



ATLANTA REGIONAL COMMISSION

# REGIONAL REVIEW NOTIFICATION

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

**DATE:** August 15, 2017

**ARC REVIEW CODE:** R1708151

**TO:** Mayor Kasim Reed, City of Atlanta  
**ATTN TO:** Monique Forte, Urban Planner III, Office of Mobility Planning  
**FROM:** Douglas R. Hooker, Executive Director, ARC  
**RE:** Development of Regional Impact (DRI) Review

The Atlanta Regional Commission (ARC) has completed a preliminary regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI with regard to its relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This preliminary report does not address whether the DRI is or is not in the best interest of the local government.

**Name of Proposal:** Friendship Village (DRI 2686)  
**Review Type:** DRI                      **Submitting Local Government:** City of Atlanta  
**Date Opened:** Aug. 15, 2017              **Deadline for Comments:** Aug. 30, 2017              **Date to Close:** Sept. 5, 2017

**Description:** This DRI is located on an approximately 17.5-acre site in the City of Atlanta, bounded by Northside Drive NW on the east, Martin Luther King, Jr. Drive NW on the north and Walnut Street SW on the west. The proposed development consists of 1,637 residential units, 185,600 SF of office, a 45,100-SF grocery store, 44,800 SF of retail space, and 44,800 SF of restaurant space. The DRI review trigger for this development is a rezoning application. The projected build-out year is 2022.

**PRELIMINARY COMMENTS:** According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Maturing Neighborhoods area of the region. Maturing Neighborhoods were primarily developed prior to 1970 and are typically adjacent to the Region Core and Regional Employment Corridors. These three areas combined represent a significant percentage of the region's jobs and population. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. RDG policy recommendations for Maturing Neighborhoods are listed at the bottom of these comments.

This DRI manifests many aspects of regional policy in that it creates a dense, mixed-use development with a significant housing component in close proximity to existing MARTA rail and bus service; and adds ground floor retail and pedestrian amenities, including a grocery store in a traditionally underserved area. Many of these characteristics collectively offer the potential for site residents to work and/or shop on site, and for visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot.

Along those lines, ARC encourages the applicant team and the City to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas on the site. The development team is also encouraged to ensure that end-of-trip facilities (e.g., bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site. The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

-CONTINUED ON NEXT PAGE-

The density of this DRI generally aligns with the RDG's recommended range of densities in Maturing Neighborhoods. The proposed number of stories for buildings on the two blocks fronting Northside Drive, south of Mitchell Street (Blocks D and F on the site plan), are greater than what the RDG recommends – although it should be noted that these buildings are directly across Northside Drive from the Region Core area, which recommends buildings of that height and greater. In general, the project's mixed-use character and intensity are similar to other new development in the Region Core, some of which is being spurred by the construction of Mercedes-Benz Stadium. However, some nearby areas are predominated by single family residential uses. City of Atlanta leadership and staff, along with the applicant team, should therefore collaborate to balance the goal of new development with the need for sensitivity to nearby land uses.

Additional ARC staff comments related to natural resources and transportation, are attached.

Further to the above, regional policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/or shelters adjacent to bus stops
- Identify and remedy incidents of “food deserts” within neighborhoods, particularly in traditionally underserved neighborhoods and schools
- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

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

ARC COMMUNITY DEVELOPMENT  
ARC RESEARCH & ANALYTICS  
GEORGIA DEPARTMENT OF TRANSPORTATION

ARC TRANSPORTATION ACCESS & MOBILITY  
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS  
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ARC NATURAL RESOURCES  
GEORGIA DEPARTMENT OF NATURAL RESOURCES  
CENTRAL ATLANTA PROGRESS/ADID

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or [asmith@atlantaregional.org](mailto:asmith@atlantaregional.org). This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.



## DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RC: **Friendship Village** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: (     )

Signature:

Date:

***Please return this form to:***

Andrew Smith  
Atlanta Regional Commission  
International Tower  
229 Peachtree Street NE, Suite 100  
Atlanta, Georgia 30303  
Ph. (470) 378-1645  
[asmith@atlantaregional.org](mailto:asmith@atlantaregional.org)

Return Date: *August 30, 2017*



**FRIENDSHIP VILLAGE DRI**  
**City of Atlanta**  
**Natural Resources Group Review Comments**

**August 2, 2017**

**Water Supply Watershed and Stream Buffer Protection**

The proposed project is located on currently developed properties in the Proctor Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

The USGS coverage for the project area shows no blue-line streams on or near the project property, no streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. Any waters of the State that are found on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

**Storm Water/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

## DRI INFORMATION

**DRI Number** 2686  
**DRI Title** Friendship Village  
**County** Fulton County  
**City (if applicable)** Atlanta  
**Address / Location** North of Fair Street, South of Martin Luther King Jr Drive, East of Walnut Street and West of Northside Drive  
**Review Process**  EXPEDITED  
 NON-EXPEDITED

## REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Marquitrice L Mangham  
**Copied** David Haynes  
**Date** August 8, 2017

## TRAFFIC STUDY

**Prepared by** Kimley Horn  
**Date** July 1, 2017

## **REGIONAL TRANSPORTATION PLAN PROJECTS**

**01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

YES (*provide date of RTP project list used below and the page number of the traffic study where relevant projects are identified*)

NO (*provide comments below*)

The mixed used development proposes 185,600 square feet of Office Space, 1837 residential units, 89,600 square feet of retail and restaurant and 45,100 of grocery uses on a 17.49 acres site. On page 30 of the Traffic Analysis, the report identifies programmed projects from the ARC's Transportation Improvement Program and references other plans used to identify programmed projects in the project study area. While the report references a source as the "Regional Transportation Improvement Program," it does not identify the current Atlanta Region's Plan as a source. Current projects from the TIP are included in the report.

## REGIONAL NETWORKS

### 02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

NO

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

The proposed development site will be served by one (1) existing and four (4) proposed driveways on Northside Drive.

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

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

NO

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

The proposed development site will be served by one (1) existing and four (4) proposed driveways on Northside Drive.

**04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.**

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

- NOT APPLICABLE (nearest station more than one mile away)
- RAIL SERVICE WITHIN ONE MILE (provide additional information below)

Operator / Rail Line      MARTA

Nearest Station          Vine City, Ashby . GWCC/Philips

- Distance\*                     Within or adjacent to the development site (0.10 mile or less)
- 0.10 to 0.50 mile
- 0.50 to 1.00 mile

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

Existing sidewalks along Beckwith, internal to the site, connecting to sidewalks along Martin Luther King Jr Drive and Northside Drive provide pedestrian access to nearby rail stations.

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

Currently, dedicated bicycle lanes do not exist along roadways adjacent to the development. Programmed projects in the TIP show dedicated bicycle mobility and last mile connectivity improvements proposed along Martin Luther King Drive.

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

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

**05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?**

*Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.*

- NOT APPLICABLE (rail service already exists)
- NOT APPLICABLE (accessing the site by transit is not consistent with the type of development proposed)
- NO (no plans exist to provide rail service in the general vicinity)
- YES (provide additional information on the timeframe of the expansion project below)
  - CST planned within TIP period
  - CST planned within first portion of long range period
  - CST planned near end of plan horizon

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

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

NOT APPLICABLE (nearest bus, shuttle or circulator stop more than one mile away)

SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) #3, #13, #94

Distance\*  Within or adjacent to the development site (0.10 mile or less)  
 0.10 to 0.50 mile  
 0.50 to 1.00 mile

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

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

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

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

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

NO

YES

See above.

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

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

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

YES (provide additional information below)

Name of facility                      Lionel Hampton Trail

Distance                                 Within or adjacent to development site (0.10 mile or less)  
 0.15 to 0.50 mile  
 0.50 to 1.00 mile

Walking Access\*                       Sidewalks and crosswalks provide connectivity  
 Sidewalk and crosswalk network is incomplete  
 Not applicable (accessing the site by walking is not consistent with the type of development proposed)

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

Bicycle facilities currently do not exist along Martin Luther King Jr Drive connecting to the trail and park site.

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

## OTHER TRANSPORTATION DESIGN CONSIDERATIONS

### 09. Does the site plan provide for the construction of publicly accessible roadway connections with adjacent parcels?

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

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

The transportation analysis and site plan shows proposes eleven driveways throughout the site providing inter parcel connectivity.

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

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

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

Sidewalks facilities provide for separate travel accommodations for pedestrians. No separate bicycle facilities

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

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

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

The site plan and traffic analysis shows proposed pedestrian improvements to existing facilities and construction of new facilities internal to the site allowing for internal pedestrian connectivity

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

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

- YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

The proposal is for a mixed-use development that contains residential, commercial and office use. Truck traffic may be limited to that serving a grocery store on site. The grocery store sits southernmost on the site away from majority of the residential traffic reducing intermingling of trucks with vehicles.

## **RECOMMENDATIONS**

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

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

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

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

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

The development proposes additional Access points at Driveway 1 on Walnut Street, Driveways 5, 6, 7 and 8 on Northside Drive and Driveway 9 and 10 on Martin Luther King Jr Drive. Driveway access 8 does not align with the existing access point on Nelson Street presenting safety concerns. Proposed Driveway access 6 creates conflicts with existing access points on the east side of Northside Drive.

A senior housing component was initially proposed for this development. Although the senior housing component was discussed during the Pre Review meeting and at subsequent meetings with the City, the site plan and traffic analysis does not specify its location. The site does indicate a single story residential component with in Block G on the corner of Walnut Street and Beckwith Street that may be planned for Senior Housing. Considering the allotted maximum alt mode reduction and the need to encourage transit ridership, ARC would encourage locating the senior housing element as close as possible to public transportation and other neighborhood amenities such as grocery stores and retail shops.



## Developments of Regional Impact

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### DRI #2686

#### DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Atlanta  
 Individual completing form: Monique Forte  
 Telephone: 404-546-0196  
 E-mail: mbforte@atlantaga.gov

\*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

#### Proposed Project Information

Name of Proposed Project: Friendship Village  
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 535 and 550 Mitchell Street, 536 MLK Jr. Drive, 35 and 99 Northside Drive  
 Brief Description of Project: Mixed use development with 6 Parcels including 1637 residential units, 134 700 SF commercial, and 186,600 SF office

#### Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 1,637 residential units, 134,700 SF commercial, 186,600 SF office

Developer: Lloyd Hawk

Mailing Address: 238 Peters Street Unit 102

Address 2:

City: Atlanta State: GA Zip: 30313

Telephone: 770-335-2273

Email: lhawk@fbic.org

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

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction?  (not selected)  Yes  No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI?  (not selected)  Yes  No

If yes, provide the following information: Project Name:  
Project ID:

The initial action being requested of the local government for this project:

- Rezoning
- Variance
- Sewer
- Water
- Permit
- Other

Is this project a phase or part of a larger overall project?  (not selected)  Yes  No

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

Estimated Project Completion Dates: This project/phase: 2022  
Overall project: 2022

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## Developments of Regional Impact

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### DRI #2686

#### DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

#### Local Government Information

Submitting Local Government: Atlanta  
 Individual completing form: Monique Forte  
 Telephone: 404-546-0196  
 Email: mbforte@atlantaga.gov

#### Project Information

Name of Proposed Project: Friendship Village  
 DRI ID Number: 2686  
 Developer/Applicant: Lloyd Hawk  
 Telephone: 770-335-2273  
 Email(s): lhawk@fbllc.org

#### Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)  
 (not selected)  Yes  No

If yes, has that additional information been provided to your RDC and, if applicable, GRTA?  
 (not selected)  Yes  No

If no, the official review process can not start until this additional information is provided.

#### Economic Development

Estimated Value at Build-Out: \$400 million  
 Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: TBD, \$2-10 million

Is the regional work force sufficient to fill the demand created by the proposed project?  
 (not selected)  Yes  No

Will this development displace any existing uses?  
 (not selected)  Yes  No

If yes, please describe (including number of units, square feet, etc): Underutilized residential units will be replaced

#### Water Supply

Name of water supply provider for this site: City of Atlanta

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

0.61

Is sufficient water supply capacity available to serve the proposed project?  (not selected)  Yes  No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?  (not selected)  Yes  No

If yes, how much additional line (in miles) will be required?

**Wastewater Disposal**

Name of wastewater treatment provider for this site: City of Atlanta

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?

0.51

Is sufficient wastewater treatment capacity available to serve this proposed project?  (not selected)  Yes  No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?  (not selected)  Yes  No

If yes, how much additional line (in miles) will be required?

**Land Transportation**

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.) 1,546 gross AM peak hour trips and 2,074 gross PM peak hour trips, 886 net AM trips, 735 net PM trips

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?  (not selected)  Yes  No

Are transportation improvements needed to serve this project?  (not selected)  Yes  No

If yes, please describe below: See traffic study report for DRI #2686

**Solid Waste Disposal**

How much solid waste is the project expected to generate annually (in tons)? 8872

Is sufficient landfill capacity available to serve this proposed project?  (not selected)  Yes  No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?  (not selected)  Yes  No

If yes, please explain:

**Stormwater Management**

What percentage of the site is projected to be impervious surface once the

36%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The site will utilize as much previous pavement and sidewalk as possible. Some rooftops will be greenroofs. Tanks and cisterns will be used for retention and reuse.

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### Environmental Quality

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

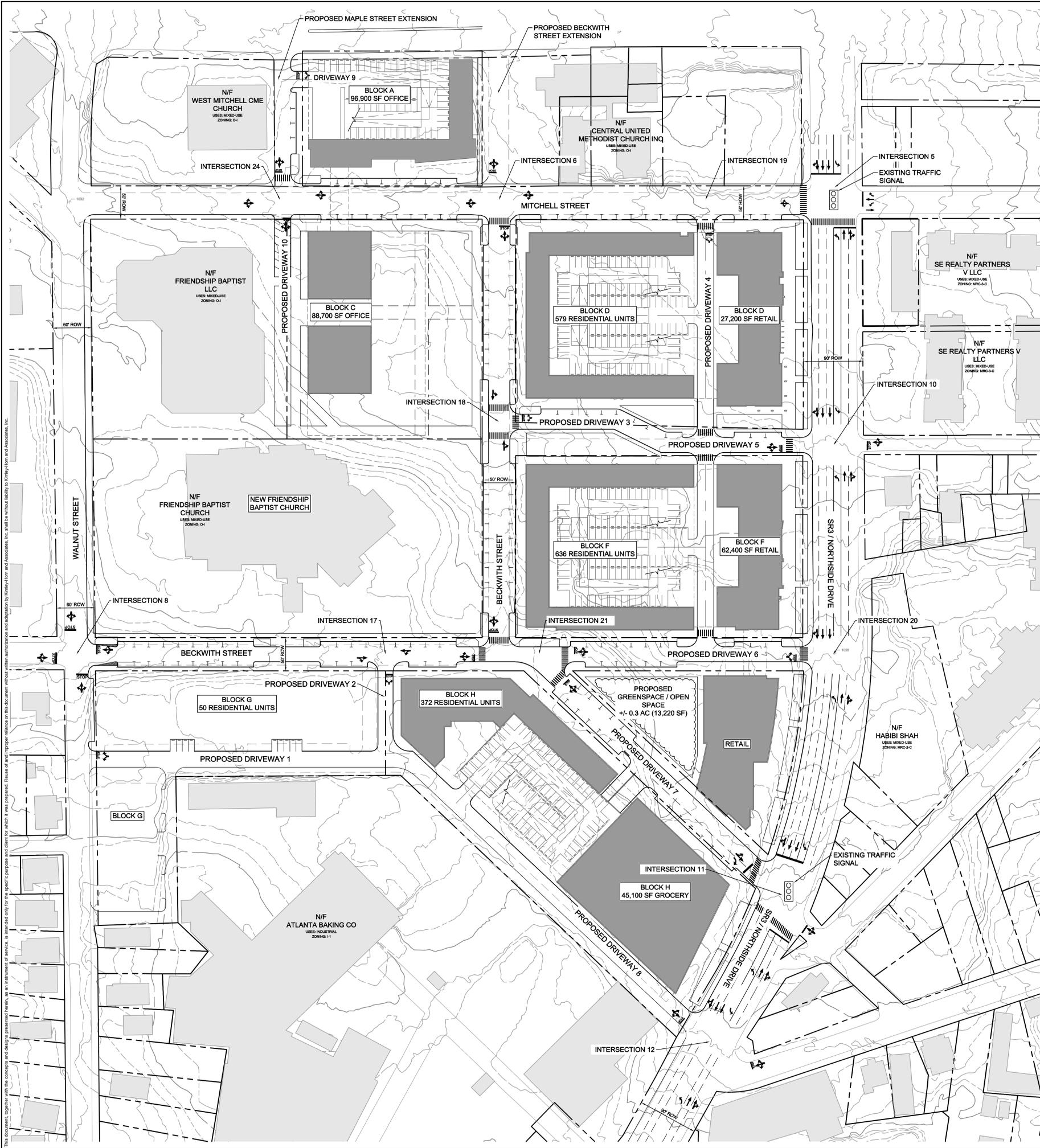
- 1. Water supply watersheds?       (not selected)    Yes    No
- 2. Significant groundwater recharge areas?       (not selected)    Yes    No
- 3. Wetlands?       (not selected)    Yes    No
- 4. Protected mountains?       (not selected)    Yes    No
- 5. Protected river corridors?       (not selected)    Yes    No
- 6. Floodplains?       (not selected)    Yes    No
- 7. Historic resources?       (not selected)    Yes    No
- 8. Other environmentally sensitive resources?       (not selected)    Yes    No

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

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Drawing name: K:\AMT\_TPTD000 - Friendship Village DR\Site Plan\CADD\Plan Sheets\2017-08-04 - Friendship DR\Site Plan.dwg Layout Aug 07, 2017 3:14pm by: dsl/jennings

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**SITE NOTES:**

DRI NUMBER: 2686

OVERALL SITE ACREAGE : 17.49 ACRES  
 CURRENT ZONING: O-I and RG-4  
 PROPOSED ZONING: PDMU

OWNER: FRIENDSHIP VILLAGE, LLC

**PROGRAM:**

1,837 UNITS RESIDENTIAL  
 185,600 SF OFFICE  
 45,100 SF GROCERY  
 89,600 SF RETAIL AND RESTAURANT

**BLOCK A:**  
 96,900 SF OFFICE

**BLOCK C:**  
 88,700 SF OFFICE  
 MAXIMUM HEIGHT 75 FT

**BLOCK D:**  
 579 RESIDENTIAL UNITS  
 27,200 SF RETAIL  
 20 STORIES

**BLOCK E:**  
 636 RESIDENTIAL UNITS  
 62,400 SF RETAIL  
 24 STORIES

**BLOCK G:**  
 50 RESIDENTIAL UNITS  
 MAXIMUM HEIGHT 40 FT

**BLOCK H:**  
 372 RESIDENTIAL UNITS  
 45,100 SF GROCERY  
 15 STORIES

**PARKING:**

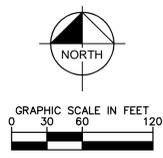
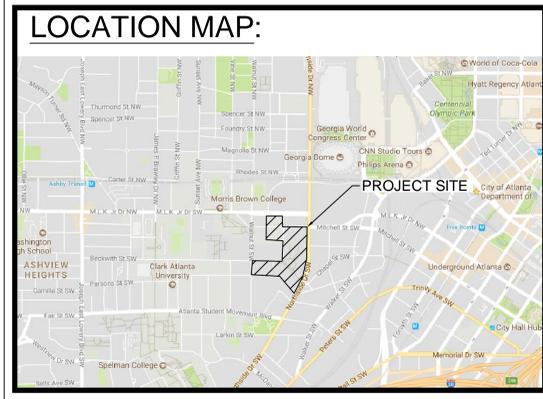
PROVIDED: 2,127 SPACES PROPOSED IN PARKING DECKS AND SURFACE PARKING

**CONTACT INFORMATION:**

CLIENT: FRIENDSHIP VILLAGE, LLC  
 LLOYD HAWK  
 770-335-2273

CIVIL ENGINEER: EDWARDS ENGINEERING CONSULTANTS, LLC  
 KEVIN EDWARDS  
 678-575-9263

TRAFFIC ENGINEER: KIMLEY-HORN AND ASSOCIATES, INC.  
 817 WEST PEACHTREE STREET NW  
 SUITE 601  
 ATLANTA, GA 30308  
 CONTACT: ELIZABETH JOHNSON  
 PHONE: 404-419-8772



PROJECT:	FRIENDSHIP VILLAGE DRI #2686		
TITLE:	FRIENDSHIP VILLAGE CITY OF ATLANTA		
SCALE:	1" = 60'	CAZ	BZ
DRAWN BY:	CAZ	CAZ	BZ
DESIGNED BY:	CAZ		
CHECKED BY:			
DATE:	08/07/2017		
PROJECT NO:	#####		
SHEET NUMBER:	1		
EXHIBIT	1		

**Kimley-Horn**

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 817 W. PEACHTREE STREET, NW  
 THE BILTMORE, SUITE 601  
 ATLANTA, GEORGIA 30308  
 PHONE: 404-525-8000  
 WWW.KIMLEY-HORN.COM

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