

REGIONAL REVIEW FINDING

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

DATE: June 1, 2018

ARC REVIEW CODE: R1805173

TO: Mayor Keisha Lance Bottoms
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



Digital signature
Original on file

The Atlanta Regional Commission (ARC) has a completed 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: 1060 Hollowell (DRI 2815)

Submitting Local Government: City of Atlanta

Review Type: DRI

Date Opened: May 17, 2018

Date Closed: June 1, 2018

Description: This DRI is on an approximately 15.5-acre site in the City of Atlanta, roughly 530 feet (0.1 miles) east of Marietta Boulevard, south of Donald Lee Hollowell Parkway (US 78/278, SR 8), and west of Finley Avenue. The mixed-use project is proposed to include 700 apartments, 385,500 SF of office space, a 150-room hotel, and 120,000 SF of retail/restaurant space. Site access is proposed via two driveways on Hollowell Pkwy. (including Finley Ave. itself, which features two site entrances) and two driveways on a reopened/improved North Ave. The projected buildout year for this DRI is 2020. The trigger for this DRI review is a rezoning application.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Maturing Neighborhoods area of the region. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. RDG information and recommendations for Maturing Neighborhoods 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 parcels – primarily industrial uses and undeveloped property – to an infill, mixed-use development with significant housing and employment components, pedestrian-focused uses and streetscaping at ground level, and proximity to both existing and planned transit. The project can support alternative transportation modes given its close proximity to the Bankhead MARTA rail station 0.3 miles to the west; MARTA bus routes 26, 50 and 58; planned future BeltLine multi-use path and transit to the west; and the planned future Proctor Creek trail to the west. In addition, the DRI plan proposes better connecting the area's street grid and improving pedestrian infrastructure by creating a north-south drive through the site, west of and parallel to Finley Ave.; and by extending Finley Ave. south through the site to reconnect to a reopened/improved North Ave.

Many of these characteristics will collectively offer the potential for site residents to work and shop on site and easily access rail 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 Maturing Neighborhoods. The land use mix appears to be generally consistent with the RDG, specifically in terms of promoting mixed-use in areas close to existing or planned transit. The RDG also recommends 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.

This DRI is in the Bankhead MARTA Station LCI area. ARC's assessment is that the project is generally consistent with the LCI plan, specifically in relation to the plan goals/elements of utilizing land served by rail transit for higher density, mixed-use development (the DRI is 0.3 miles from the rail station); and developing the properties along the east side of Maddox Park and the BeltLine (between D.L. Hollowell Pkwy. and Joseph E. Boone Blvd.) as high-density residential. It should be noted that a neighborhood park is contemplated in the LCI plan on an undeveloped tract bounded by Poland St., Simmons St. and North Ave. This tract is envisioned for development by the applicant team as part of this DRI. City staff and other stakeholders should discuss this LCI plan element in relation to the current DRI plan and to current City and neighborhood/citizen goals for this area. Additionally, the LCI plan contemplates reconnecting North Avenue across the BeltLine corridor to the area south of Maddox Park, similar to what is shown in the BeltLine Subarea 10 plan. The applicant team should therefore coordinate with Atlanta BeltLine, Inc. (ABI) and the City of Atlanta to ensure that the southernmost frontage of the development is compatible with a future extension of North Avenue, including a BeltLine trail crossing or connection in close proximity to the DRI site.

The City of Atlanta submitted a five-year LCI update in 2013 and is approaching the time to consider a major update to the plan. The development team should continue to collaborate with City staff and leadership to ensure that the project, as constructed, is consistent with the existing plan. Likewise, the City should plan to incorporate relevant key attributes and impacts of this DRI into the recommendations for this part of the study area in any future major LCI plan update.

Additional ARC staff comments related to water resources and transportation, along with external comments received during the review, are included in this report. Of note are ABI staff comments on the DRI site plan, including the need for coordination with ABI on the design of buildings fronting the BeltLine trail (Buildings A, D and E), the location/design of site access to the future trail, and the feasibility/design of a vertical connection from the future trail to D.L. Hollowell Pkwy, potentially in the area of Building E. Also of note are comments from the GDOT Aviation Programs Division. While the project does not appear to impact any airport directly, it is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so a Form 7460-1 must be submitted to the FAA no later than 120 days prior to construction.

Further to the above, 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. General 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 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>.

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Friday, May 18, 2018 1:46 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; douglas.barrett@fultoncountyga.gov; Pinnix, Jason
Subject: RE: ARC DRI Review Notification: 1060 Hollowell (DRI 2815)
Attachments: ARC Preliminary Report - 1060 Hollowell - DRI 2815.pdf

Andrew,

The mixed use project is proposed to include 700 apartments, 385,500 SF of office space, a 150-room hotel, and 120,000 SF of retail/restaurant space. It is on an approximately 15.5-acre site in the City of Atlanta, roughly 530 feet (0.1 miles) east of Marietta Boulevard, south of Donald Lee Hollowell Parkway (US 78/278, SR 8), and west of Finley Avenue. It is located more than 5 miles east of Fulton County Airport – Brown Field (FTY) and is located outside any of their FAA approach or departure surfaces, and compatible land use areas, and does not appear to impact the airport.

However the proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so 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 airports 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: Thursday, May 17, 2018 6:20 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@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>; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpdc-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; SGreen@atlbeltline.org;

COWens@atlbeltline.org; SPatton@atlbeltline.org; wesley@defoorventures.com; Jessica L. Hill (jhill@mmmlaw.com) <jhill@mmmlaw.com>; cwestmoreland@mmmlaw.com; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>; 'John.Walker@kimley-horn.com' <John.Walker@kimley-horn.com>; Forder, Harrison <Harrison.Forder@kimley-horn.com>; Jared.mckinnon@kimley-horn.com

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Andrew Spiliotis <ASpiliotis@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>

Subject: ARC DRI Review Notification: 1060 Hollowell (DRI 2815)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **1060 Hollowell (DRI 2815)**.

This DRI is on an approximately 15.5-acre site in the City of Atlanta, roughly 530 feet (0.1 miles) east of Marietta Boulevard, south of Donald Lee Hollowell Parkway (US 78/278, SR 8), and west of Finley Avenue. The mixed-use project is proposed to include 700 apartments, 385,500 SF of office space, a 150-room hotel, and 120,000 SF of retail/restaurant space. Site access is proposed via two driveways on Hollowell Pkwy. (including Finley Ave. itself, which features two site entrances) and two driveways on a reopened/improved North Ave.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide any comments on the DRI to ARC by **5:00 PM on June 1, 2018**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, May 18, and entering "1060 Hollowell" in the search field at the bottom of the page.

Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

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

There's road work ahead. And roadway work zones are hazardous for workers and the public. In fact, most victims in work zone crashes are drivers or passengers. Work zone safety is everybody's responsibility - pay attention – slow down – watch for workers - expect the unexpected. And whenever you drive, always **Drive Alert Arrive Alive** - buckle up; stay off the phone and no texting. Visit www.dot.ga.gov.

Andrew Smith

From: McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Sent: Monday, May 21, 2018 4:01 PM
To: Andrew Smith
Cc: Peevy, Phillip M.; Robinson, Charles A.; DeNard, Paul
Subject: RE: ARC DRI Review Notification: 1060 Hollowell (DRI 2815)

Good Afternoon Andrew,

GDOT Planning has reviewed the 1060 Hollowell (DRI 2815) Preliminary report and show no additional GDOT projects, other than those already mentioned in the report.

For further information that may be needed concerning this review, please contact Johnathan G. McLoyd at 404-631-1774 or jomcloyd@dot.ga.gov.

Best Regards,

Johnathan G. McLoyd

Transportation Planner Associate

Office of Planning

600 West Peachtree Street, N.W.

Office of Planning-5th Floor

Atlanta, GA 30308

404.631.1774 (office) E: jomcloyd@dot.ga.gov

From: Andrew Smith [<mailto:ASmith@atlantaregional.org>]

Sent: Thursday, May 17, 2018 6:20 PM

To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@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>; chuck.mueller@dnr.state.ga.us; Greg Floyd (gffloyd@itsmarta.com) <gffloyd@itsmarta.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; SGreen@atlbeltline.org; COWens@atlbeltline.org; SPatton@atlbeltline.org; wesley@deffoorventures.com; Jessica L. Hill (jhill@mmmlaw.com) <jhill@mmmlaw.com>; cwestmoreland@mmmlaw.com; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>; 'John.Walker@kimley-horn.com' <John.Walker@kimley-horn.com>; Forder, Harrison <Harrison.Forder@kimley-horn.com>; Jared.mckinnon@kimley-horn.com

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Andrew Spiliotis <ASpiliotis@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>;

Katie Perumbeti <KPerumbeti@atlantaregional.org>

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Comments may be directed to me via email to asmith@atlantaregional.org or via U.S. mail to the address noted in my signature below.

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

Regards,

Andrew Smith

Principal Planner, Community Development

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Andrew Smith

From: Shaun Green <SGreen@atlbeltline.org>
Sent: Tuesday, May 29, 2018 11:20 PM
To: Andrew Smith
Subject: Fw: GRTA Revised Letter of Understanding (LOU) and Staff Recommendations for 1060 Hollowell Parkway DRI (DRI #: 2815)
Attachments: Pages from ARC Preliminary Report - 1060 Hollowell - DRI 2815 copy.pdf

Sorry I didn't copy you on original email, but ABI site plan comments (and embedded in attached PDF)....

Design of North Avenue in 3 dimensions must be coordinated with ABI

Design of buildings fronting Westside Trail must be coordinated in 3 dimensions with ABI

Access point design to future Westside Trail must be coordinated in 3 dimensions with ABI.

Parking and dumpsters against AB Corridor?!?!

Ensure site stormwater does NOT drain to the BeltLine. Why so much hardscape?

Applicant should work with ABI to secure ROW required for a vertical connection between DLHP and Westside Trail.

How is Building E serviced?

How is Building D serviced?

How is parking deck C being screened? Bookending an 8-story deck with 1-story commercial won't do it.

Design should ensure Finley Avenue is NOT back of house

Relocate driveway to red box area to move car turns away from Poland Street ped/bike corridor connection to future Westside Trail and to spread out driveways between North Ave and Pelham Street.

What is extent of Poland Street ROW to east? Pave it to be a bike/ped corridor collector from neighborhood to DRI and Westside Trail.

How is parking deck B being screened?

From: Shaun Green
Sent: Tuesday, May 29, 2018 2:20 PM
To: Emily Estes
Cc: MBForte@AtlantaGa.Gov; jwashington@atlantaga.gov; Catherine Owens; Stacy Patton

Subject: RE: GRTA Revised Letter of Understanding (LOU) and Staff Recommendations for 1060 Hollowell Parkway DRI (DRI #: 2815)

Emily:

For your consideration, I have attached a marked-up site plan (PDF) with site plan comments from ABI regarding this DRI.

I am glad that there is a market emerging along DLHP, after so much disinvestment for so long. Though the land use mix and densities here are probably aggressive for right now, I appreciate their future visioning. ABI is pro-density for so many reasons, but site layout and urban design are critical to any density functionally serving the City's intended purpose. The urban design and site layout, as proposed, undermine what could be a truly spectacular project. The site seems to turn its back to everything east and south, and focus inward. It is also impossible to tell if/how it intends to address the future BeltLine corridor. The site plan needs revisions to address these issues and comments.

thanks,

-sg

From: Emily Estes [mailto:eeestes@srta.ga.gov]

Sent: Tuesday, May 22, 2018 3:24 PM

To: Forte, Monique B.; Washington, James; Sidifall, Janide; CYKwon@AtlantaGa.Gov; wesley@defoorventures.com; Jessica L. Hill (jhill@mmmlaw.com); cwestmoreland@mmmlaw.com; Johnson, Elizabeth; 'John.Walker@kimley-horn.com'; Forder, Harrison; Jared.mckinnon@kimley-horn.com

Cc: 'Jon West'; Annie Gillespie; Andrew Smith; Marquitrice Mangham; DeNard, Paul; Greg Floyd (gfloyd@itsmarta.com); Shaun Green

Subject: GRTA Revised Letter of Understanding (LOU) and Staff Recommendations for 1060 Hollowell Parkway DRI (DRI #: 2815)

All,

Attached, please find the **Revised Letter of Understanding (LOU) and Staff Recommendations for the 1060 Hollowell Parkway Development of Regional Impact (DRI#: 2815)**. This proposed development located in the City of Atlanta, south of Donald Lee Hollowell Parkway (US 78/US 278/SR 8) and east of Maddox Park. The development is proposed to include approximately 700 residential units, 385,000 SF office, 120,000 SF of retail/restaurant and a 150-room hotel. The trigger for this DRI review is a forthcoming rezoning application with a build out in 2020.

There has already been a request for a staff recommendation meeting for this DRI. Please send your availability as soon as possible so that the meeting can take place prior to the Notice of Decision scheduled for June 1, 2018. Since this DRI has similarities in scope to 2814 Echo Street Site, the Staff Recommendation meeting can discuss both DRIs. Thanks!



Emily Foster

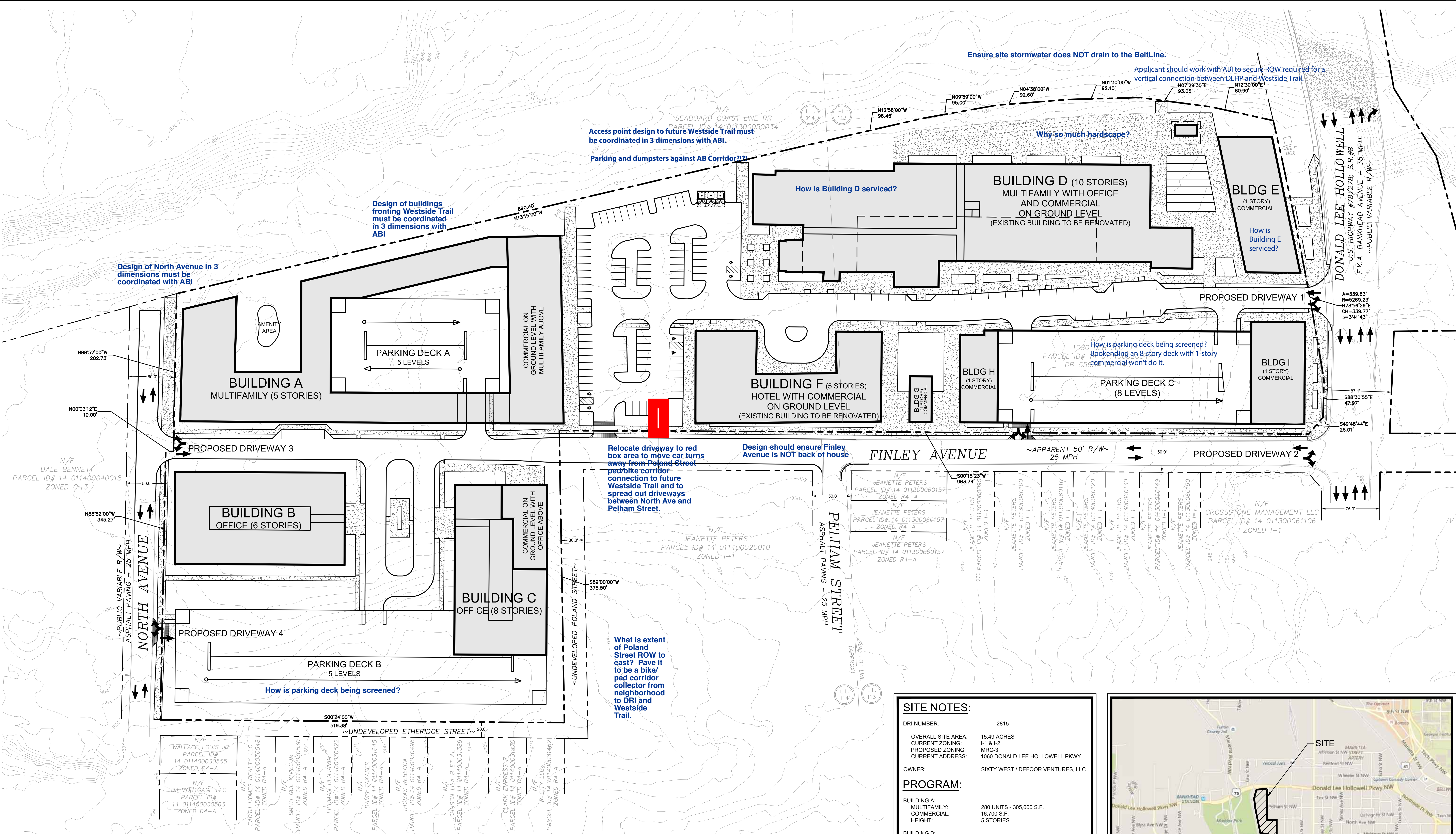
Planner, State Road & Tollway Authority

245 Peachtree Center Avenue, Suite 2700, Atlanta, GA 30331

or 404-893-6171 emfoster@srta.ga.gov

Drawing name: K:\ALD_PRJ\013108000 - 1060 Donald Lee Hollowell\CD\PlanSheets\DR1-1 - DRI SITE PLAN.dwg 22:00 - SITE PLAN May 04, 2018 10:46am by: Jared McKininnon

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client to whom it was prepared. Reuse of any part of this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



NOTE:
THE BUILDING FOOTPRINTS 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.

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.
11720 AMBER PARK DRIVE
SUITE 800
ALPHARETTA, GA 30009
CONTACT: JARED MCKINNON
PHONE: 770-619-4280

SITE NOTES:
DRI NUMBER: 2815
OVERALL SITE AREA: 15.49 ACRES
CURRENT ZONING: I-1 & I-2
PROPOSED ZONING: MRC-3
CURRENT ADDRESS: 1060 DONALD LEE HOLLOWELL PKWY
OWNER: SIXTY WEST / DEFOOR VENTURES, LLC
PROGRAM:
BUILDING A: MULTIFAMILY: 280 UNITS - 305,000 S.F.
COMMERCIAL: 16,700 S.F.
HEIGHT: 5 STORIES
BUILDING B: OFFICE: 158,000 S.F.
HEIGHT: 6 STORIES
BUILDING C: OFFICE: 205,000 S.F.
COMMERCIAL: 6,000 S.F.
HEIGHT: 8 STORIES
BUILDING D: MULTIFAMILY: 420 UNITS - 441,000 S.F.
OFFICE: 22,000 S.F.
COMMERCIAL: 45,000 S.F.
HEIGHT: 10 STORIES
BUILDING E: COMMERCIAL: 12,700 S.F.
HEIGHT: 1 STORIES
BUILDING F: HOTEL: 150 UNITS - 120,000 S.F.
COMMERCIAL: 22,400 S.F.
HEIGHT: 5 STORIES
BUILDING G: COMMERCIAL: 1,800 S.F.
HEIGHT: 1 STORIES
BUILDING H: COMMERCIAL: 6,000 S.F.
HEIGHT: 1 STORIES
BUILDING I: COMMERCIAL: 9,400 S.F.
HEIGHT: 1 STORIES
PARKING:
REQUIRED: 2,650 SPACES
PROVIDED: 2,650 SPACES



PROPOSED LAND USES & DENSITIES	
LAND USES	DENSITIES
APARTMENTS	700 UNITS - 45.19 UNITS/AC
HOTEL	150 ROOMS
COMMERCIAL	120,000 S.F.
OFFICE	385,000 S.F.

FLOOR AREA RATIO	
MAX. ALLOWABLE	PROPOSED
7.2"NLA = 4,87,372 S.F.	2.03"NLA = 1,371,000 S.F.

GEORGIA811.
Utilities Protection Center, Inc.
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GRAPHIC SCALE IN FEET
0 25 50 100

PROJECT:	1060 DONALD LEE HOLLOWELL PARKWAY		CLIENT:	DEFOOR VENTURES, LLC		SHEET NUMBER	DRI-1				
	HOLLOWELL PARKWAY			SIXTY-WEST VENTURES, LLC			DRI SITE PLAN				
	DATE			04/26/2018			PROJECT NO.				
	013108000			3340 PEACHTREE RD. NE			ATLANTA, GA 30326				
DRAWN BY:	JBM		DESIGNED BY:	JBM		CHECKED BY:	JM				
	AS SHOWN			JBM			JBM				
	JBM			JBM			JBM				
	JBM			JBM			JBM				
REVISIONS		DATE		BY							
7											
6											
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1											
No.											

Kimley-Horn
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1060 DONALD LEE HOLLOWELL PARKWAY DRI #2815

City of Atlanta

ARC Natural Resources Group Review Comments

May 15, 2018

Water Supply Watershed and Stream Buffer Protection

The majority of the proposed project is located on currently developed land. The portion of the property east of Findley is undeveloped, based on available aerial photo coverage. 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 north-south along the western edge of the property next to the railroad ROW. 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 #2815
DRI Title 1060 Hollowell
County Fulton County
City (if applicable) City of Atlanta
Address / Location The site is located south of Donald Lee Hollowell Parkway (US 78/SR 278) and west of Finley Avenue adjacent to the Beltline

Proposed Development Type:

A 15.5 acre Mixed use development with seven buildings consisting of 700 residential apartment units, 385,000 sq ft of office, 120,000 sq ft of retail, three parking decks and 150 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 four access points; two on Donald Lee Hollowell SR 278 and two on North Avenue/Joseph E Lowery.

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 not identified as a regional truck route.

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 ☐ 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*)

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 #2815

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: 1060 Hollowell

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Located south of Hollowell Parkway (US 78/US 278/SR 8) east of Maddox Park

Brief Description of Project: 17-acre site with 120,000 SF retail/restaurant; 385,000 SF office, 150 hotel rooms, and 700 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, etc.): Approximately 9 buildings with 120,000 SF restaurant/retail, 385,000 SF office, 150 hotel rooms, and

Developer: Defoor Ventures

Mailing Address: 3340 Peachtree Road NE

Address 2:

City: Atlanta State: Ge 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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DRI #2815

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: 1060 Hollowell
DRI ID Number: 2815
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)?

0.43 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)?

0.36 MGD

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

☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project?

☐ (not selected) ☐ Yes ☒ No

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Approximately: 10,346 net daily trips, 883 trips AM peak, 897 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)?

7,300 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 impervious surface once the proposed development has been constructed?

83%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: See site plan for impact on waters.

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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