishman Speyer

Mailing Address: 45 Rockefeller Plaza - Rockefeller Center

Address 2:

City: New York State: NY Zip: 10111

Telephone: 212 715 0300

Email: [alohrfin@tishmanspeyer.com](mailto:alohrfin@tishmanspeyer.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)YesNo

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)YesNo

If yes, what percent of the overall project does this project/phase represent?

n/a

Estimated Project Completion Dates:

This project/phase: 2027

Overall project: 2027

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## Developments of Regional Impact

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### DRI #3674

#### 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: 990-1008 Brady  
DRI ID Number: 3674  
Developer/Applicant: Tishman Speyer  
Telephone: 212 715 0300  
Email(s): alohrfin@tishmanspeyer.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: \$600-\$700M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$7.0-\$8.5M

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): 62,000 SF of existing warehousing buildings

#### 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)?

0.32 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)?

0.26 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: 4,806 | AM: 359 | PM: 412

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 prepared by Kimley-Horn

### Solid Waste Disposal

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

3851 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?

95%

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 follow City of Atlanta standards including an underground vault (in parking deck) with a reuse cistern for green infrastructure

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

### DRI INFORMATION

**DRI Number** #3674  
**DRI Title** 990-1008 Brady  
**County** Fulton County  
**City (if applicable)** City of Atlanta  
**Address / Location** Along the west side of Brady Ave and north of 10<sup>th</sup> Street

**Proposed Development Type:** The development site is approximately 3.04 acres, and it is proposed to develop 700 multifamily units, 300,000sf of general office space, and a 50,000sf shopping center.

**Build Out:** 2027

**Review Process** ☐ EXPEDITED  
☒ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** Marquitrice Mangham  
**Date** July 13, 2022

### TRAFFIC STUDY

**Prepared by** Kimley Horn  
**Date** July 1, 2022

## **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 fiscally constrained projects identified in the RTP is referenced on Table 7.

☐ 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 is accessible via Driveway A located on west side of Brady Avenue and Driveway B located along the north side of 10th Street. Brady Avenue is perpendicular to regional thoroughfare West Marietta St. and 10th St. bisects regional thoroughfare Northside 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 proposed development site will not be served by 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

☐ 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

The closest rail station is MARTA's Midtown Station which is approximately 1.5 miles away.

**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 12 & 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)

[West of Brady Avenue, sidewalks are only available on the south side of 10th Street.](#)

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)

[The project's TIS references bicycle facilities along the project frontage on Brady Ave; however, aerial photography \(2022\) does not illustrate the facilities.](#)

\* 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 operates in the jurisdiction of the development site.

**08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.**

*Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.*

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

Name of facility

[Click here to provide name of facility.](#)

Distance

☐ Within or adjacent to development site (0.10 mile or less)

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

☐ Not applicable (accessing the site by walking is not consistent with the type of development proposed)

Bicycling Access\*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

\* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

### **09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?**

*The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.*

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☒ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER ( *Please explain* )

### **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* )

**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)

**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)*

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):**

**BRADY DRI**  
**City of Atlanta**  
**Natural Resources Group Review Comments**  
**July 11, 2022**

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

The majority of the project site is in the Proctor Creek watershed and a small portion of the northeast corner of the property appears to be in the Peachtree Creek watershed. Both are part of the Chattahoochee Corridor watershed, but the property 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. Both Proctor Creek and Peachtree Creek flow 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. 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.

**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 be subject to the 25-foot State Erosion and Sedimentation Act buffers.

**Storm Water/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](http://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.

Atlanta Department of Transportation Comments  
1008 Brady Ave DRI (Preliminary Report)

- Retain existing Brady crossing at 11<sup>th</sup> Street. Coordinate with ATLDOT to determine most appropriate crossing treatment, such as RRFB and signage. Could also consider a raised crossing.
- The curves in the on-street bike lanes / cycle track to accommodate the pickup dropoff zone are too sharp. The horizontal lane shift is 10-11' so the taper length should be 7:1 or 70-77' in length to accommodate a bicycle design speed of 20 mph. Refer to AASHTO Guide for the Development of Bicycle Facilities, latest edition for further guidance. Adjust the site plan and streetscaping for a smoother facility transition.
- TIS Section 2.3 – No need to adjust 2022 counts for COVID. Consider counts collected in 2022 “the new normal”. Increasing volumes to 2019 levels may make traffic appear worse than reality in the 2022 scenario. 33% and 74% are very large increases since the development and roadways have changed greatly between 2019 and 2022. Per the LOU, local government stakeholders did not approve these large increases in “estimated” 2022 traffic. Just use existing 2022 counts. Update all scenario results.
  - “COVID-19: The transportation analysis shall **utilize existing turning movement count data when available during COVID**. All counts older than a year shall be grown by the Background Growth Rate unless approved otherwise. If new counts are required, a control count location where existing count data is available shall be used for developing traffic growth extrapolation rates. The traffic engineer shall submit the proposed growth rates to GRTA, GDOT and local government stakeholders for input and GRTA approval before submitting the Transportation Study.”
- TIS Intersection 3 – provide additional detail on the no-build signal warrant analysis. Warrant 3 – Peak hour does not apply at this location. Need to justify the inclusion of signal in no-build scenario through Warrant 1, 2, or another applicable signal warrant. Use updated volumes with actual 2022 counts, instead of estimated 2022 counts.

**From:** [Floyd, Greg](#)  
**To:** [Donald Shockey](#)  
**Cc:** [Elizabeth Davis](#); [December Weir](#); [nharris@itsmarta.com](mailto:nharris@itsmarta.com); [Rosa, Charles](#); [cauguin@itsmarta.com](mailto:cauguin@itsmarta.com)  
**Subject:** RE: 990 - 1008 Brady DRI 3674 - Pre-Review/Methodology Meeting  
**Date:** Wednesday, May 25, 2022 4:36:26 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[2022-05-10\\_990-1008 Brady DRI #3674 POST MMP.pdf](#)

---

Good Afternoon Donald,

This development is adjacent to the MARTA Brady Facility. Because of this, there was a need for more stakeholders to weigh in on this DRI. Some of the comments may be more relevant to direct to the City.

#### Service Planning

- Bus Operations staff recently raised concerns about operating along the southbound lane of Brady Ave, due to the narrow lane width. It's imperative that we don't have anything even partially impeding these lanes.
- Also not sure why the Existing Transit Facilities map is referencing a ½ mile radius. MARTA considers transit accessibility to be within ¼ mile for fixed-route bus service.
- For this new development Routes 12 and 26 (which isn't mentioned in this document) are transit-accessible, per MARTA's Service Standard guidelines. Route 26 has a 40-minute frequency every day, with a span from 5:22am to 1:08am.
- Route 12 currently operates every 30 minutes, not 40.
- Below are the spans for the current markup (start of the first trip to the end of the last trip, regardless of direction):
  - Route 12 - 5:37am to 12:50am everyday
  - Route 94 - 5:20am to 12:30am everyday
  - Route 14 - 4:45am to 12:27am weekends; 5:25am to 12:27am weekends and holidays
- The Network Redesign's Ridership concept calls for 30 min frequency along Brady Ave with Route 14. It also includes service within a ¼ mile with Routes 12 (every 15 min) 26 and 52 (every 30 min).
- The Coverage Concept calls for 30 min frequency with Route 12 (same as current service level) and Route 14, resulting in a 15-minute trunk. It also includes service within a ¼ mile with Routes 26 (every 40 min) and 52 (every 30 min).
- Route 26 has a bus stop pair at the intersection of Marietta St and Brady Ave.
- Question regarding the demolition and construction: will there be any disruption to traffic, bicycle or pedestrian flow along Brady Ave during either construction or demolition (such as construction cones or fencing)? The travel lanes along Brady Ave are extremely narrow and it would likely be impossible to have buses operate on these lanes if there are any intrusions close to them.

#### Architecture/Civil Engineering

How do they propose building a large retaining wall right up to a shared property line without requiring a construction and an ongoing maintenance easement on MARTA's side of the line?

- How will those MARTA employee parking spaces be temporarily re-located during construction?
- How will the MARTA trees and other landscaping be saved along the shared property line?
- How will the potential mitigation of light and noise pollution from MARTA's side influence what is constructed along the shared property?

Let me know if there are any questions.

-

**Gregory T. Floyd, AICP**

Senior Development Project Manager, Office of TOD & Real Estate



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**From:** Donald Shockey <DShockey@atlantaregional.org>

**Sent:** Friday, May 13, 2022 5:01 PM

**To:** Floyd, Greg <gfloyd@itsmarta.com>

**Cc:** Elizabeth Davis <edavis1@atltransit.ga.gov>; December Weir <dweir@atltransit.ga.gov>

**Subject:** RE: 990 - 1008 Brady DRI 3674 - Pre-Review/Methodology Meeting

CAUTION: EXTERNAL SENDER Do not click any links, open any attachments, or REPLY to the message unless you trust the sender and know the content is safe.

Hey Greg,

So this was just the Pre-review and Methodology meeting that sets the scope of the transportation study. The actual DRI review won't start until the TIS is complete probably in a few weeks. They did revise the MMP a little bit based on some input at the meeting as shown in the attached.

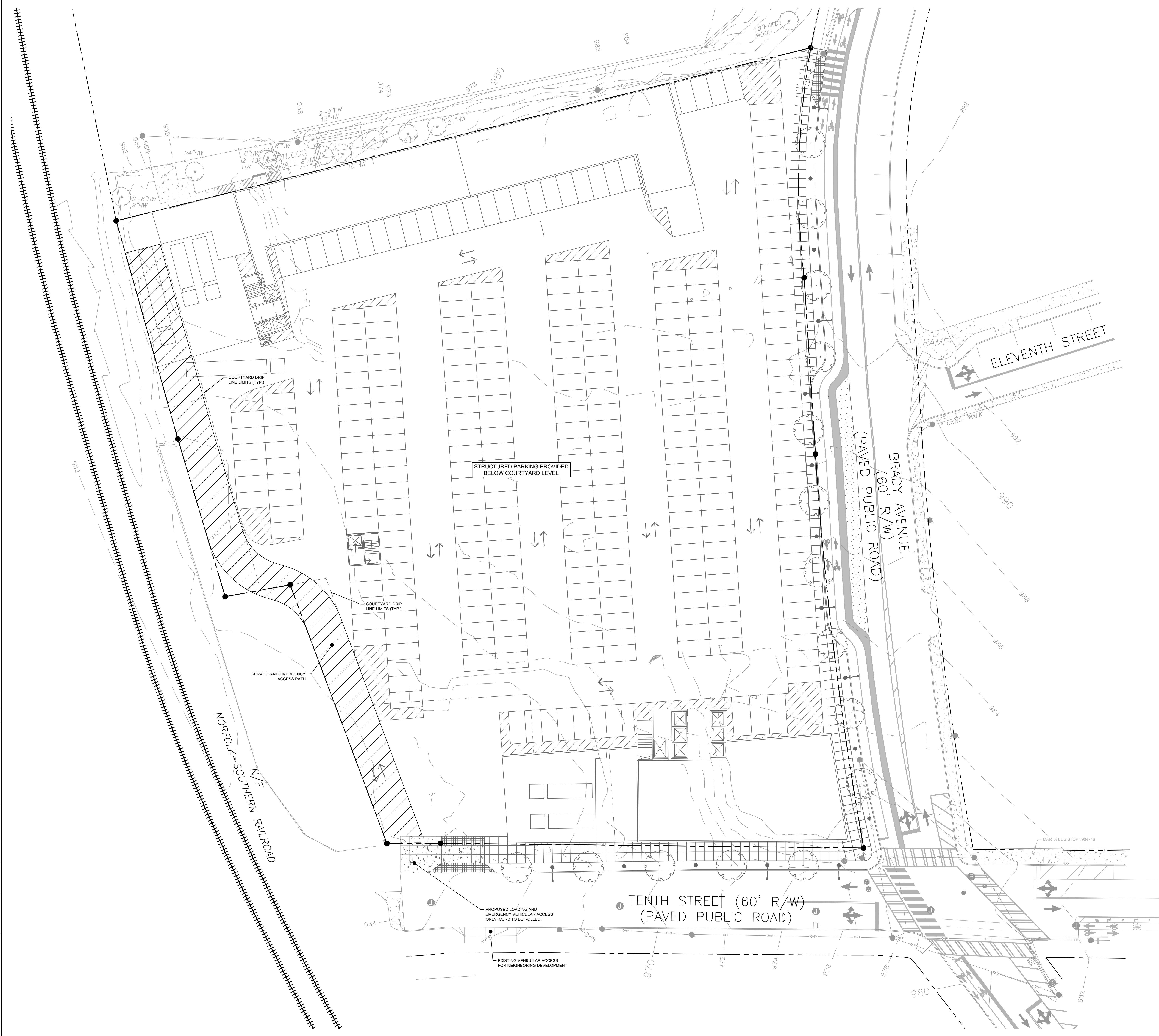
If you have any comments on the parameters of the study, you can submit them to GRTA before they provide the LOU confirming the study parameters to the applicant probably early next week.

Otherwise there is plenty of time to comment on the project itself and site plan which may still evolve a little bit before the actual DRI review starts.



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Drawing name: C:\Users\MORGAN\1-MUR\AppData\Local\Temp\Appl\Site\_Plan.dwg Service Level Jun 28, 2022 5:08pm by Morgan.Murdoch



**SITE NOTES:**

DRI NUMBER: #3674

OVERALL SITE AREA: 3.04 AC

CURRENT ADDRESS: 990 & 1108 BRADY AVE NW

CURRENT ZONING: I-2

PROPOSED ZONING: MRC-3

CURRENT USE: COMMERCIAL

PROPOSED USE: MIXED-USE COMMERCIAL

RESIDENTIAL DENSITY: 230.26

NON-RESIDENTIAL FAR: 2.64

**VEHICULAR PARKING:**

MINIMUM REQUIRED: 420 SPACES

MAXIMUM ALLOWED: 1,170 SPACES

PROPOSED: 1,126 SPACES

(PARKING PROVIDED WILL BE SHARED WHERE POSSIBLE. CARPOOL, VANPOOL, BICYCLE, AND ALT. FUEL VEHICLE PARKING WILL BE PROVIDED TO MEET CITY CODE)

FUTURE DENSITY TABLE	
PROPOSED LAND USE	DENSITY
MULTI-FAMILY HOUSING (HIGH-RISE)	700 DWELLING UNITS
GENERAL OFFICE BUILDING	300,000 SF GFA
SHOPPING CENTER	50,000 SF GFA

**PROJECT CONTACTS**

OWNER:

TISHMAN SPEYER  
1875 I STREET NW  
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WASHINGTON, DC 20006  
PHONE: (202) 223-1850  
CONTACT: ANDREW LOHRFIN

TRAFFIC ENGINEER:

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**VICINITY MAP**

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PHONE: (202) 223-1850

PROJECT

10TH & BRADY DRI #3674  
990 BRADY AVENUE NW, ATLANTA, GA 30318  
LAND LOT 150, 17TH DISTRICT

PROJECT NO.

019688002

TITLE

DRI SITE PLAN - SERVICE LEVEL

SHEET NUMBER

DRI #3674

GSWCC CERT. (LEVEL III)

0000062135

DRAWN BY

MEM

DESIGNED BY

MEM

REVIEWED BY

KRT

DATE

05/02/2022

PROJECT NO.

019688002

CLIENT

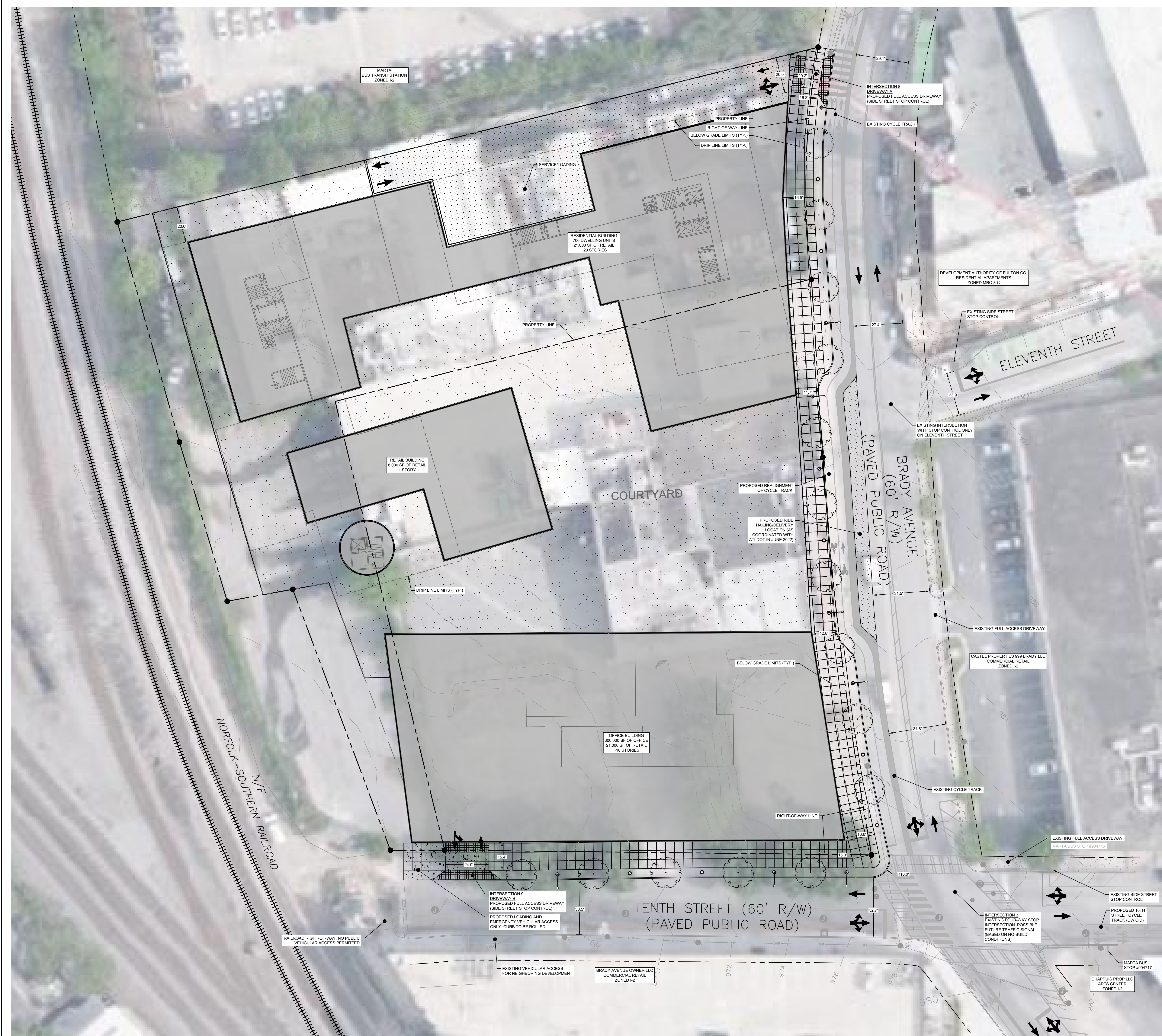
BY

DATE

NO.

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