DRI REGIONAL REVIEW FINDING

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

DATE: August 13, 2024

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Asst. Director, Office of Design, Planning Studio, City of Atlanta
FROM: Mike Alexander, COO, Atlanta Regional Commission
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: 665 Marietta Street DRI 4117
Submitting Local Government: City of Atlanta
Date Opened: July 29, 2024 **Date Closed:** August 13, 2024

Description: A DRI review of a proposal to construct a mixed-use redevelopment including approximately 1,076 multi-family housing units, a 300-room hotel, 250,000 SF office space, 30,000 SF restaurant space, 70,000 SF retail space, and 500,000 SF of arts-focused academic area/theater on a 7.5 acre previously developed site at 665 Marietta Street in the City of Atlanta. The project will include extensive multi-modal connections to Georgia Tech and Midtown.

Comments:

Key Comments:

The project's robust mix of uses, high density, and proximity to transit, is strongly aligned with applicable 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 Transportation Impact Study utilized the Alternative Study Option approach to identify numerous pedestrian and bicycle infrastructure improvements that can facilitate walking or biking to the project.

The project's density is appropriate to its location within walking distance of the North Avenue MARTA station; the Georgia Tech Stinger bus will also service the site with stops at both the North Avenue and Midtown MARTA stations.

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 reuse of a site previously developed site with a one-story building 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 transit and bike routes offers realistic multi-modal alternatives to driving. The bike/pedestrian path proposed to be included should be carefully designed as an integral element of the project that creates an alternative mode gateway to the western Georgia Tech campus and English Avenue neighborhood beyond.

EV charging spaces and bike parking spaces will be provided according to City of Atlanta requirements; providing generous additional numbers of both would be supportive of regional EV infrastructure and multi-modal transportation policies.

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. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Region Core; associated policy recommendations are provided at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached. The bike/pedestrian path proposed to be included should be carefully designed as an integral element of the project that creates an alternative mode gateway to the western Georgia Tech campus and English Avenue neighborhood beyond.

The Transportation Impact Study utilized the Alternative Study Option approach to identify numerous pedestrian and bicycle infrastructure improvements that can facilitate walking or biking to the project. 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 are attached. Based on USGS Watershed Maps, the project property is located at the edge of the Peachtree Creek Watershed, and a small portion may extend into the Proctor Creek

Watershed. Both watersheds are in the Chattahoochee River Watershed. Both streams' confluences with the Chattahoochee River are 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 on the Chattahoochee.

Other Environmental Comments

The reuse of a previously developed site with one-story buildings and surface parking is strongly supportive of regional environmental policies. In addition, very few trees will be removed for the project. The utilization of heat mitigation strategies for building roofs would be supportive of regional climate change mitigation efforts.

The project can 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.

GDOT Aviation Comments

Comments received from GDOT Aviation are attached.

The Atlanta Region's Plan Growth Policy Considerations: Region Core

This DRI site is designated Region Core 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 strongly align 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 within walking distance of a MARTA station and numerous bus stops. The project can also be easily accessed through the well-developed bike and pedestrian networks in the surrounding area adjacent to Georgia Tech. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure optimal 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 TRANSPORTATION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
CENTRAL ATLANTA PROGRESS
MARTA
GEORGIA DEPARTMENT OF NATURAL RESOURCE
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA CONSERVANCY
MIDTOWN ALLIANCE
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
UPPER WEST SIDE CID
CITY OF ATLANTA

For questions, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4117

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:	665 Marietta Street
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	665 Marietta Street
Brief Description of Project:	The mixed-use will include repurposing 1 existing building as a restaurant/retail space and redeveloping the remaining buildings as multi-family (high-rise)housing including potential dormitory use, a hotel, general office space, retail/restaurant space, and arts-focused academic area with theater space.

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	◉ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	approx. 30K SF restaurant, 1,076 units MF housing/dormitory, 300 room hotel, 250K SF office, 70K SF
Developer:	665 Marietta Street, LLC
Mailing Address:	665 Marietta Street
Address 2:	
	City:Atlanta State: GA Zip:30313
Telephone:	404-385-0714
Email:	tony.zivalich@gatech.edu
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ◉ No
If yes, property owner:	
Is the proposed project entirely located within your	○ (not selected) ◉ Yes ○ No

local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2034 Overall project: 2034

Back to Top

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #4117

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:	665 Marietta Street
DRI ID Number:	4117
Developer/Applicant:	665 Marietta Street, LLC
Telephone:	404-385-0714
Email(s):	tony.zivalich@gatech.edu

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:	$820 Million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$13.7 Million annually; $24.3 Million one-time construction sales tax
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): Will displace approximately 100,000 SF of vacant industrial space

Water Supply

Name of water supply provider for this site:	City of Atlanta Watershed
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.59 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 Watershed
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.59 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.)	701 trips AM; 771 trips PM; 11,873 trips daily (Weekday net for all)
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)?	17,700 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	65%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The project will be designed to comply with City of Atlanta stormwater management requirements to reduce stormwater flows and meet runoff reduction requirements.

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:

Back to Top

665 MARIETTA STREET DRI
City of Atlanta
Natural Resources Department Review Comments
July 30, 2024

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

Based on USGS Watershed Maps, the project property is located at the edge of the Peachtree Creek Watershed, and a small portion may extend into the Proctor Creek Watershed. Both watersheds are in the Chattahoochee River Watershed. Both streams' confluences with the Chattahoochee River are 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 on the Chattahoochee.

Stream Buffers

Both the USGS coverage for the project area and the project site plan show no streams on the project property. Any unmapped streams on the property may be subject to the requirements of the City stream buffer protection ordinance and the State 25-foot Sediment and Erosion Control buffer, and any unmapped State waters identified on the property may be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

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

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

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

HEAVY VEHICLE NOTES:

STAGING AND LOADING OF HEAVY VEHICLES TO OCCUR ON INTERNAL DRIVEWAYS OR ACCESS FROM WALLACE STREET, MARIETTA STREET, OR STATE STREET.

SHORT TERM DELIVERIES TO OCCUR WITHIN PARALLEL PARKING SPACES ALONG INTERNAL ROADS AND PERIMETER RIGHT-OF-WAY.

NON-APPLICABLE DRI SITE PLAN CHECKLIST ITEMS:

- JURISDICTIONAL STREAMS
- RESTRICTED DRIVEWAY

BIKE FACILITIES NOTES:

DEVELOPMENT TO INCORPORATE BIKE FACILITIES TO ALLOW TRAVEL FROM MARIETTA STREET BIKE LANE TO TECH PARKWAY CYCLETRACK.

EXISTING BIKE FACILITIES:
- TECH PARKWAY CYCLETRACK
- MARIETTA STREET BIKE LANES

PROPOSED BIKE FACILITIES:
- TECH PARKWAY CYCLETRACK
- MARIETTA STREET BIKE LANES
- ONSITE BIKE PARKING
- SCIENCE SQUARE BIKE-PED BRIDGE
- MULTI-USE PATH ALONG MARIETTA STREET AND NORTH AVENUE.

BASED ON GEORGIA TECH'S BICYCLE COMMUTER MODE SHARE GOAL OF 20% BY 2035, PROVIDE BICYCLE PARKING EQUIVALENT TO THE LARGER VALUE BETWEEN DOUBLE THE BICYCLE PARKING REQUIRED BY THE CITY OF ATLANTA MRC-3 CODE AND 20% OF THE FINAL RESIDENTIAL UNIT COUNT ON SITE OR ALONG SITE FRONTAGE.

SITE NOTES:

SITE ADDRESS:	665 MARIETTA ST
PARCEL NUMBER:	14 008100130560
DRI NUMBER	#4117
CURRENT ZONING	I-1 MARIETTA STREET OVERLAY INTOWN SOUTH COMMERCIAL CORRIDOR OVERLAY
PROPOSED ZONING	MRC-3
NET LOT AREA: (NLA):	319,471 SF
GROSS LOT AREA (GLA):	381,092 SF
PROPOSED DENSITY	
RESIDENTIAL:	1,076 UNITS
HOTEL:	300 ROOMS
OFFICE:	250,000 SF
RESTAURANT	30,000 SF
RETAIL:	70,000 SF
ARTS FOCUSED ACADEMIC AREA / THEATOR:	500,000 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	82.42 UNITS / ACRE
NON-RESIDENTIAL FAR:	1.03
PARKING:	
REQUIRED:	
RESIDENTIAL:	581 SPACES (.54 SPACES / UNIT)
HOTEL:	300 (1 SPACE / LODGING UNIT)
OFFICE:	625 (2.5 SPACES / 1000 SF)
RESTAURANT:	50 (1 SPACE / 600 SF)
RETAIL:	117 (1 SPACE / 600 SF)
COLLEGE:	2500 (1 SPACE / 200 SF)
TOTAL REQUIRED:	**4178** SPACES *

* REQUIRED PARKING WILL BE CALCULATED BE BASED ON ACTUAL CONSTRUCTED DENSITY. BICYCLE, CAR / VANPOOL, AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA CODE REQUIREMENTS.

ZONING CALCULATIONS:

MAXIMUM SQUARE FOOTAGE:		
NON-RESIDENTIAL	4.0 FAR * NLA	1,277,884 SF
RESIDENTIAL	3.2 FAR * GLA	1,219,494 SF
COMBINED	7.2 FAR	
MAX BUILDING HEIGHT:	225 FT	
MINIMUM OPEN SPACE REQUIREMENTS:		
PUBLIC SPACE REQUIRED:	20% OF NLA	63,895 SF
USABLE OPEN SPACE:	0.61 * GLA	232,466 SF

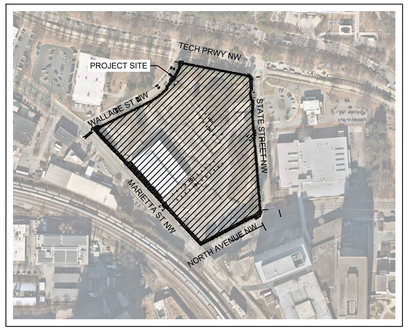
REQUIRED USABLE OPEN SPACE CALCULATION ASSUMES MAXIMUM RESIDENTIAL FAR (3.2) PROPOSED. REQUIRED OPEN SPACE SHALL BE RE-CALCULATED BE BASED ON ACTUAL CONSTRUCTED DENSITY.

MAXIMUM BUILDING COVERAGE: 85% OF NLA 271,550 SF

FINAL BUILDING FOOTPRINT SHALL BE LESS THAN 85% OF NLA.

PROJECT CONTACTS:

APPLICANT:	TONY ZIVALICH 665 MARIETTA STREET NW ATLANTA, GA 30313 CONTACT: TONY ZIVALICH PHONE: 404-385-0714
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT: ROB ROSS, P.E. PHONE: 404.419.8700
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES 1200 PEACHTREE STREET NE SUITE 800 ATLANTA, GA 30309 CONTACT: ZAC RANDOLPH, P.E. PHONE: 404.419.8700



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NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

PREPARED BY
Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
1200 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

PREPARED FOR
665 MARIETTA STREET, LLC
760 SPRINGS STREET, SUITE 400
ATLANTA, GA 30308
PHONE: (404) 894-5072

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY
	DRI SITE PLAN UPDATES	07/09/2024	CDT
	REZONING PLAN UPDATES	02/13/2024	SFD
	DRI SITE PLAN	1/25/2024	BAC
	DRI SITE PLAN	12/20/2023	ALB
	REZONING SITE PLAN	10/17/2023	ALB

PROJECT
665 MARIETTA STREET
665 MARIETTA STREET NW, ATLANTA, GA 30313
LAND LOTS 82 & 83 17TH DISTRICT
PARCEL ID: 14 008100130560

GEORGIA REGISTERED No. PE043951 PROFESSIONAL ZACHARY L. RANDOLPH
07/09/2024

GSWCC NO. (LEVEL II)	0000076496
DRAWN BY	ALB
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	7/11/2024
PROJECT NO.	014706000

TITLE
DRI SITE PLAN

SHEET NUMBER
C0-20

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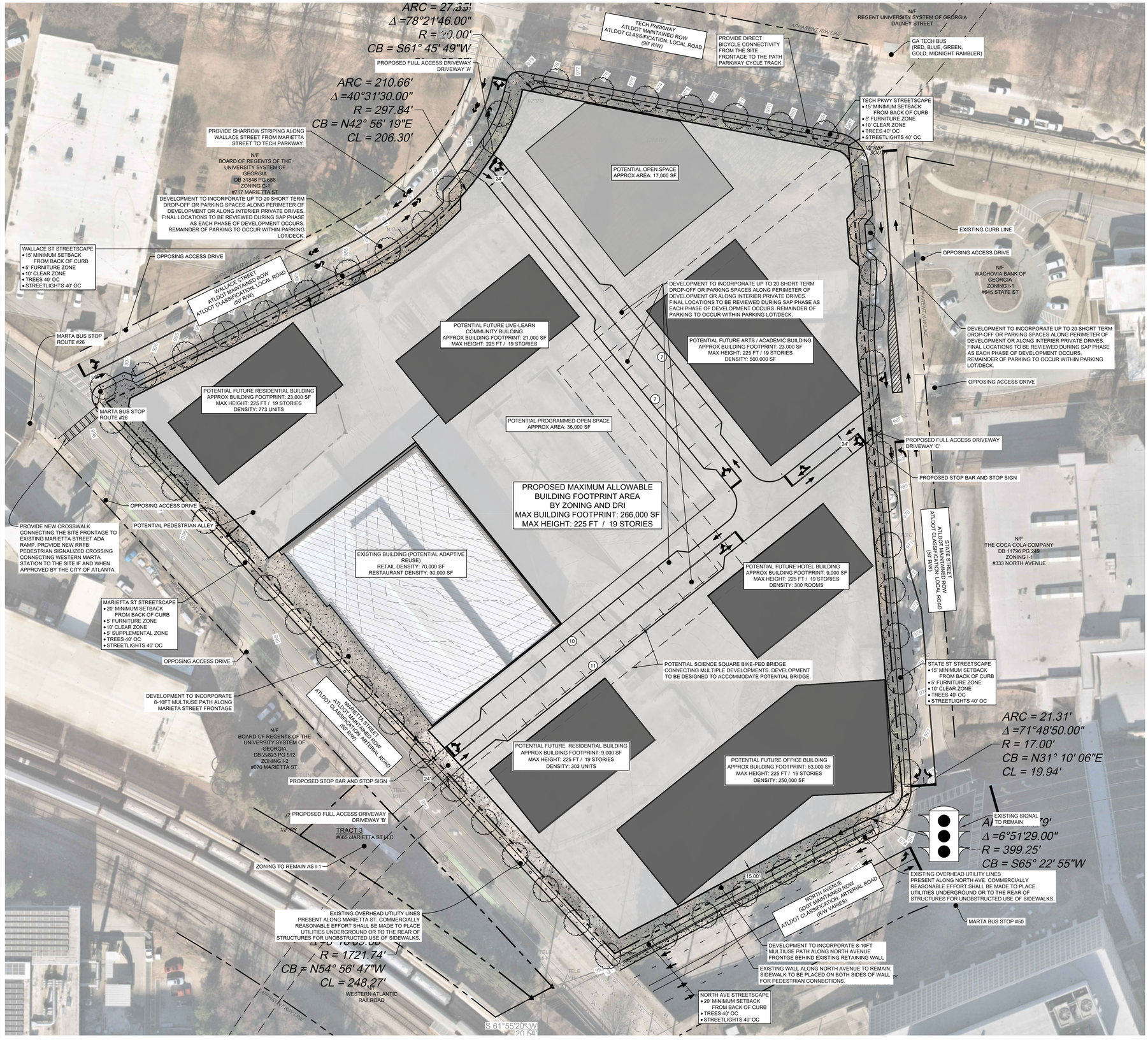

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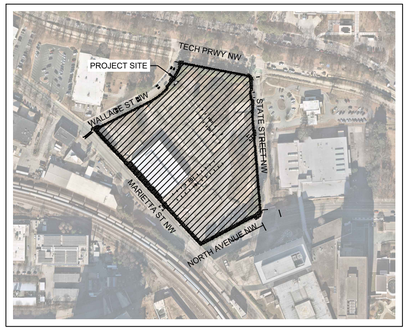
NON-APPLICABLE DRI SITE PLAN CHECKLIST ITEMS:

- JURISDICTIONAL BOUNDARY
- RESTRICTED DRIVEWAY
- HEAVY VEHICLE STAGING



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PROJECT
665 MARIETTA STREET
665 MARIETTA STREET NW, ATLANTA, GA 30313
LAND LOT(S): 157 17TH DISTRICT
PARCEL ID: 14 008100130560

GEORGIA REGISTERED No. PE043951 PROFESSIONAL ENGINEER ZACHARY RANDOLPH
07/09/2024

GSWCC NO. (LEVEL II)	0000076496
DRAWN BY	ALB
DESIGNED BY	ZLR
REVIEWED BY	ZLR
DATE	7/11/2024
PROJECT NO.	014706000

TITLE
DRI SITE PLAN

SHEET NUMBER
C0-20

Drawing name: K:\AMT_CIVIL\014706000_Randall Brothers\CAD\Plansheets\C0-20 DRI SITE PLAN.dwg C0-20 REZONING SITE PLAN - AERIAL Jul 11, 2024 10:18am by: casey.taylor

From: Hood, Alan C.
To: Donald Shockey
Subject: RE: 665 Marietta Street DRI 4117 - Preliminary Report and Comments Request
Date: Tuesday, August 13, 2024 10:00:53 AM
Attachments: image001.png

Donald,

This proposed mixed-use redevelopment including approximately 1,076 multi-family housing units, a 300-room hotel, 250,000 SF office space, 30,000 SF restaurant space, 70,000 SF retail space, and 500,000 SF of arts-focused academic area/theater on a 7.5 acre previously developed site, at 665 Marietta Street in the City of Atlanta, is more than 6 miles from any civil airport. It is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact any airport.

If any construction equipment or construction exceeds 200' AGL, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm). Those submissions for 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.

Thank you for the opportunity to comment on the proposed development.

Alan Hood
Airport Safety Data Program Manager

GDOT Georgia Department of Transportation

Aviation Programs
600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
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Website: https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx

From: Donald Shockey <DShockey@atlantaregional.org>
Sent: Monday, July 29, 2024 4:55 PM
To: chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA <zane.grennell@dca.ga.gov>; Amy Goodwin

ATLANTA REGIONAL COMMISSION
regional impact + local relevance

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Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#4117
DRI Title	665 Marietta St.
County	Fulton County
City (if applicable)	Atlanta
Address / Location	665 Marietta St.

Proposed Development Type:

A DRI review of a proposal to construct a mixed-use redevelopment including approximately 1,076 multi-family housing units, a 300-room hotel, 250,000 SF office space, 30,000 SF restaurant space, 70,000 SF retail space, and 500,000 SF of arts-focused academic area/theater on a 7.5 acre previously developed site at 665 Marietta Street in the City of Atlanta.

Build Out: 2036

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	Jean Hee Barrett
Date	August 13, 2024

TRAFFIC STUDY

Prepared by	Kimley-Horn
Date	July 1, 2024

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)*

Planned and programmed improvements are mentioned on pages 38-40.

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)*

No such roadways serve as access points for this project.

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)*

No such roadways serve as access points for this project.

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 — North Avenue Marta Station

Distance*

- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☒ 0.50 to 1.00 mile

Walking Access*

- ☒ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Click here to provide comments.

Bicycling Access*

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

Transit Connectivity

- ☒ Fixed route transit agency bus service available to rail station
- ☐ Private shuttle or circulator available to rail station
- ☐ No services available to rail station
- ☐ Not applicable *(accessing the site by transit is not consistent with the type of development proposed)*

Click here to provide comments.

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

05. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NOT APPLICABLE *(nearest bus, shuttle or circulator stop more than one mile away)*
- ☒ SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator(s): MARTA

Bus Route(s): 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*

06. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NO
- ☒ YES

MARTA, GT STinger

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

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

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

☒ YES *(provide additional information below)*

Name of facility	PATH Parkway
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*

Note: Proposed multiuse path shown on site plan intends to serve access for bicyclists and pedestrians internal to the site as well as for those passing through the site.

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

☒ YES *(connections to adjacent parcels are planned as part of the development)*

☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*

☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*

☐ OTHER *(Please explain)*

09. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*
- ☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*
- ☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*
- ☐ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*
- ☐ OTHER *(Please explain)*

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

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

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

11. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*

☒ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*

☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*

☐ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

RECOMMENDATIONS

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

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

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

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

☐ YES *(see comments below)*

Click here to enter text.

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

Not at this time.