



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: May 17, 2018

ARC REVIEW CODE: R1805172

TO: Mayor Keisha Lance Bottoms, 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 Review

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Original on file

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: Echo Street (DRI 2814)

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: 5/17/2018

Deadline for Comments: 6/1/2018, 5:00 PM

Date to Close: 6/6/2018*

**If no significant issues are identified during the comment period, the review will close on June 1, 2018 per the LCI Expedited Review process outlined in ARC's DRI Rules.*

Description: This DRI is on an approximately 18-acre site in the City of Atlanta, north of Donald Lee Hollowell Parkway (US 78/278, SR 8), west of Northside Drive (US 19/29/41, SR 3), south of Jefferson Street, and east of James P. Brawley Drive. The mixed-use project is proposed to include 690 residential units (650 apartments, 40 condominiums), 301,800 SF of office space, a 120-room hotel, and 135,200 SF of retail/restaurant space. Site access is proposed via two driveways on Hollowell Pkwy., one driveway on Brawley Dr., and two driveways on Jefferson St. The projected buildout year for this DRI is 2020. The trigger for this DRI review is a rezoning application.

PRELIMINARY 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 aspects of regional policy. The development plan contemplates converting a collection of underutilized sites – primarily small industrial and commercial uses and vacant property – to an infill, mixed-use development with significant housing and employment components, pedestrian-focused uses and streetscaping at ground level, and proximity to transit. The project can support alternative transportation modes given its close proximity to MARTA bus routes 1, 26, 50 and 94, and its location roughly one mile east of the Bankhead MARTA rail station. In addition, the DRI plan proposes better connecting the area's street grid and improving pedestrian infrastructure by extending Bedford St. east into the site and improving Griffin St. and Echo St. as they traverse the site north-south.

Many of these characteristics will collectively offer the potential for site residents to work and shop on site and access transit, 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 can further support The Atlanta Region's Plan in general by incorporating 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 land use mix appears to be generally consistent with the RDG, specifically in terms of promoting compact infill development/redevelopment, and in encouraging active, pedestrian-scale design and pedestrian amenities in new development/redevelopment. While this DRI is in the Region Core per the ARC UGPM, it is directly across D.L. Hollowell Pkwy. from the Maturing Neighborhoods UGPM area, which recommends lower ranges of building height and density. Policy recommendations for Maturing Neighborhoods also include ensuring that new and infill development is compatible with existing neighborhoods. City leadership and staff, along with the development team, should therefore collaborate to ensure maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources – especially in terms of development intensity for buildings fronting D.L. Hollowell Pkwy. and the south side of this DRI site in general.

This DRI is in the Upper Westside LCI area. ARC's assessment is that the project is generally consistent with the LCI plan, specifically in relation to plan goals for the English Avenue North subarea (between Jefferson St. and D.L. Hollowell Pkwy.) that include: redeveloping the area to complement the historic English Avenue residential neighborhood (south of D.L. Hollowell Pkwy.) with new medium-density housing opportunities and a mix of commercial and residential uses; repurposing vacant, abandoned and underused properties in the area; concentrating commercial uses in the area at key nodes along D.L. Hollowell Pkwy. to reverse the spread of strip commercial along the corridor; reestablishing viable residential uses in the area; and creating a primary node around D.L. Hollowell Pkwy. and Northside Dr. that supports higher density, mixed use activity.

It is ARC's understanding that the City of Atlanta is nearing completion (using local dollars and a consultant) of a major update to the Upper Westside LCI plan. The development team should therefore continue to collaborate with City staff and leadership to ensure that the project, as constructed, is consistent not only with the existing LCI plan but also with the recommendations of the updated plan. Likewise, the City should incorporate relevant key attributes and impacts of this DRI into the new LCI plan's recommendations for this part of the study area.

Additional preliminary ARC staff comments, related to water resources and transportation, 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 NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
ATLANTA BELTLINE, INC.

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>.



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 RDC: **Echo Street** *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

Return Date: *June 1, 2018 at 5:00 PM*

ECHO STREET MIXED-USE DRI #2814
City of Atlanta
ARC Natural Resources Group Review Comments

May 15, 2018

Water Supply Watershed and Stream Buffer Protection

The proposed project is located on land that is currently partially developed. It is entirely within 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. However, the Proctor Creek Stewardship Council map of the watershed shows a piped stream running east-west across the property approximately where the Bedford Street ROW is shown on the submitted site plan. Any State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

Storm Water/Water Quality

The project should fully 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 of use and the total impervious coverage. This, in turn, will affect the design and type of stormwater controls developed for this project.

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. In developing stormwater management controls for this project, any on site reuse of stormwater needs to include consideration of its impact on return flows to the Chattahoochee, as well as its impacts on the protection and restoration efforts in the Proctor Creek watershed.

In addition to standard measures, we suggest the following additional measures to help reduce stormwater runoff and provide for its reuse before returning it to the stream system:

- 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 #2814
DRI Title Echo Street
County Fulton County
City (if applicable) City of Atlanta
Address / Location The site is located north of Donald Lee Hollowell Parkway (SR 278) west of Northside Drive (US 19) south of Jefferson Street and east of James P Brawley Drive.

Proposed Development Type:

A 18.2 acre Mixed use development consisting of 650 residential apartment units, 40 townhomes, 301,800 sq ft of office, 135,200 sq ft of retail, 120 room hotel

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 May 14, 2018

TRAFFIC STUDY

Prepared by Kimley Horn
Date May 9, 2018

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 Appendix F of project fact sheets in the network study area and a chart of programmed projects as identified in the Atlanta Region's Plan on Page 28 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 five access points; two on Donald Lee Hollowell SR 278, two on Jefferson Street and one on James P Brawley 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*)

SR 278 is identified as a regional truck route however the section of SR 278 adjacent to the site is open to regional freight traffic.

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

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

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

Operator / Rail Line

Nearest Station Bankhead Marta Station

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

Walking Access* Sidewalks and crosswalks provide sufficient connectivity

- Sidewalk and crosswalk network is incomplete
- Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)

[Click here to provide comments.](#)

Bicycling Access*

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

Transit Connectivity

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

MARTA bus routes 26 and 50 connect to rail station

** 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) 50 and 26

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

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

[Click here to provide comments.](#)

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

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

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	Proctor Creek Trail
Distance	<input type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input checked="" type="checkbox"/> 0.15 to 0.50 mile <input checked="" type="checkbox"/> 0.50 to 1.00 mile
Walking Access*	<input checked="" type="checkbox"/> Sidewalks and crosswalks provide connectivity <input type="checkbox"/> Sidewalk and crosswalk network is incomplete <input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	<input type="checkbox"/> Dedicated lanes or cycle tracks provide connectivity <input checked="" type="checkbox"/> Low volume and/or low speed streets provide connectivity <input type="checkbox"/> Route uses high volume and/or high speed streets

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

The project proposes pedestrian facilities along the roadway adjacent to the site and several pedestrian connections to the future Atlanta Beltline extension.

* *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*)

The site plan does not depict stub outs to adjacent parcels however adjacent parcels may be accessed by local 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)

The development proposes pedestrian facilities internal to the site and along adjacent roadways connecting to existing 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)

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

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

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

RECOMMENDATIONS

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

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

Click here to enter text.

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

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

Click here to enter text.

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

None



Developments of Regional Impact

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DRI #2814

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: Echo Street
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located north of Hollowell Parkway (US 78/US 278/SR 8) west of Northside Drive (US 19/US 41/SR 3)
 Brief Description of Project: 18-acre site with 135,200 SF retail/restaurant, 120 hotel rooms, 301,800 SF office, and 690 residential units

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, Approximately 17 buildings with 135,200 SF retail/restaurant, 120 hotel rooms, etc.): 301,800 SF office, an

Developer: Defoor Ventures

Mailing Address: 3340 Peachtree Road NE

Address 2:

City: Atlanta State: GA Zip: 30308

Telephone: 404-323-8880

Email: wesley@defoorventures.com

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

If yes, property owner:

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

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

Is the current proposal a continuation or expansion of a previous DRI? (not selected) 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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Developments of Regional Impact

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DRI #2814

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: Echo Street
 DRI ID Number: 2814
 Developer/Applicant: Defoor Ventures
 Telephone: 404-323-8880
 Email(s): wesley@defoorventures.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: \$320,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$5,500,000

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): 4 residential structures

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)?

0.42 MGD

Is sufficient water supply capacity available to serve the proposed project?

(not selected) Yes No

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

Is a water line extension required to serve this project?

(not selected) Yes No

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

Wastewater Disposal

Name of wastewater treatment provider for this site:

City of Atlanta

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

0.35 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

(not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity: The basin and major trunk lines have capacity but the records indicate capacity problems in the Ashby Street Jett Branch outfall downstream of the proposed development. There are two identified areas that require upsizing but the City plans to perform this work as part of Sewer Group 3 rehabilitation contracts. This capacity relief project should be completed by July 2018.

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.)

Approximately: 10,278 net daily trips, 924 trips AM peak, 899 trips PM peak

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 Study performed by Kimley-Horn and Associates

Solid Waste Disposal

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

7,800 tons

Is sufficient landfill capacity available to serve this proposed project?

(not selected) Yes No

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

Will any hazardous waste be generated by the development?

(not selected) Yes No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be

approximately 76%

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Stormwater detention will be provided.

Environmental Quality

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

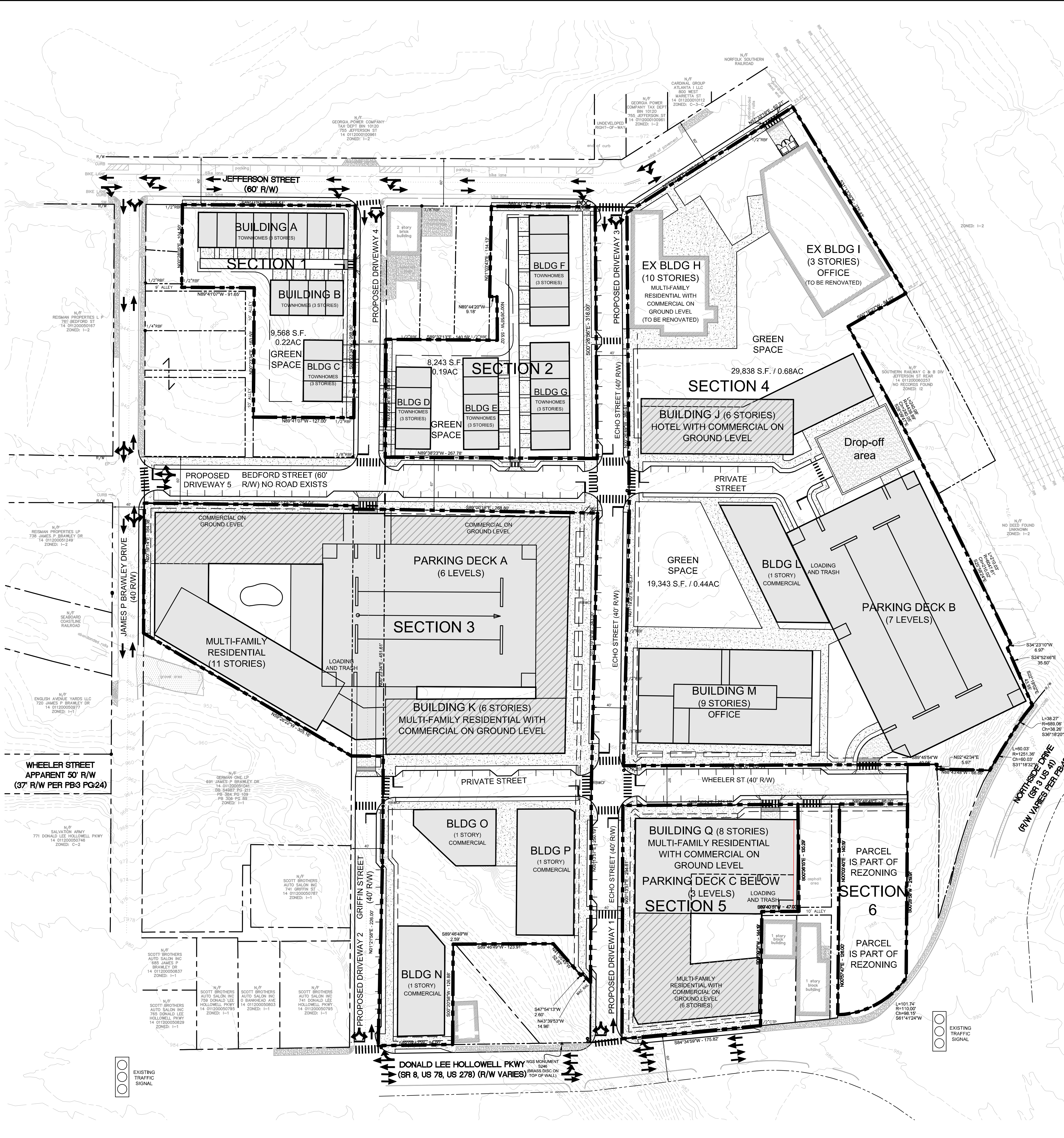
- 1. Water supply watersheds? (not selected) Yes No
- 2. Significant groundwater recharge areas? (not selected) Yes No
- 3. Wetlands? (not selected) Yes No
- 4. Protected mountains? (not selected) Yes No
- 5. Protected river corridors? (not selected) Yes No
- 6. Floodplains? (not selected) Yes No
- 7.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

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

[Back to Top](#)

Drawing name: K:\ALD_P\01318000 - Echo Street Mixed Use\CAD\Plan\Sheets\DR-1 - SITE PLAN.dwg, CZ-1 - ZONING SITE PLAN, May 10, 2018 1:21pm, by: jay.meadow

This document, together with the complete design and specifications, is intended to be used as a contract document. It is intended to be used as a contract document. It is intended to be used as a contract document.



NOTE:
THE BUILDING FOOTPRINTS, ALLEY AND STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.

SITE NOTES:

DR# NUMBER: 2814

OVERALL SITE AREA: 18.16 ACRES
CURRENT ZONING: I-1, I-2 & MRC-3
PROPOSED ZONING: MRC-3
CURRENT ADDRESS: 703 DONALD LEE HOLLOWELL PKWY

OWNER: SIXTY WEST / DEFOOR VENTURES, LLC

PROGRAM:

BUILDING A: TOWNHOMES: HEIGHT:	9 UNITS - 30,100 S.F. 3 STORIES
BUILDING B: TOWNHOMES: HEIGHT:	4 UNITS - 13,450 S.F. 3 STORIES
BUILDING C: TOWNHOMES: HEIGHT:	4 UNITS - 13,450 S.F. 3 STORIES
BUILDING D: TOWNHOMES: HEIGHT:	5 UNITS - 15,800 S.F. 3 STORIES
BUILDING E: TOWNHOMES: HEIGHT:	5 UNITS - 15,800 S.F. 3 STORIES
BUILDING F: TOWNHOMES: HEIGHT:	7 UNITS - 22,000 S.F. 3 STORIES
BUILDING G: TOWNHOMES: HEIGHT:	6 UNITS - 19,000 S.F. 3 STORIES
BUILDING H: MULTIFAMILY: COMMERCIAL: HEIGHT:	90 UNITS - 109,360 S.F. 14,200 S.F. 10 STORIES
BUILDING I: OFFICE: HEIGHT:	60,800 S.F. 3 STORIES
BUILDING J: HOTEL: COMMERCIAL: HEIGHT:	120 UNITS - 113,800 S.F. 16,000 S.F. 6 STORIES
BUILDING K: MULTIFAMILY: COMMERCIAL: HEIGHT:	410 UNITS - 452,740 S.F. 52,000 S.F. 11 STORIES
BUILDING L: COMMERCIAL: HEIGHT:	10,000 S.F. 1 STORY
BUILDING M: OFFICE: HEIGHT:	241,000 S.F. 9 STORIES
BUILDING N: COMMERCIAL: HEIGHT:	8,000 S.F. 1 STORY
BUILDING O: COMMERCIAL: HEIGHT:	6,300 S.F. 1 STORY
BUILDING P: COMMERCIAL: HEIGHT:	11,600 S.F. 1 STORY
BUILDING Q: MULTIFAMILY: COMMERCIAL: HEIGHT:	150 UNITS - 167,500 S.F. 17,100 S.F. 8 STORIES

PARKING:

REQUIRED: 2,390 SPACES
PROVIDED: 2,390 SPACES

FLOOR AREA RATIO:

SECTION 1 - NLA = 46,606 = 1.00 AC
MAX ALLOWABLE: 7.2 X NLA = 313,864 S.F.
PROVIDED: 1.31 X NLA = 57,000 S.F.

SECTION 2 - NLA = 61,709 S.F. - 1.42 AC
MAX ALLOWABLE: 7.2 X NLA = 444,305 S.F.
PROVIDED: 1.18 X NLA = 72,600 S.F.

SECTION 3 - NLA = 234,169 S.F. - 5.38 AC
MAX ALLOWABLE: 7.2 X NLA = 1,686,017 S.F.
PROVIDED: 2.27 X NLA = 530,840 S.F.

SECTION 4 - NLA = 295,353 S.F. - 6.78 AC
MAX ALLOWABLE: 7.2 X NLA = 2,126,542 S.F.
PROVIDED: 1.91 X NLA = 565,160 S.F.

SECTION 5 - NLA = 56,683 S.F. - 1.30 AC
MAX ALLOWABLE: 7.2 X NLA = 408,118 S.F.
PROVIDED: 3.28 X NLA = 184,600 S.F.

SECTION 6 - NLA = 21,528 S.F. - 0.49 AC
MAX ALLOWABLE: 7.2 X NLA = 155,002 S.F.
PROVIDED: TBD

PROPOSED LAND USES & DENSITIES

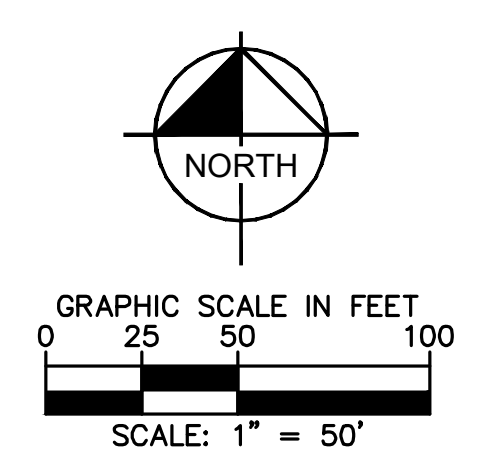
LAND USES	DENSITIES
APARTMENTS	850 UNITS - 35.8 UNITS/AC
TOWNHOMES	40 UNITS
HOTEL	120 ROOMS
COMMERCIAL	135,200 S.F.
OFFICE	301,800 S.F.

CONTACTS:

APPLICANT: DEFOOR VENTURES, LLC
3340 PEACHTREE ROAD, NE
ATLANTA, GA 30326
CONTACT: WESLEY DEFOOR
PHONE: 404-323-8880

TRAFFIC ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET, NW
SUITE 601
ATLANTA, GA 30308
CONTACT: ELIZABETH JOHNSON
PHONE: 404-419-8700

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
11270 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
CONTACT: JARED MCKINNON
PHONE: 770-619-4280



PROJECT:	ECHO STREET MIXED USE DONALD LEE HOLLOWELL PKWY	CLIENT:	DEFOOR VENTURES, LLC	SCALE:	1" = 50'
TITLE:	DR# SITE PLAN	PROJECT NO.:	SIXTY WEST	DRAWN BY:	MAP
SHEET NUMBER:	DR#-1	DATE:	04/26/2018	DESIGNED BY:	MAP
				CHECKED BY:	JMK