

DATE: December 21, 2017

ARC REVIEW CODE: R1712061

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



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Original on file

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

Name of Proposal: The Interlock (DRI 2747)
Submitting Local Government: City of Atlanta
Review Type: DRI
Date Opened: December 6, 2017
Date Closed: December 21, 2017

Description: This DRI (formerly known as "Tech West") is located in the City of Atlanta on the southeast corner of the intersection of Howell Mill Road NW and 14th Street NW. The development is proposed to consist of approximately 430 apartments, 20 townhomes, a 150-room hotel, 35,000 SF of health and fitness space, 60,800 SF of retail and restaurant space, and 225,000 SF of office space. Site access is proposed via three driveways: one each on Ethel street, 14th Street and Howell Mill Road. The DRI review trigger for this development is a rezoning application. The projected build-out year is 2020.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Region Core. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for the Region Core are listed at the bottom of these comments.

This DRI appears to manifest many aspects of regional policy. It generally supports the goals of the Livable Centers Initiative (LCI) program and the recommendations of the existing Upper Westside LCI plan, in that it converts an underutilized site to an infill, mixed-use development with significant housing and employment components and pedestrian-oriented amenities and uses at street level. It will support alternative transportation modes given its proximity to existing MARTA bus service (Routes 1 and 12) and expanded Georgia Tech shuttle transit service, and its interaction with the Howell Mill Road/14th Street Complete Street project. Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot.

Along those lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development team is also encouraged to ensure that end-of-trip facilities (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.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Region Core. The proposed land use mix and design are consistent with the RDG's recommendations in terms of encouraging infill development, housing options and activated ground-floor spaces for pedestrians. While the land uses appear to be generally compatible with those present in the area, City leadership and staff, along with the development team, should collaborate to ensure sensitivity to nearby neighborhoods, land uses, structures and natural resources.

It is ARC's understanding that the City of Atlanta continues to work with its consultant on a major update to the Upper Westside LCI plan, scheduled to be completed in the near future. The development team should therefore collaborate with City staff and leadership to ensure that the project, as constructed, remains consistent not only with the existing LCI plan but also with the recommendations of the updated LCI plan. Likewise, ARC asks that the City incorporate the key attributes of this DRI into the recommendations for this part of the study area found in the new LCI plan, or in amendments or revisions to the new plan in the future.

Additional ARC staff comments, along with external comments received during the review/comment period, are included in this report.

Further to the above, the Region Core (Downtown, Midtown, Buckhead), together with Regional Employment Corridors, form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and 8 percent of its population on approximately 2.25 percent of the region's land area. General policy recommendations for the Region Core include:

- Continue to invest in the Livable Centers Initiative (LCI) program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit while increasing frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active, ground floor, pedestrian-scale design, and pedestrian amenities, in new development and the redevelopment of existing sites.

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
MIDTOWN ALLIANCE

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
ATLANTA BELTLINE, INC.

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
GEORGIA INSTITUTE OF TECHNOLOGY

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

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, December 8, 2017 9:33 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; douglas.barrett@fultoncountyga.gov
Subject: RE: ARC DRI Review Notification: The Interlock (DRI 2747)
Attachments: ARC Preliminary Report - The Interlock DRI 2747.pdf

Andrew,

The proposed development consisting of approximately 430 apartments, 20 townhomes, a 150-room hotel, 35,000 SF of health and fitness space, 60,800 SF of retail and restaurant space, and 225,000 SF of office space near the corner of Howell Mill Road NW and 14th Street NW, is located more than 5 miles from Fulton County Airport – Brown Field (FTY), and is not within any FAA Part 77 surface, and does not impact the airport.

However, if the proposed construction or construction equipment exceeds 200' in height, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact of the project on protected airspace associated with the airport and advise the proponent if any action is necessary.

I have copied Doug Barrett with Fulton County Airport – Brown Field (FTY) on this email.

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

Alan Hood | Airport Safety Data Program Manager
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
M: 404-660-3394 | F: 404-631-1935 | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/AirportAid>

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, December 6, 2017 1:34 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Lawrence, Roshni R <RoLawrence@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; tony.zivalich@realestate.gatech.edu; SGreen@atlbeltline.org; COWens@atlbeltline.org; LHarrop@atlbeltline.org; SPatton@atlbeltline.org; kevin@midtownATL.com; dan@midtownATL.com; mark@midtownatl.com; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpcd-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; Kedir, Nursef <nkedir@AtlantaGa.Gov>; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; colteanu@atlantaga.gov; Jeff Garrison <jeff@sjcollinsent.com>; Matt Widmaier <matt@sjcollinsent.com>; Jessica L. Hill <jhill@mmmlaw.com>; Abdul Amer <aamer@areng.com>; Abby Rettig <arettig@areng.com>; Naser Omer <nomer@areng.com>

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Byron Rushing <BRushing@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>
Subject: ARC DRI Review Notification: The Interlock (DRI 2747)

Development of Regional Impact (DRI) – Request for Comments

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As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC by **5:00 PM on Thursday, December 21, 2017**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, December 7, and entering "The Interlock" in the search field at the bottom of the page.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

asmith@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

Roadway fatalities in Georgia are up 33% in two years. That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile devices – Drive alert. Visit www.dot.ga.gov/DAAA. #ArriveAliveGA

Andrew Smith

From: Lawrence, Roshni R <RoLawrence@dot.ga.gov>
Sent: Monday, December 18, 2017 10:03 AM
To: Andrew Smith
Cc: Robinson, Charles A.; Peevy, Phillip M.; DeNard, Paul
Subject: RE: ARC DRI Review Notification: The Interlock (DRI 2747)

Good Day Andrew,

The GDOT Office of Planning has reviewed The Interlock DRI Preliminary report and show one GDOT project in addition to those already mentioned in the report. GDOT Project Identification No. (PI No.) 0012821- SR 3 @ 10 LOCS & CS 696/Hemphill Avenue @ SR 9 in Fulton -CST Auth Date 2019.
The GDOT Project Manager for this project is Kate D'Ambrosio and can be reached at 404-635-2842 or kshearin@dot.ga.gov.

For further information concerning the GDOT Office of Planning's DRI review, please contact Roshni Lawrence at 404-631-1774 or RoLawrence@dot.ga.gov.

Thank you,

Roshni Lawrence
Transportation Planning Specialist I
Georgia Department of Transportation
Office of Planning, 5th Floor
600 West Peachtree St NW
Atlanta, GA 30308
404-631-1774

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Wednesday, December 06, 2017 1:34 PM
To: VanDyke, Cindy; Peevy, Phillip M.; Robinson, Charles A.; Weiss, Megan J; Lawrence, Roshni R; Comer, Carol; Hood, Alan C.; Zahul, Kathy; DeNard, Paul; Regis, Edlin; Woods, Chris N.; Johnson, Lankston; Boone, Eric; Annie Gillespie; Emily Estes; Parker Martin; 'DRI@grta.org'; 'Jon West'; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com); tony.zivalich@realestate.gatech.edu; SGreen@atlbeltline.org; COWens@atlbeltline.org; LHarrop@atlbeltline.org; SPatton@atlbeltline.org; kevin@midtownATL.com; dan@midtownATL.com; mark@midtownatl.com; Sidifall, Janide; Forte, Monique B.; dpcd-jdowdy@atlantaga.gov; Morgan, Jason; Washington, James; Kadir, Nursef; Charletta Wilson Jacks (cjacks@atlantaga.gov); Jessica Lavandier (jlavandier@atlantaga.gov); colteanu@atlantaga.gov; Jeff Garrison; Matt Widmaier; Jessica L. Hill; Abdul Amer; Abby Rettig; Naser Omer
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Byron Rushing; Ryan Ellis; Jim Santo; Jim Skinner
Subject: ARC DRI Review Notification: The Interlock (DRI 2747)

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Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

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2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

December 11, 2017

Andrew Smith
Principal Planner
Atlanta Regional Commission
International Tower
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303

Re: MARTA response to DRI Review 2747: The Interlock

Hello Andrew,

After review of the proposed Interlock development, located at the southeast intersection of Howell Mill Road NW and 14th Street, we find that the development is located along two MARTA routes on Howell Mill Road. The routes are 1-Marietta Street and 12-Howell Mill/Cumberland. In addition, a bus stop is also located at this intersection.

Route 1 serves the North Avenue MARTA station. Weekday service hours of Route-1 are from 4:54 AM to 12:52 AM. Route frequencies range from peak hour service headways of 20 minutes to a night time service headway of 45 minutes. Route 12 serves the Midtown MARTA station. Weekday service hours of Route-12 are from 5:08 AM to 12:45 AM. Route frequencies range from peak hour service headways of 15 minutes to a night time service headway of 30 minutes. These route are fairly well utilized and should be adequate to service the proposed development.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Gregory T. Floyd, AICP
Senior Land Use Planner
404-848-5508
gffloyd@itsmarta.com

TECH WEST/THE INTERLOCK DRI
City of Atlanta
Natural Resources Division Review Comments

November 30, 2017

Water Supply Watershed and Stream Buffer Protection

The proposed project is located on developed properties in the Peachtree Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes, so it is not in a water supply watershed for the Atlanta Region.

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

As necessary, the project should address the impacts of the proposed development on stormwater runoff, the stormwater system 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 the required 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) 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 #2747
DRI Title The Interlock Mixed Use Development
County Fulton County
City (if applicable) Atlanta
Address / Location South East corner of Howell Mill Road and 14th St

Proposed Development Type:

Mixed use redevelopment of a 8.82 acre site consisting of 60,800 sq ft of retail, 225,000 sq ft of office, 150 room hotel, 35,000 sq ft fitness center, 430 multifamily units and 20 townhome units.

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date December 4, 2017

TRAFFIC STUDY

Prepared by A & R Engineering Inc
Date November 29, 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 the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

The traffic analysis includes an appendix of projects in the network study area and a chart of programmed projects identified in the Atlanta Region's Plan on Page 19 of the traffic analysis.

☐ NO *(provide comments below)*

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 development proposes three full access points: one on Howell Mill Road, One on Ethel Street and one on 14th Street. Neither of these roadways are identified as regional throughfares.

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*)

[Click here to provide comments.](#)

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

[Click here to enter name of operator and rail line](#)

Nearest Station

Distance*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

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

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☐ No services available to rail station

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) Routes 1, 12, 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)

[Click here to provide comments.](#)

Bicycling Access* ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

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

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

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

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

☐ NO

☒ YES

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

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

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

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access*

☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

☐ Route uses high volume and/or high speed streets

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

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

Internal driveways provide access to other use onsite without accessing the external roadways.

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

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

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

Pedestrian facilities are provided throughout the site and along existing roadways allowing for safe accessibility.

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 depicts existing pedestrian facilities along Howell Mill Road, and along segments of 14th street and along Ethel Street west of Northside Drive. The site plan also depicts provisions for internal pedestrian facilities to the site.

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

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

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

[Click here to provide comments.](#)

RECOMMENDATIONS

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

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

[Click here to enter text.](#)

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

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

[Click here to enter text.](#)

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

None



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DRI #2747

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: Tech West/ The Interlock

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1115 Howell Mill Road, 720 Fourteenth Street, 673 Ethel Street

Brief Description of Project: Mixed use development on 8.836 acres consisting of 450 dwelling units, (430 apartments/flats, 20 townhomes) 95,800 SF commercial, a 150 key hotel and up to 225,000 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.): 425,800 SF nonresidential and 565,600 SF residential (450 dwelling units)

Developer: The Interlock, LLC

Mailing Address: 5 SW Broad Street, Suite B, P.O. Box 214

Address 2:

City: Fairburn State: GA Zip: 30213

Telephone: 770-692-8300

Email: matt@sjcollins.com

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

If yes, property owner: VLP Two LLC

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: 2020
Overall project: 2020

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DRI #2747

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: Tech West/ The Interlock
DRI ID Number: 2747
Developer/Applicant: The Interlock, LLC
Telephone: 770-692-8300
Email(s): matt@sjcollinsent.com

Additional Information Requested

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

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

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

Economic Development

Estimated Value at Build-Out: 250,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 4,100,000

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):

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)? 0.30

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)? 0.30

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.) AM: 522 / PM: 620 / DAILY: 7,137

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

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

If yes, please describe below: Please refer to the Traffic Impact Study for recommended transportation improvements.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 325

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

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

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

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed? 90

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Underground detention facilities are proposed to provide on-site stormwater management.

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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