

DATE: September 23, 2019

ARC REVIEW CODE: R1909051

TO: Mayor Keisha Lance Bottoms, City of Atlanta
ATTN TO: Monique Forte, Urban Planner III, Department of City Planning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact (DRI) Review



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Original on file

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

Name of Proposal: Quarry Yards (DRI 2993)

Submitting Local Government: City of Atlanta

Review Type: DRI

Date Opened: September 5, 2019

Date Closed: September 20, 2019

Description: This DRI is on approximately 74 acres in the City of Atlanta, bounded by Francis Place to the west, Donald Lee Hollowell Parkway (US 78/278, SR 8) to the south, Gary Avenue and the Bankhead MARTA station to the east, and Proctor Creek and the Westside Reservoir Park (formerly Bellwood Quarry) to the north. The mixed-use project is proposed to include 2,182 multi-family residential units; 139 townhome units; 3 single family detached homes; 300 hotel rooms; 1,880,000 SF of office space; and 171,400 SF of retail space. The local trigger action for the DRI review is a Special Administrative Permit (SAP) application for the easternmost portion of the site, filed with the City of Atlanta. The estimated full build-out year for this project is 2029.

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. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. General information and policy recommendations for Maturing Neighborhoods are listed at the bottom of these comments.

This DRI appears to implement aspects of regional policy, including many of those at the bottom of this narrative. The DRI plan contemplates the conversion of an underutilized and largely vacant site to an infill, mixed-use development with significant housing (including affordable housing) and employment components, a pedestrian-friendly street grid and street-level amenities, and new green space surrounding Proctor Creek. The DRI can support alternative transportation modes given its close proximity to MARTA heavy rail service (Green Line) at Bankhead Station immediately to the east and to MARTA bus service, at the rail station and along Donald Lee Hollowell Parkway (Routes 26, 50 and 58); and given that it proposes connections to the existing Proctor Creek Trail (which traverses the site) and to the planned Westside Reservoir Park immediately to the north (via Gary Avenue); the site is also near the planned Westside BeltLine Trail, 0.3 miles to the east. Many of these characteristics will collectively offer the potential for site residents to work and shop on site, and for workers and visitors to access the site via alternative modes or park once and circulate on foot.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. The submitted site plan does not provide a clear picture of the location and design of bike or pedestrian facilities (e.g., bike lanes, sidewalks, crosswalks, etc.) internal to the site, including along internal roadways. Significantly more detail will be needed as this project moves

through local review with the City of Atlanta. The City will also need to be clear on whether the internal roadways are to be dedicated as public streets or to become private streets.

This is especially important in terms of creating a strong connection between the Bankhead MARTA Station and the DRI site, which are separated by Gary Avenue. ARC staff's recollection of early concept plans for the Quarry Yards project included a pedestrian bridge connecting the DRI's green space/plaza, over Proctor Creek and Gary Avenue (with access down to the Proctor Creek Trail midway), to the platform level of the MARTA station. The submitted DRI site plan seems to contemplate a less direct link, with a smaller pedestrian bridge spanning Proctor Creek and then using the Proctor Creek Trail as the route to the MARTA Station. Presumably this will require a street-level crossing of Gary Ave. from the trail to the area of the Taxi Stand/Kiss & Ride curb cut into the MARTA station property – which is only approximately 130 feet away from D.L. Hollowell Pkwy. However, there is no clear crosswalk location or design concept shown on the submitted site plan. The applicant team should ensure the installation of a robust, visible, protected crosswalk facility in this area to safely move pedestrians and cyclists between the station and the DRI site. Gary Ave. also may ultimately serve as a southern access point for vehicles entering and exiting the planned Westside Reservoir Park north of the DRI site. Therefore ensuring safe circulation between the DRI site and the MARTA station is all the more critical.

Just as important, the applicant team should ensure the installation of a robust, visible, protected crosswalk facility to safely move pedestrians and cyclists between the affordable multifamily area south of D.L. Hollowell Pkwy. (east of Pierce Ave.) and the main part of the development on the north side of the Parkway. The development team is also encouraged to ensure that end-of-trip facilities (bicycle racks or storage facilities, showers and lockers for workers, etc.) are provided at key locations throughout the site. Finally, the applicant team and other planning partners should revisit the concept of connecting to the planned Westside Reservoir Park as strongly as possible. This is especially true for the central and western sections of the site since the eastern area of the site has fairly direct access via the existing PATH trail and Gary Avenue. ARC staff's recollection of early concept plans for the Quarry Yards project included a pedestrian connection to the park and PATH trail from the northern extent of Elbridge Drive in the central area of the site, but such a connection is not shown on the submitted DRI site plan.

The above recommendations are made in view of the fact that the applicant was allowed to utilize an alternative mode trip reduction of 27.5% in the GRTA-required DRI transportation analysis.

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., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Those features are critical to protecting the watershed of a rehabilitating Proctor Creek, which is planned as a significant amenity as it passes through the DRI site.

The intensity of this proposed project generally aligns with the RDG's recommended parameters for Maturing Neighborhoods, although it should be noted that some of the DRI's building heights (up to 14 stories, in one case) are greater than what is recommended in the RDG for this area (up to 10 stories, based on local context). The land use mix is generally consistent with the RDG, although some RDG policy recommendations for Maturing Neighborhoods include the need to ensure that new and infill development is compatible with existing neighborhoods. While the DRI's building heights transition downward as the site approaches D.L. Hollowell Pkwy., some of its structures fronting that road reach as high as 8 stories. This intensity will present a noticeable incongruence with the existing land uses on the south side of Hollowell Pkwy., which are mainly low-rise, small-scale commercial and 1-2 story, single family residential. City leadership and staff, along with other planning partners and the applicant team, should therefore collaborate to ensure maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources.

This DRI is located in the Bankhead MARTA Station Area Livable Centers Initiative (LCI) study area. ARC considers this LCI area to be in good standing, with a five-year plan update having been completed in 2013. ARC's assessment is also that this DRI is generally consistent with the principles of the LCI program and the

recommendations of the LCI plan, which calls for mixed-use development, high-density residential and green/open space around the MARTA Station. The applicant team should continue to collaborate with City staff and leadership as well as neighborhood organizations to ensure that the project, as constructed, is consistent with the LCI plan. Likewise, the City and its planning partners should ultimately incorporate the key attributes and impacts of this DRI into future updates to this part of the LCI plan.

Additional ARC staff comments focused on transportation and water resources planning, along with external comments received from contacted parties, are attached to this report. Of note are the following:

- ARC water resources staff comments indicate that the City 50-foot undisturbed stream buffer and additional 25-foot impervious setback (for a total depth of 75 feet), as well as the 25-foot State Sediment and Erosion Control Buffer, are not shown on either side of Proctor Creek south of D.L. Hollowell Parkway (whereas the buffers are shown along the creek on the north side of the Parkway). Additionally, two new multifamily residential structures are shown near Proctor Creek south of the Parkway. If these structures intrude into the City stream buffers, variances may be necessary.
- As mentioned above, ARC transportation staff comments point out that the submitted site plan does not provide a clear picture of the location and design of bike or pedestrian facilities (e.g., bike lanes, sidewalks, crosswalks, etc.) internal to the site, including along internal roadways. Significantly more detail will be needed as this project moves through local review with the City of Atlanta. The City will also need to be clear on whether the internal roadways are to be dedicated as public streets or to become private streets.
- GDOT Aviation staff comments indicate that, while the DRI does not appear to directly impact Fulton County Airport – Brown Field (FTY), it is in proximity to a navigation facility and may impact the assurance of navigation signal reception. Therefore the applicant will need to file an FAA Form 7460-1 at least 120 days before construction.
- City of Atlanta comments focus on the need for the DRI to comply with the BeltLine Inclusionary Zoning Regulations (Ch. 36A of the City of Atlanta Zoning Ordinance), specifically the requirement for the developer or its successor(s) to ensure that at least 15% of the development's housing units are affordable. City staff note that while approximately 180 units of affordable housing will be provided at "Parkside at Quarry Yards" (on the south side of Hollowell Pkwy., east of Pierce Ave.), the balance of the required affordable units must be dispersed throughout the remainder of the residential buildings built as part of Quarry Yards, so that affordable units are not isolated.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970. These areas 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
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY
ATLANTA BELTLINE, INC.

ARC TRANSPORTATION ACCESS & MOBILITY
ARC AGING & INDEPENDENCE SERVICES
GEORGIA DEPARTMENT OF TRANSPORTATION
GEORGIA SOIL & WATER CONSERVATION COMMISSION
UPPER WESTSIDE CID

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
SRTA/GRTA
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
CITY OF ATLANTA

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>.



Developments of Regional Impact

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DRI #2993

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: 4045460196

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: Quarry Yards

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 300 Gary Avenue, NW Atlanta, GA

Brief Description of Project: Approximately 74 acres of residential, office, retail, and hotel land uses, in addition to green space.

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.): Quarry Yards is planned to consist of 2,182 units of multifamily residential, 1,880,000 SF of office

Developer: Urban Creek Partners, LLC

Mailing Address: 1320 Ellsworth Industrial Blvd

Address 2: Suite A1500

City: Atlanta State: Ge Zip: 30318

Telephone: 404-725-5350

Email: jbarry@urbancreekpartners.com

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

If yes, property owner: QYHC Property Owner, LLC

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

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

Is the current proposal a continuation or expansion of a previous DRI?

(not selected)YesNo

If yes, provide the following information:

Project Name:

Project ID:

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

RezoningVarianceSewerWater

PermitOther

Is this project a phase or part of a larger overall project?

(not selected)YesNo

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

Estimated Project Completion Dates:

This project/phase: 2029

Overall project: 2029

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DRI #2993

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: 4045460196
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Quarry Yards
DRI ID Number: 2993
Developer/Applicant: Urban Creek Partners, LLC
Telephone: 404-725-5350
Email(s): jbarry@urbancreekpartners.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: \$1.1 billion
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: approximately \$8-12 million
Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No
Will this development displace any existing uses?
☐ (not selected) ☒ Yes ☐ No

If yes, please describe (including number of units, square feet, etc):

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)?

0.25 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)?

2.35 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:

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 26,522 net daily trips (1,906 trips AM peak, 2,194 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: The traffic improvements will be identified in the final recommendations from GRTA/SRTA, ARC and DCA's DRI process. These improvements will ensure connectivity with the current community and development. Safety for all modes of transportation is paramount. Some improvements will include providing adequate access from the entire development to nearest MARTA station (Bankhead station) as well as other transportation modes.

Solid Waste Disposal

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

3,578 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

85%

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: The Phase 1 design utilizes oversized perforated detention pipes for infiltration and storage. The system outfalls into Proctor Creek. The remainder of the site hasn't been reviewed or designed but stormwater management will meet the City of Atlanta Stormwater Ordinance requirements.

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:
The site design will not negatively impact floodplain limits. The floodplain land is planned green space for the site.

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[DRI Site Map](#) | [Contact](#)

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Monday, September 9, 2019 11:49 AM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Kleine, Tracie; Beggerly, Timothy; Robinson, Joseph
Subject: RE: ARC DRI Review Notification - Quarry Yards (DRI 2993)
Attachments: ARC Preliminary Report - Quarry Yards - DRI 2993.pdf

Andrew,

The mixed-use project is proposed to include 2,182 multi-family residential units; 139 townhome units; 3 single family detached homes; 300 hotel rooms; 1,880,000 SF of office space; and 171,400 SF of retail space, is on approximately 74 acres in the City of Atlanta, bounded by Francis Place to the west, Donald Lee Hollowell Parkway (US 78/278, SR 8) to the south, Gary Avenue and the Bankhead MARTA station to the east, and Proctor Creek and the Westside Reservoir Park (formerly Bellwood Quarry) to the north. It is located approximately 4.5 miles east of the Fulton County Airport – Brown Field (FTY) and is located outside any FAA approach or departure surfaces, and is outside the RPZ for each runway, and does not appear to impact the airport.

However the proposed structures are 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 according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). Those submissions may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

I have copied Tim Beggerly 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



Aviation Programs

600 West Peachtree Street NW

6th Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Thursday, September 5, 2019 5:10 PM
To: Kassa, Habte <hkassa@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley

Andrew Smith

From: Forte, Monique B. <MBForte@AtlantaGa.Gov>
Sent: Tuesday, September 10, 2019 10:55 AM
To: Andrew Smith
Subject: RE: ARC DRI Review Notification - Quarry Yards (DRI 2993)

Hey here is the language below. The highlighted section is the important part.

"The developers responsible for "Quarry Yards", or the developers' successors, shall provide a minimum of 15% of affordable housing units across the 76-acre Quarry Yards' site in accordance with the BeltLine Inclusionary Zoning Regulations Chapter 36A of the Atlanta Zoning Ordinance, as amended. While 177 units of affordable housing will be provided at "Parkside at Quarry Yards" (a joint venture between Prestwick Development Company, LLC and Urban Creek Partners, LLC) the balance of the required affordable units must be dispersed throughout the remainder of the residential buildings to be built as part of Quarry Yards so that the affordable units are not isolated."

Monique

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Thursday, September 5, 2019 5:10 PM
To: 'cyvandyke@dot.ga.gov' <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; PPeevy@dot.ga.gov; Robinson, Charles A. <chrobinson@dot.ga.gov>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Green, Henry <hgreen@dot.ga.gov>; 'ccomer@dot.ga.gov' <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Hood, Alan C. (achood@dot.ga.gov) <achood@dot.ga.gov>; Kathy Zahul (kzahul@dot.ga.gov) <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@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>; Wilson, Megan R <MWilson@dot.ga.gov>; nrogers@dot.ga.gov; davinwilliams@dot.ga.gov; Fall, Mame A <MFall@dot.ga.gov>; Montefusco, Joshua M <JMontefusco@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Andrew Spiliotis <aspiliotis@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; Peter Emmanuel <pemmanuel@srta.ga.gov>; Renaud Marshall <rmarshall@srta.ga.gov>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; escott1@itsmarta.com; COwens@atlbeltline.org; sgreen@atlbeltline.org; Hukwa@atlbeltline.org; SPatton@atlbeltline.org; hgist@atlbeltline.org; nnewell@atlbeltline.org; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Walter, Andrew <AWalter@AtlantaGa.Gov>; Kedir, Nursef <nkdir@AtlantaGa.Gov>; Smoot-Madison, Betty <bsmoot-madison@AtlantaGa.Gov>; Tai, Mark A. <MATai@AtlantaGa.Gov>; Holmes, Keyetta <kmholmes@AtlantaGa.Gov>; Lavandier, Jessica <jlavandier@AtlantaGa.Gov>; Olteanu, Christian <colteanu@AtlantaGa.Gov>; Brown, Nathan <nathanbrown@AtlantaGa.Gov>; Lyons, Lenise <llyons@atlantaga.gov>; Hoelzel, Nathanael <nhoelzel@atlantaga.gov>; Elizabeth Hollister <elizabeth@upperwestsideatl.org>; Adeline Collot <adeline@upperwestsideatl.org>; 'rob.ross@kimley-horn.com' <Rob.Ross@kimley-horn.com>; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>; Flynn, Matt <Matt.Flynn@kimley-horn.com>; jessica.riddle@kimley-horn.com; Forder, Harrison <Harrison.Forder@kimley-horn.com>; jbarry@urbancreekpartners.com; ccurlee@urbancreekpartners.com; jbowman@bcstudio.com
Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham

QUARRY YARDS DRI 2993
City of Atlanta
ARC Natural Resources Group Review Comments

September 4, 2019

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 submitted site plan and the USGS coverage for the project area both show Proctor Creek running roughly south to north across the eastern side of the property. No other blue-line streams are shown on or near the project property on any coverage. The City 50-foot undisturbed stream buffer and additional 25-foot impervious setback (total depth of 75 feet) as well as the 25-foot State Sediment and Erosion Control Buffer are shown on both sides of Proctor Creek north of Donald Lee Hollowell Parkway, but not south of the road. The site plans show two proposed structures north of the Parkway intruding into the impervious setback and a pathway running along and crossing the creek. However, based on aerial photo evidence, the path already exists, and the proposed structures are on the sites of existing structures. Two new structures are shown near Proctor Creek south of the Parkway. If these structures intrude into the City stream buffers, variances may be necessary.

No other streams or other waters of the State are shown on the submitted site plan or on the USGS coverage. Any other State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer. The City and State buffers should be shown on the portions of Proctor Creek on the project property south of Donald Lee Hollowell Parkway.

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 #2993
DRI Title Quarry Yards
County Fulton County
City (if applicable) City of Atlanta
Address / Location 74 acres north of Hollowell Parkway, east of Francis Place, west of Gary Avenue, and south of Bellwood Quarry

Proposed Development Type: A mixed use development consisting of 2321 MF units, A 300 Room hotel, 1,880,000 SF of Office, 171400 SF of retail

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 September 3, 2019

TRAFFIC STUDY

Prepared by Kimley Horn
Date August 21, 2019

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)*

Programmed projects are listed 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 project proposes 9 access points on Hollowell Parkway, US 278/US78 SR 8

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

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

☐ NO

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

The project proposes 9 access points on Hollowell Parkway, US 278/US78 SR 8. Truck restrictions currently in place in Atlanta may restrict truck 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

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*)

Sidewalk exists sporadically along Marietta Blvd NW which provide access to the rail transit

Bicycling Access*

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

Transit Connectivity

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

[Click here to provide comments.](#)

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

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

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

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

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) 26 and 58

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 Greenway 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*)

* *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 development allows for connection to adjacent uses by use of local roads and driveways.

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 site plan shows proposed driveways providing accessibility however no details on pedestrian facilities internal to the site are provided. The analysis does note pedestrian facilities are currently along roadways adjacent to the development.

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

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

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

The site plan shows proposed local road connectivity and existing pedestrian facilities along adjacent roadways. Details on whether pedestrian facilities are proposed internally are not provided on the site plan or in the analysis.

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)*

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):

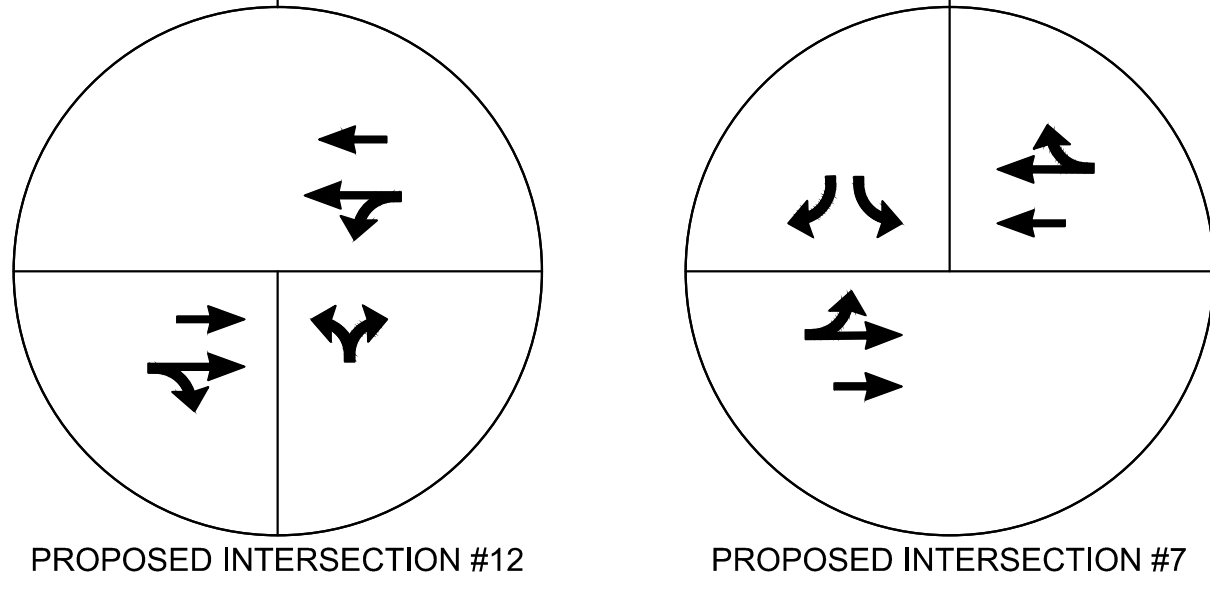
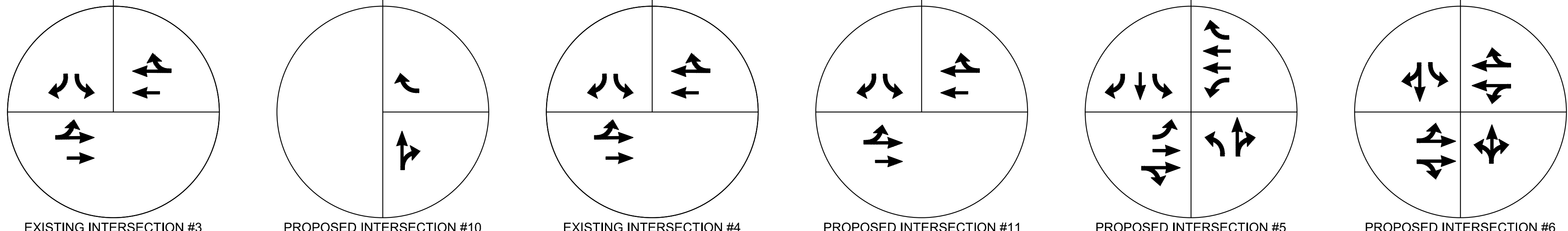
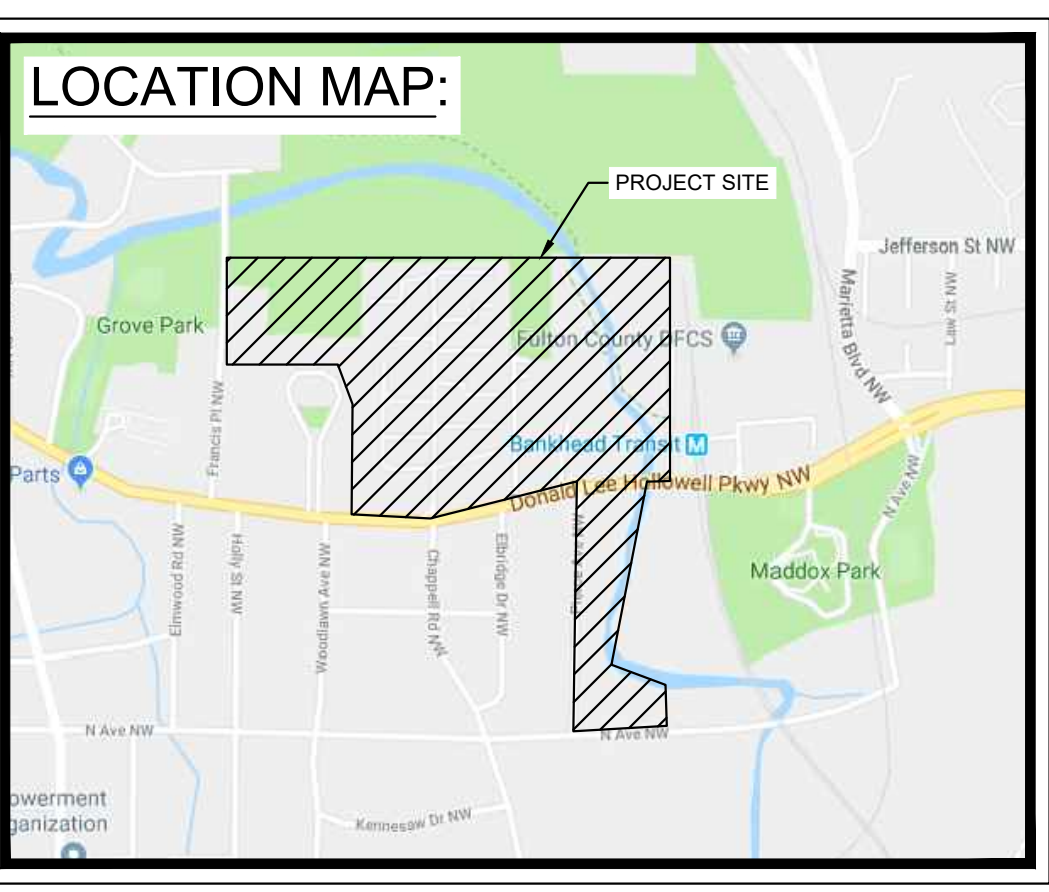
None



SITE NOTES:	
DRI NUMBER	#2993
CURRENT ZONING	MRC-3, MR-3-C, RG-3, R-4 (BELTLINE OVERLAY)
OVERALL SITE AREA	74.0 AC
PHASE 0 AREA:	8.2 AC
PHASE 1A AREA:	9.6 AC
PHASE 1B AREA:	16.2 AC
PHASE 2 AREA:	40.0 AC
MAXIMUM BUILDING HEIGHT	225 FT
TOTAL FLOOR AREA	4,020,668 SF
PROPOSED DENSITY RATIOS	
RESIDENTIAL:	31.4 UNITS / ACRE
NON-RESIDENTIAL FAR:	0.68 NLA
PROPOSED PARKING:	10,250 SPACES

PROPOSED LAND USE USES & DENSITIES	
LAND USE	DENSITY
RETAIL	171,400 SF
OFFICE	1,880,000 SF
MULTI-FAMILY RESIDENTIAL	2,182 UNITS
TOWNHOME RESIDENTIAL	139 UNITS
HOTEL	300 KEYS

PROJECT CONTACTS:	
APPLICANT:	URBAN CREEK PARTNERS 1011 COLLIER ROAD ATLANTA, GA 30318 CONTACT: DOUG KUNIAISKY PHONE: 404.355.8000
TRAFFIC CONSULTANT:	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: ROB ROSS, P.E. PHONE: 404-419-8700
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES 817 W PEACHTREE STREET NW SUITE 601 ATLANTA, GA 30308 CONTACT: JESSICA RIDDLE, P.E. PHONE: 404-419-8700



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PROJECT: QUARRY YARDS DRI #2993
1345 DONALD LEE HOLLOWELL

TITLE: DRI SITE PLAN

CLIENT: URBAN CREEK PARTNERS
1320 ELLSWORTH INDUSTRIAL BLVD
SUITE 601
ATLANTA, GA 30318

DATE: 09/03/2019
PROJECT NO: 018725000
SHEET NUMBER: C0-60

SCALE: 1" = 60'
DRAWN BY: MCP
DESIGNED BY: JPR
CHECKED BY: BWS

Kimley-Horn
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