



The following documents include the project boundary, the existing conditions, a preliminary vision, preliminary concepts from team architects and urban designers, as well as other relevant material related to South Downtown Atlanta.

The items in this booklet are confidential.

Planning Retreat Team

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Client Team



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August 23, 2017

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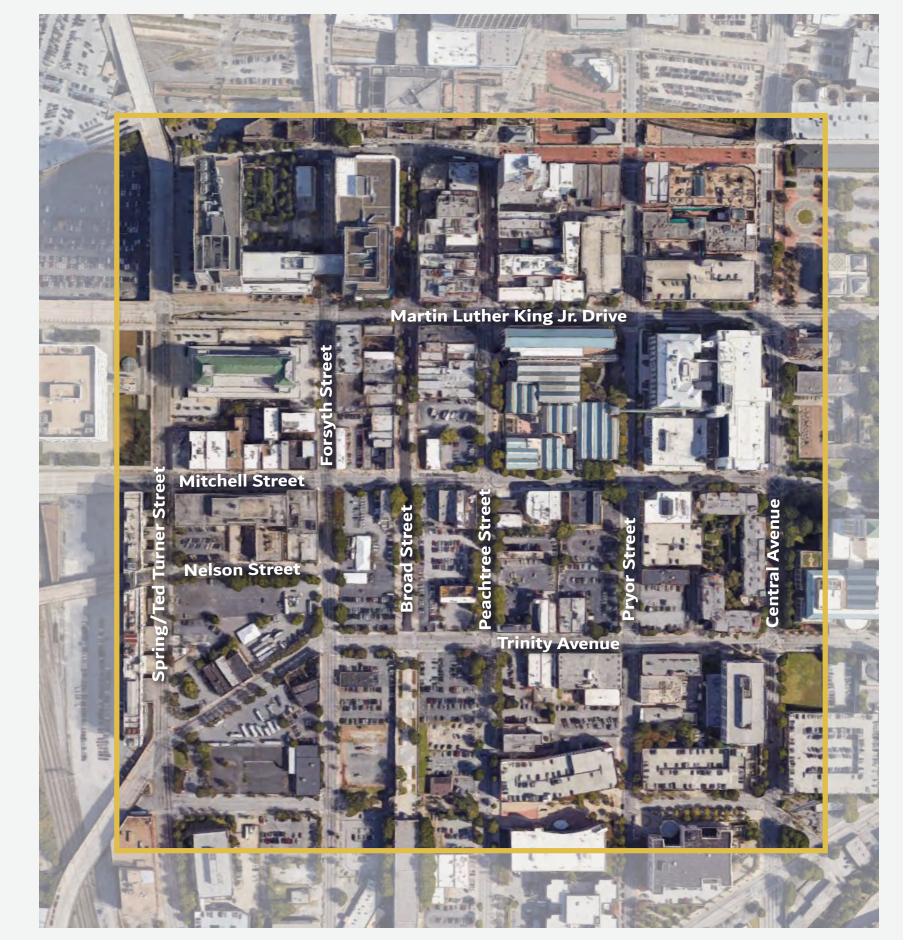
Emmy Montanye & Rob Ross

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South Downtown Atlanta, Georgia





South Downtown Atlanta

Project Area

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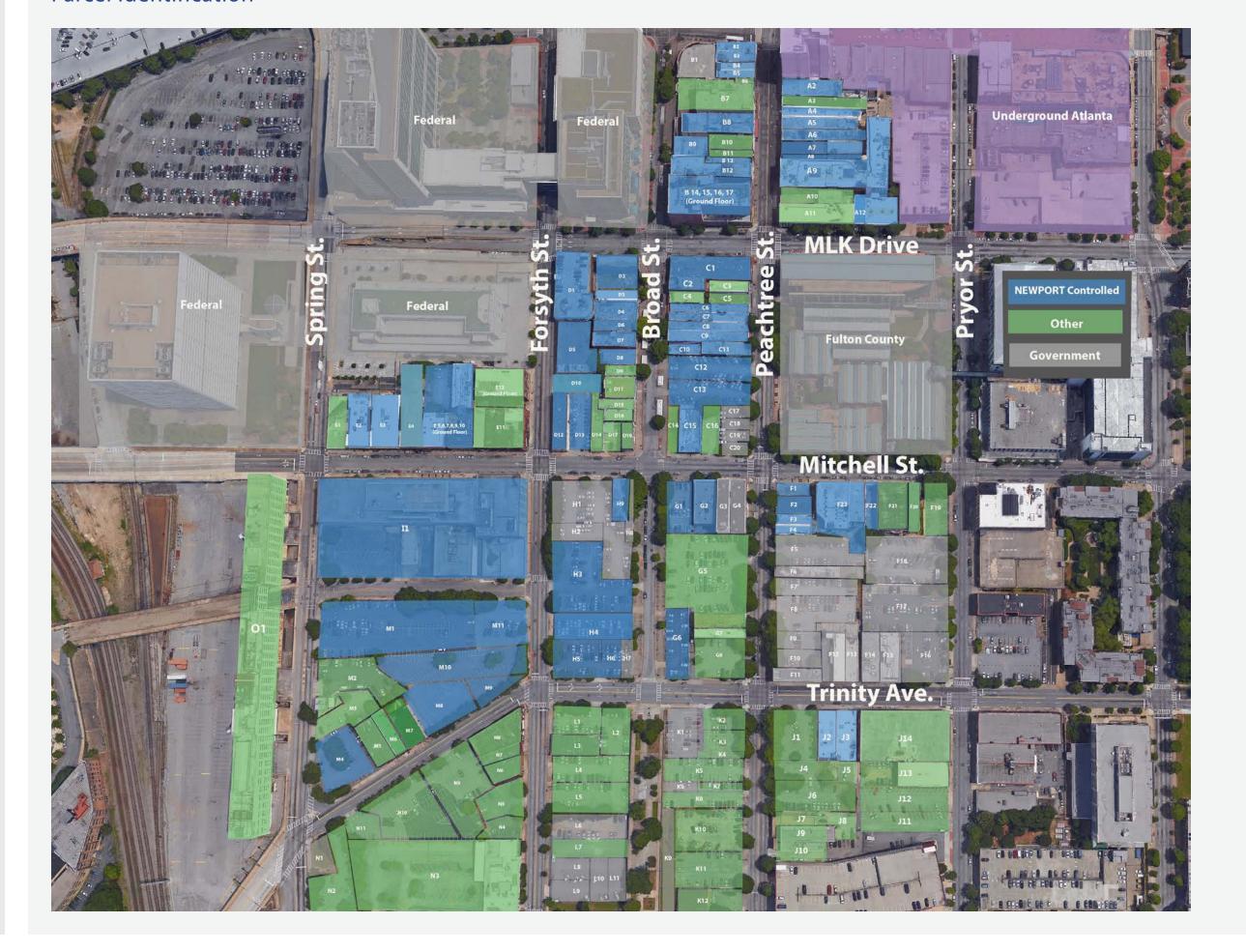
Parcel Numbers

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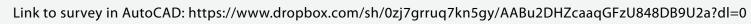
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Parcel Identification



Existing Conditions: Survey, Parcel & Topographic Information







South Downtown Atlanta

Survey & Parcel Map

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Proposed Vision Summary

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Smart

Buildings · Mobility · Technology · Infrastructure · Systems · etc.

In the future, South Downtown Atlanta is a place that is easy to find—a place that leaves a lasting impression on residents, business owners and visitors. The neighborhood incorporates key aspects of sustainable living, including walkable and bikeable streets that seamlessly connect to popular destinations throughout the metropolitan area. South Downtown has capitalized on the shift to the sharing economy and utilizes the latest technology to facilitate mobility; it is easy and enjoyable to get to wherever you're going. The neighborhood layout is designed so that it can meet the current needs of local citizens, companies, and institutions, while also adapting to the new demands of city life. Green infrastructure and energy-producing buildings line the streets; the district has become the most sustainable neighborhood in Atlanta.

Below: Google Self-Driving Car



Below: Bikeshare in Paris, France



Diverse

People · Buildings · Uses · Incomes · Events · Stormwater Wise · Water & Energy Efficient · Bio-Transportation · Styles

The South Downtown neighborhood is authentic; it doesn't all look the same. It is home to all kinds of people, and provides a variety of experiences that are attractive to all ages and income ranges. Historic buildings offer a unique glimpse into the past, and new, modern buildings have filled in the "missing pieces," making the built environment memorable and interesting. In some locations, strategic additions have been made to the historic buildings, in some cases contrasting the solid masonry of the older structures with light, lacy, airy architecture in the additions. Buildings, short and tall, deliberately shape and face the streets and public spaces. Iconic buildings occupy prominent positions as landmarks, and provide essential functions within the contemporary city. The street scenes and addresses are as varied as the buildings; some are bustling, and others more tranquil.

Below: London, England





Sustainable

Regenerative · Clean & Renewable Energy

As the designs for South Downtown Atlanta become implemented, the vision results in extra attention to the positive environmental impact that the neighborhood can make. The process of renewing old buildings contributes to the re-use of materials and is improved with new, more efficient building materials. Streets and green spaces are designed with Green Infrastructure in mind that reduces stormwater run-off, provides native or well adapted plant materials, and contributes to a reduction in heat islands and an increase in bio-diversity. Increasingly efficient building materials, such as LED lighting, efficient HVAC, building monitoring systems, and water wise plumbing fixtures allow the ability to create new and renovated spaces that are far more clean and green than ever before. And, as the cost of renewable energy keeps dropping, incorporating solar power and advanced battery technology is more feasible than ever.

Below: Green Street



Below: Clean Power Green Roof



Social & Safe

Streets · Spaces · Events · Gathering Places · Arts

This is the place to go in Atlanta to experience one-of-a-kind arts and entertainment. Theatres, music venues, and artists regularly draw locals and visitors for performances and events. The public realm-the space between the buildings-is lively, green, beautiful and eclectic. The streets have become places for people, not cars, and now connect ample parks, plazas, bike accommodations and transit connections. On many days, certain streets are closed to car traffic, becoming gathering spaces for outdoor dining and festivals. Streets are faced by well-lit, bright, clean building fronts. "Eyes on the street" come from doors, windows, storefronts, balconies and roof terraces; this makes the place feel populated and safe. Blank walls and sterile building fronts have been strenuously avoided. People are attracted to this district because it provides a unique community that is safe, comfortable and engaging.

Below: Brooklyn, New York



Below: Barcelona, Spain



Below: San Antonio, Texas





Networks • Infrastructure • Meeting Places

Living & Working

Like most lively Downtown neighborhoods, South Downtown provides a range of housing types, as well as both new and historic places for work or entertainment. The "missing middle" stock of buildings—including mid-rise apartments and office spaces, dominate the district, re-establishing the City's original variety to the neighborhood. To reach goods and services that are needed daily, residents and visitors only need to take a short walk, car share, or bike ride, along busy central streets or quieter residential streets. Change occurs within the neighborhood, at an incremental pace – but not everything changes – the distinct and rare character of the of people. historic downtown remains. Gathering places, inside buildings and within the public realm, are flexible and comfortable.

Below: Barcelona, Spain



Below: Wynwood District, Miami, Florida





Neighborhoods · People · History · Culture Technology • Transportation Options • etc.

South Downtown is connected in the future; it is connected to the rest of the City through a variety of transportation options that take advantage of innovative technologies and improve the lives of urban dwellers. The neighborhood is also connected to its past and ready to adapt to its future; the buildings and public spaces reflect the important physical, social and economic history of Atlanta, and are also flexible enough to continue to remain functional as change occurs. South Downtown emerges as a leader for all of Atlanta, demonstrating fun, appealing, and diverse city living for all kinds

> Proposed Vision Summary

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District Parking Options

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Parking Options & Alternatives

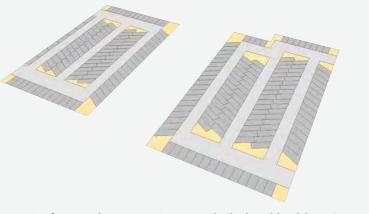


Vision for the Future: In the new South Downtown District, adequate parking for a walkable and transit accessible neighborhood will be provided in the near-term. Short-term parking solutions may include surface parking, on-street parking, and better utilization of existing parking structures. In the long-term, the neighborhood is envisioned to be effortlessly multi-modal, making it easy for residents, visitors and business owners to get wherever they are going—and quickly. Future parking requirements will be eased by enjoyable walking and biking routes that are well connected to transit, as well as access to valet services and autonomous vehicles.

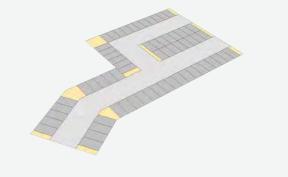
Counts for Proposed Parking Solutions in the District

All options displayed on this page fit within the

referenced block on the facing page.



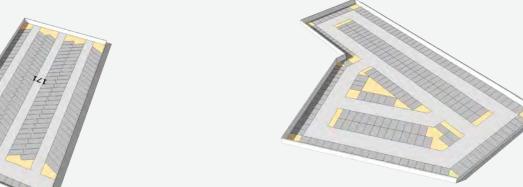
Option 1a: Surface parking on L & K Parcels (behind buildings) 234 Parking Spaces



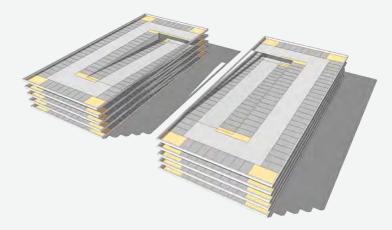
Option 2a: Surface parking on M Parcels 64 Parking Spaces



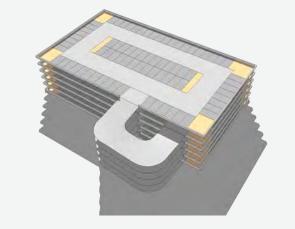
Option 1b: Underground parking on L & K Parcels 315 Parking Spaces.



Option 2b: Underground parking on M Parcels 214 Parking Spaces per floor; 428 Parking Spaces on 2 floors.



Option 1c: Structured parking on L & K Parcels 194 Parking Spaces per floor; 970 Parking spaces on 5 floors



Option 2c: Structured parking on M Parcels
75 Parking Spaces per floor; 450 Parking Spaces on 6 floors



South Downtown Atlanta

District
Parking
Options

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Mobility Center

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Parking VS. Mobility

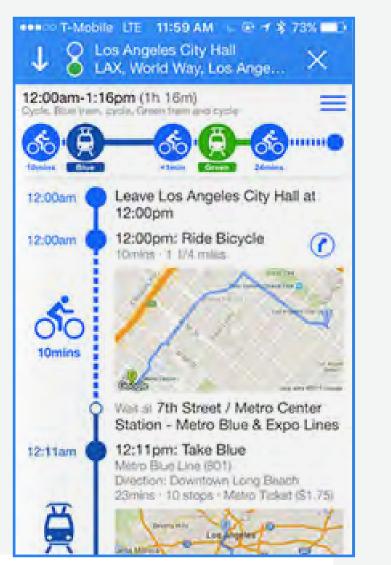
The transportation goal for the future in South Downtown incorporates innovative transportation solutions, and requires a new way of thinking about connectivity and parking. Implementing a Mobility Center, or a location with all types of transit access, would include the MARTA train and buses, bike and car sharing, and on demand transportation services -- like Lyft or Uber. In addition, the following recommendations would incentivize the use of alternative modes of transportation:

- Residents receive X\$ of mobility pre-loaded monthly on their app;
- No free parking: pay for what you need;
- Set expectation that as new mobility options, more amenities will come;
- Minimize the construction of new parking structures;
- Phase buildings on lots while phasing out parking;
- As new residents come in, less reliance on parking for retail.

Garnett Mobility Center: TOD + TDM (Transportation Demand Management)

- Stacked parking
- ½ bus and shuttle
- ½ mobility options and parking
- Adaptable reuse to retail

Comprehensive Real-Time Transportation Apps:



Physical Mobility Options:













Union Station, Washington DC



Union Station, Washington DC







Garnett Mobility Center Concept





South Downtown Atlanta

Mobility Center

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South Downtown Atlanta

Project Map

Kev

Blocks

Green Space

P Public Parking Decks
Existing Surface Parking

Government Buildings
Existing Buildings (Not Owned)

Existing Buildings (Owned)

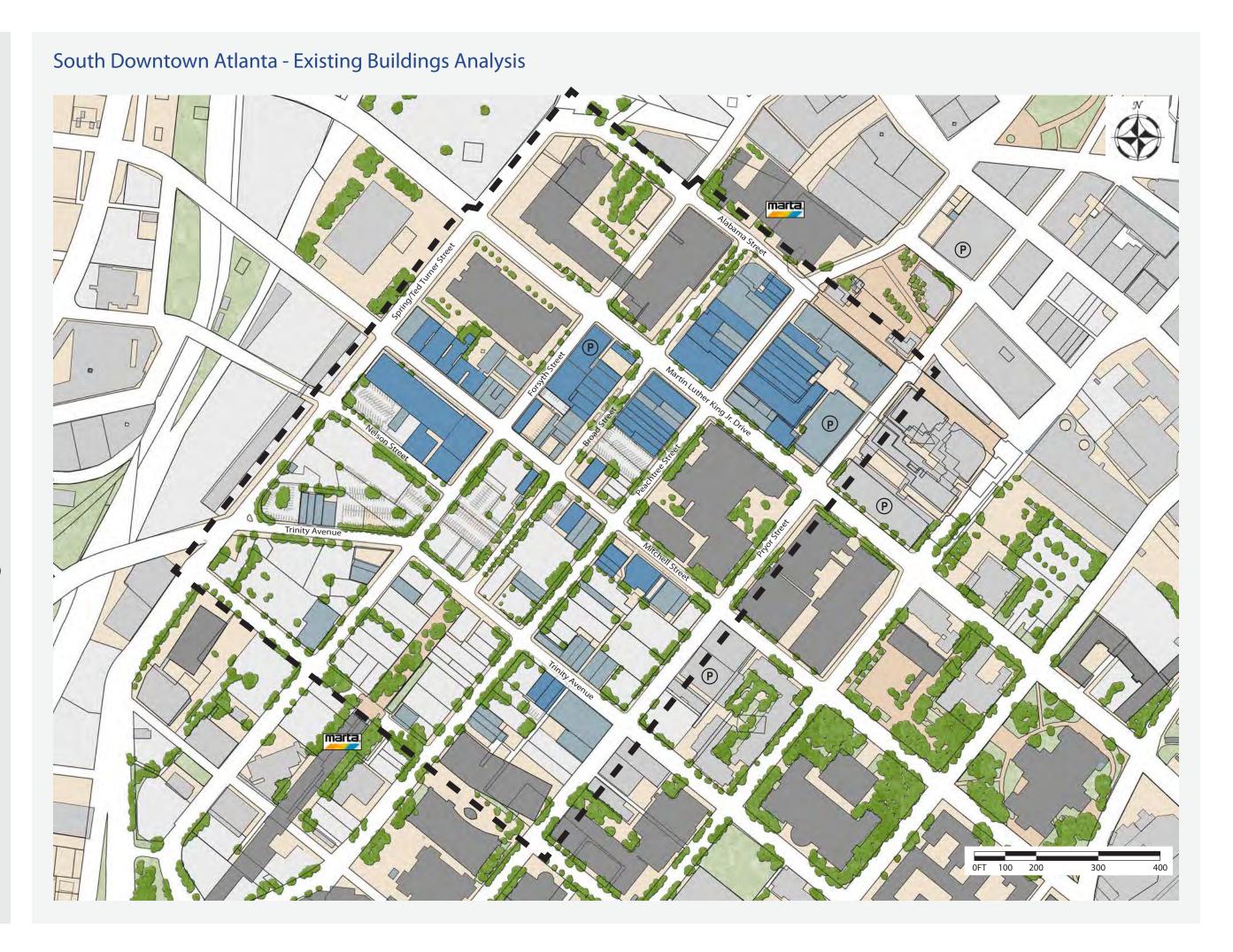
Existing Trees

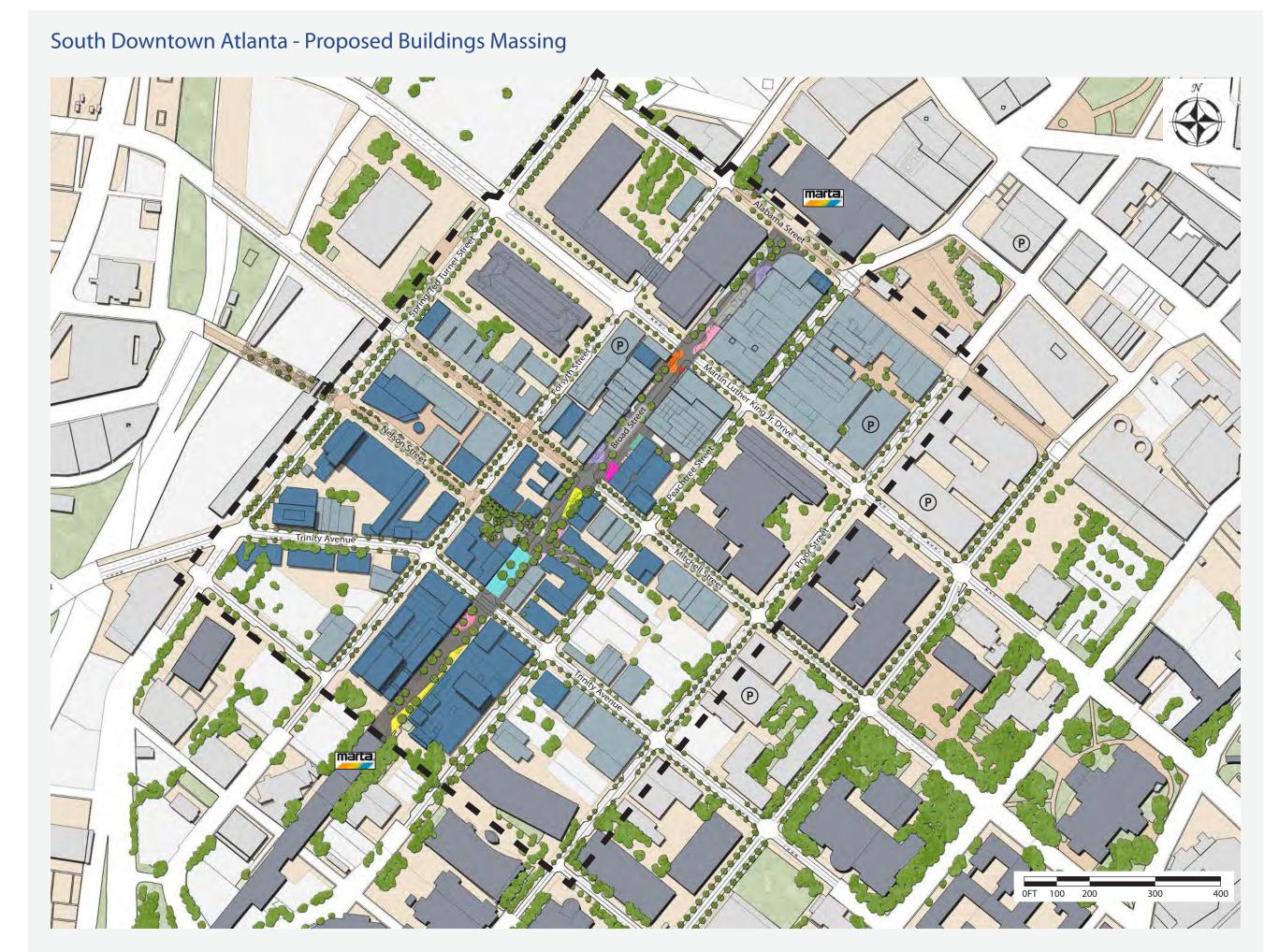
Site Boundary

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South Downtown Atlanta

Illustrative Plan

ey:

Blocks

Green Space
P Public Parking Deck

Existing Surface Parking

Government Buildings

Existing & Modified Buildings

Proposed Buildings

Existing & Proposed Trees

Site Boundary

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Planning Retreat Assignments

S9 Bldg. Assignment S9 Block Assignment Morris Bldg. Assignment Morris Block Assignment

Perkins Bldg. Assignment Perkins Block Assignment BLDGS Bldg. Assignment

BLDGS Block Assignment Stevens Bldg. Assignment

☐ Stevens Block Assignment DKP Bldg. Assignment

Site Boundary

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South Downtown Atlanta - Architectural Assignments

Design Considerations*

The following guidelines are suggested to ensure that South Downtown Atlanta becomes a place where people want to be, where they feel safe, comfortable, and interested in their surroundings. Newport's goals include: orienting principal building fronts to the street; maintaining an appropriate human scale; respecting historical context; highlighting the base/shaft/cap on signature buildings; and enhancing the public realm through thoughtful street and public space design. Additional design considerations are outlined below:

*A. Façade Transparency

Building façades which face onto a street or public space should meet the minimum transparency requirements outlined below. The percentage of transparency per Story is calculated within the area between finished floor and finished ceiling and should be a total percentage of doors and windows along that portion of the façade.

- 1. Minimum building façade transparency for ground Story (retail): sixty (60) percent
- 2. Minimum building façade transparency for ground Story (uses other than retail): thirty (30) percent
- 3. Minimum building façade transparency for upper Stories: twenty (20) percent

B. Shopfronts

Shopfronts are a key element along neighborhood and city mainstreets. They offer a great opportunity to create activity and interest for pedestrians as they move throughout the city. Designing shopfronts to meet certain standards will help ensure a more vibrant street front.

- 1. Shopfrontsshouldbeprotectedfromglareandinclement weather by incorporating architectural elements such as awnings, canopies, overhanging second floor balconies, arcades or colonnades, or cantilevered eyebrows, and inspecial circumstances by insetting the store front within the body of the building.
- 2. Shopfront windows should extend up from the sill at least eight (8) feet above the adjacent sidewalk.
- 3. Shopfront windows should not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space). Reflective and frosted glass should be avoided on shopfronts.

- 4. Doors or entrances for public access should be provided at intervals no greater than fifty (50) feet, unless otherwise approved by FBCA. The intent is to maximize street activity, to provide pedestrians with frequent opportunities to enter buildings, and to minimize any expanses of inactive walls.
- Shopfront doors should contain at least sixty (60) percent transparent glass. Solid doors should be avoided.
- 6. A minimum of fifteen (15) feet of depth of Habitable Space should be provided behind each shopfront on the Primary Façade. This ensures that the area behind shopfronts is sufficient enough to be an actively used retail space.

C. Expression Lines

Expression lines are formed by horizontal moldings, cantilevered eyebrows, or other building features that result in a shift of the building plane to project minor shadow lines and, for example, divide the more public lower portions of the building from the private portions above.

- 1. Façades may feature a change of colors, materials or textures at an expression line.
- 2. A building mass may feature one of the following subdivisions by expression lines into horizontal layers (Figure 1-4):
- Single layer
- Two layers
- Three layers
- An expression line should always be used at the top of shopfronts (Figure 5). This expression line may incorporate a band for signage.
- The top of each primary and secondary mass should be emphasized with a horizontal projection. This should feature a deeper projection, and therefore stronger shadow line, than any other expression line on a façade. *SPI-SAG regulation, also control facade design and

D. Mechanical Equipment

For the purposes of these standards, mechanical equipment includes any heating, ventilation, and air conditioning (HVAC) or electrical machinery, but also includes air compressors, hoods, mechanical pumps, exterior water heaters, water

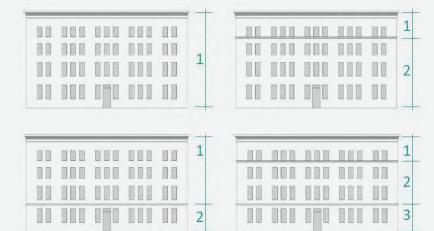


Figure 1-4: Façades divided into 1, 2, and 3 horizontal layers



Figure 5: An expression line at the top of shopfronts

softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, generators, electric vehicle (EV) chargers, geothermal wells, and similar elements.

- 1. If mechanical equipment is located at-grade, and is visible from an adjacent street or sidewalk, it should be screened by a fence or garden wall.
- 2. All mechanical equipment or penthouse screening to be placed on the roof should be set back from the roof line by a distance at least equivalent to the height of the screening in order to minimize visibility from the surrounding streets.

*Design considerations should not limit design concepts and are for information purposes only.

redevelopment

Design Considerations

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The idea presented in the Retreat Planning Book of turning Broad Street into a "park street" is a powerful and effective strategy to promote pedestrian usage, create an event space, and to build district identity.

BROAD STREET "THRU-PARK" SKETCH

The typical South Downtown block is 400' x 400'. Broad Street bisects this grid, turning adjacent blocks into 200'x

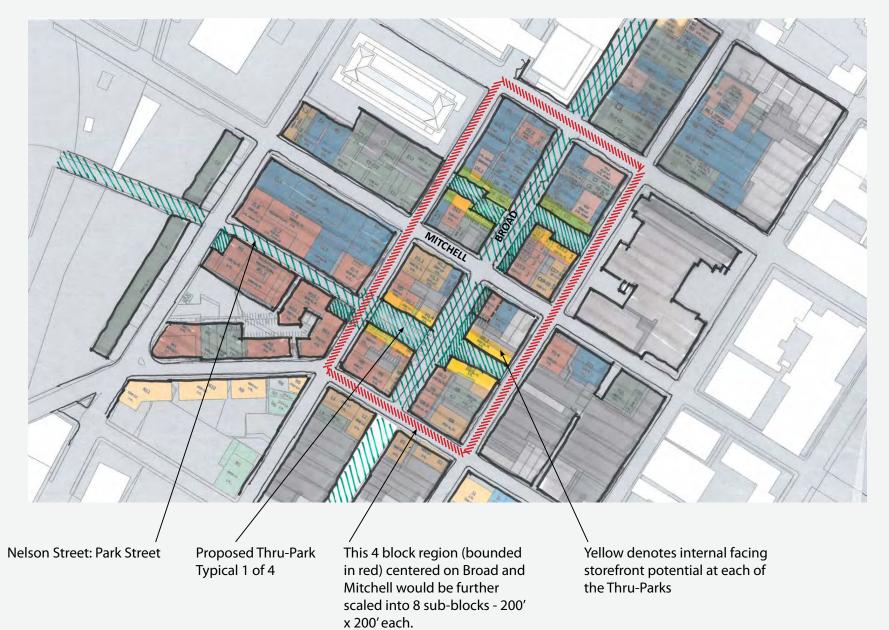
BLDGS has identified vacant through-parcels that approximately bisect these 200' x 400' Broad Street blocks. We recommend dedicating these to open spaces, linkages, alleys, or the like, (what might be called Thru-Parks) to reduce the scale of the blocks to 200' x 200', a very pedestrian-focused size of parcel that would further promote connectivity and district identity.

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Building Footprint Diagram



BLOCK C

Parcel/Building Number: C6-C11

Street Address: 92, 94, 96, 98, 100 Broad Street

105, 107, 109, 111, 113 Peachtree Street

This historic assemblage of building

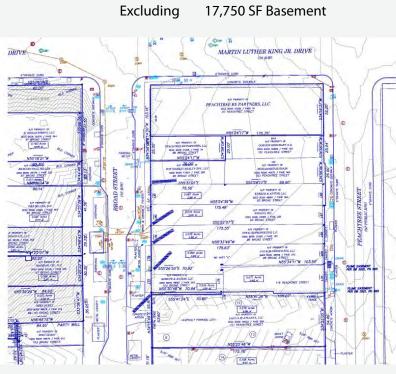
fronts both Peachtree and Broad Streets, and includes an iconic addition of three stories on top of two existing near the center of the block to create an important architectural statement blending old with new design. The program is commercial on the ground floor and residential on the upper floors. Four buildings form the bulk of the project, with a fifth added into the scope to serve as the front entrance, lobby, and amenity area. Every residential unit has a dedicated outdoor terrace.

Potential Program: Ground Floor Commercial

15,000 SF

40,600 SF 30 Units Residential

Total 55,600 GSF

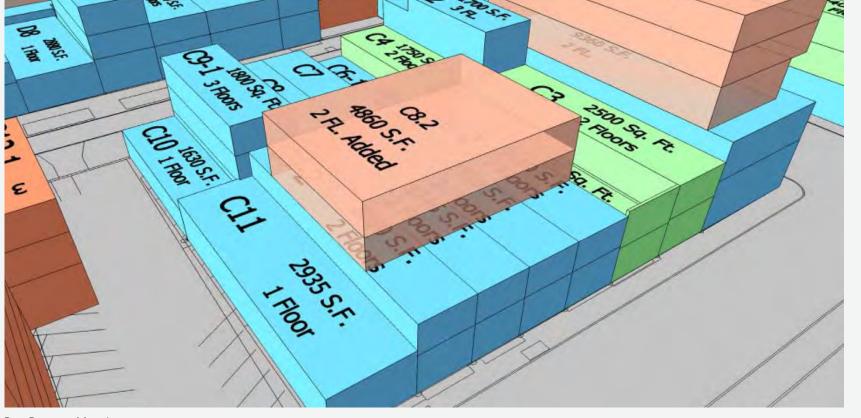


Survey

Block C Massing



Proposed Massing



Pre-Retreat Massing

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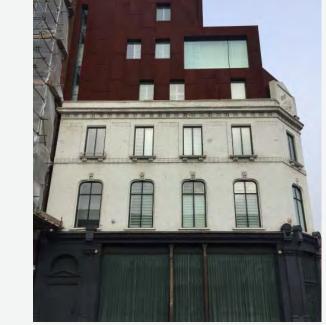
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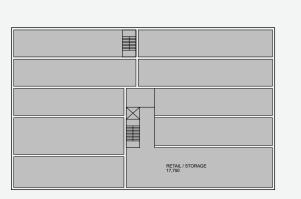
Precedents



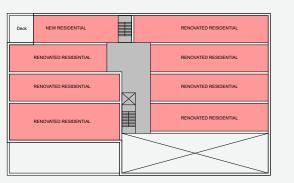




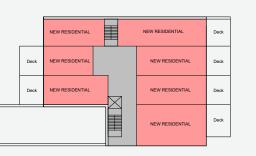
Block C Floor Plans



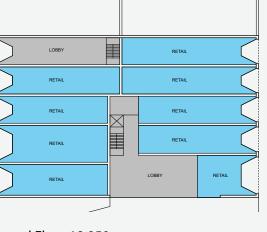
Basement 17,750 SF



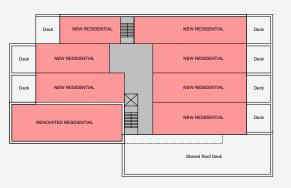
Second Floor 14,160 SF



Fourth Floor 8,250 SF



Ground Floor 18,950

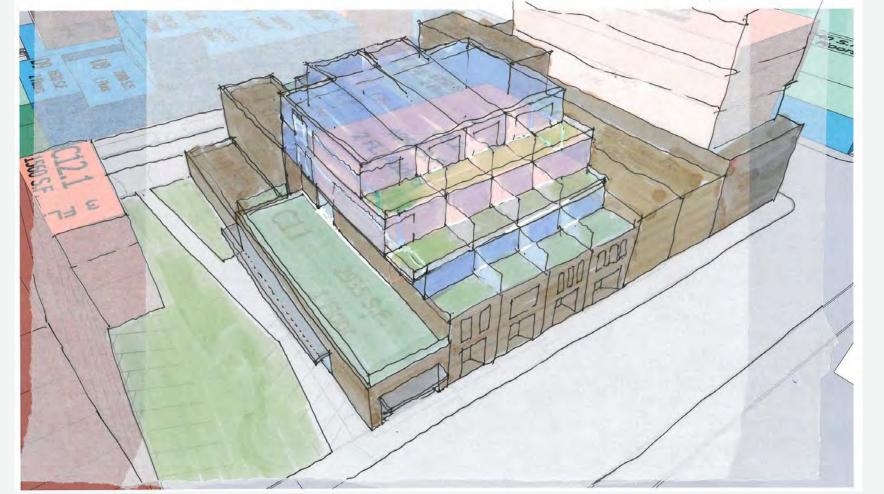


Third Floor 11,760 SF



Fifth Floor 6,425 SF

Block C Perspective Sketches







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BLOCK D

Summary:

Residential:

Total:

Survey

Parcel/Building Number: D2.2

Street Address: 81 Broad Street

the building.

Potential Program: Commercial 3,940 Ground and Partial Second Floor

27,310 18 Units

31,250 GSF

Excluding 4,000 SF Basement

This vacant lot is envisioned as an important new addition surrounded by historic buildings. It has been set back

approximately 15' to create a sidewalk dining zone and to allow the expression of the two adjacent facades. The building is 9 stories tall, with the first stepped forward towards the street. The low est level creates a secluded restaurant entrance courtyard, articulated by a projecting street level canopy, with residential access to the side. The upper massing is articulated by subtracting exterior spaces from the overall block of

30dti Downtown Atlanta

BLDGS

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Block D Massing

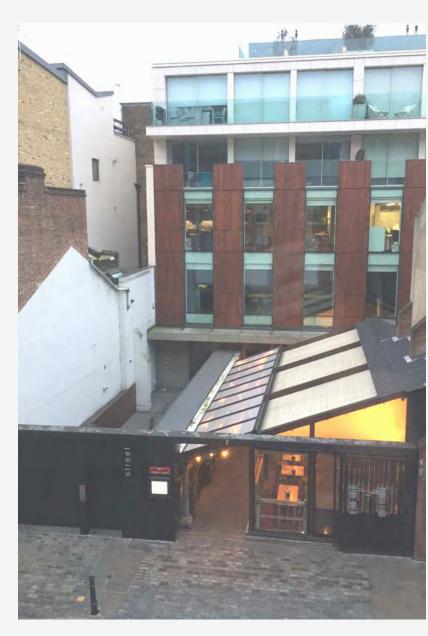


Proposed Massing

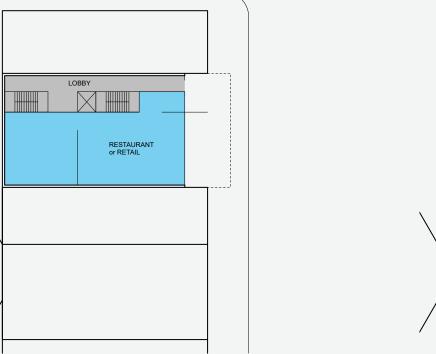


Pre-Retreat Massing

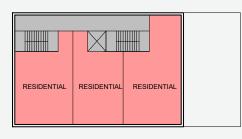
Precedent



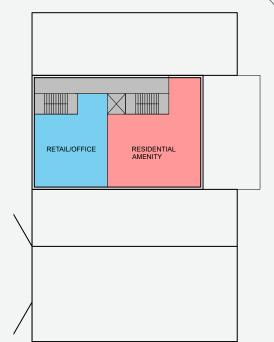
Block D Floor Plans







Third Floor 3,750 SF



Second Floor 4,000 SF



Floors 4-9 3,250 SF



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BLDGS

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Block D Perspectives



45,600 GSF Not including 5,240 base ment. Depending upon desired height, more floors could be added at 4,400 SF/4 units each.



Block G Massing

BLOCK G

Parcel/Building Number: G1 Street Address: 0 Mitchell Street

Summary:

Located at one of the most important corners (Mitchell at Broad) this tall and narrow 10 story building serves as an icon in the neighborhood, and features strong elevations on two sides and an inviting corner treatment. There is a prominent "urban room" that holds the corner and creates a visible, public beacon at the intersection, and at the ground plane. Seating areas along a narrowed Broad Street are covered by projecting canopies. The architecture of the upper levels is refined, lot-like, with generous windows and city views. Cladding would be very dark, such as manganese ironspot brick or charcoal zinc panels.

Potential Program: Retail / Restaurant on 2 Levels: 9,000 GSF With sidewalk dining and 10' alley

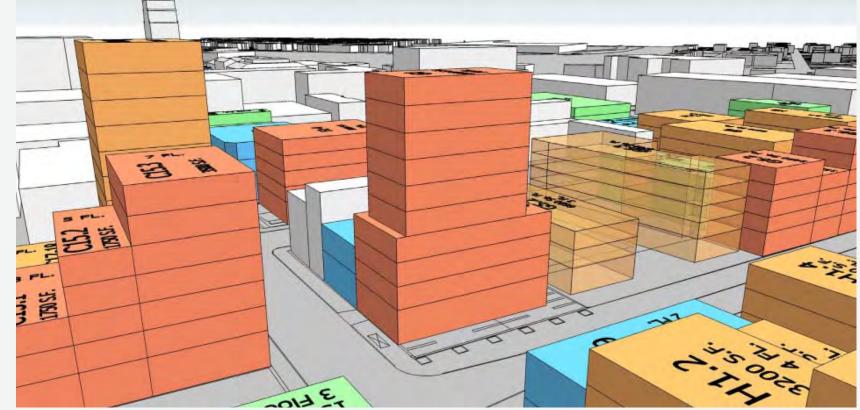
Residential on 8 Added Levels: 36,600 GSF 36 Units





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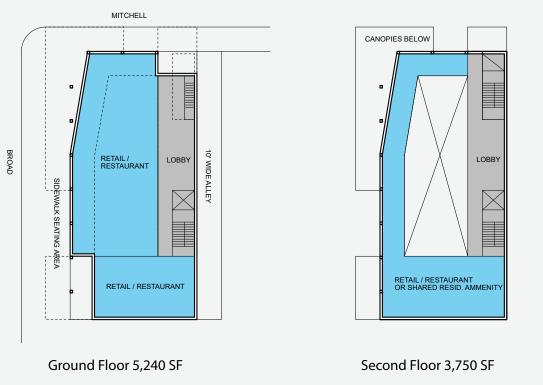
Pre-Retreat Massing

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Block G Floor Plans



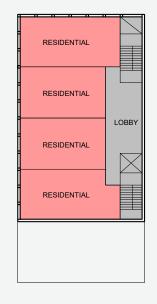
RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

RESIDENTIAL

Third Floor 5,720 SF



Floors 4-10 4,420 SF

BLDGS

Block G Perspective



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Block G Perspective



Block G Indoor Outdoor Connection Diagram





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Parcel/Building Number: H4, H4.2, H5, H6 & H7
Street Address: 0 Broad Street, 140 Forsyth Street, 211

Trinity Avenue

Summary: At

BLOCK H

At over 110,000 sf, this new building will be one of the largest in the district. It also plays an important role anchoring the south end of the district along Trinity, and faces three major streets. The north facade addresses an important courtyard green space at the termination of Nelson Street - one of the key green ways in the district. The ground floor navigates a 9' grade change from Broad to Forsyth, while maintaining a strong shading canopy overhead. The upper stories artiulate horizontal floorplates, with varying depth of windows to give shade and visual weight to individual building blocks.

Potential Program: Retail / Restaurant on 2 Levels: 9,000

Residential on 8 Added Levels: 36,600 GSF 36 Units

Total:

Survey

45,600 GSF Not including 5240 base ment. Depending upon desired height, more floors could be added at 4400 SF/4 units each.

GSF With sidewalk dining and 10' alley

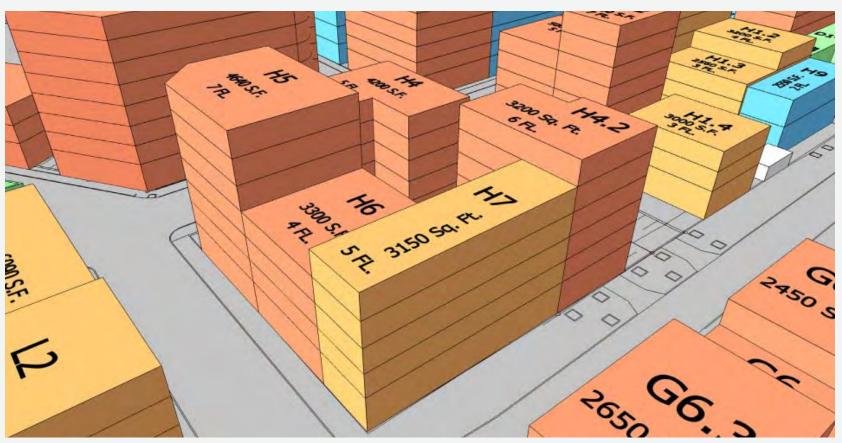
SSUSTATE

SSUSTA

Block H Massing



Proposed Massing



Pre-Retreat Massing

Precedents











South Downtown Atlanta

BLDGS

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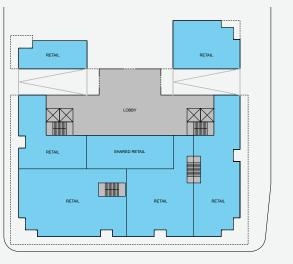
BLDGS

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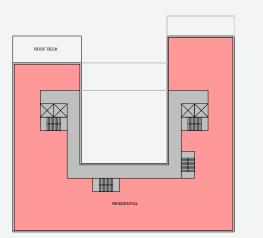
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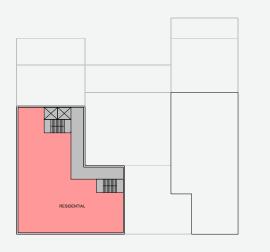
Block H Floor Plans



Ground Floor 21,250 SF

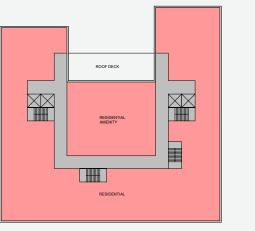


Fourth Floor 17,000 SF



SEVENTH FLOOR 6,380 SF

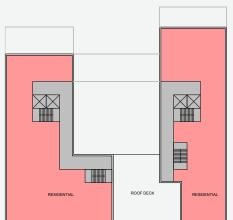
Seventh Floor 6,300 SF

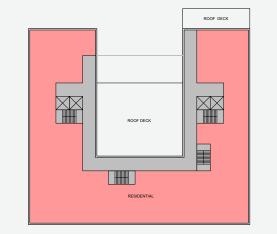


Second Floor 21,250 SF



Fifth Floor 14,765 SF





Third Floor 17,000 SF



Sixth Floor 11,190 SF

Block H Perspectives







South Downtown Atlanta

BLDGS

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NEWPORT

South Downtown Atlanta

Morris Adjmi

Architects

Existing Building Images, Massing, & Floor Plan

Parcel/Building Number: C-1; 97 Peachtree St. (H.L. Green)

Street Address: 97 Peachtree Street

Summary: This iconic Art Modern building from the 1950's was once a bustling Five & Dime Store. It has a large floor plate and high ceilings in a two-story configuration with a sizeable basement with reasonably high ceilings (if dropped ceiling is removed.) Current Master Plan calls for a eye-catching three-story addition to the historic building. Team needs to study potential to construct on column caps of existing steel reinforced building columns.

Parcel Dimensions: 175.75 x 52.08 Existing: Floor Plate = 9,541 sf

Basement – Second Floor = 33,228 sf

Building Frontage Orientation: Peachtree and/or MLK Zoning: SPI 1 SA-6

Height Range: Midrise

Historic Preservation Considerations: Currently eligible but not with additional floors added.

DRAFT Development Program*: 9,300 sf of retail (could be increased with large basement for total of 18,600 retail) plus 24,400 sf (24 units) of new residential in 3 new floors above

Existing: Floor Plate = 9,541 sf Basement – Second Floor = 33,228 sf

Building Frontage Orientation: Peachtree and/or MLK Zoning: SPI 1 SA-6



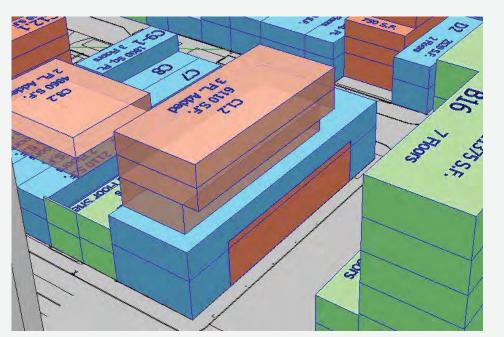






MARTIN LUTHER KING, JR. DRIVE







C1 / 97 Peachtree St. - Concept

The existing building bookends the block between Peachtree St. and Broad St. along MLK Dr. It accommodates a level drop from Peachtree to Broad, with a height of two stories at Peachtree and two stories plus a mezzanine at Broad. The building appears solidly built with dark red masonry in Scottish bond and striking concrete window surrounds.

Given its prominence and presence on MLK Dr., a five-story addition with a glass and steel envelope is proposed. The new massing mediates the larger urban scale of the county buildings to the east and the fine-grained urban fabric of the low residential and retail structures to the south. The building is intended to be a local orientation point to announce the reinvented neighborhood and to reinforce the art culture of Broad St. A spandrel at each floor level of the addition features a LCD screen set within a metal channel. The screens, participating in the "Bright Lights District", may be used for art or advertisement.

The existing storefront will be expanded on all frontages, including along MLK Dr., to increase street activity. A new marquee will be designed over the retail entry at corner of Broad St. and MLK Dr., and the iconic H.L. Green signage will be integrated into the final design. The brick core will be extended at the SW corner and abut the proposed glass and steel rectangular volume. The approximately 11,050 sf floor plates are regular and easily divisible. The upper floors have an appropriate dimension for office use, with restaurant or retail use envisioned for the ground

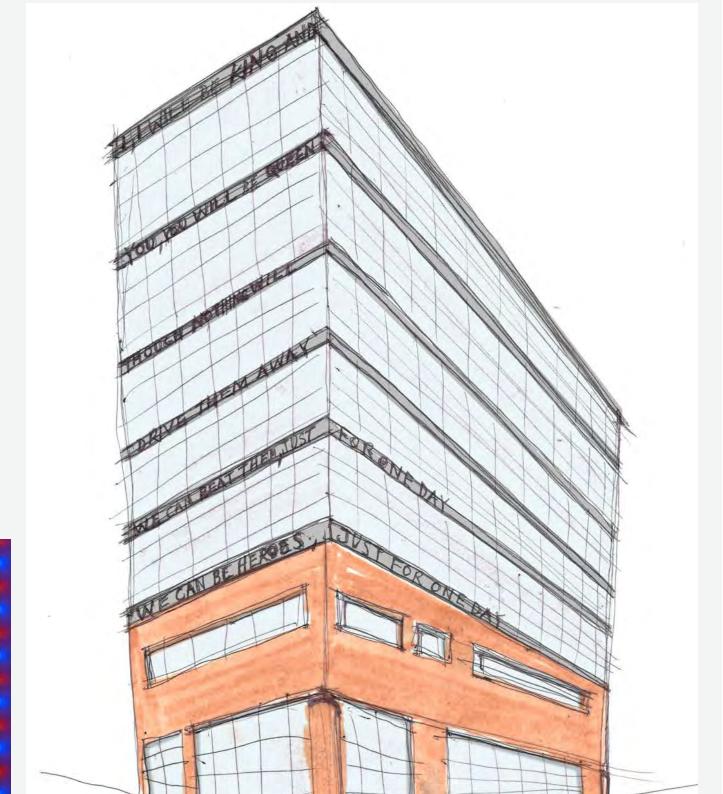


Example of Glass and Steel Addition to Brick Warehouse



Art Reference for Signage Bands (Jenny Holzer)

Proposed Perspective Sketch





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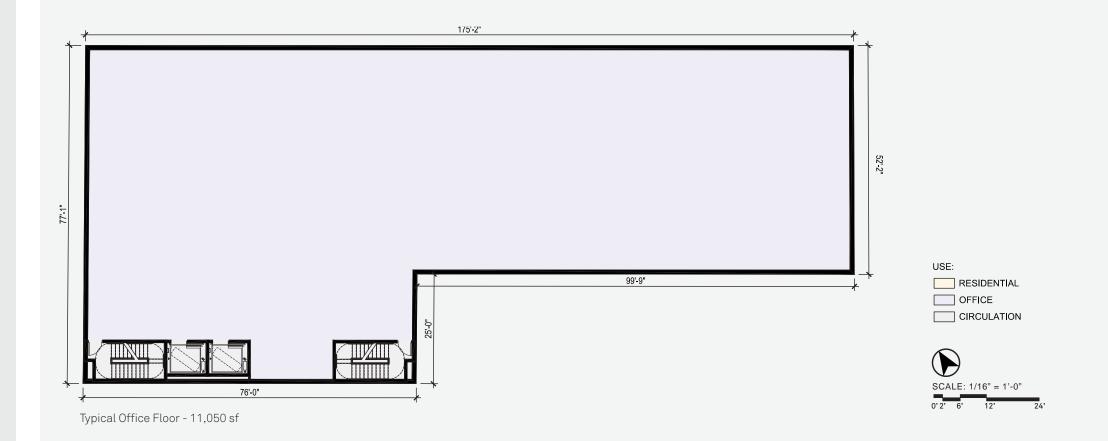
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Proposed Building Elevations & Floor Plan



Opening of storefront at MLK Dr.





C15 / 171 Mitchell St. - Site Information

Parcel/Building Number: C-15; 171 Mitchell St. (Rondo)

Street Address: 171 Mitchell Street

Summary: After removal of historic 1-level building property can be redeveloped with small footprint buildings to match creative arts district scale along Broad Street. Basement under existing building has very interesting brick arches and stone foundations walls.

Parcel Dimensions: 49' x 125' (see City of Atlanta Parcel Map) Existing: Floor Plate = 4,800 sf

Basement – Ground Floor = 8,400 sf

Building Frontage Orientation: Broad Street and Mitchell at corner building Zoning: SPI 1, SA-6

Height Range: Midrise

Historic Tax Credit Considerations: Qualify for HTCs.

DRAFT Development Program*: 7,500 sf of new ground level retail plus 28,000 sf (24 units) of upper level residen-







171 Mitchell Street Survey







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C15 / 171 Mitchell St. - Concept

This site is made up from parcels C12, C13, C15, C17 and C19, which are proposed to be consolidated into a single, rectangular lot. An easement for the MARTA subway line adjoins the site along Broad St., and the proposed building is set back from the sidewalk at this location. The site has four frontages: Mitchell St., Broad St., Peachtree St. and the north-eastern edge at the current surface car park proposed to become a park or through-block pedestrian connection. The transit easement along Broad St. and the former surface car park will thus become clearly defined urban, public spaces, fitting into the proposed landscape and pedestrian network planned for the district.

The proposed massing consists of a 7-story bar along Peachtree St., abutted by a volume which steps down to 5-stories and 3-stories along Broad St. The bulk of the building thus establishes a strong corner at Mitchell and Peachtree, creates a strong street wall at Peachtree, and shifts the main emphasis away from the proposed midrise building at Broad and Mitchell opposite the site.

The 7-story mixed-use apartment block is neighbored by a series of townhouses that have flexibility to function as live-work units, artist studios, or duplex/triplex dwelling or office units. This typology mirrors the existing fabric across Broad St. and will serve to maximize life and activity on the street. The townhouses have shop front doors which create awnings when open and are ideally suited for galleries and small businesses that can open to the public space along the Broad St. transit easement and the mid-block pedestrian cutthrough. The plinth of the mixed-use apartment and retail block has a fully glazed shopfront which can be subdivided into different units or serve as a single store, such as a small supermarket or pharmacy.



Proposed Perspective

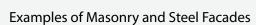


Existing retail typology

Precedents













Artists' Units and galleries at Ground Level

Proposed Perspectives







Massing Options for Mitchell St.

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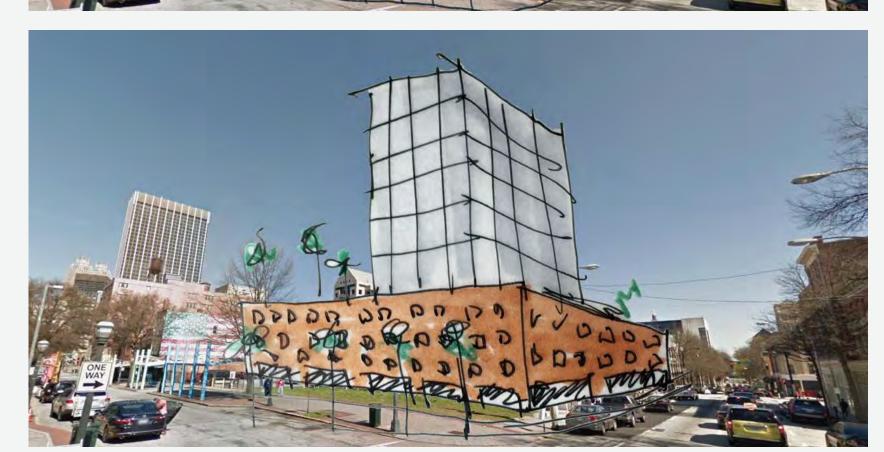
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C15 / 171 Mitchell St. - Alternative/Initial Concept

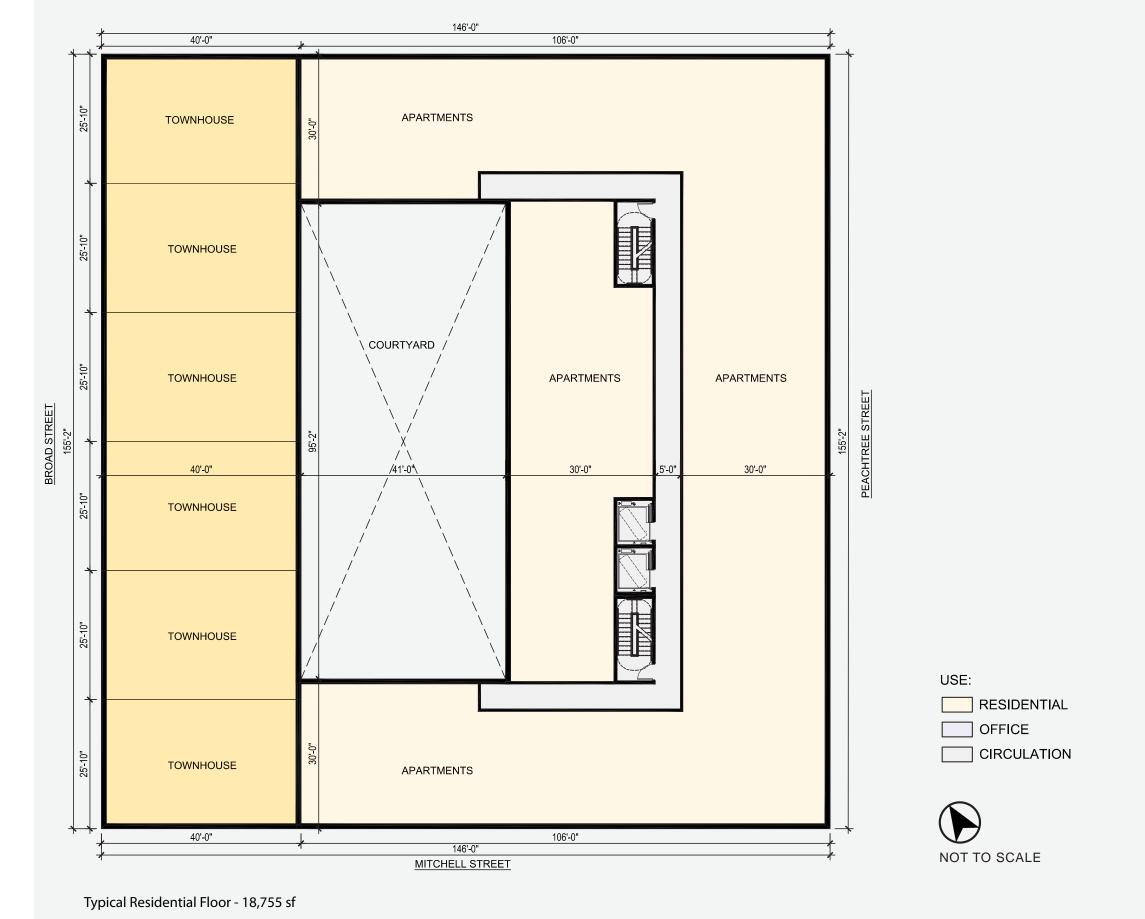


Initial Concept Study for C15 Site



Initial Concept Studies for Combined Site

A Typical Residential Floor Plan





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E1 / 237 Mitchell St. - Site Information

Parcel/Building Number: E-1; 237 Mitchell St. (Law Office and Retail with Billboard above)

Street Address: 237 Mitchell Street

Summary: Not currently in portfolio but if acquired would be key gateway parcel into Hotel Row.

Parcel Dimensions: 50 x 117 Existing: Floor Plate = 5,841 sf

Basement – Ground = 11,682 sf

Building Frontage Orientation: Mitchell St. and/or Ted Turner Dr. Zoning: SPI 1, SA - 6

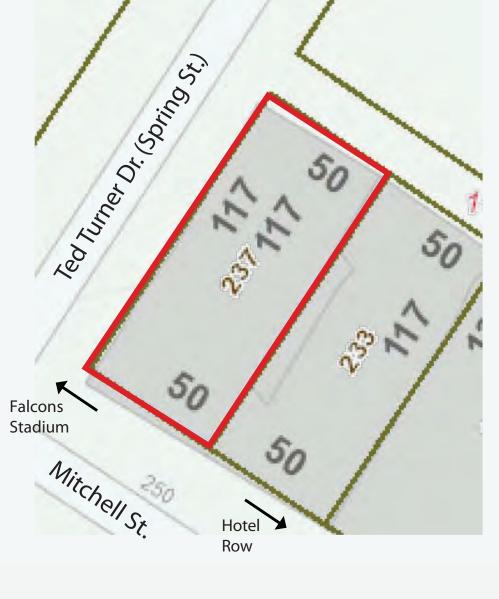
Height Range: Lowrise

Historic Preservation Considerations: Eligible

DRAFT Development Program*: Likely 5,800 sf of existing retail with 13,800 (14 units) of new residential above











E1 / 237 Mitchell St. - Concept

This site at the corner of Ted Turner Dr. and Mitchell St. fronts the Richard B. Russell Federal Building, the former location of Atlanta's Terminal Station. The character of the area changed dramatically when the railway station was razed in 1972. The historic buildings along Mitchell Street are known as Hotel Row, since the buildings housed hotels and businesses serving the railway passengers arriving into town. The E1 site was once home to the Terminal Hotel, designed by Samuel Inman. The hotel was destroyed in a blaze in 1938 and was replaced by the current onestory building, constructed in 1938 (and not included in the Hotel Row Historic District).

An 8-story building with a strong corner presence is proposed to mark the entry to Historic Hotel Row. The existing single story building is not of the same architectural quality and historic significance as the rest of Hotel Row and is proposed to be demolished. The site's location, fronting Mitchell St., Ted Turner Dr., and an alley facing the Martin Luther King Federal Building, calls for a building with three frontages. The height of the building aligns with the I1.1-I1.2 building across Mitchell Street.

The proposal will create more consistency along Ted Turner Dr. and improve the definition of the plaza in front of the former post office, now the MLK Federal Building. The facade will be in brick and will be designed with a clear base, shaft, and top to respond to the existing masonry buildings along the Hotel Row block. The prominent location and proximity to the football stadium makes the site a strategic location for retail or dining at the ground level. The upper floors are approximately 5,860 sf and could serve as either offices or a boutique hotel.



Example of Contemporary Building Contemplating Historic Architecture



Proposed Brickwork in Georgia Clay with Deep



South Downtown Atlanta



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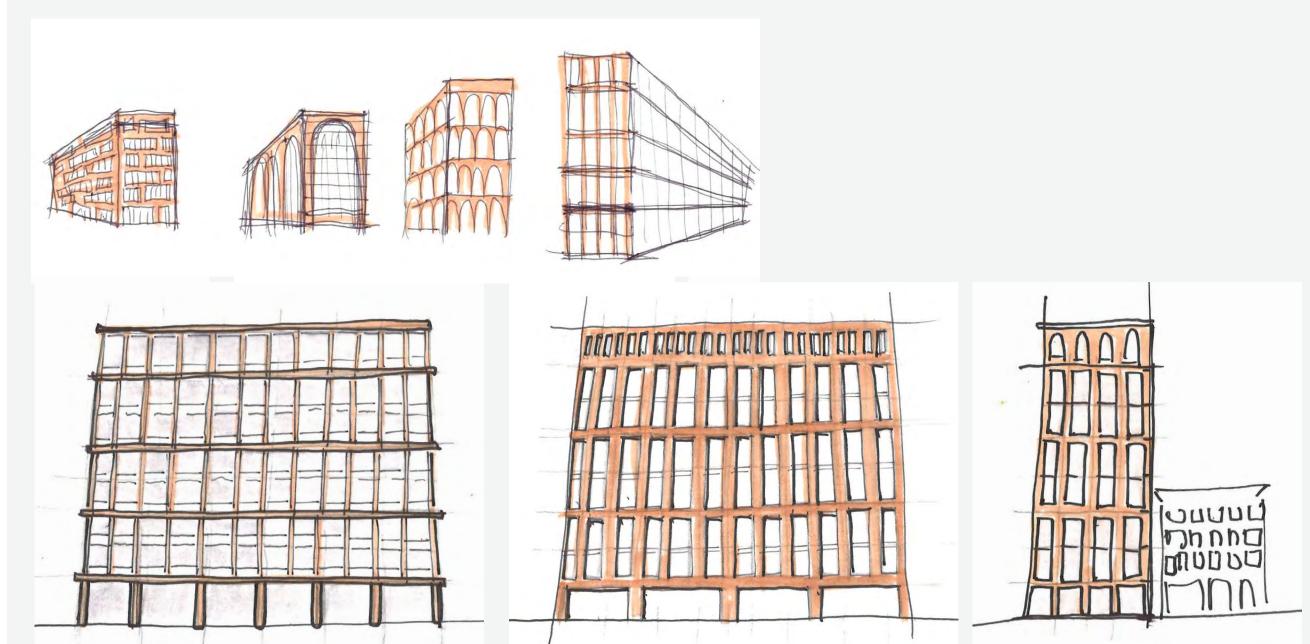
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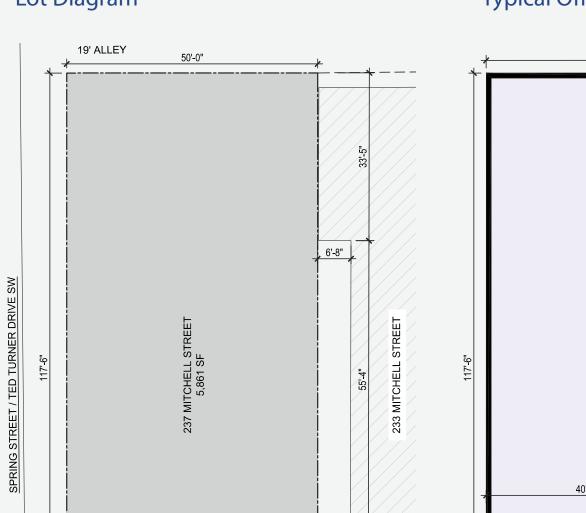
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Initial Concept Facade Studies



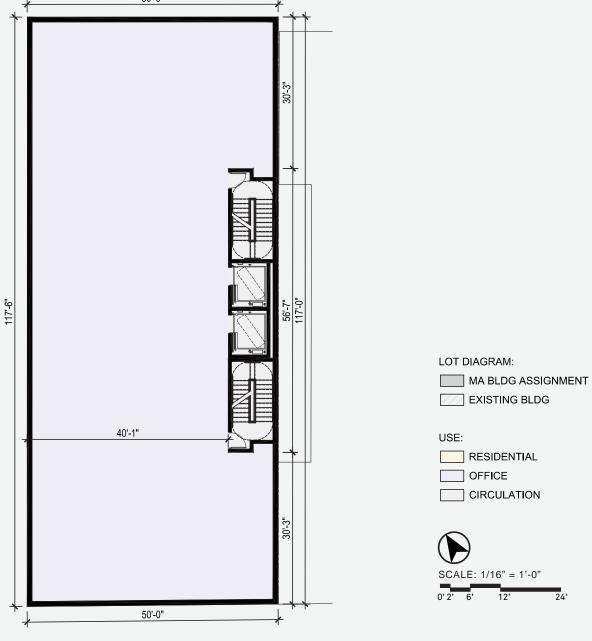
Lot Diagram



50'-0"

MITCHELL STREET

Typical Office Floor Plan





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F2 & F4 / 138 & 142 Peachtree St. - Site Information

Parcel/Building Number: F2 and F4: 138 Peachtree St. (White Building); F-3: 142 Peachtree St. (2-story White)

Street Address: 138 & 142 Peachtree Street

Summary: Consideration for demolition of these two older buildings and replacement with an important new set building holding the corner of Peachtree and Mitchell. Corner has been pulled back to reveal lovely corner of Historic Building to the east.

Parcel Dimensions: 138 Peachtree: 75.26 x 41.00; 142 Peachtree: 75.26 x 44.82 Existing: Floor Plate = 5,243 sf

Ground – Second = 8,057 sf

Building Frontage Orientation: Mitchell or Peachtree Addresses Zoning: SPI 1, SA-1 (Supplemental Zone permitted)

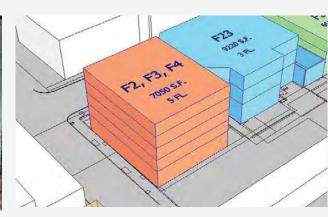
Height Range: Lowrise

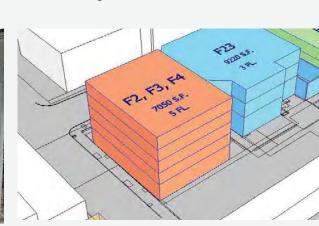
Historic Preservation Considerations: Not currently listed but is in a proposed district. Adjacent to National Register listed building. Not Historic once demolished.

DRAFT Development Program*: 7,050 sf of new ground level retail and 28,200 sf (28 units)

*Please note that this is a draft program assumption, and meant be a guideline rather than a final solution.











----(APPARENT 60' PUBLIC R/W) PEACHTREE STREET ZAKAS FAMILY PARTNERSHIP II, L.P. DEED BOOK 44032 / PAGE 372 138 PEACHTREE STREET ALLEY AGREEMENT PER DB 114, PG 340 ZAKAS FAMILY PARTNERSHIP II. L.P. N/F PROPERTY OF GEORGIA MUNICIPAL ASSOCIATION



F2 & F4 / 138 & 142 Peachtree St. - Concept

The F2 and F4 corner site along Mitchell St. and Peachtree St. is located within a block that has been heavily eroded by demolition over the years. Fortunately, a row of handsome 3-story commercial buildings along Mitchell St. has been preserved. Their facades consist of a plate glass retail base and brick arched pilasters above. The brick building adjacent to the project site has a chamfered corner facing the alley, which separates it from the project site. On the F2 and F4 site, an unremarkable set of low retail buildings facing Peachtree St. remain and are proposed to be demolished.

The proposed new building is set back about 24 feet from the sidewalk to create a public outdoor space at Mitchell St. and to maintain a sight line to the chamfered corner of the brick facade next door. The proposed height of 5 stories is in keeping with the medium scale character of the area. The vertical articulation of the facade references the rhythm of the adjacent buildings. Taking further inspiration from the decorative elements of the historic buildings in the street, the proposed building will incorporate angled brickwork with a corbelled cornice.

Supporting the commercial character of Mitchell St., ground floor retail of approximately 6,780 sf is proposed. Above, 5,585 sf commercial floors include a courtyard in the SE corner to provide light and air for the interior spaces.

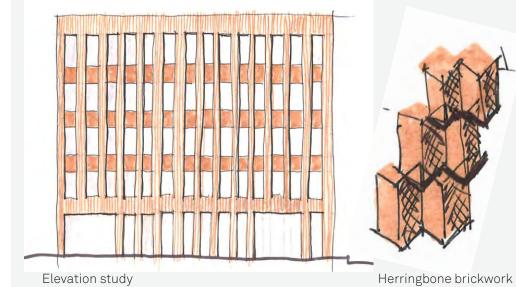




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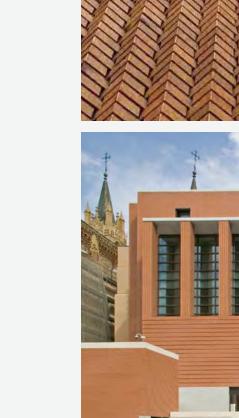
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Neighboring Building Brickwork

Neighboring building brickwork







Reference Brickwork

Reference brickwork

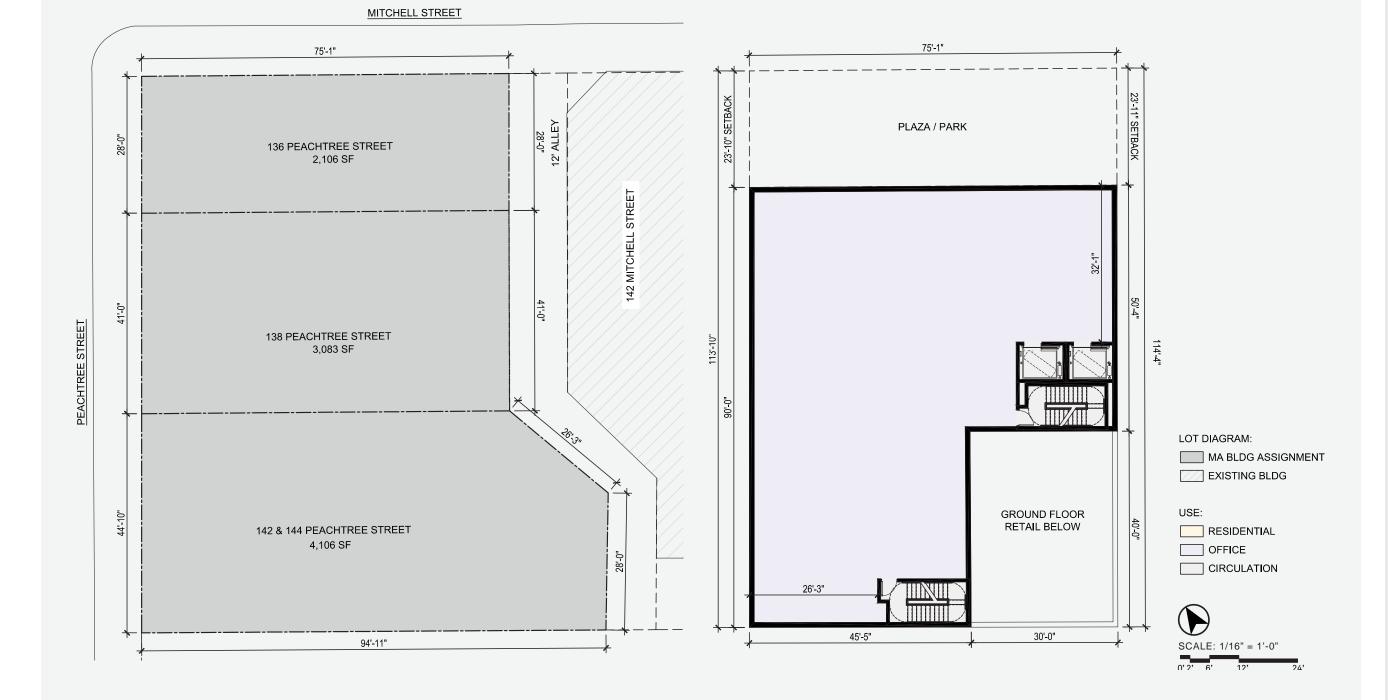
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Lot Diagram

Typical Office Floor Plan





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M4 / 140 Ted Turner Dr. - Site Information

Parcel/Building Number: M-4; 140 Spring St. (LAZ Castleberry Corner)

Street Address: 140 Spring Street

Summary: This important "Flat Iron" gateway building will define the SW edge off the district and help connect Castleberry Hill to SDT.

Parcel Dimensions: 106.14 x 100.24 Existing: Parking Lot

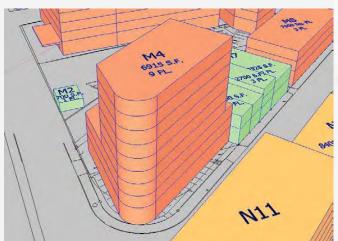
Building Frontage Orientation: Ted Turner Dr. and/or Trinity Ave. Zoning: SPI 1, SA-6 (Resi FAR of 7)

Height Range: Midrise

Historic Preservation Considerations: Not Historic

DRAFT Development Program*: 13,750 SF of ground level retail plus 90,450 SF of residential (90 units)







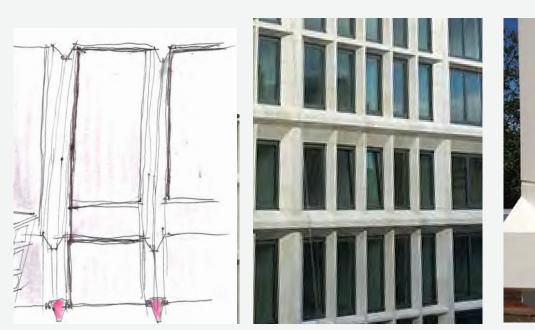


M4 / 140 Ted Turner Dr. - Concept

The M4 site is located on a block bordered by Ted Turner Dr., Trinity Ave., Forsyth St. SW, and Nelson St. SW. Only four structures along Trinity Ave. remain, with the remainder of the block now dedicated to surface car parking. On the opposite side of Ted Turner Dr., two long, handsome Art Deco buildings of the Norfolk Southern Railway are located. Trinity Ave. connects to Peters St. SW, an important connection into Castleberry Hill.

A 21-story residential tower at the corner of Trinity and Ted Turner is proposed to mark the southern boundary of the new neighborhood and to create an urban node at the intersection of Castleberry Hill and South Downtown. The massing is divided into a tower and a base; the proposed base is in scale with the height of the adjacent two- and three-story row houses along Trinity Ave.

The tower has a bar shaped plan with a typical floor plate of 7,890 sf. The long side of the bar is set along Trinity Ave. with the narrow side facing the vehicular approach at Peters St. Since Trinity Ave. is at a sharp angle with Ted Turner Dr., the placement of the tower results in dynamic views of the tower from the streets within the South Downtown district. The tower is vertically articulated with piers in light terracotta to form a vertical counterpoint to the horizontal, white concrete bar of the Norfolk Southern Building. The terracotta contrasts with the dark gray masonry base, which relates to the materiality of the historic brick buildings within the neighborhood.



Terracotta Facade Precedent

Proposed Perspective





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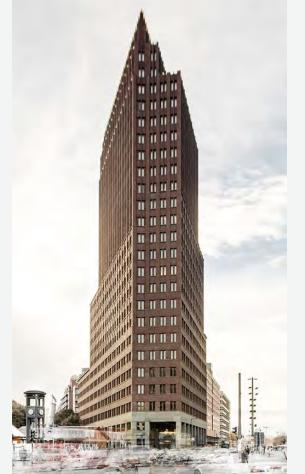
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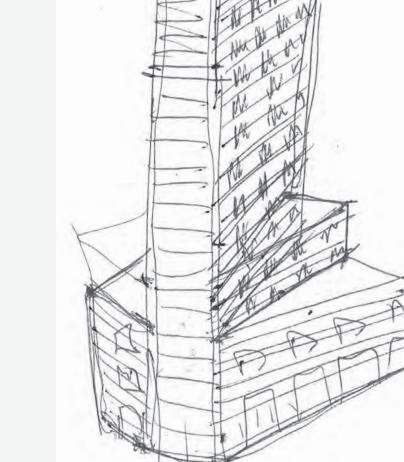
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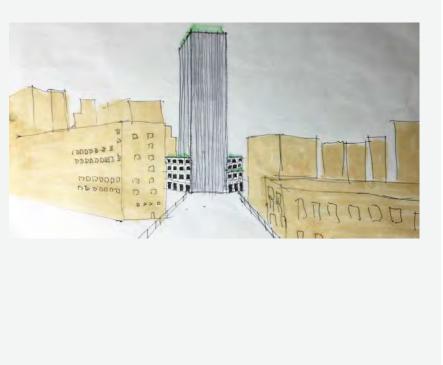
Flatiron Tower Precedents





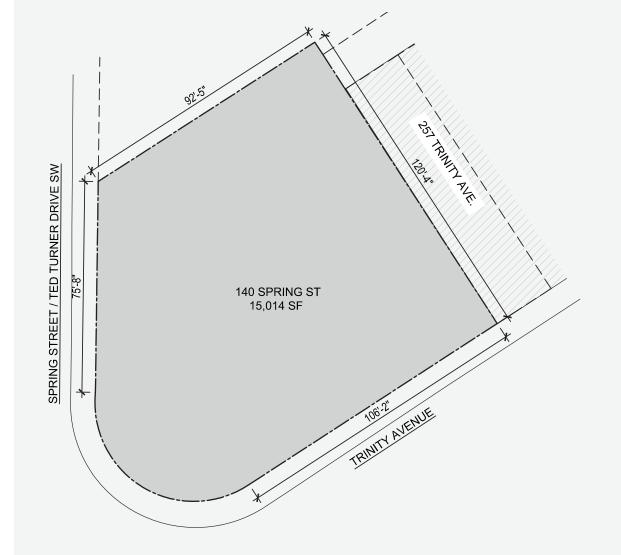


Initial Tower Studies

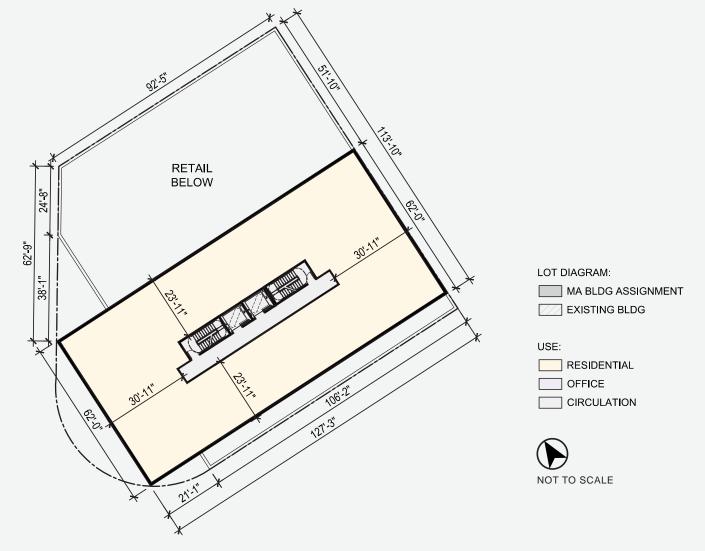




Lot Diagram



Typical Office Floor Plan





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B2 & B3 / 55 & 57 Peachtree St. - Site Information

Parcel/Building Number: B-2 & B-3; 55 & 57 Peachtree St. (Payless)

Street Address: 55 & 57 Peachtree Street

Summary: This poorly renovated 2-story building, non-contributing (historically) building was once a charming 3-story building which occupies a prime gate-way location into the south downtown area. In order to create a more significant scale for the district, the team envisions a 7-story building (5 additional floors) with a strong retail presence at street level including a strong illuminated signage opportunity.

Parcel Dimensions: 55 Peachtree: 84.82 x 25.48; 57 Peachtree: 85.00 x 21.15 Existing: Floor Plate = 3,443 sf

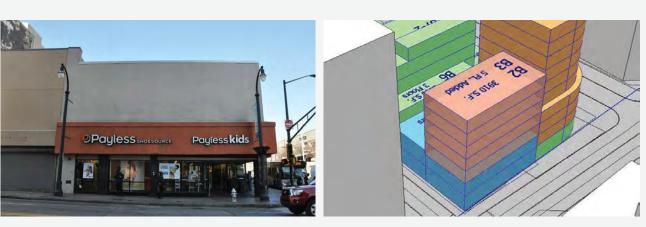
Basement – Third Floor = 10,329 sf

Building Frontage Orientation: Both Peachtree and Alabama – corner treatment. Zoning: SPI 1, SA-6 (Residential FAR limit is 7)

Height Range: Midrise

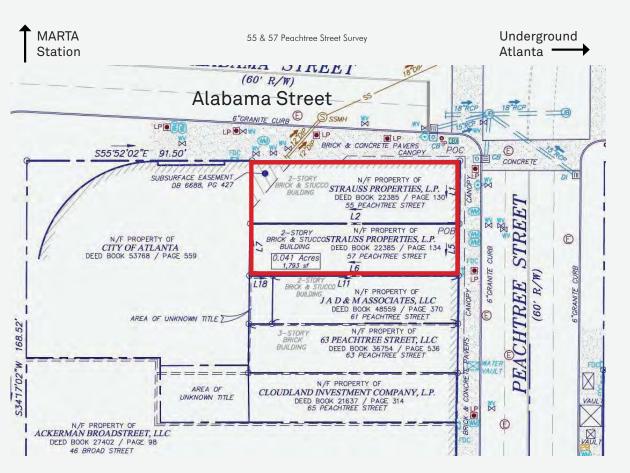
Historic Tax Credit Considerations: Does not qualify for HTCs with additions

DRAFT Development Program: 7,600 sf of retail on lower levels plus 19,000 sf of creative office or residential above.









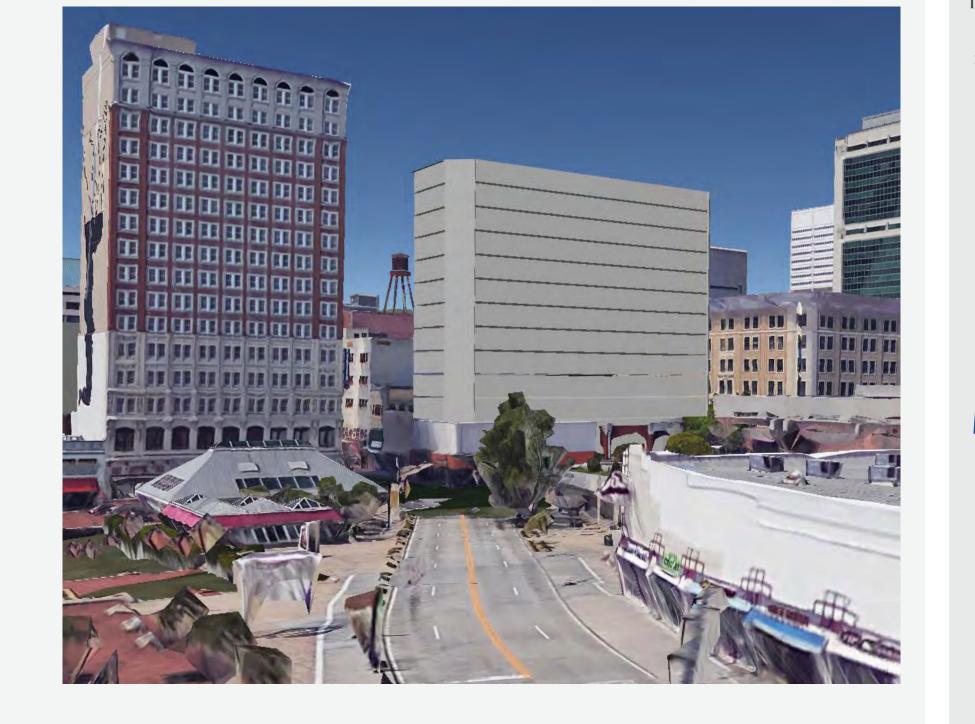


B2 & B3 / 55 & 57 Peachtree St. - Concept

The Payless site on Alabama St. faces the MARTA Five Points station and forms an important entry point to the South Downtown neighborhood and is located on one of the most historically significant blocks in the South Downtown area. The site has complex ground conditions; underneath the northwest corner runs one of the MARTA subway lines.

South of the site are important former department store buildings such as the Kessler and Kress buildings, and several smaller retail structures with historic shopfronts. To the north Peachtree connects to Downtown and to the northeast the site adjoins Underground Atlanta and the Connally Building, a 5-story historic terracotta structure. The building is now a Marriott Hotel and has been topped with a historicizing tower with 11 additional floors. On the Broad St. corner the site neighbors the former Rich's department store building, now a federal office building.

It is proposed to join the B1, B2 and B3 lots and remove the existing buildings currently on the site. A new, 13-story building with two chamfered corners is proposed. The massing is in keeping with the larger department store buildings in the vicinity. These corners will serve as the surface for large advertising billboards. The height of the proposed building negotiates the height of the Marriott Hotel and the neighboring, former Rich's Department store down the street. The building creates an appropriate frontage to the raised MARTA station plaza on Alabama St. The shopfront at the base of the building has rounded corners to guide the flow of pedestrians coming from the direction of the MARTA station and Downtown. The two-story shopfront is inspired by the Art Deco shopfronts in the area.





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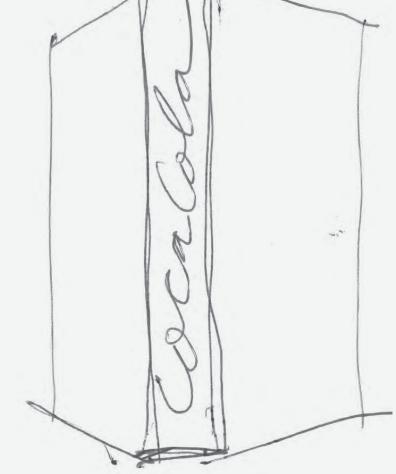
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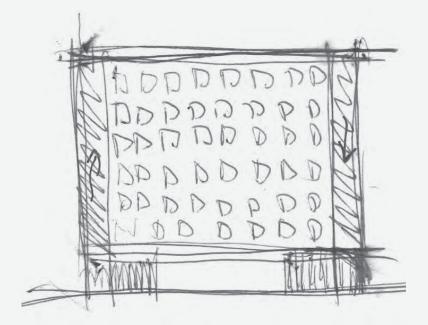
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B2 & B3 / 55 & 57 Peachtree St. - Concept







Precedent Images for Past + Future & People + Place































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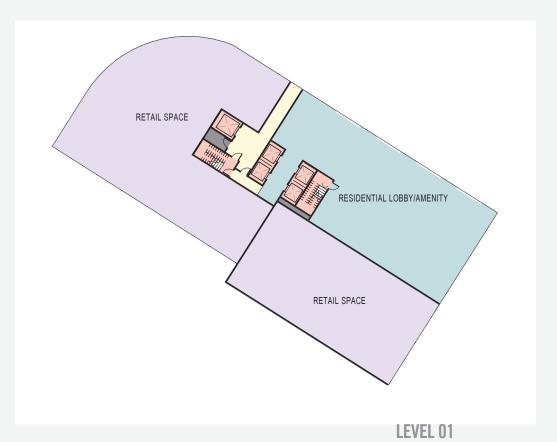
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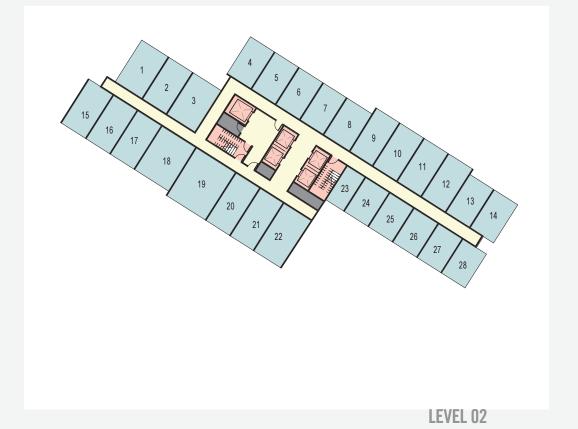
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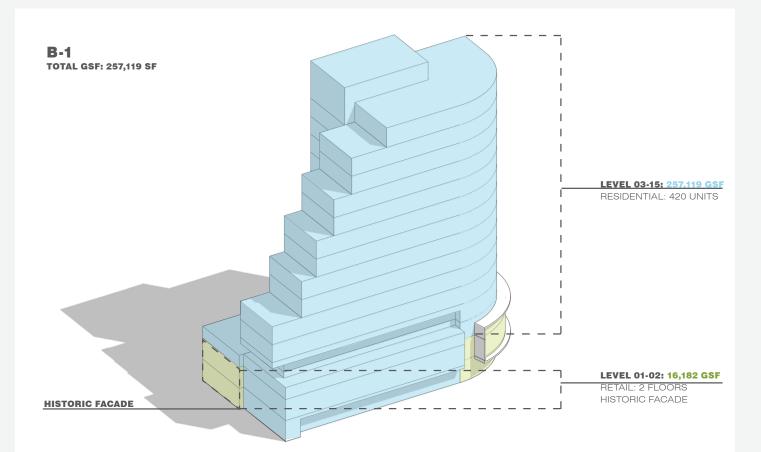
B Block Floor Plans





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B Block Massing

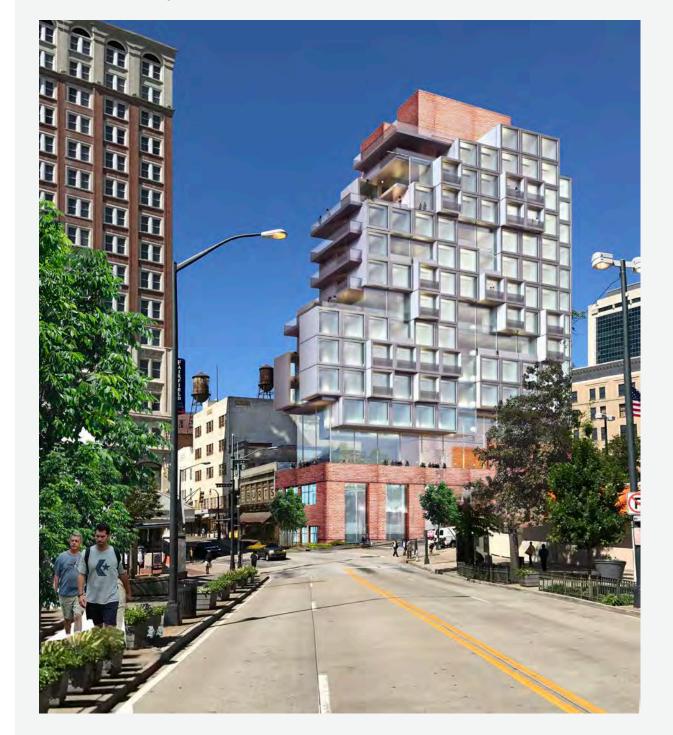


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B Block Perspectives







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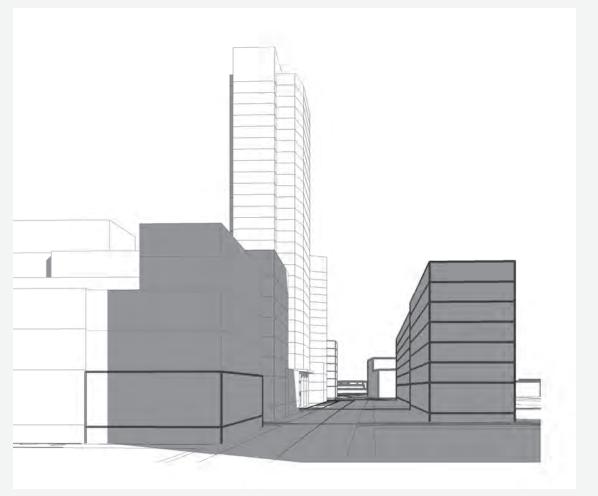
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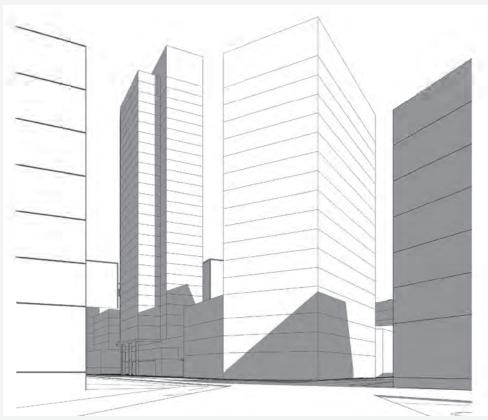
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M Block Perspectives







M Block Perspective





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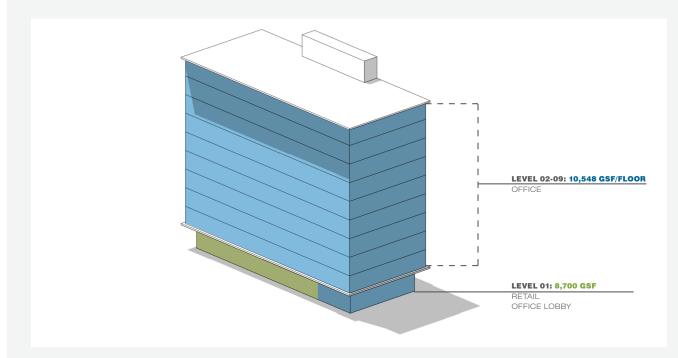
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C Block Precedent



C Block Axon Diagram



C Block Perspective





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D Block Perspective



D Block Axon Diagram

HISTORIC FACADE

D-5 TOTAL GSF: 21,732 SF RESIDENTIAL:13,020 SF RETAIL: 8,712 SF

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South Downtown Atlanta

LEVEL 02-09: 8,712 GSF RETAIL

LEVEL 02-04: 4,340 GSF/I

RESIDENTIAL: 28 UNITS

RESIDENTIAL LOBBY

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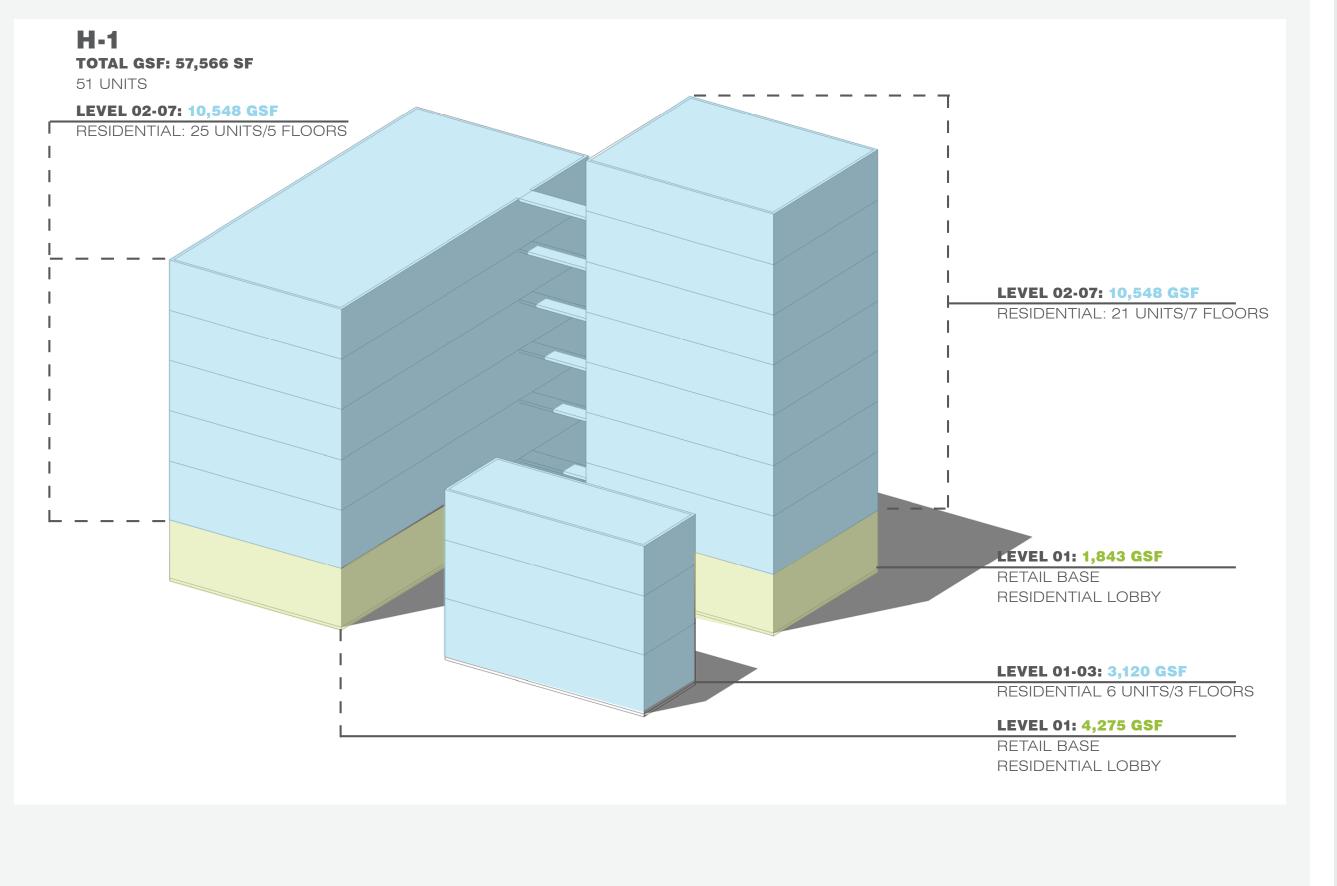
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H Block Perspective



H Block Axon Diagram





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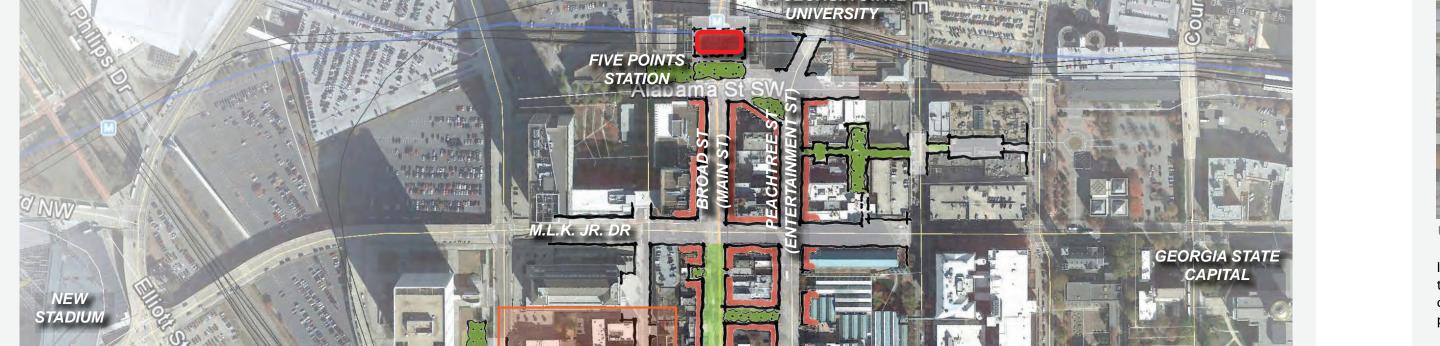
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Enlarged Site Plan

NEIGHBORHOOD



Block A4 Urban Fabric Diagram & Courtyard Concept Sketches



URBAN FABRIC DIAGRAM

It is proposed to do a two-story overbuild on the existing five, two-story finger buildings fronting Peachtree St between MLJ Jr. Dr and Alabama St. The overbuilding takes the form of long tubes, respecting the narrow frontages of the existing building. Additionally, the overbuilding is set back between 20 and 30 feet from the lot line so a passerby only gets glimpses of the new construction.

At ground level, the center of the five buildings has been completely removed, creating an open air public passage flanked by cafés and restaurants. This passage leads to a new mid-block courtyard which could be the venue for a variety of functions including outdoor dining or a performance space. The other side of the courtyard connects to Kenny's Alley of Underground Atlanta.



COURTYARD CONCEPT SKETCH



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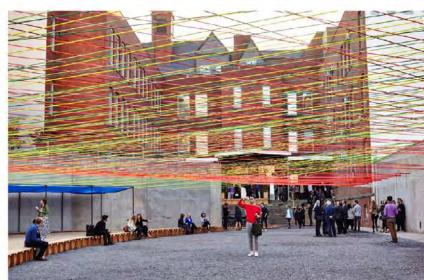
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A4 Place Making Precedents











A4 Aerial View & Facade Fins







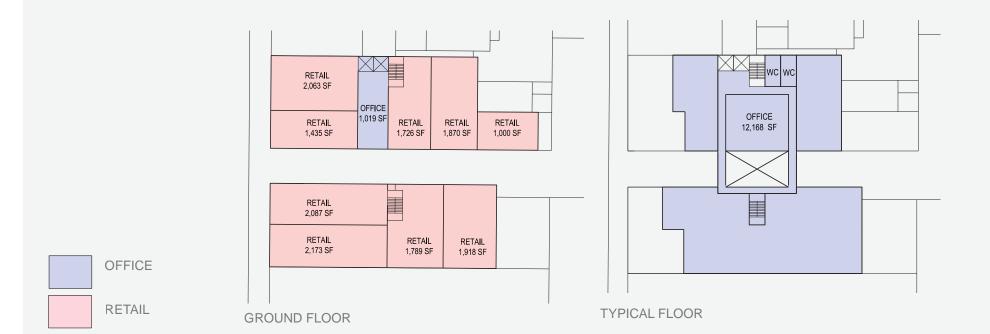
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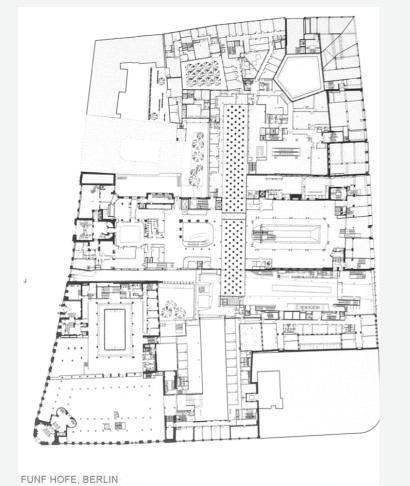
A4 Floor Plans



64 -74 PEACHTREE STREET

1	1,019 SF	16,061 SF
2	16,120 SF	-
3	12,168 SF	-
4	10,523 SF	-
TOTAL	39,830 SF	16,061 SF

S9 Architecture



Case Study

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B1-B5 Facade Drawings







The gateway to South Downtown Atlanta is via Peachtree St at Alabama St and is a location where the revitalization of this area can be "announced" to the rest of the city through a piece of signature architecture. The predominant street wall is along Alabama St. If this street wall is continued it will hide the new neighborhood being created. Consequently the proposed buildings fans out at the upper levels as a welcoming gesture while maintain a consistent building line at the ground level.

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B1-B5 Residential Building Aerial Views



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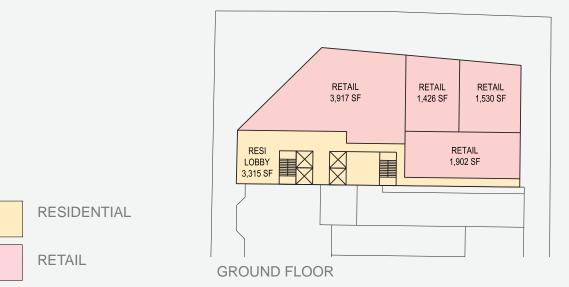


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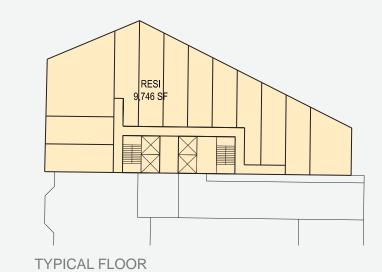
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B1-B5 Floor Plans



B1-B5 Residential Building Perspective



FLOOR	RESIDENTIAL	RETAIL
1	3,315 SF	8,775 SF
2	12,090 SF	-
3	9,600 SF	-
4	9,746 SF	-
5	9,220 SF	-
6	9,130 SF	-
7	9,066 SF	-
8	9,017 SF	-
9	9,011 SF	-
10	9,064 SF	-

89,259 SF

8,775 SF

TOTAL

55-57 PEACHTREE STREET (RESIDENTIAL)

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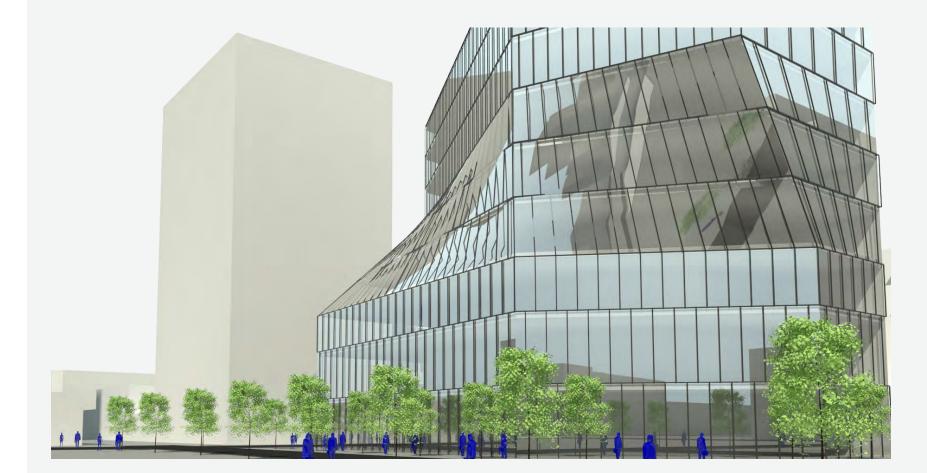
B1-B5 Office Building Perspective & Aerial View

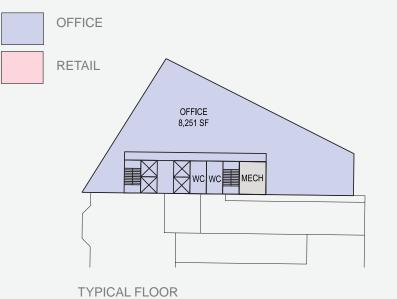


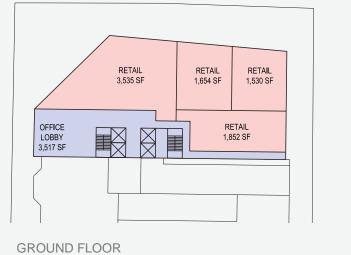


B1-B5 Office Building Perspective & Aerial View









55-57 PEACHTREE STREET (OFFICE)

FLOOD	OFFICE	DETAIL
FLOOR	OFFICE	RETAIL
1	3,517 SF	8,571 SF
2	12,517 SF	-
3	11,840 SF	-
4	11,302 SF	-
5	10,507 SF	-
6	9,950 SF	-
7	10,050 SF	-
8	9,100 SF	-
9	8,251 SF	-
TOTAL	87,034 SF	8,571 SF



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Adjacent Block

The proposed building is 6 floors of residential over one level of retail. The typical residential floor plan is a conventional "U" layout which allows for very efficient internal circulation and one centralized core. A conventional "U" building would be inappropriate for this site though, given the fine grain of the neighborhood.

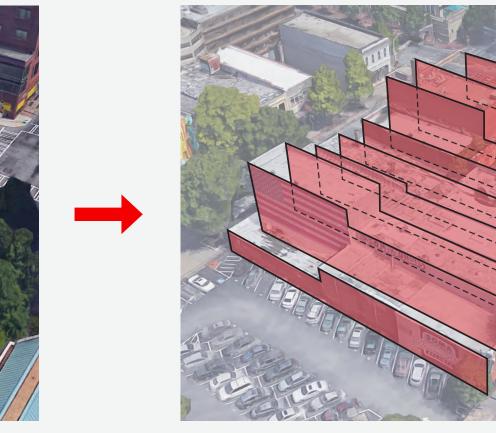
To combat the building build, the massing is broken down in a series of highly articulated walls, which is a modern interpretation of the adjacent existing buildings, which are unusually long and narrow with roofscape of various levels and steps.

These organizing walls could be treated as a canvas for neighborhood artwork, continuing the color fabric of Broad Street which is lined with several façade murals.

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C12.1-C20 Neighborhood Mural Image & Diagrams

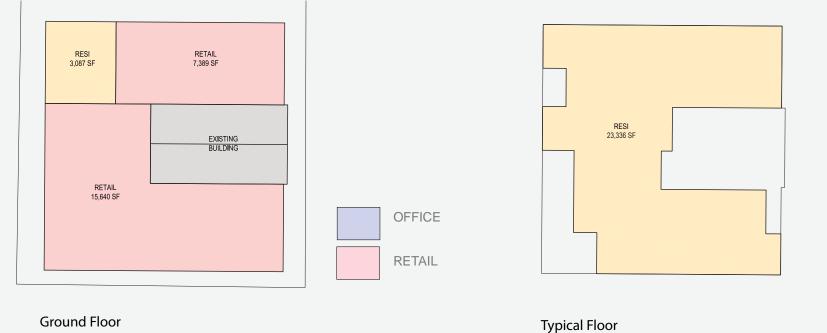


Dividing Walls as Street Art Canvas



Neighborhood Mural

C12.1-C20 Floor Plans



123 PEACHTREE STREET

FLOOR	RESIDENTIAL	REATIL
FLOOR	RESIDENTIAL	NEATIL
1	3,087 SF	23,029 SF
2	26,110 SF	-
3	23,336 SF	-
4	21,730 SF	-
5	21,730 SF	-
6	13,000 SF	-
7	13,000 SF	-
8	2,515 SF	-
9	2,515 SF	-
TOTAL	127,023 SF	23,029 SF

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C12.1-C20 Aerial Perspective



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FROM CASTLEBERRY HILL

MITCHELL STREET

Block I sits in the center of a broader residential neighborhood that extends to Castleberry Hill to the east and Garnett Station to the south. At the center of Block I, and the broader residential area, is a new piazza that acts as a hub for the district. This piazza can be approached from multiple directions, and the ground floor of 222 Mitchel has been left open to allow clear visibility to this green space from Mitchell street. Additional amenities on the site include a grocery store and hotel.

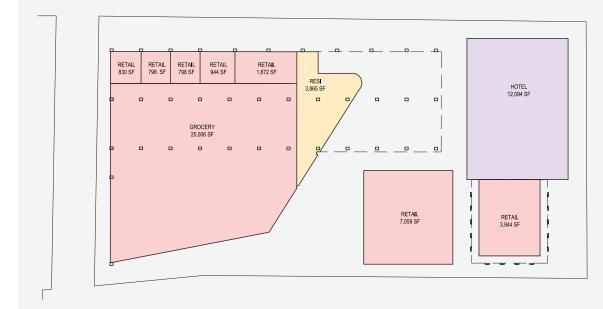
Block I Diagram of Flow of People to Residential Plaza

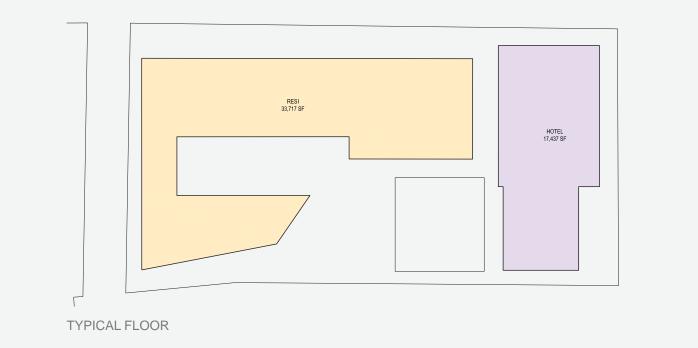
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Block I Floor Plans





Block 1 Aerial Perspective

GROUND FLOOR



HOTEL OFFICE RETAIL

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OOR RESIDENTIAL RETAIL

3,864 SF 41,051 SF 12,094 SF

33,717 SF
33,717 SF
33,717 SF
32,810 SF
31,162 SF
23,452 SF
9,075 SF -

201,514 SF

222 MITCHELL BLOCK

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125,805 SF



Block I Perspectives Renderings



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Block I Perspective Renderings







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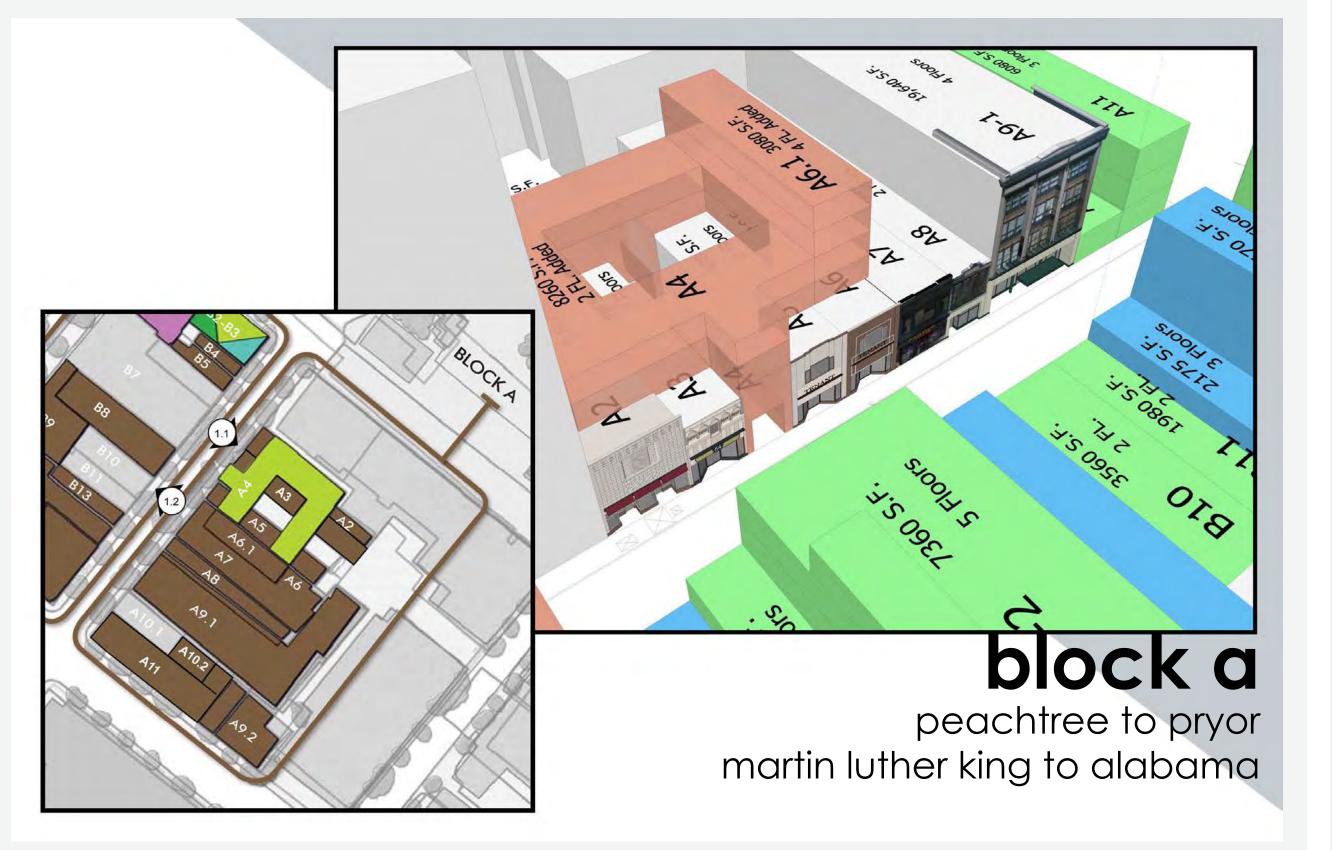
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Block 1 Perspectives Renderings









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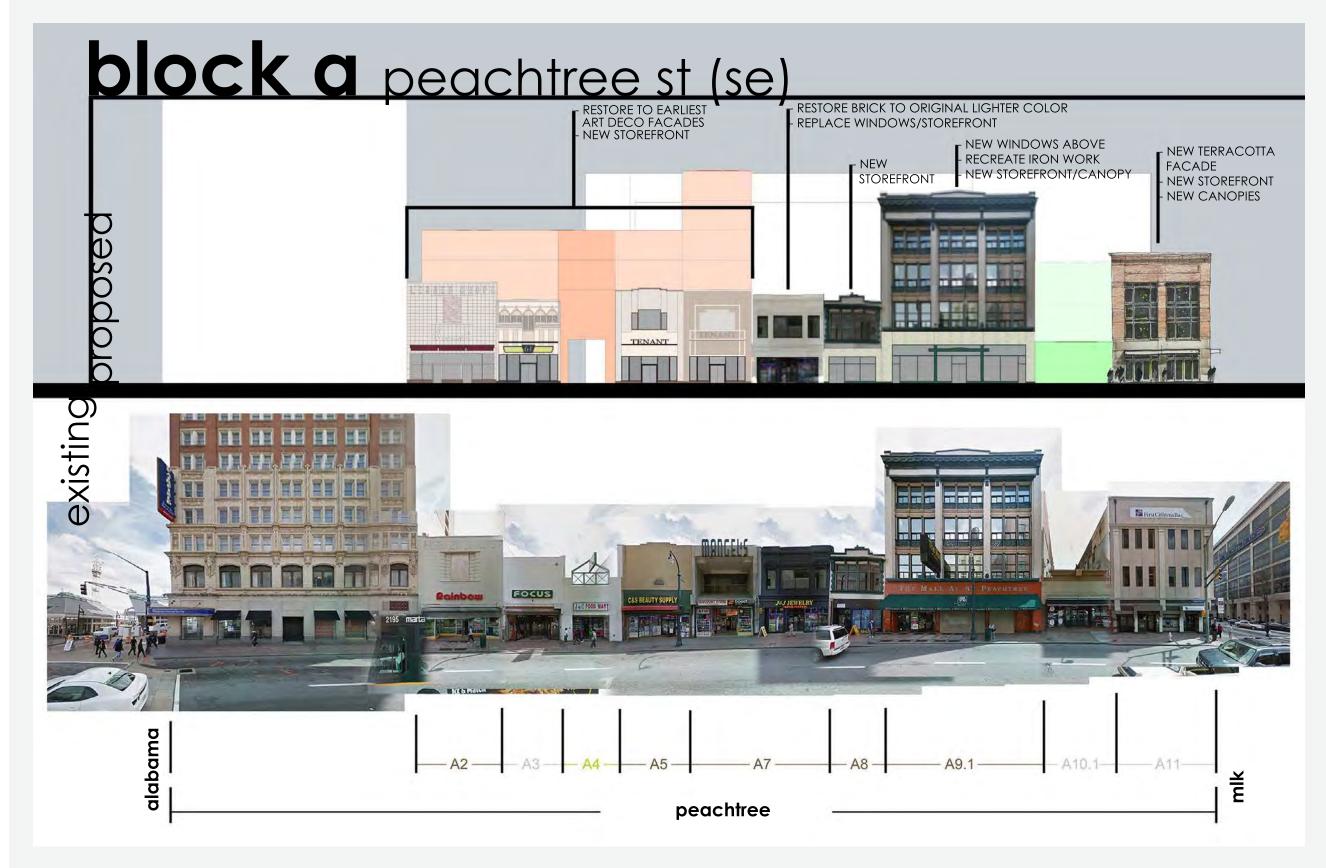


Stevens & Wilkinson

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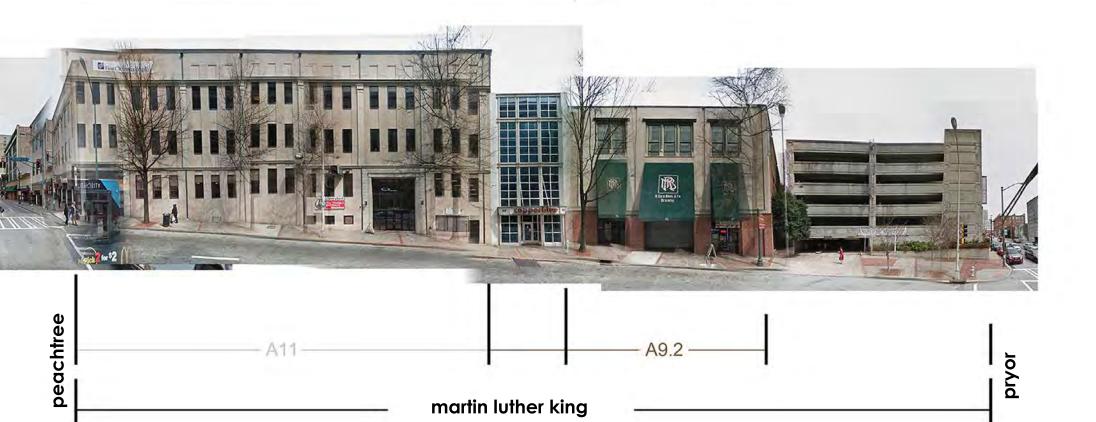
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Block A Street & Elevation Studies



Block A Street & Elevation Studies





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Wilkinson

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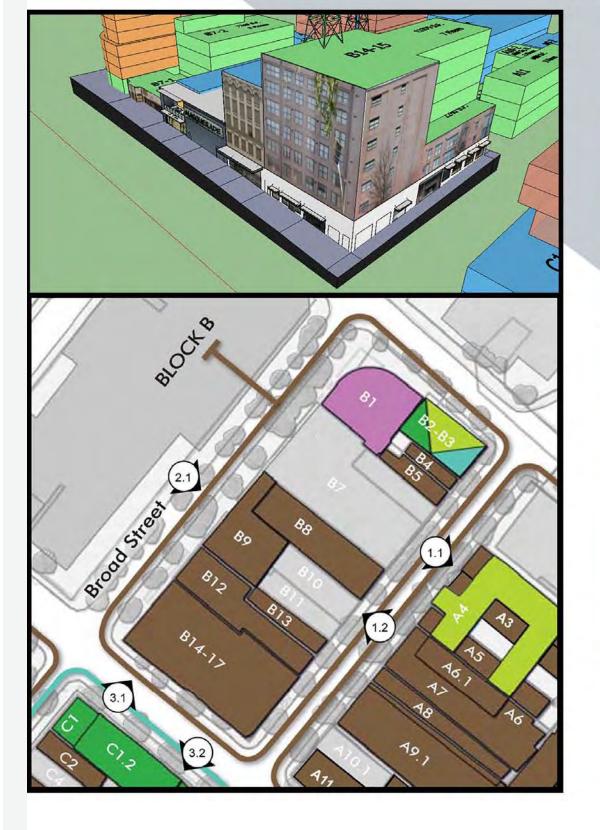


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Block B Concept Diagrams

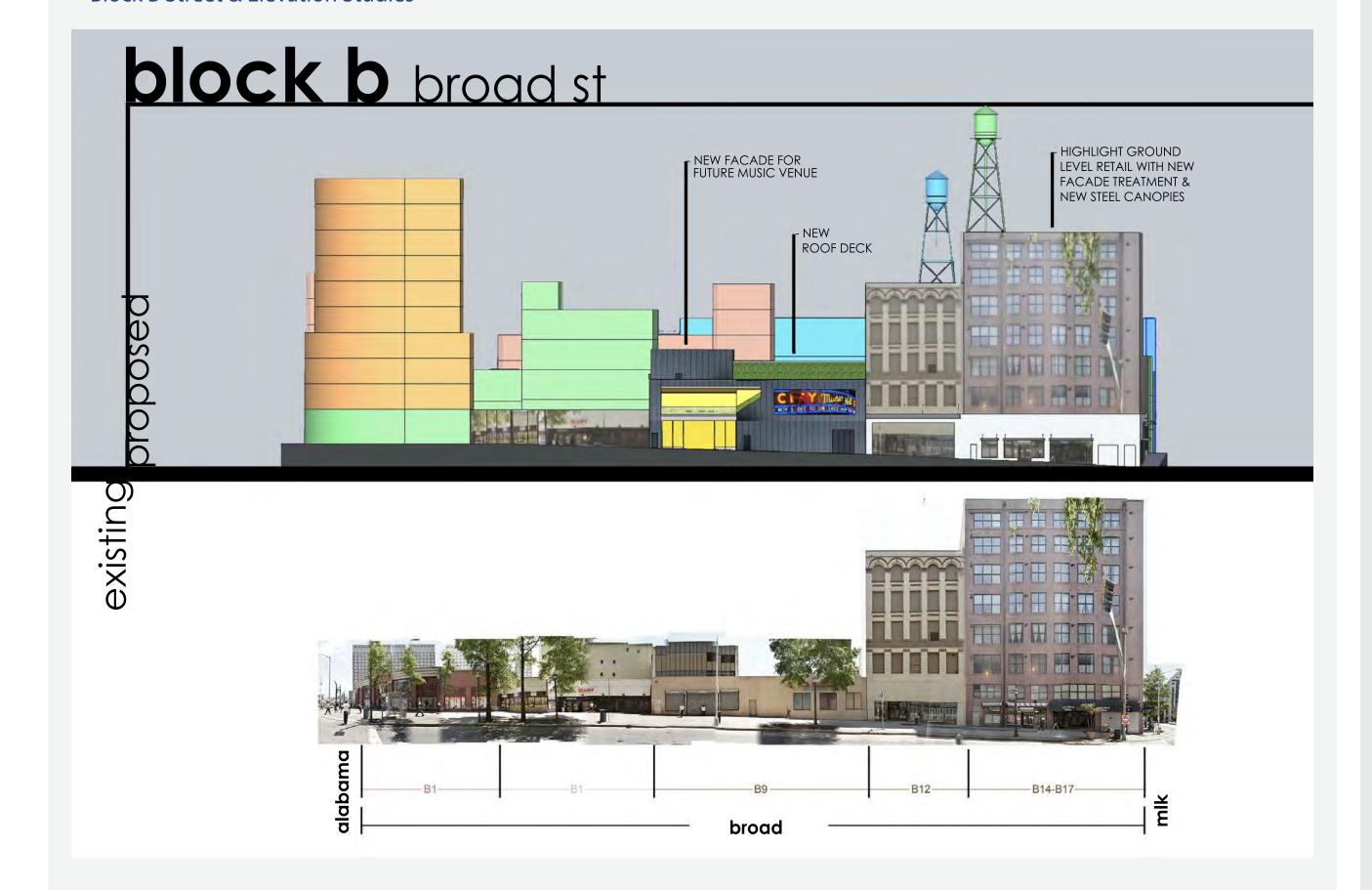




block b

broad to peachtree martin luther king to alabama

Block B Street & Elevation Studies





South Downtown Atlanta

Stevens & Wilkinson

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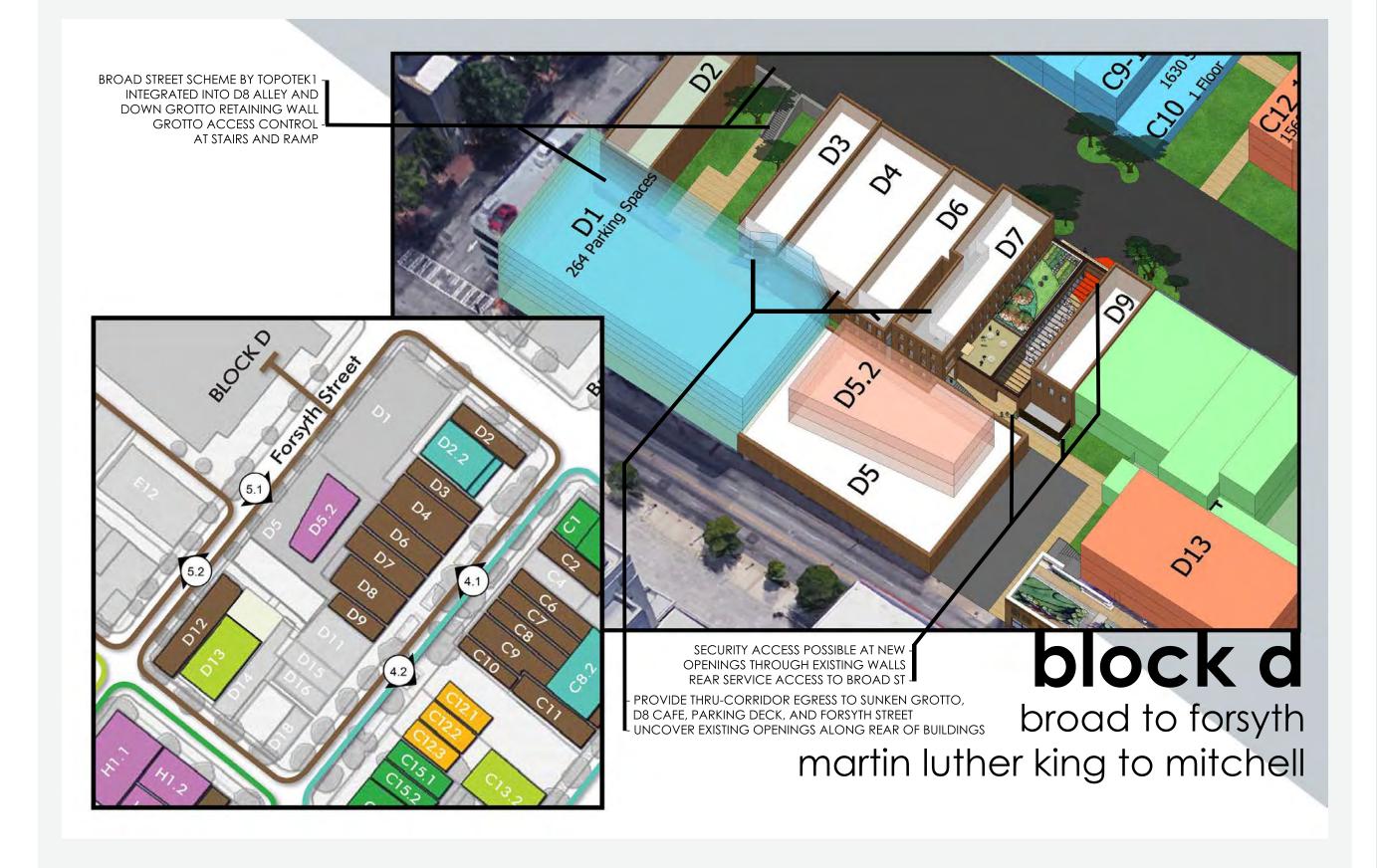




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Block D Concept Diagrams





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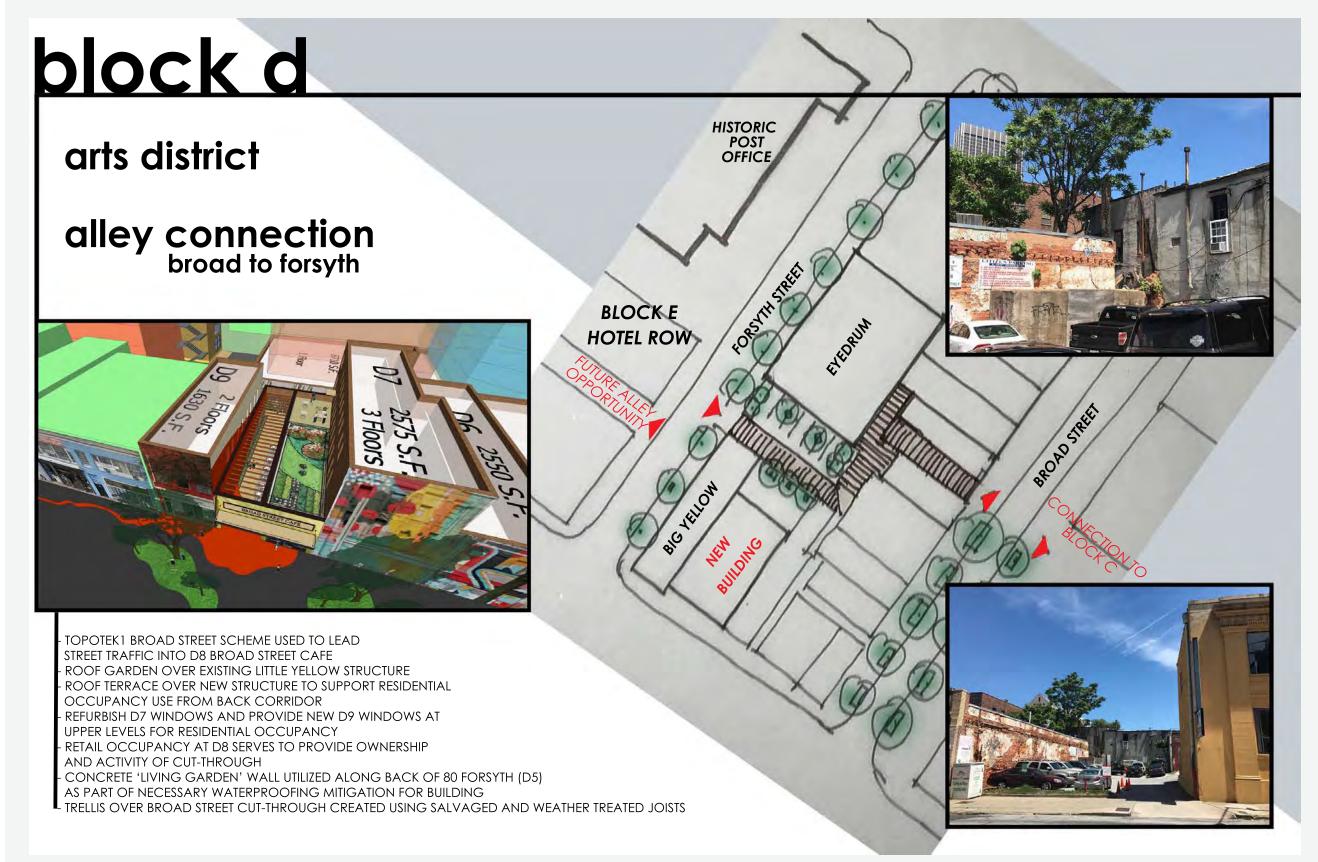


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Block D Concept Diagrams



Block D Precedents









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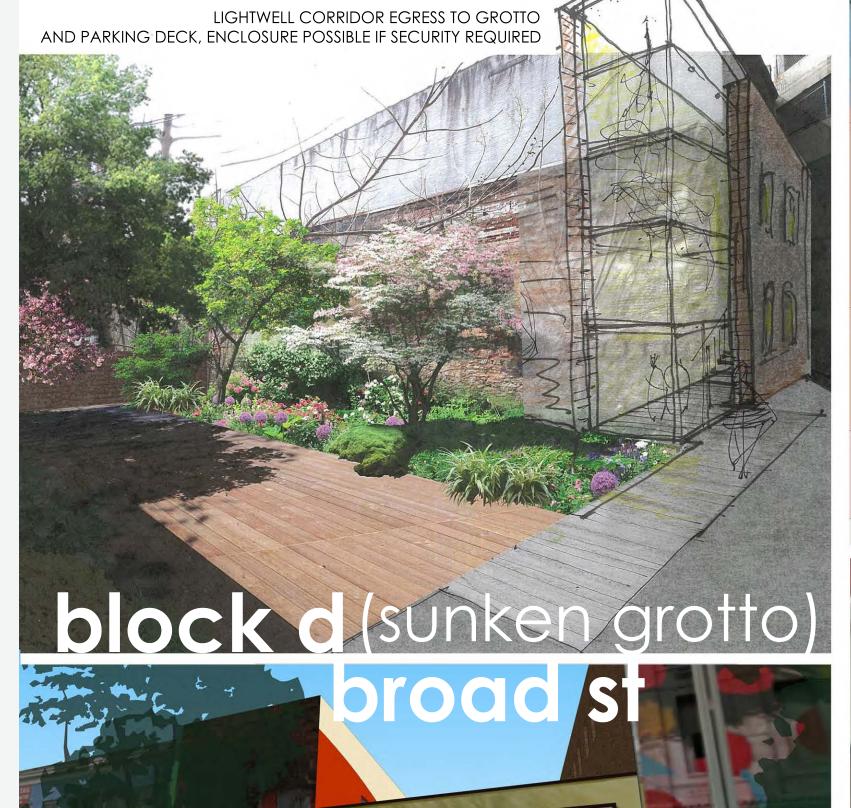


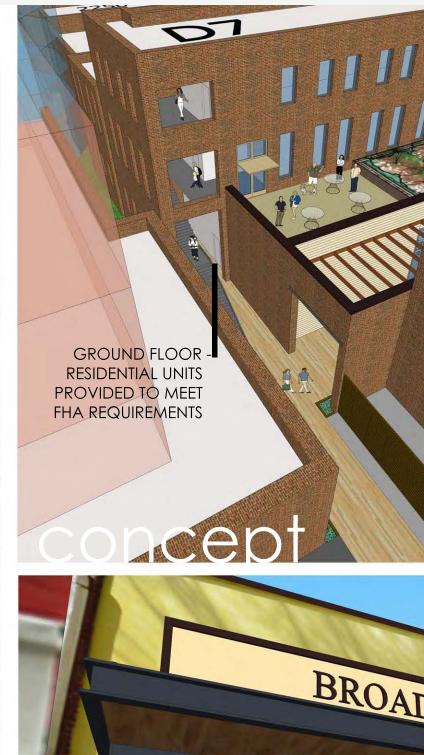
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Block D Concept Diagrams













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Block E Site Images & Precedents



Block E Site Images & Precedents







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Block E Precedents









Block E Precedents











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Planning Retreat Assignments

Key

DKP Street Assignment

Matthews Nielsen Street
Assignment

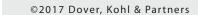
Topotek1 Street
Assignment

Future Green Studio Street Assignment

Site Boundary

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Street	Character	Bustle (Future)	AM	PM	Current	Future	Priority Uses	Precedents	Comments
Mitchell Street*	"Elegant Convenient Living"	MEDIUM (Hotel Row)	422	508	1-way	1-way; Cycletrack	Hotel Residential Cafés	Rue St. Jean? Park Avenue WP?	City plans separated bike lanes
Broad Street*	"Most Local; Creative Crossroads"	MEDIUM (art) (park st)	19	18	1-way	Pedestrian- dominated	Creative Business Unique Local Retail Café Live/Work	Pearl Street? Franz Liszt St? Stone St?	Address junctions at Mitchell (top of the hill: heart of the 'mixed old & new') and at MLK (heart of the 'old') will be pedestrianized full time (except for deliveries and emergency vehicles) between Alabama and Trinity. Topo: down from Alabama to MLK, up from MLK to Mitchell, down from Mitchell to Garnett MARTA ramp, up the ramp.
Nelson Street & Bridge	"Most Neighborhood- serving"	LOW (woonerf) (park st)	5	29	2-way	Pedestrian- dominated	Grocery? Residential Live/Work	Cady's Alley	Quirky, narrow, maximum green. 5mph
Peachtree Street	"Lights & Music" "Bright Lights"	HIGH (people)	923	570	2-way	2-way	Music Venue(s) Entertainment High Street Retail	Bourbon Street? Beale Street? King Street? Meeting Street? E. Bay Street	City plans bike infrastructure (complete street) and road diet. Concert hall will have buses, trailers, loading concerns. Special attention to the parking question (how much is enough, how much is too much, what other ways can the same space be used?).
Alabama Street	"Times Square of At- lanta"	MEDIUM (T.O.D.)	(2) (buses)	(1) (buses)	1-way & 2-way	2-way	Landmark Signs T.O.D.	Picadilly? Times Square? Nanjing Road?	Bus transfers. Affected by whatever happens with Underground.
MLK Drive	"Connecting the Town" "The Workhorse Street"	HIGH (traffic)	818	295	1-way	2-way	Creative Office? Largely built out		Difficult slopes. "Side street": grain of the city is N-S. Most important segment: Peachtree (hilltop) to Broad (valley).
Forsyth Street	"City Comforts"	LOW (internal)	783	649	2-way	1-way	Residential		Address the junction of square/Nelson (heart of the 'new').
Trinity Avenue	"Doorman Buildings"	HIGH (edge)	262	177	2-way	2-way	Residential		Several terminated vistas. Consider redesign of Trinity/Ted Turner intersection.
Ted Turner/ Spring Street	"Most City-serving; Gateway"	MEDIUM (traffic)	1293	1123	2-way	2-way	Supermarket Highrise Residential		Address the Norfolk Southern bldg. Consider redesign of Trinity / Ted Turner intersection.
Pryor Street	"Quiet City Street"	LOW (internal)	217	1062	1-way	1-way	Government		Affected by whatever happens with Underground.

^{*}Mitchell Street character between Ted Turner and Broad Street will be HIGH bustle (people) and pedestrian-dominated; traffic will slow down substantially along these blocks.

*Broad Street between MLK Drive and Trinity Avenue will feature the "Park Street" concept and will be distinguishable from other sections of the street in design and materiality.



South Downtown Atlanta

Streets Matrix

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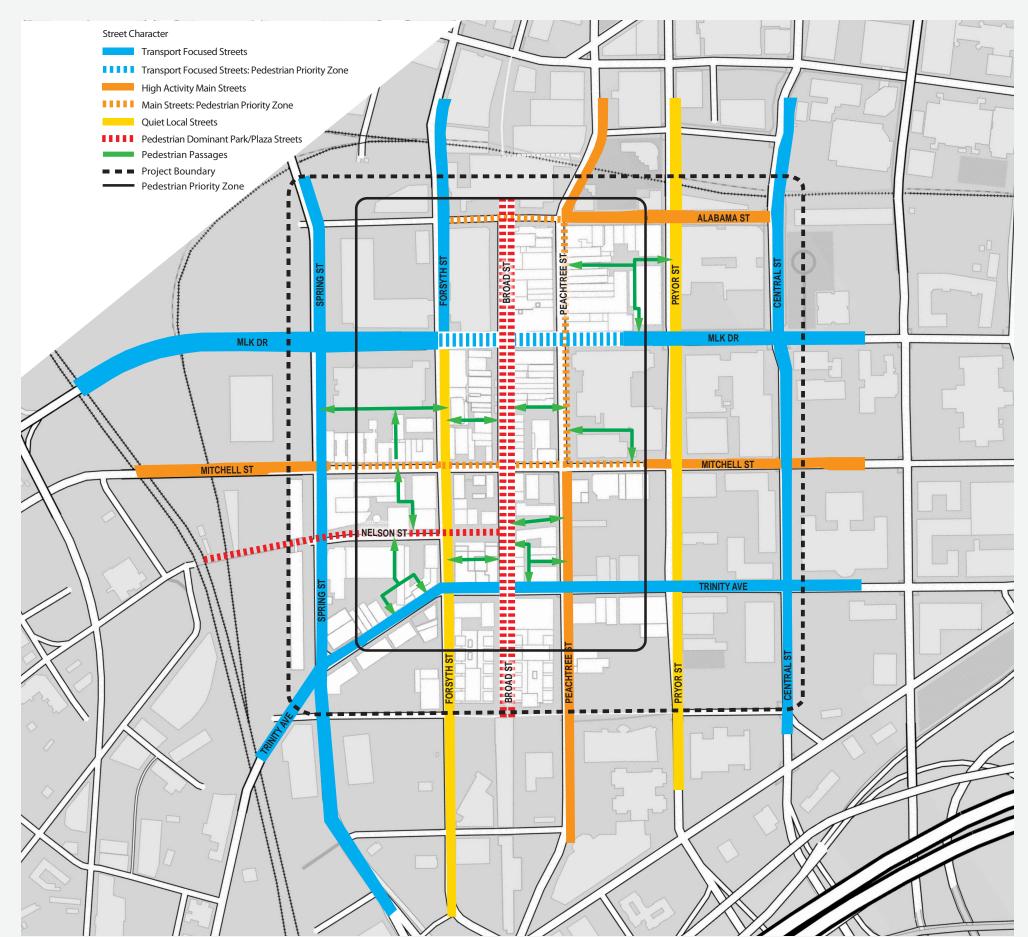
Street Character Map

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South Downtown Atlanta - Street Character



Peachtree Street – Spanning between Alabama and Trinity Avenue, Peachtree Street is conceived as an active boutique retail, restaurant/café and performing arts corridor. A pedestrian friendly realm, the proposed design for Peachtree St. provides increased sidewalk widths with areas for curbside café seating and lush street gardens. Planting areas also integrate metered parking zones with permeable paving to buffer and visually separate parking zones from pedestrian areas. The 2-way street is organized by a series of trellis archways that function as vertical streetscape garden infrastructure as well as an evening lighting feature. The arches define pedestrian crossing zones at street intersections and mid-block crossings connecting with adjacent park corridors and music/arts venues.

Alabama Street / Five Points MARTA Station – Alabama Street is conceived as the neighborhood's primary hub for public transportation. Alabama Street between Spring and Peachtree Streets is organized to provide a 2-way street with a dedicated bus layby zone adjacent to the MARTA train station. The sidewalks provide expanded pedestrian corridors with bicycle parking and large plazas at the station's entrances. Permeable paving zones feature low resilient groundcover plantings emerging between stones to heighten the sense of the overall streetscape and its visual linkage with the MARTA Station.

We propose a series of modest modifications to the MARTA Station to allow the modernist architecture to create a more porous relationship with the connecting streetscape, feature increased planting areas and layers of green infrastructure, and provide new opportunities for community-based programming. Starting at the street entrance, a large feature staircase with an integrated ramp creates a strong connection from the street to the expansive Five Points Plaza which can be utilized for a farmer's market (local access to Georgia agriculture), Artist Shows and Craft Fairs. Adjacent flexible open spaces can be maximized for children's programming – from field sport activities at the soccer field to a new skate park area. At the corner of Alabama and Peachtree, there is additional opportunity to create new retail/café space to improve street frontage.

The station's existing roof structure provides many opportunities for integrating green infrastructure and visual interest – from adding a living roof to planting veils of cascading and climbing vines over the structure's massive beams and column armatures. At the center of the station, we propose to open up the central oculus to improve daylighting into the underground station and provide a location for suspending a dynamic sculptural

Spring (Ted Turner) Street – Spanning from Alabama Street to Trinity Ave, Spring Street is conceived as an arterial boulevard with increased sidewalk widths and a dedicated bus/HOV lane flanked by a lush planted streetscape. Intersections with crossing streets are visually highlighted in the street with specialty paving zones to increase safety at pedestrian crossings and link with the series of bridge crossings over the gulch.

Nelson Street Park – The Nelson Street Park is conceived as a dynamic public open space for flexible neighborhood programming. The site is organized around an approximate 6-foot grade change creating a series of stepped plateaus from Forsyth Street to Broad Street. Large shade trees dominate the terraced field providing respite from the sun. Large planted islands form a series of illuminated garden rooms for intimate gatherings, lounging and outdoor dining. The park features a communal beer garden and an open air performance venue for daytime concerts and evening dance party events.

Peachtree and Forsyth Street Parks – The proposed park corridor spanning from Peachtree to Forsyth Street is conceived as two park spaces connecting across Broad Street. Peachtree Street Park provides a sculpture park with large lawn mounds and shade trees for casual lounging on the grass. A meandering stone path flows through the park creating flexible open space pockets for restaurant dining, sculptural artwork installations and movable seating areas. Forsyth Street Park provides an open air garden court for community activities and events. The perimeter walls serve as a canvas for street art works and water feature, and to create a dynamic gallery envelop surrounding a flexible decked open space for outdoor wellness classes (from yoga to tai chi to dance, etc.), lunch time food vendors, or a local artisan market.





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Future Green

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Peachtree Street Overall Plan



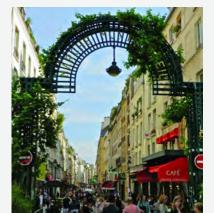
Peachtree Street Section



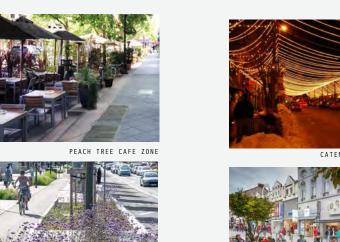
















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Peachtree Street Plan & Precedents MARTA STATION ALABAMA STREET SLOPED PLANTING BED VINE PLANTING AT EXISTING BUILDING **BUILT-IN BENCH BIKE SHARE STATION** PLANTING INTEGRATED PAVERS TRENCH DRAIN STREET TREE, TYP. **BOLLARDS** LIGHTING FEATURE



GRASS PAVERS





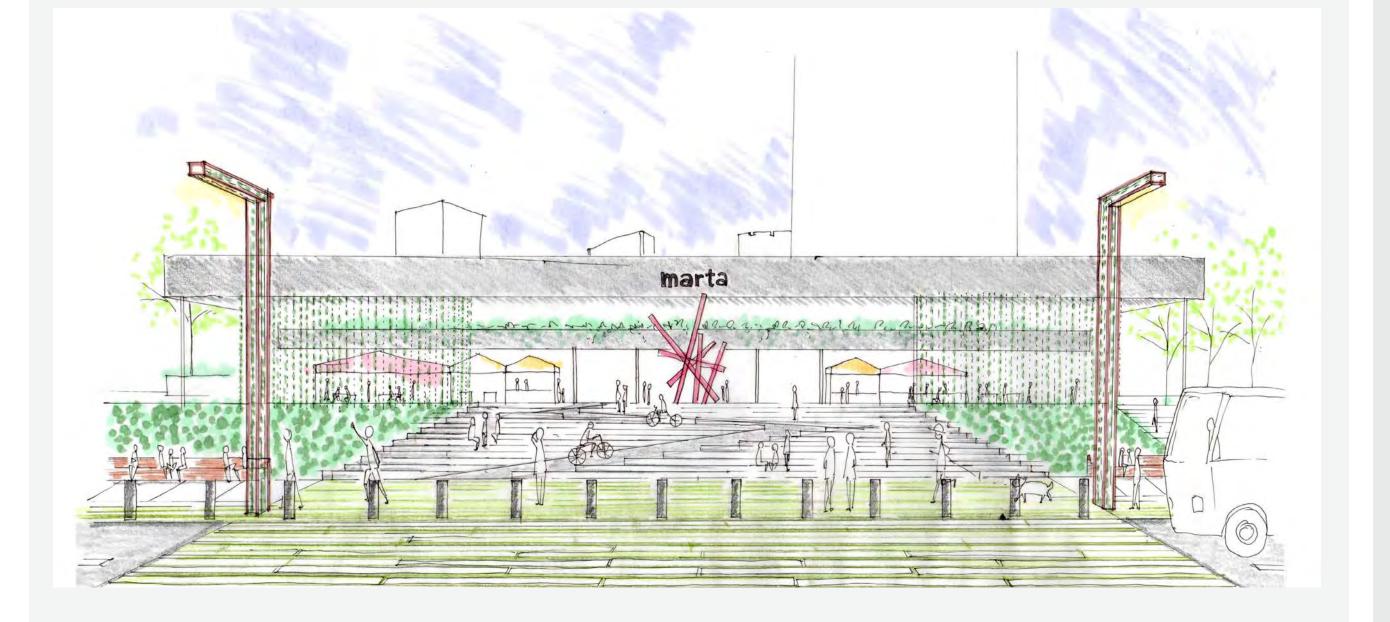


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Alabama Street - Marta Station Intersection





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Marta Station Plan

GRAND STONE STAIRS

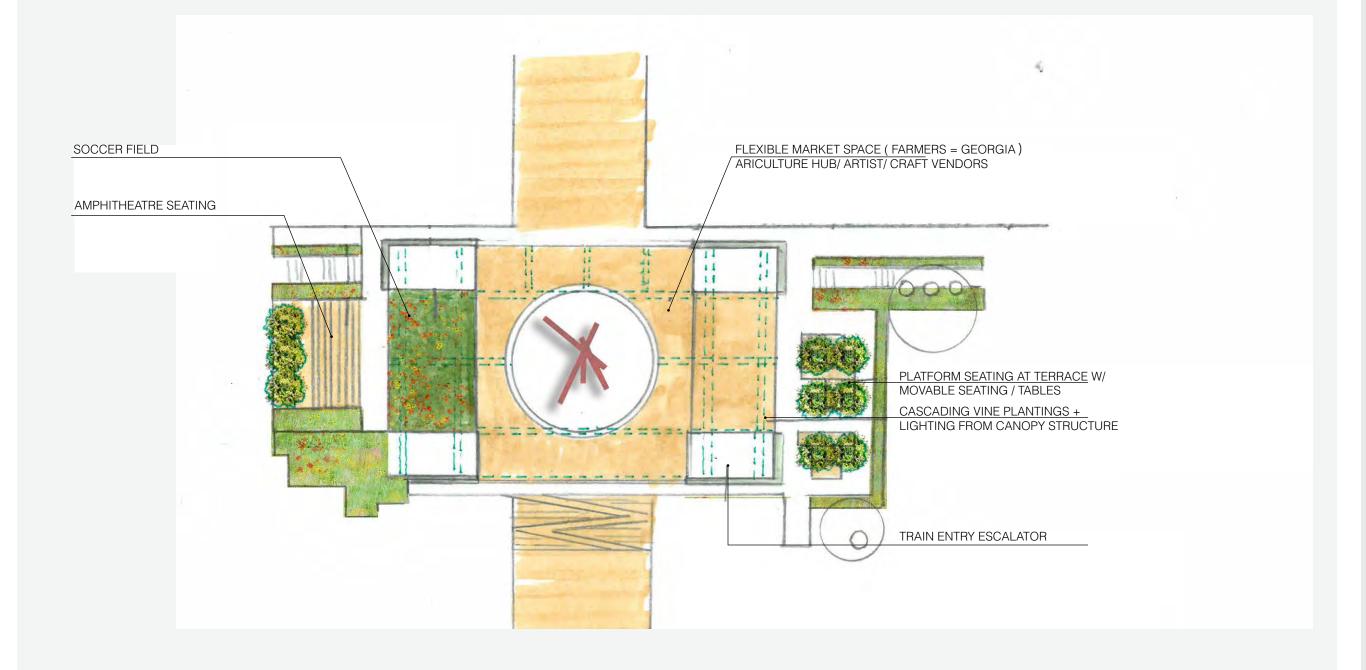


FEATURE LIGHTING

GREEN BUILDING FACADE

Marta Station Plaza Plan

ROOFTOP PLANTING





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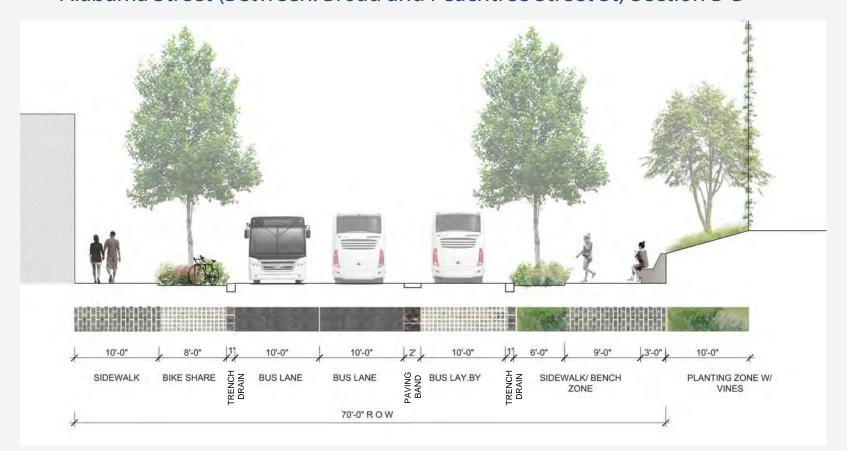
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Alabama Street (Broad St.) Section A-A



Alabama Street (Between. Broad and Peachtree Street St) Section B-B







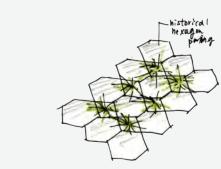




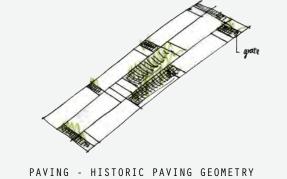




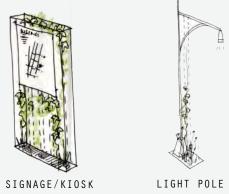
Green Street Strategies



PAVING - SOLID SURFACE + GRATE















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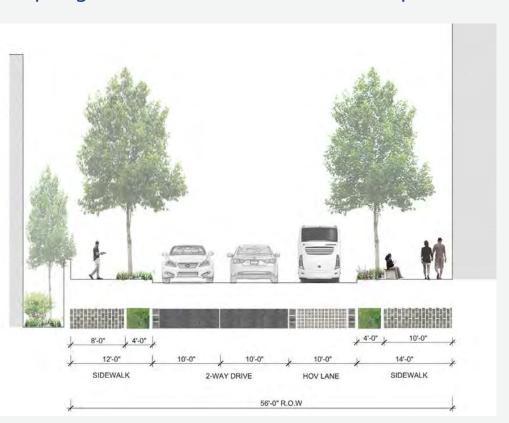
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Spring St/Ted Turner St. Section A-A Option 1



Spring St/TED Turner St. Section B-B Option 2





PARKLET / CAFE ZONE



VEGETATED BIOSWALE

Nelson Street Park Plan & Precedents







GRID OF TREES





NIGHT TIME PROGRAMMING

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Nelson Street Park Section



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BEER GARDEN







AMPHITHEATER

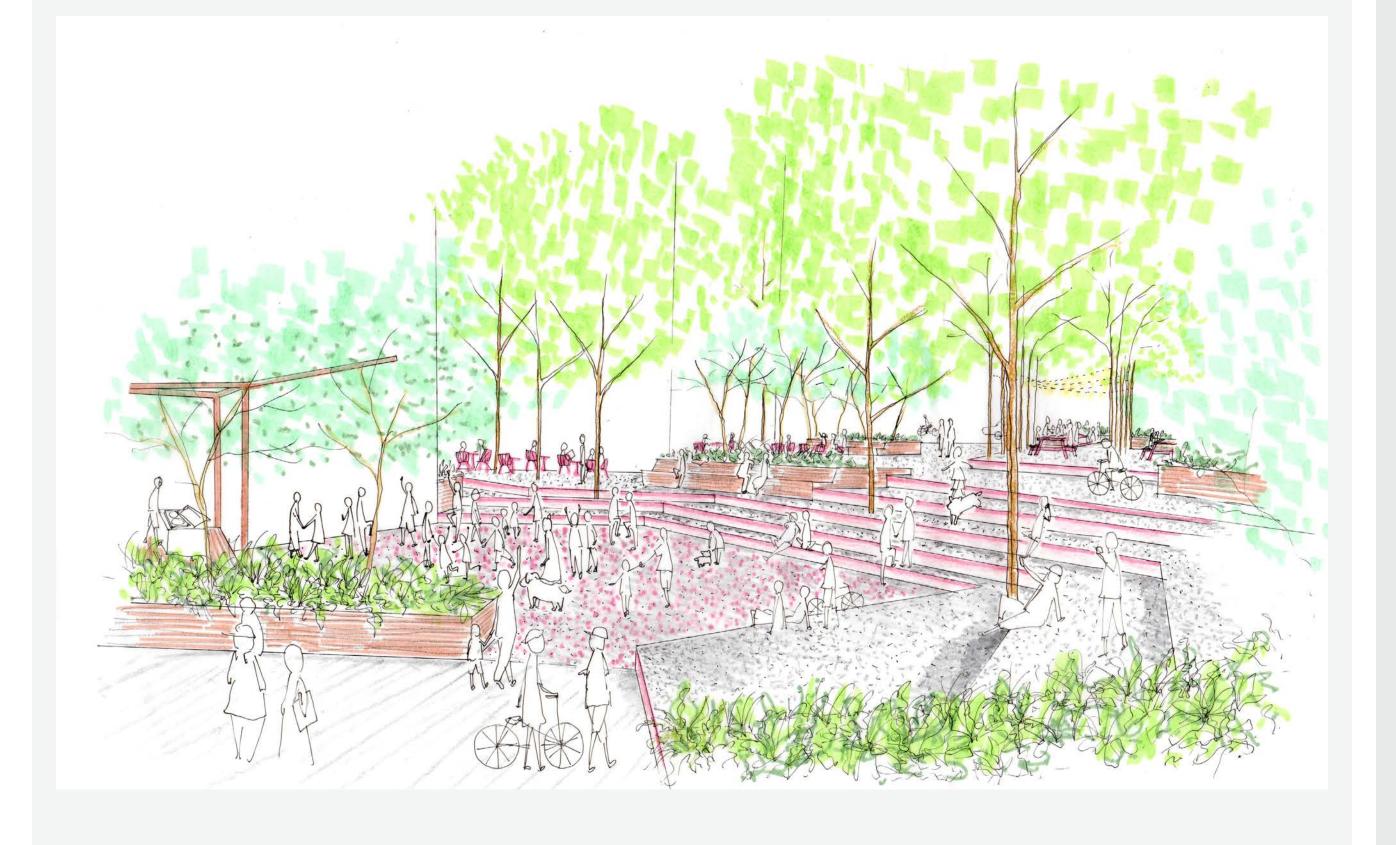
DANCE PARTY

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Nelson Park Amphitheater





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Nelson Street Park Perspective Views





BROAD ST ENTRANCE

BEER GARDEN

FORSYTH ST ENTRANCE



FLEXIBLE DINING AREA





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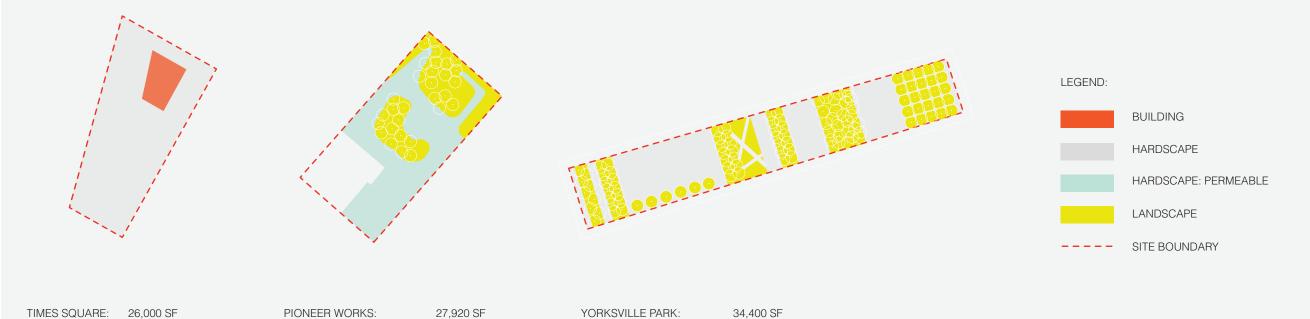
Park Scale Comparison

HARDSCAPE AREA:23,270 SF KIOSK: 2,730 SF

PERMEABLE PAVING AREA: 22,920 SF

8,620 SF

GREEN AREA:

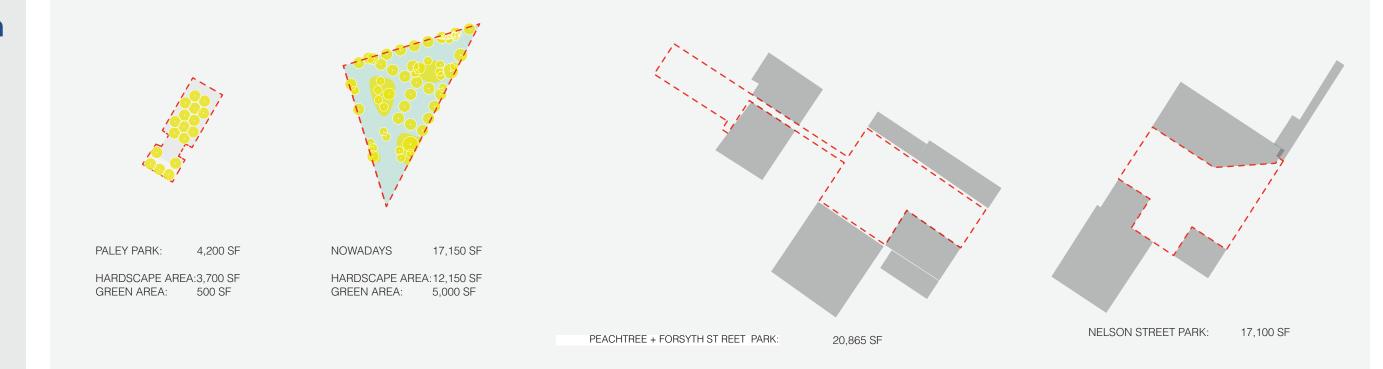


HARDSCAPE AREA:

GREEN AREA:

23,570 SF 10,830 SF

Future Green



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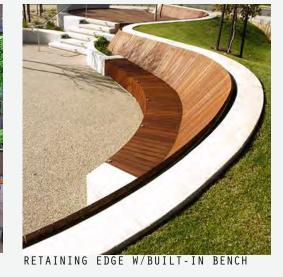
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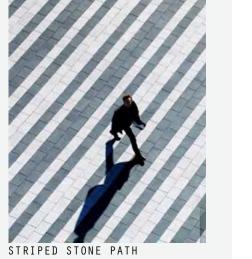
Peachtree & Forsyth Street Park Precedents



















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Mathews Nielsen Landscape Architects

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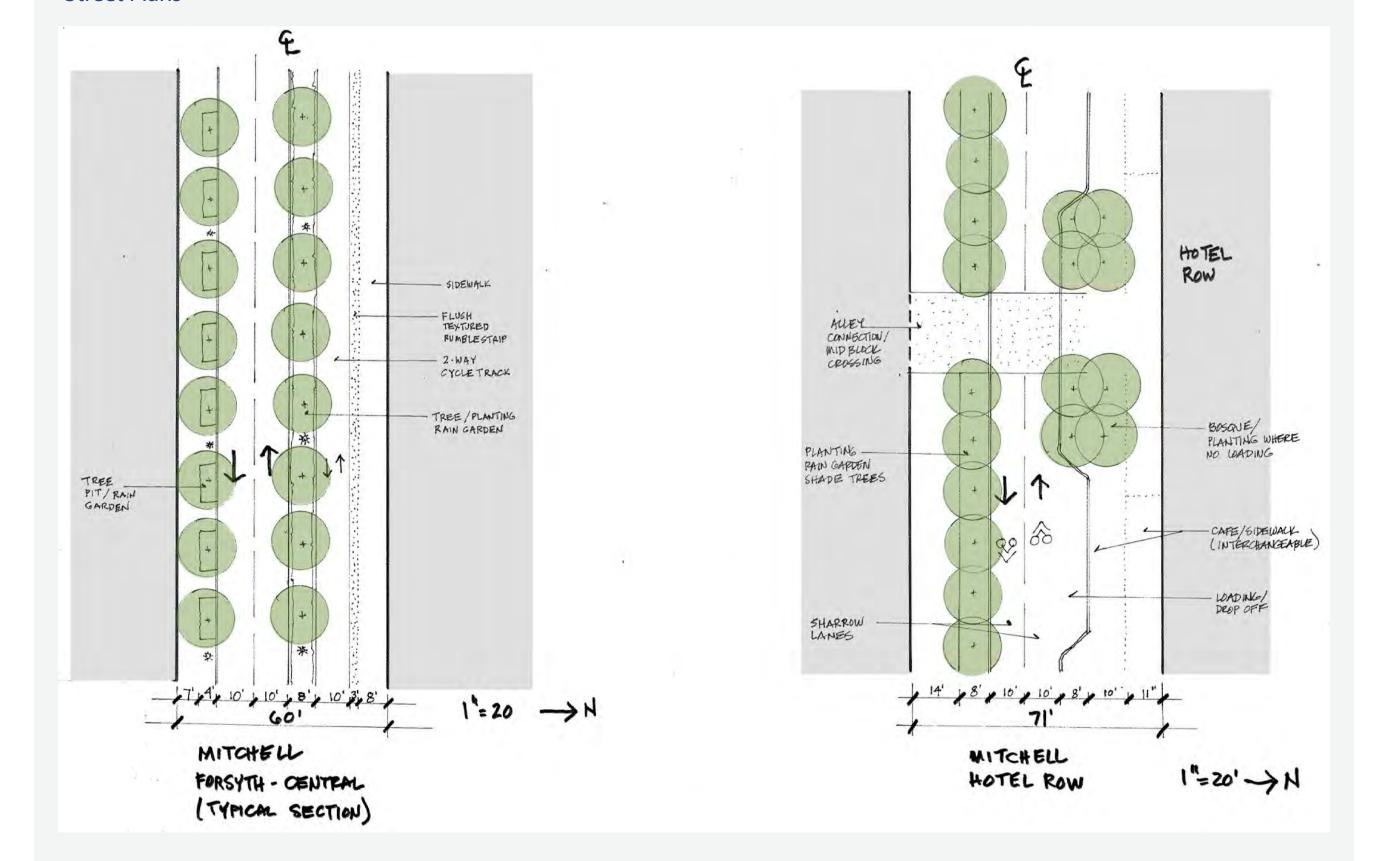
Street Sections



Mitchell St. Section: Between Pryor & Peachtree

Mitchell St. Section: Between Forsyth & Ted Turner/Spring

Street Plans





South Downtown Atlanta

Mathews
Nielsen
Landscape
Architects

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Mathews Nielsen

Landscape

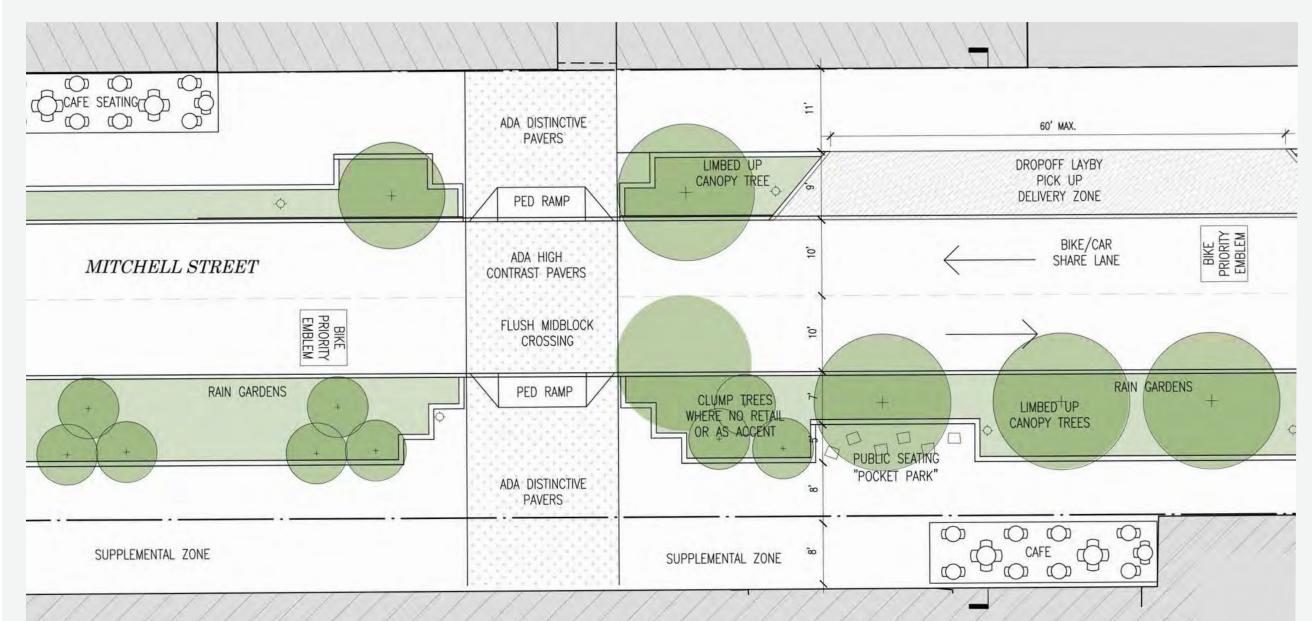
Architects

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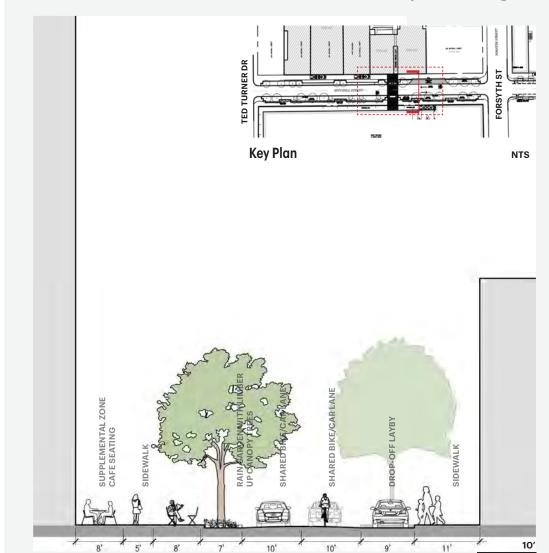
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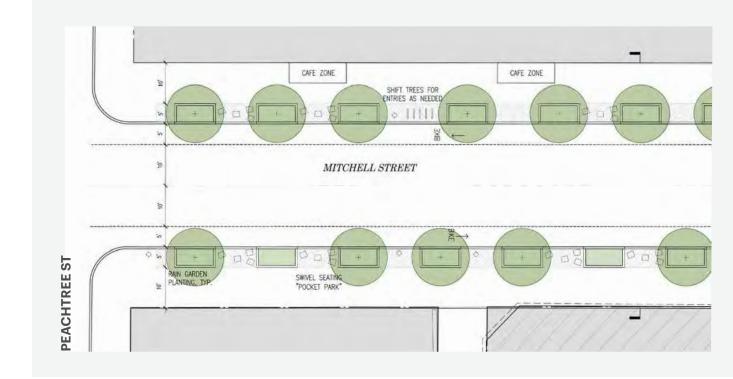
Mitchell Street Plan

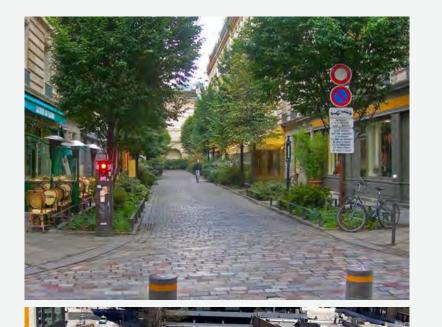


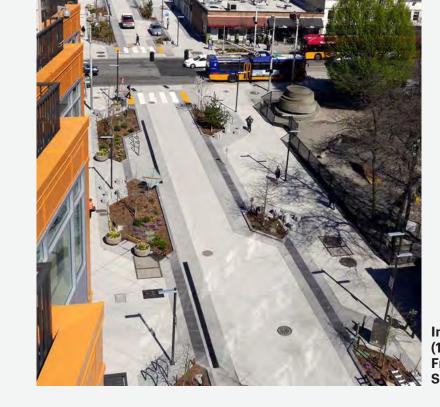
Ted Turner Dr - Forsyth St

Mitchell Street (Ted Turner Dr - Forsyth) Design Alternative 1









Images. (1) Rue du Tresor, Paris, France. (2) Bell St, Seattle WA.



South Downtown Atlanta

Mathews Nielsen Landscape Architects

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Mathews Nielsen Landscape Architects

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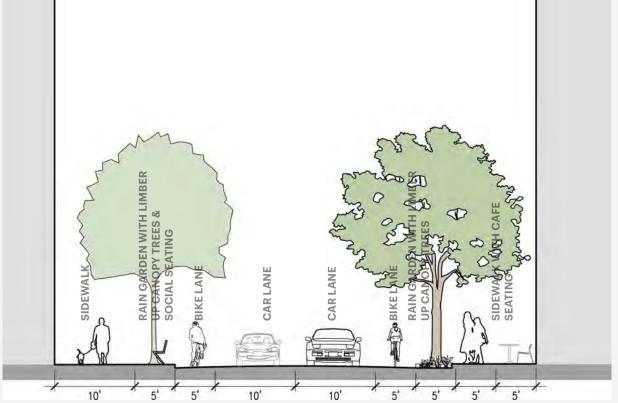


Images 1-4 (Clockwise from top left). (1) Aachen, Germany. (2) Bikeway markings in Queens West, NY. (3) Washington DC. (4) Parklet, San Francisco, CA.



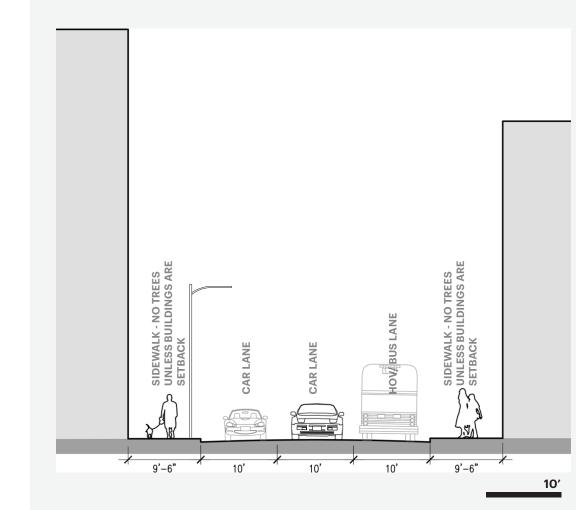


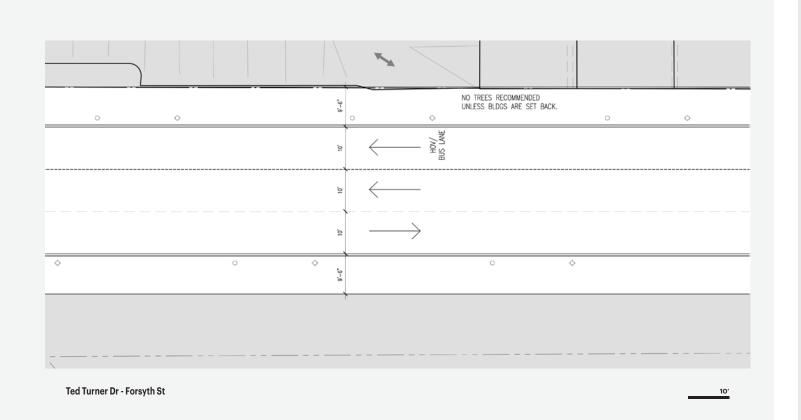




Trinity Street (Ted Turner Dr to Forsyth St) Section









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Trinity Street (Forsyth St to Pryor St) Plan & Section

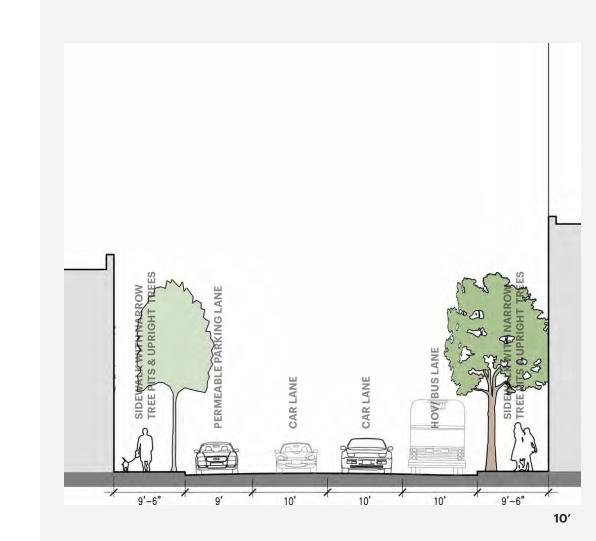


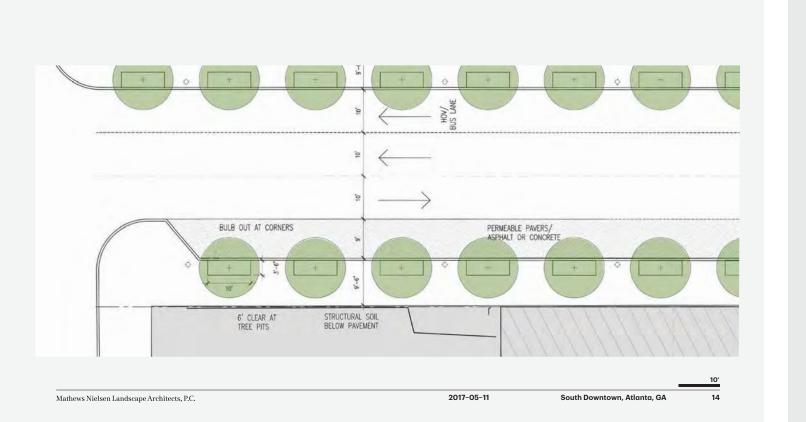
Architects



Trinity Street (Peachtree St to Pryor St) Plan & Section









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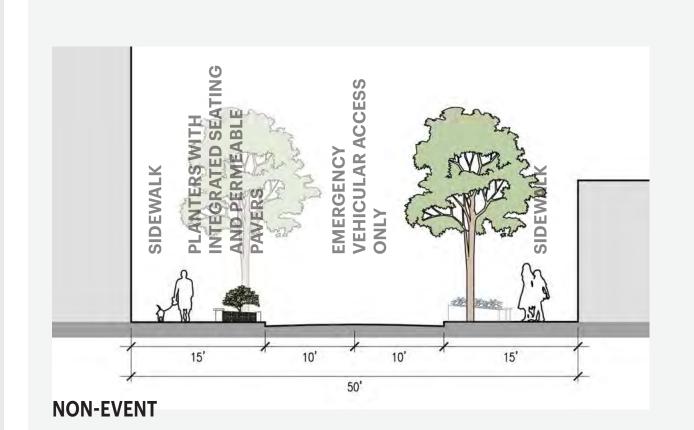
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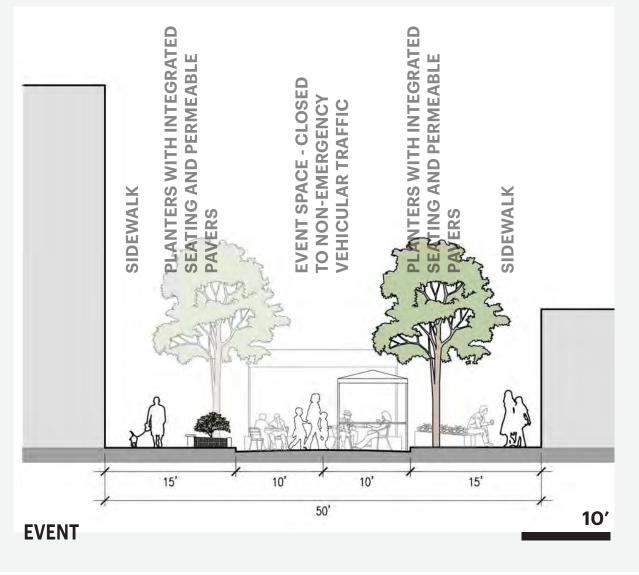
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Nelson Street Plan & Sections







Nelson Street Precedent



Images 1-5. (1-2) Shared Street, Seattle WA. (3) Historic image of lights over Granby Street, Norfolk, VA. (4) Lights over Colorado Esplanade, Santa Monica, CA. (5) Parklet, San Francisco, CA.



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Nelson Street Plan **NELSON ST NON-EVENT** FORSY **EVENT**

Nelson Street Activation Precedents













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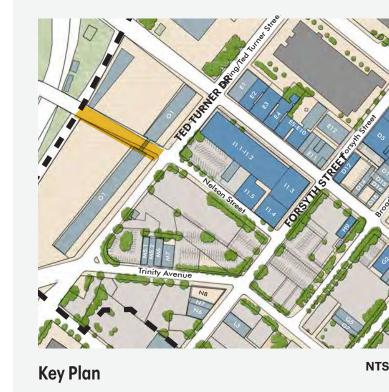
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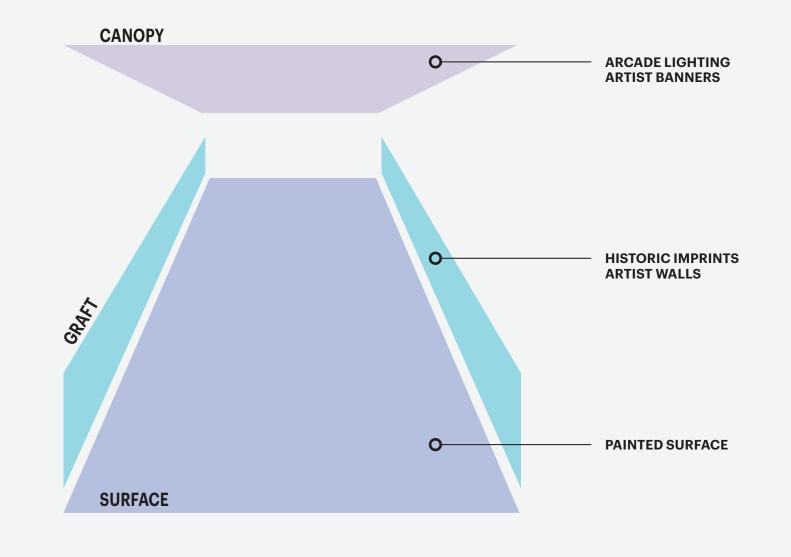
Nelson Street Perspectives





Nelson Street Plan & Intervention Strategies Diagram





Intervention Strategies

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Nelson Street Bridge Precedent





Images 1-4. (1) Playground wall, Tokyo, Japan. (2) Grafitti in South Downtown, ATL. (3) Sky Garden, Chicago, IL. (4) Abraham Lincoln Brigade, San Francisco, CA.

GRAFT







Images 1-4. (1) Grafitti in South Downtown, ATL. (2) Street crossing, Ljubljana, Slovenia. (3) Painted streets, Switzerland. (4) Crosswalk, Madrid, Spain. (5) Crosswalk, Santiago, Chile.

SURFACE





Images 1-4. (1) West Oakland Gateway, Hood Design Studio, Oakland, CA. (2) Lights over Colorado Esplanade, Santa Monica, CA. (3) Layered Drawings, Nobuhiro Nakanishi. (4) Temporary canopy, Korea.

CANOPY

Nelson Street Bridge Views







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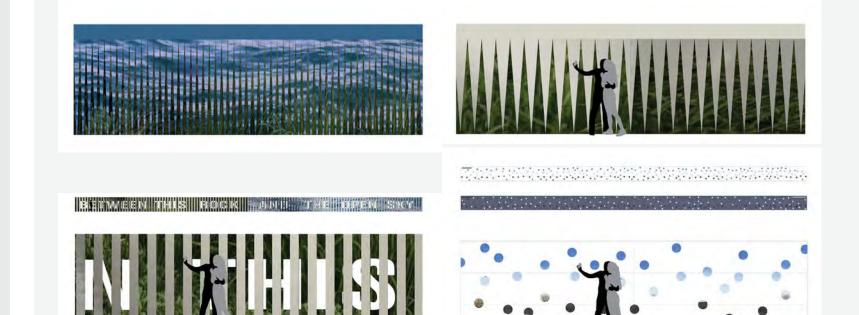
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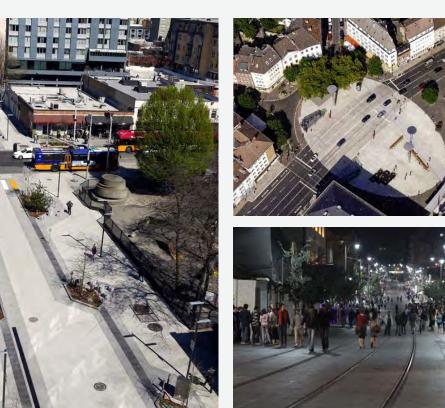
Nelson Street Bridge Precedent





Streetscape Precedents





Images 1-3 (Clockwise from top left). (1) Bell Street, Seattle, WA. (2) Aachen, Germany. (3) Jerusalem, Israel.

Shared Streets



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Streetscape Precedents









Images 1-4 (Clockwise from top left). (1) Lincoln Road, Miami, FL. (2) Rue du Tresor, Paris, France. (3) Cherry St, Boulder, CO. (4) Wall Street, Ny, NY.

Pedestrian Streets
-Nelson Street



Images 1-4 (Clockwise from top left). (1) Auckland, NZ. (2) Martin Luther King Park, Paris, France. (3) Washington, DC. (4) Basel. Switzerland.

Green Streets
-Nelson street
-Trinity Avenue
-Mitchell Street

Streetscape Precedent

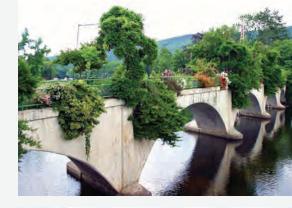






-Trinity A
-Mitchell
Images 1-3 (Clockwise from top left). (1) Seattle, WA. (2) Greenwich St, NY, NY. (3) Philadelphia, PA.

Widened Sidewalks
-Trinity Avenue
-Mitchell Street









Images 1-4 (Clockwise from top left). (1) Bridge of Flowers, Shelburne, MA. (2) 5th St Bridge, Atlanta, GA. (3) Garden Bridge, London England (render). (4) Olympic Scultpure Park, Seattle, WA.

-Nelson street -Mitchell Street



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Streetscape Precedents





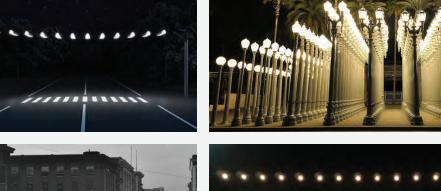






Images 1-5 (Clockwise from top left). (1) Hamburg, Germany. (2) 33rd St Temporary Plaza, NY, NY. (3) Parklet, San Francisco, CA. (4-5) Powell St Promenade, San Francisco, CA.

Temporary Plazas -Trinity Avenue







Images 1-4 (Clockwise from top left). (1) Artist render of a floating crosswalk (credit: Art Lebedev Studio). (2) *Urban Light* by Chris Burden, Los Angeles Art Museum, LA, CA. (3) Historic image of lights over Granby Street, Norfolk, VA. (4) Lights over Colorado Esplanade, Santa Monica, CA.

Streetscape Precedents









Bike Lanes -Nelson street -Mitchell Street



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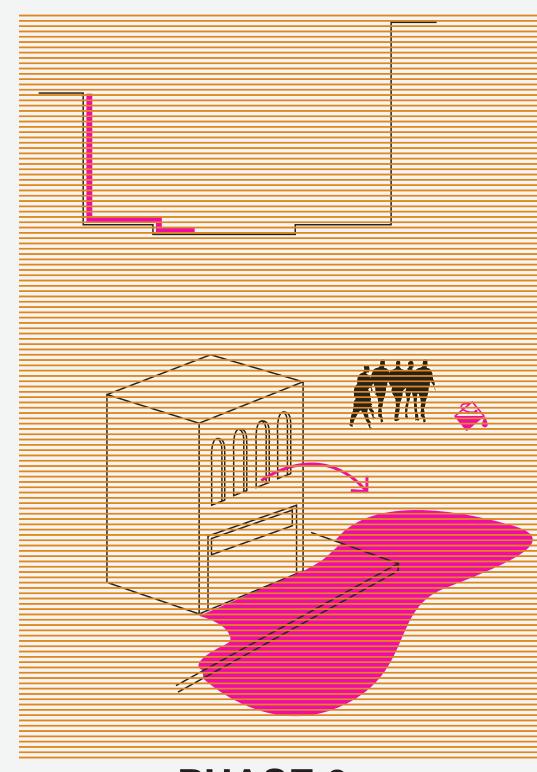
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🔀 Different typology of the pedestrian streets

The Art District Plan

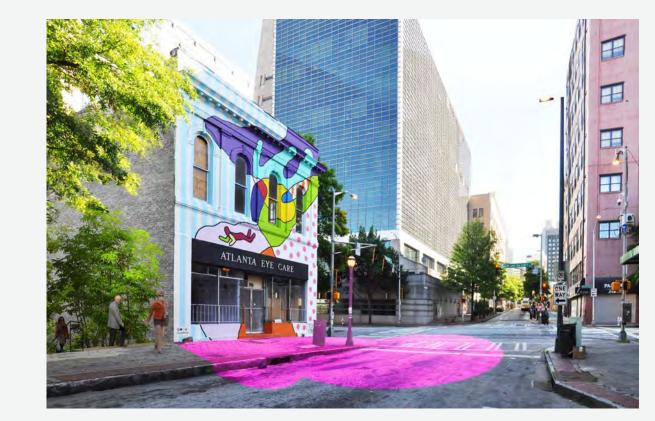


Curated Process Diagram



PHASE 0 now - 2020

Perspective







South Downtown Atlanta

Topotek 1

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Topotek 1

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Phase 1 - Pilot Project From the Art Community Plan











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Precedents

MLK

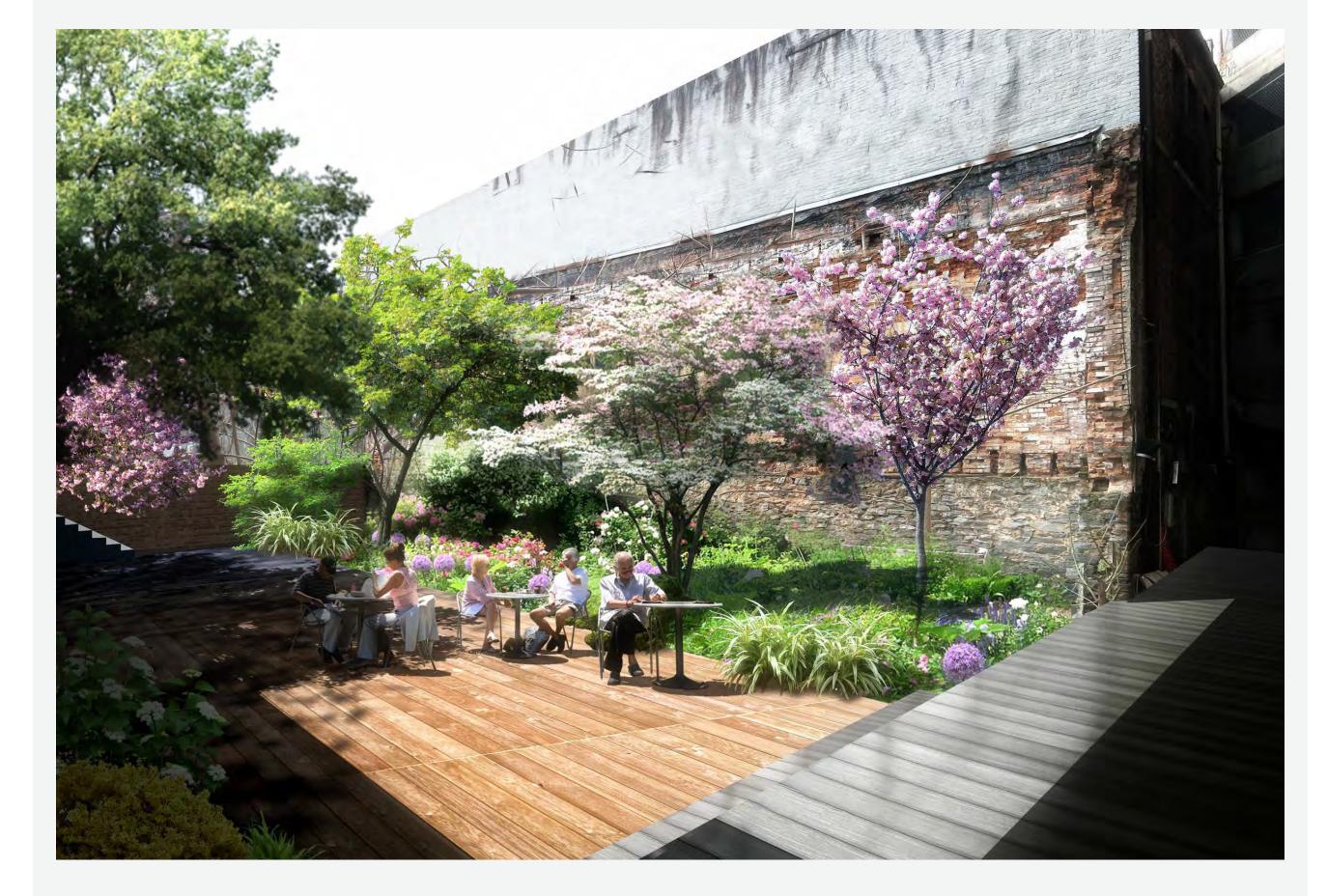
Mitchell













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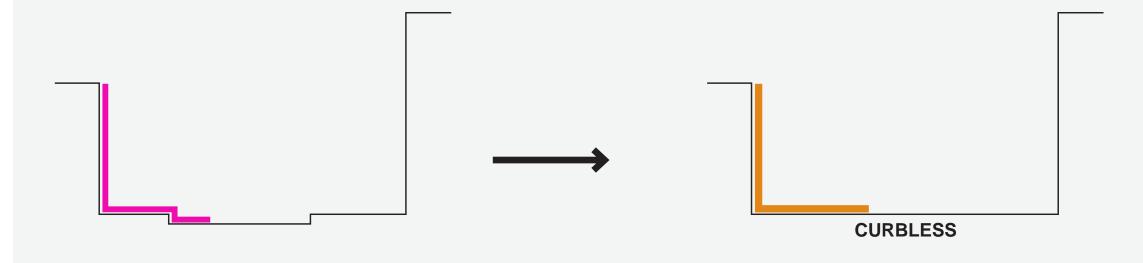
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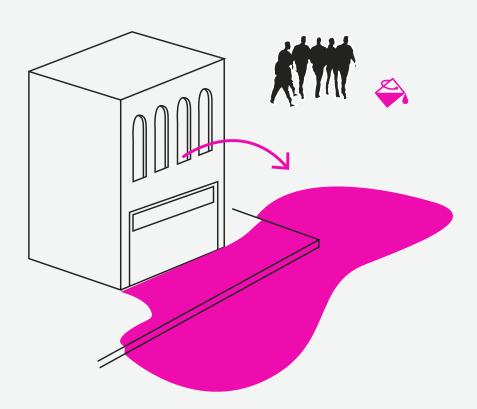
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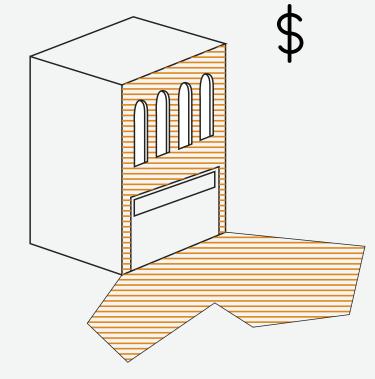
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Curated Process Diagrams Temporary to Durable





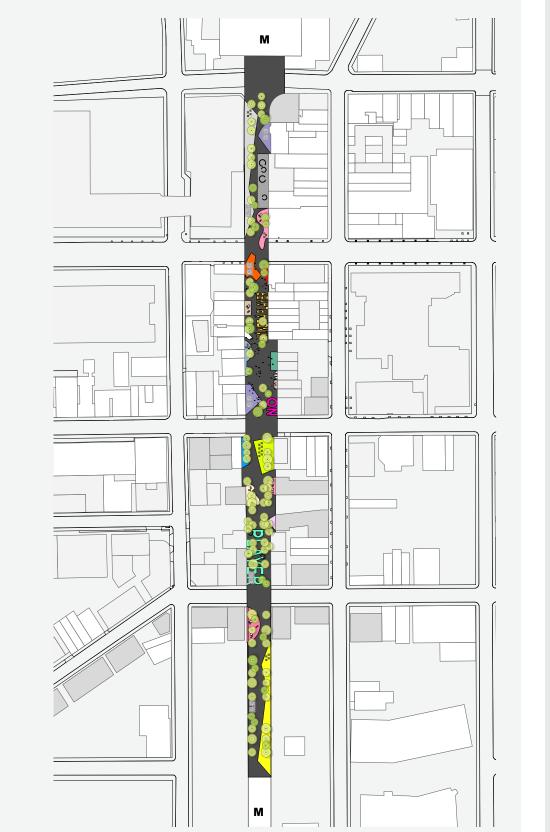
PHASE 1 now - 2020



PHASE 2 from 2020 on

The Art Community Street Plans







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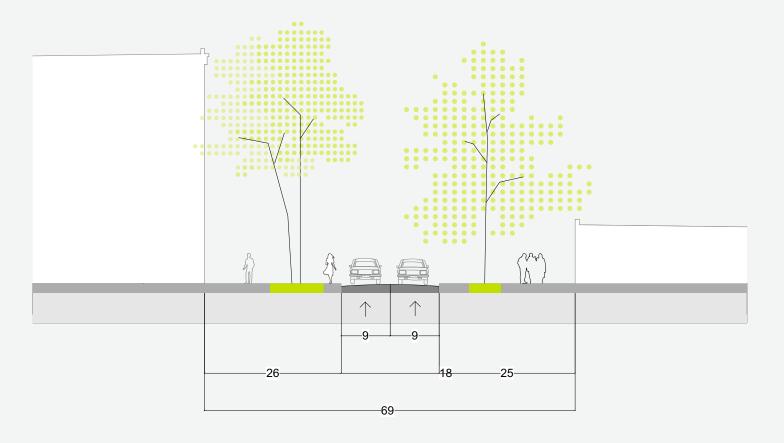
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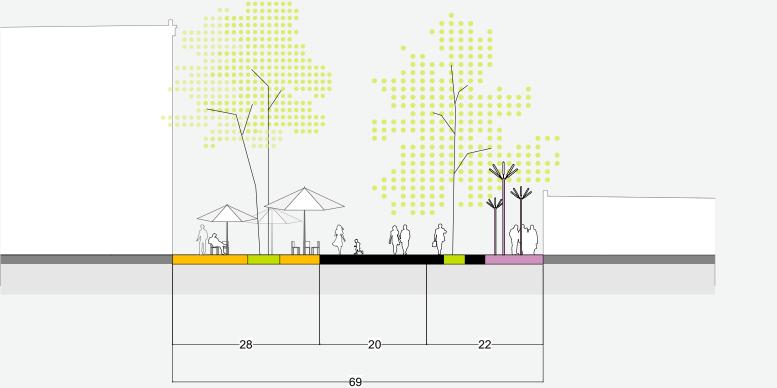
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Broad Street Sections



existing situation

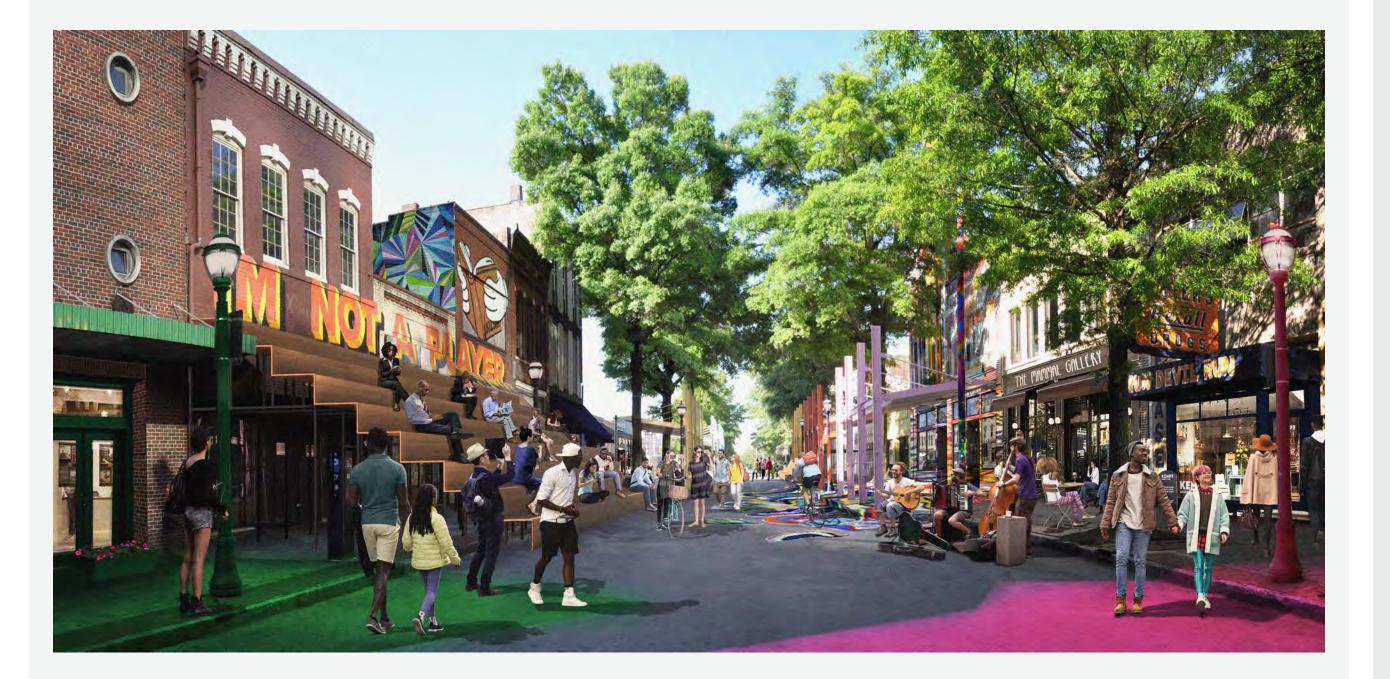
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proposal situation

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The Art Community Broad Street Perspective - Short Term





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The Art Community Broad Street Perspective - Long Term



The Park Street Plan





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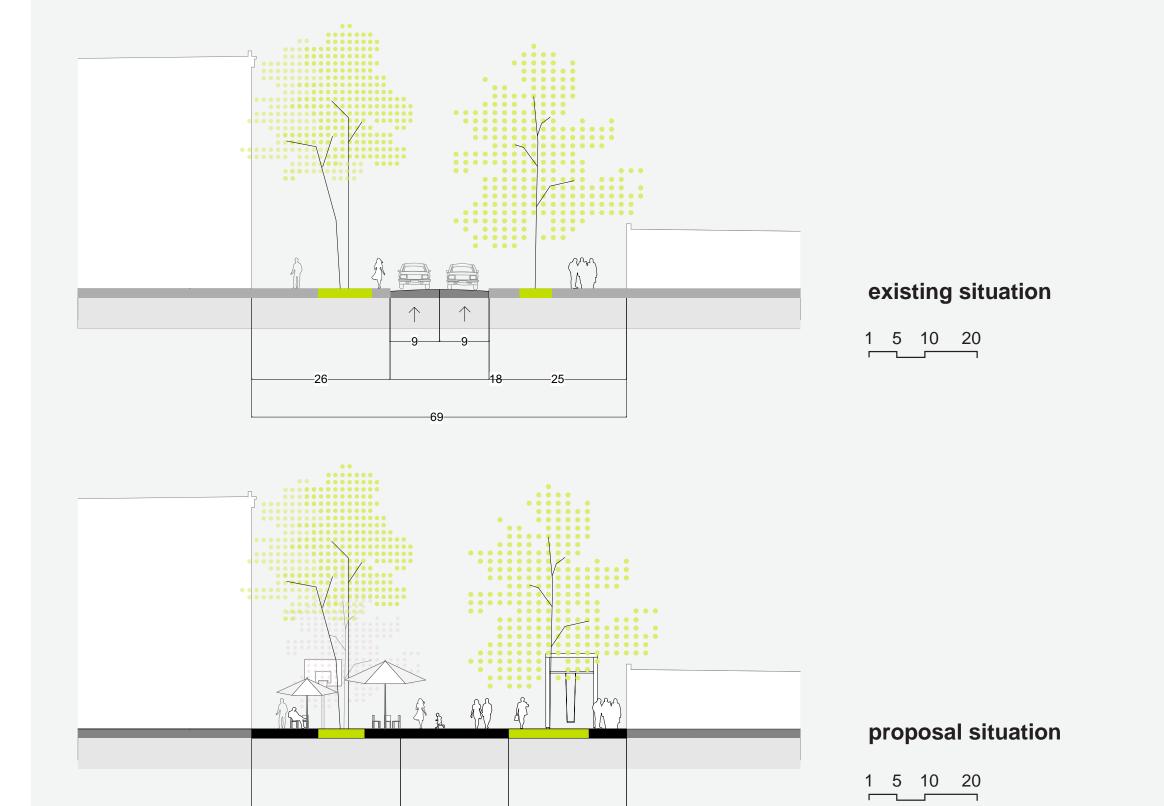
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Linear / Non-linear Park Plans





Broad Street as Park Sections





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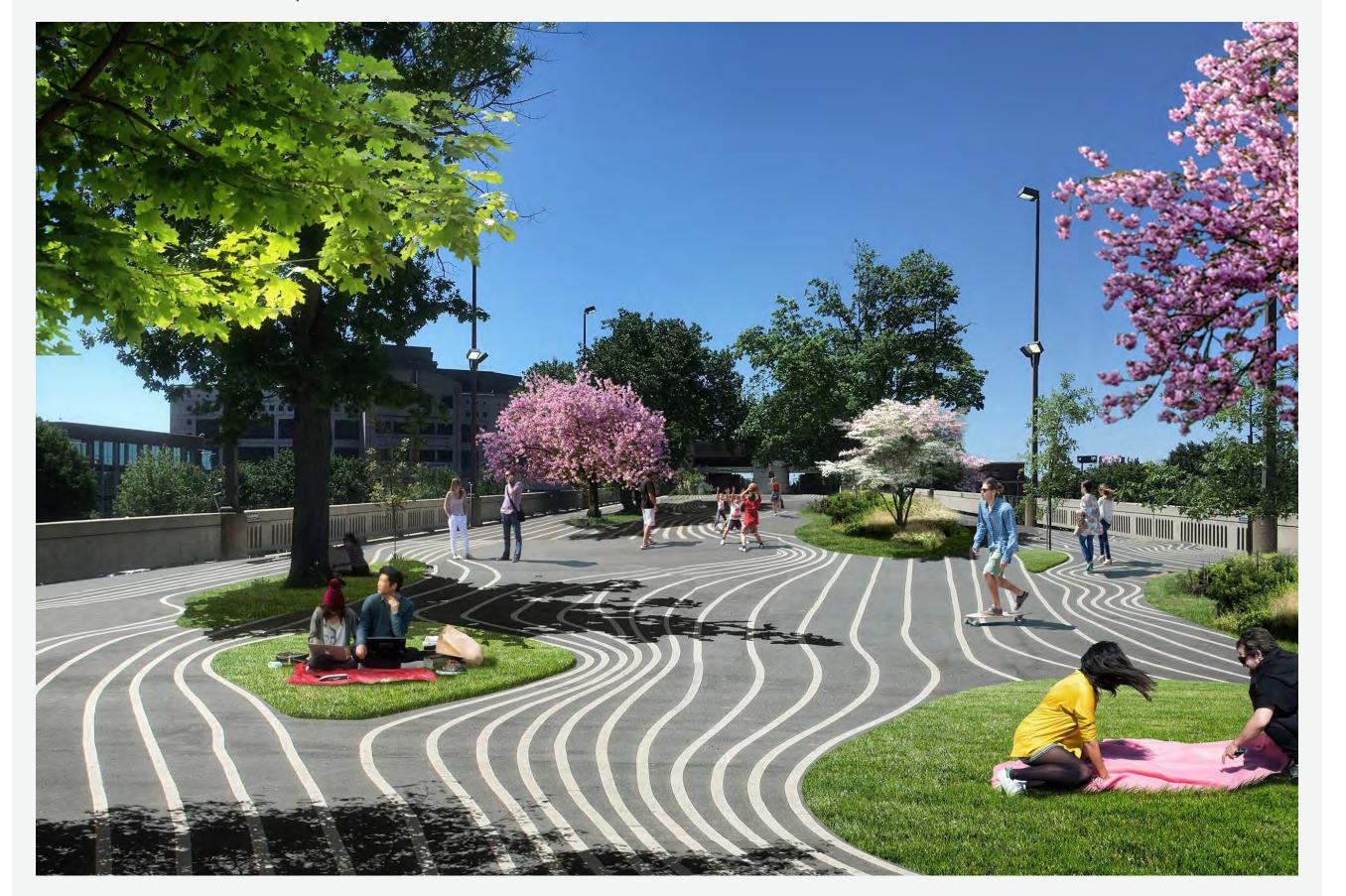
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Broad Street as Park Perspective



Broad Street as Park Perspective





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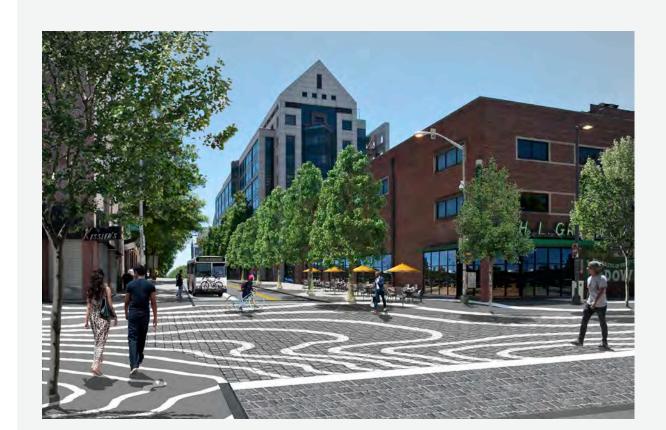
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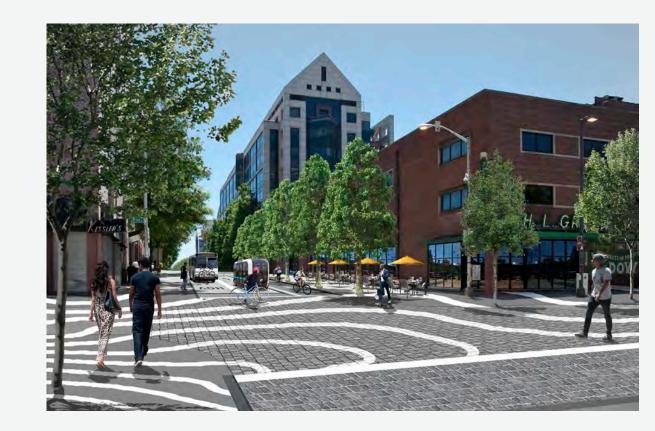
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MLK Drive Design Alternatives Study

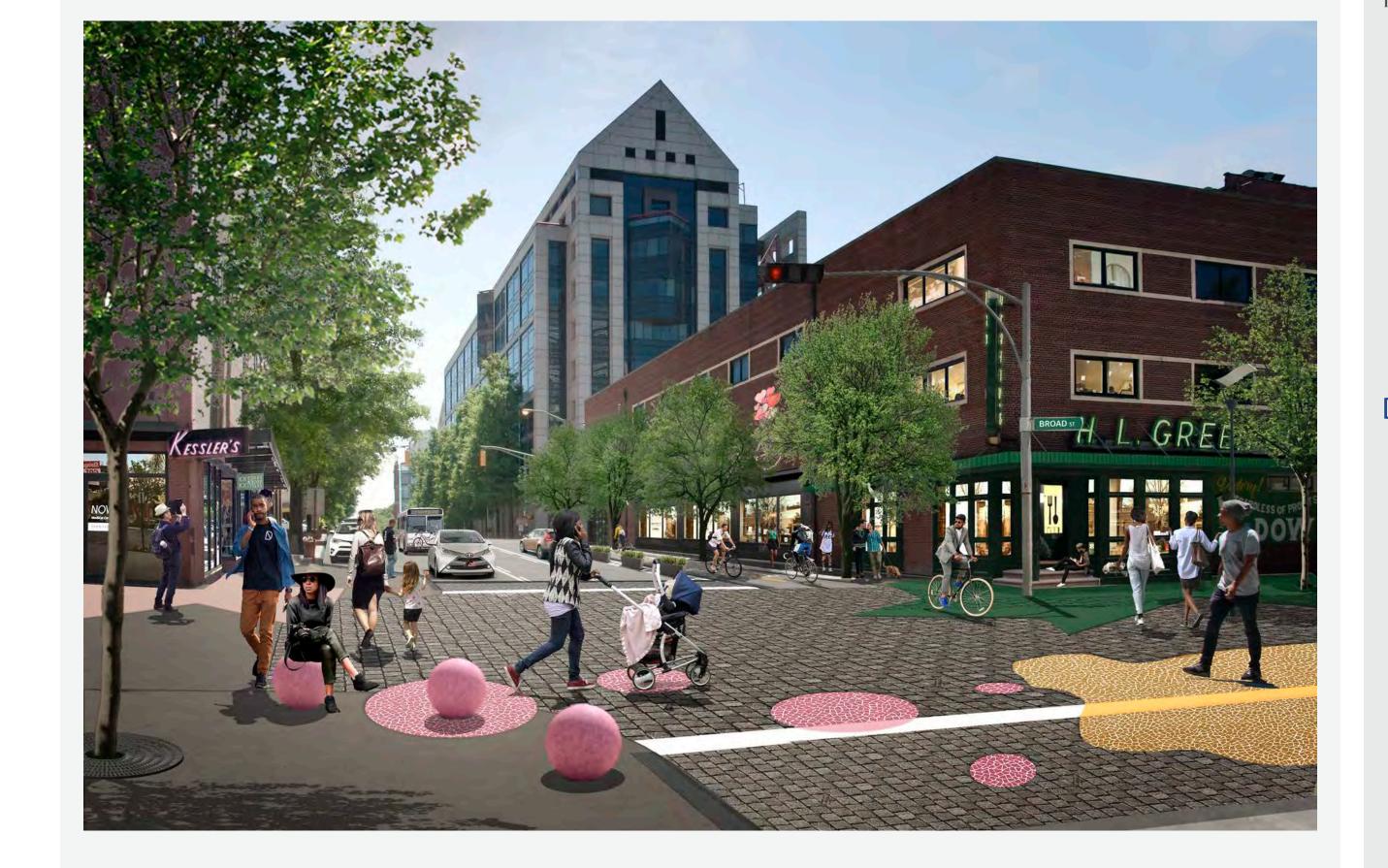








Street Perspective: MLK Drive & Broad Street





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Hotel Row Design Alternatives Study

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Street Perspective: Hotel Row





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Street Perspective: Peachtree Street

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Street Perspective: Music Venue Entrance on Broad Street





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Street Perspective: Corner of Mitchell and Peachtree

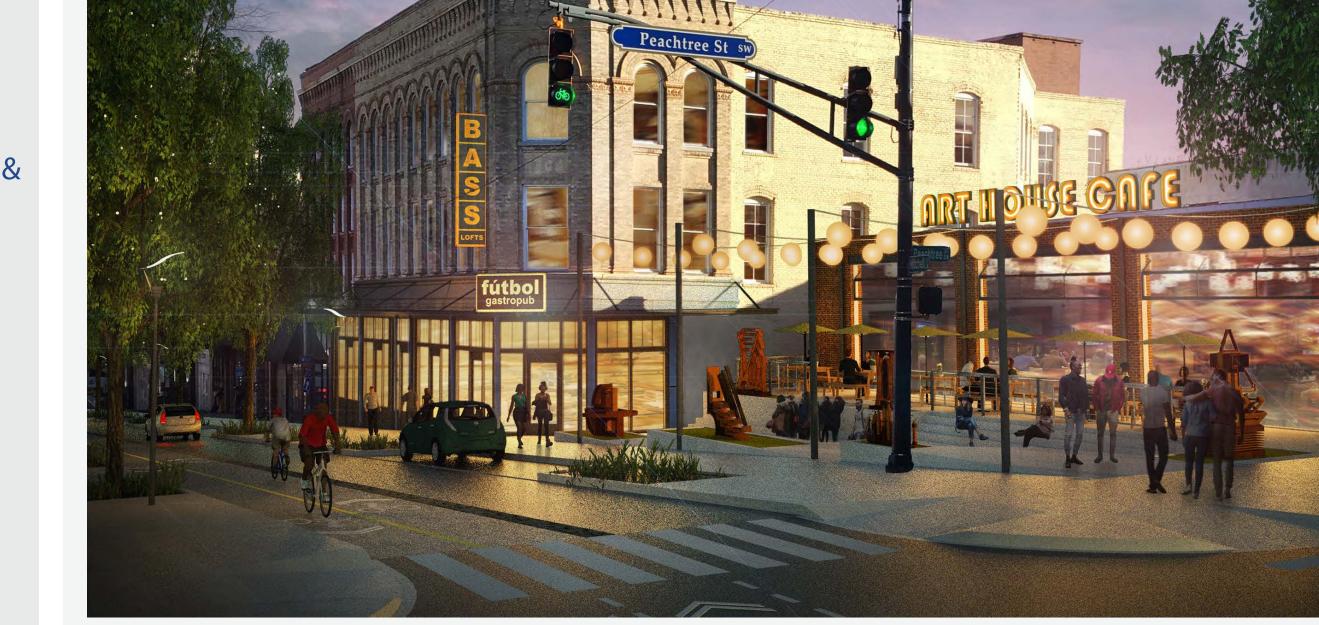
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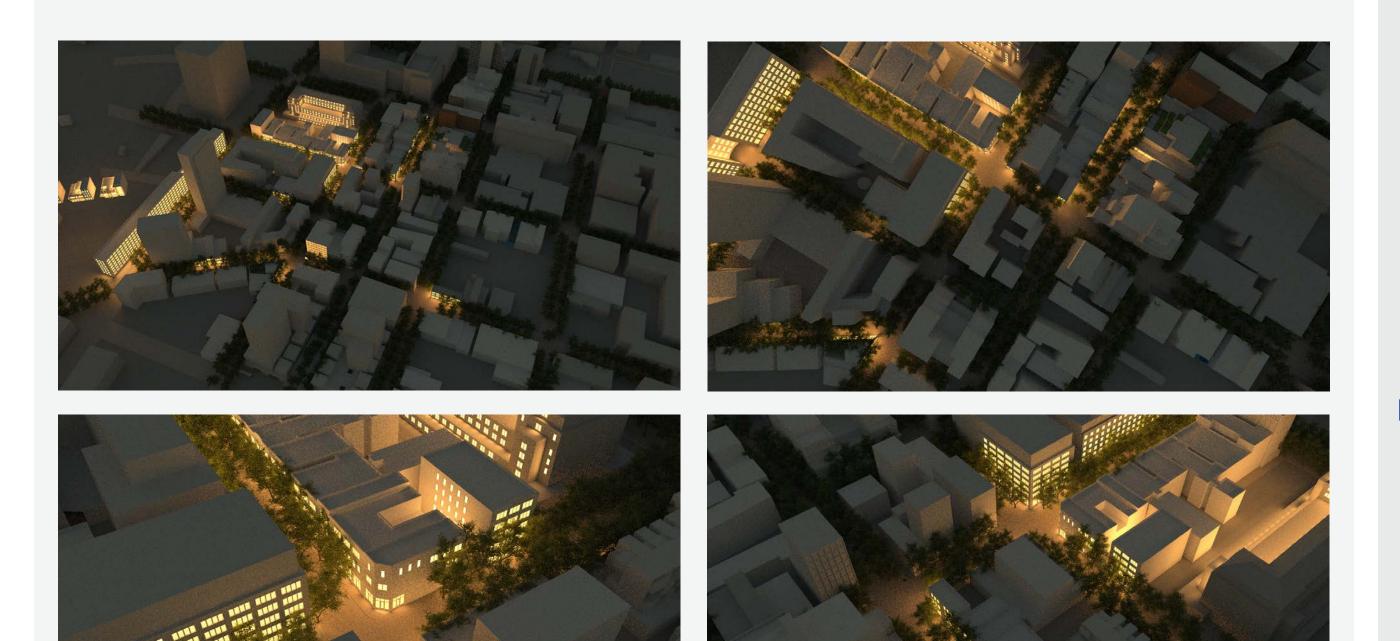
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Aerial Perspective: Night Views





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Aerial Perspective: Project Vision Looking North

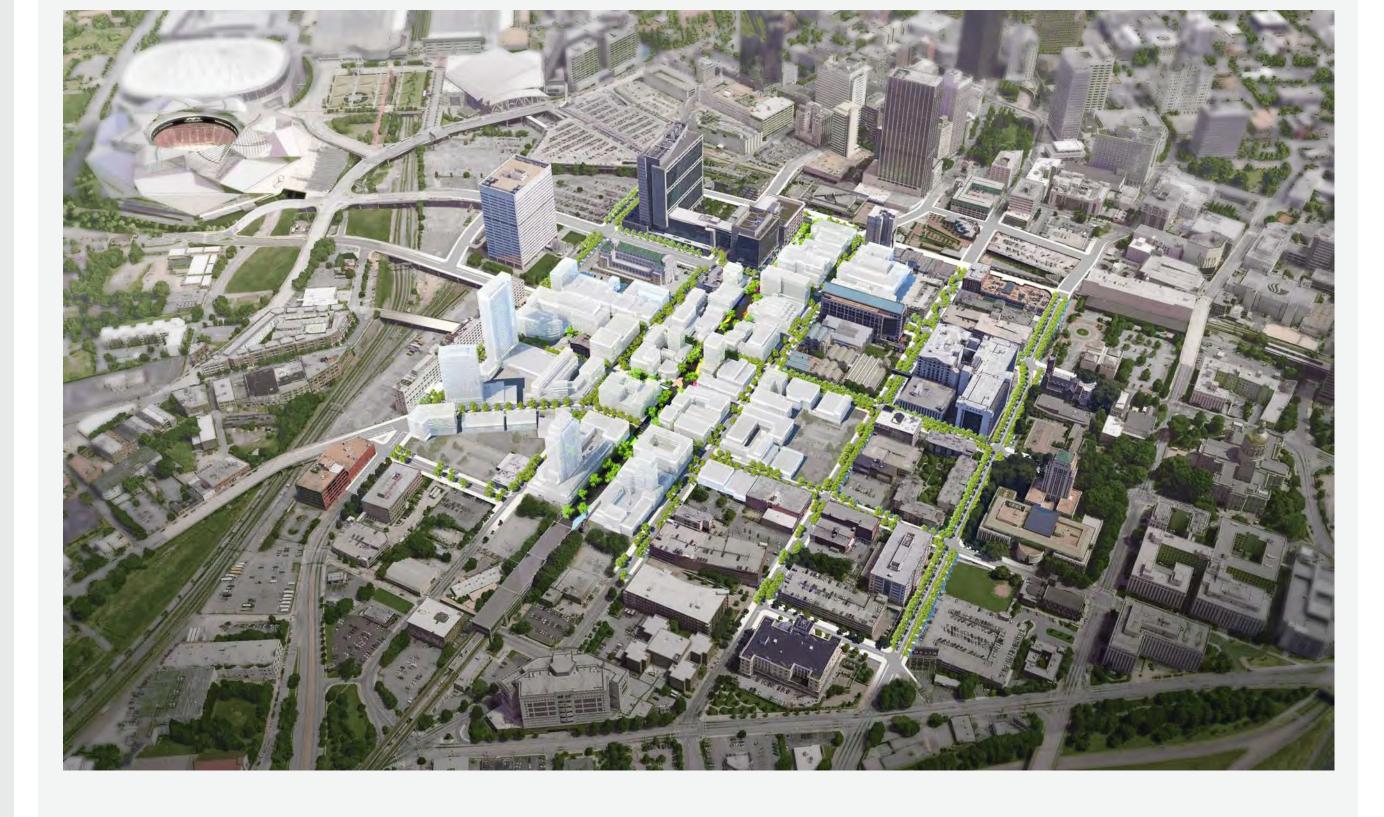
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Aerial Perspective: Project Vision Looking South





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