

DATE: June 5, 2022

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**TO:** Mayor Andre Dickens, City of Atlanta  
**ATTN TO:** Monique Forte, Planner III, City of Atlanta  
**FROM:** Mike Alexander, Director, ARC Center for Livable Communities  
**RE:** Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of 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:** 1359 Ellsworth DRI 3613

**Submitting Local Government:** City of Atlanta

**Date Opened:** May 13, 2022

**Date Closed:** June 5, 2022

**Description:** A DRI review of a proposal to construct a mixed-use project with 665 multi-family residential units, 13,000 SF of commercial/retail, 12,500 SF of brewery tap-room, and 12,500 SF of brewery manufacturing on a 5 acre previously developed site at 1359 Ellsworth Industrial Boulevard in the city of Atlanta. The project will replace an existing industrial/warehouse building on the site and is adjacent to the recommended future route of the Atlanta Beltline.

**Comments:**

*Key Comments*

*The project is very highly aligned with applicable Maturing Neighborhoods growth policy recommendations which call for redevelopment that respects existing single-family neighborhoods while adding amenities such as trails, sidewalks, and green space.*

*The project's reuse of a previously developed site with higher-density mixed-use development is strongly supportive of regional efforts to focus growth in appropriate locations.*

*The project is projected to generate 3,010 new vehicular trips; its immediate adjacency to a MARTA stop and Beltline segment offer meaningful multi-modal transportation alternatives.*

*Related sidewalk and bus stop improvements on Ellsworth Industrial Boulevard along with the planned construction of the Atlanta Beltline along the project's northern edge all strongly support the proposed density and uses as well as recent and anticipated nearby development.*

*Given recent confirmation that the Atlanta Beltline will run along Elaine Street and the northern frontage of the site, care should be taken in accommodating the Beltline segment on the site and in coordinating sidewalk and MARTA bus stop improvements required to provide a Beltline crossing across Ellsworth Industrial Boulevard in the vicinity of the intersection with Elaine Street.*

*The proposed restoration of Woodall Creek stream buffers would be highly supportive of regional environmental and water-quality goals.*

*MARTA is supportive of relocating the adjacent bus stop as long as the new stop meets all current requirements and is fully ADA accessible. MARTA also supports the need for a crosswalk across Ellsworth Industrial Boulevard that is accessible from the bus stops on either side of the road.*

### **General Comments**

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Maturing Neighborhoods. The Plan provides general information and policy recommendations for Maturing Neighborhoods locations as described at the end of these comments.

### **Transportation and Mobility Comments**

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate a gross total of 4,982 daily new trips which will be reduced to 3,010 trips given pass-by, alternative mode, and mixed-use reductions. Roadway and sidewalk/bus stop improvements are proposed to accommodate anticipated trips.

A total of 840 structured parking spaces are proposed. No EV charging or bicycle parking spaces appear to be proposed; inclusion of optimal numbers of both would be supportive of regional EV infrastructure development and multi-modal transportation goals.

With the recent designation of Elaine Street and the northern frontage of the site as the recommended route of the Atlanta Beltline, careful consideration should be taken in coordinating sidewalk and MARTA bus stop improvements to accommodate a Beltline crossing across Ellsworth Industrial Boulevard in the vicinity of the intersection with Elaine Street.

The current site plan proposes a 12-foot width for the Woodall Creek PATH trail. Confirmation that the Beltline will be constructed in this location will likely require allocation of a wider space to accommodate the Beltline width.

MARTA provided several comments on the project. The number of the bus stop adjacent to the project is incorrect on the plan; the correct number is 902230. MARTA is supportive of relocating this stop in the general vicinity to accommodate the project as long as the new stop has a 5 ft 8 in clear zone landing pad, is fully ADA accessible, will include a shelter, and is connected to the adjacent sidewalk.

MARTA also considers an appropriate Ellsworth Boulevard pedestrian crossing a key project element to allow southbound riders safe access to the project from the west side of Ellsworth Industrial Boulevard. The southbound stop also provides service to the Midtown MARTA station.

The project is bounded on the south by a private drive and there is no crosswalk across the drive for the sidewalk on the east side of Ellsworth Industrial Boulevard. A safe crosswalk in this location will be required to accommodate pedestrian access from the south of the project.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. Sidewalk crossings at driveways should maintain a constant elevation with the slope accommodated by the driveway ramp, rather than the whole sidewalk crossing being lowered as part of the curb cut, to clearly demarcate a safe pedestrian route.

#### **ARC Natural Resource Group Comments**

ARC Natural Resource Group full comments are attached.

The USGS coverage for the project area as well as the project site plan show an unnamed blue-line stream to the east and northeast of the northeast corner of the project property. The site plan shows a 100-foot buffer from the approximate center line of the stream, which does not reach the project property. However, the City of Atlanta stream buffers are 75 feet in width and measured from the point of wrested vegetation. If any portion of the project property is within the City stream buffers as defined under the City stream buffer ordinance, it will be subject to the requirements of the City ordinance, and the buffer should be shown on the project site plan. If any portion of the project property is within 25 feet of the wrested vegetation on the stream, it will be subject to the State 25-foot State Sediment and Erosion Control buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance and any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

#### **Other Environmental Comments**

The exact city and state stream buffer locations for Woodall Creek are not clear on the plans. DCA Form 1 notes that "Woodall Creek is adjacent/to the east. The CoA/State undisturbed buffers today encroach into the existing developed site. This project proposes to remove existing impervious area within the buffers and improve conditions of permanent ground cover on existing site to prevent/reduce existing erosion into

the Creek.” Restoration of appropriate stream buffers and vegetation would be highly supportive of regional water quality and environmental protection goals.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental 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.

#### **Unified Growth Policy: Maturing Neighborhoods**

Maturing Neighborhoods are characterized by older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations. This area was mostly built out before 1980. These areas represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

The intensity and land use of this project optimally aligns with The Atlanta Region's Plan's recommendations for the Maturing Neighborhoods. The project utilizes previously developed land for new higher-density residential and commercial uses in a manner that can relieve development pressure on nearby single-family neighborhoods. Related sidewalk and bus stop improvements along with the eventual likely completion of the Atlanta Beltline along the project's northern edge all strongly support the proposed density and uses. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF ATLANTA
UPPER WEST SIDE CID	BELTLINE ORGANIZATION	

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or [dshockey@atlantaregional.org](mailto:dshockey@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 #3613

#### 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: 470-279-1545

E-mail: [mbforte@atlantaga.gov](mailto: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: 1359 Ellsworth

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1355 and 1359 Ellsworth Industrial Boulevard, Atlanta, GA

Brief Description of Project: The proposed redevelopment located on approximately 5 acres along the east side of Ellsworth Industrial Boulevard will consist of approximately 665 multifamily residential units and 30,000 SF of commercial space. The redevelopment will replace an existing warehouse consisting of approximately 116,000 SF.

#### 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 665 multifamily residential units and 30,000 SF of commercial space

Developer: 1359 Ellsworth Industrial Boulevard, LP

Mailing Address: 1180 West Peachtree Street NW, Suite 500

Address 2:

City: Atlanta State: GA Zip: 30309

Telephone: (404) 962-8600

Email: [bhantt@streamrealty.com](mailto:bhantt@streamrealty.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)YesNo

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)YesNo

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

Estimated Project Completion Dates:

This project/phase: 2025

Overall project: 2025

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### DRI #3613

#### 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: 470-279-1545  
Email: mbforte@atlantaga.gov

#### Project Information

Name of Proposed Project: 1359 Ellsworth  
DRI ID Number: 3613  
Developer/Applicant: 1359 Ellsworth Industrial Boulevard, LP  
Telephone: (404) 962-8600  
Email(s): bhautt@streamrealty.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: \$368.75M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$2.99M

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): 116,206 SF of warehousing will be removed and replaced by proposed redevelopment.

#### Water Supply

Name of water supply City of Atlanta

provider for this site:

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

0.36 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)?

0.16 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.)

3,010 Daily, 270 AM Peak Hour, 213 PM Peak Hour

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 see traffic study prepared by Kimley-Horn

### Solid Waste Disposal

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

2,157 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

Approximately 73%



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:City of Atlanta stormwater runoff reduction and detention requirements will be met through an underground stormwater management facility.

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:  
Woodall Creek is adjacent/to the east. The CoA/State undisturbed buffers today encroach into the existing developed site. This project proposed to remove existing impervious area within the buffers and improve conditions of permanent ground cover on existing site to prevent/reduce existing erosion into the creek.

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

### DRI INFORMATION

**DRI Number** #3613  
**DRI Title** 1359 Ellsworth  
**County** Fulton County  
**City (if applicable)** City of Atlanta  
**Address / Location** East side of Ellsworth Industrial Blvd

**Proposed Development Type:** The development proposal consists of 665 multifamily residential units, 13,000 sf of commercial/restaurant space, 12,500 sf brewery tap room, and 12,500 sf of brewery manufacturing.

**Build Out:** 2024

**Review Process** ☐ EXPEDITED  
☒ NON-EXPEDITED

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** Marquitrice Mangham  
**Date** May 19, 2022

### TRAFFIC STUDY

**Prepared by** Kimley Horn  
**Date** May 2, 2022

## **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)

There is a list of programmed and planned projects on pages 15 and 16. There are some Atlanta DOT projects referenced under the ARC ID (TIP) column and need to be removed to minimize confusion regarding TIP projects; otherwise, the ARC ID should be referenced.

☐ NO (provide comments below)

[Click here to provide comments.](#)

## **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)

Although the development will not be directly served by Marietta Blvd, a Regional Thoroughfare, the thoroughfare is parallel to Ellsworth Industrial Blvd and easily accessible.

**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*)

Although the development will not be directly served by Marietta Blvd, a Regional Truck Route, the thoroughfare is parallel to Ellsworth Industrial Blvd and easily accessible.

**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

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

Distance\*

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

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide sufficient connectivity

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

[Click here to provide comments.](#)

Bicycling Access\*

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

Transit Connectivity

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) Route 14

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)

**Sidewalks are incomplete and there aren't any crosswalks.**

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

MARTA provides rail and fixed route service in the jurisdiction of the development site.

**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)

A segment of the Beltline is anticipated to be constructed near the development area. Currently, the alignment is unknown. A future Path Foundation trail, Woodall Rail Trail, is anticipated north of Building A.

☐ YES (provide additional information below)

Name of facility

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

Distance

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access\*

☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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



Bicycling Access\*

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

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

## **OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

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

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

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

### **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* )

Sidewalks are proposed for the development's frontage. It appears the site plan references internal sidewalks, but the pedestrian crossings are not easily identified on the site plan to access Buildings A and D from the parking deck located at Building C. It is advised to clearly identify pedestrian features on the site plan. Plus, there are no visual pedestrian crosswalks to access the southbound MARTA stop or the proposed bus stop relocation.

**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)

If the brewery will be distributing goods, then there should be some consideration of where the truck(s) will be loading and staged in case multiple trucks are on site.

## **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):**

It is proposed to relocate MARTA Bus Stop 902230, which the current location is approximately 205ft north of the project site. Was consideration given to the current users at Stop 902230 before the proposal to move the stop to the development? Although it was noted there would be a sidewalk provided, others will still have to access the stop walking in the grass.

As a redevelopment, this would be an opportunity to implement any access management strategies the city may have for the study area.

**1359 ELLSWORTH INDUSTRIAL DRI**  
**City of Atlanta**  
**Natural Resources Group Review Comments**  
**May 19, 2022**

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

**Watershed Protection**

The project property is located in the Peachtree Creek Watershed, which in turn is within the Chattahoochee River Watershed. Peachtree Creek's confluence with the Chattahoochee River is downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

**Stream Buffers**

The USGS coverage for the project area as well as the project site plan show an unnamed blue-line stream to the east and northeast of the northeast corner of the project property. The site plan shows a 100-foot buffer from the approximate center line of the stream, which does not reach the project property. However, the City of Atlanta stream buffers are 75 feet in width and measured from the point of wrested vegetation. If any portion of the project property is within the City stream buffers as defined under the City stream buffer ordinance, it will be subject to the requirements of the City ordinance, and the buffer should be shown on the project site plan. If any portion of the project property is within 25 feet of the wrested vegetation on the stream, it will be subject to the State 25-foot State Sediment and Erosion Control buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance and any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

**Stormwater/Water Quality**

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual ([www.georgiastormwater.com](http://www.georgiastormwater.com)) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

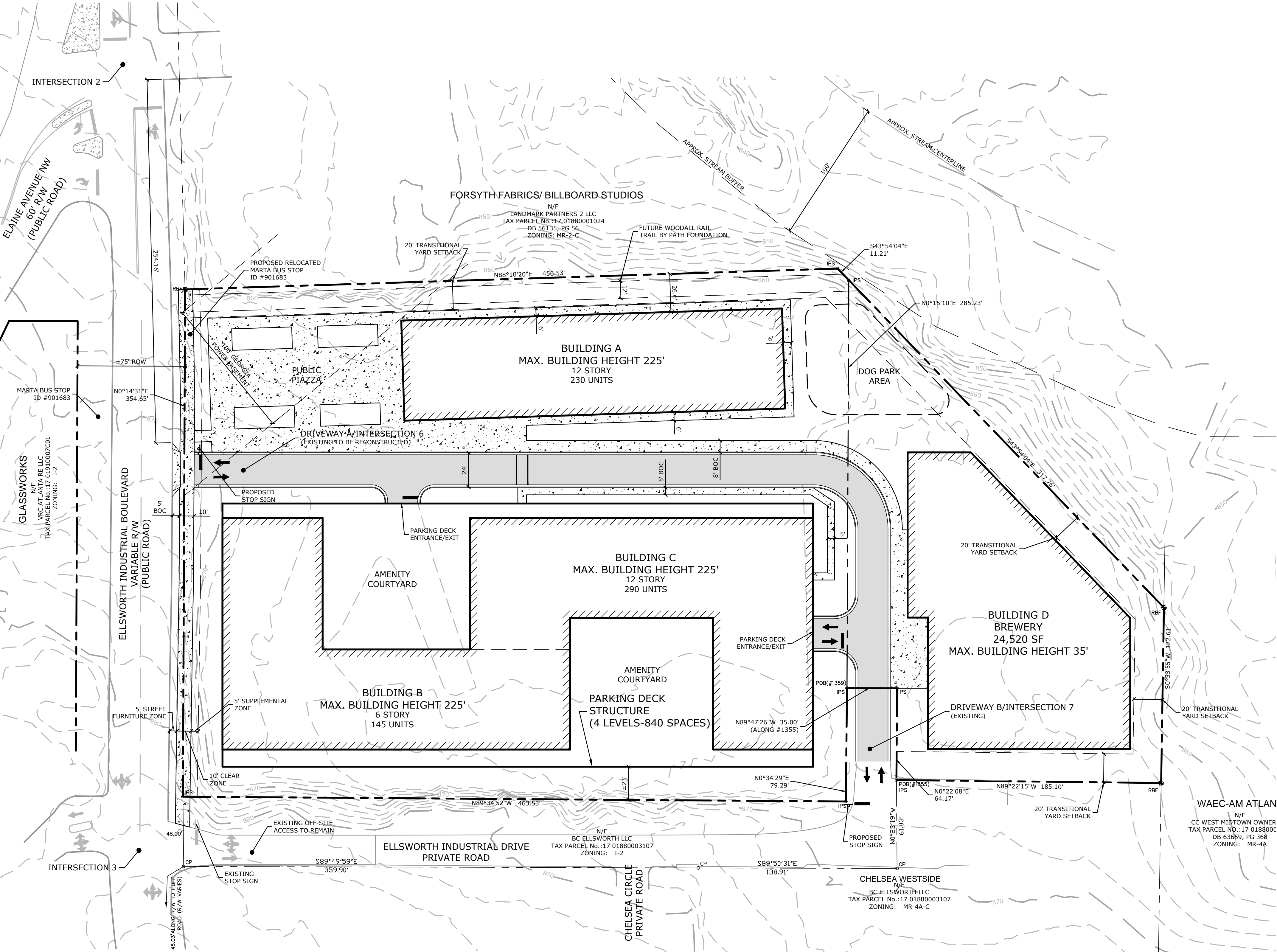


SITE DATA			
TOTAL SITE AREA	5.019 ACRES	MULTI-FAMILY (BUILDINGS A, B, C)	
NET LOT AREA (NLA)	218,621 SF	MAXIMUM BUILDING AREA	644,880 GSF
GROSS LOT AREA (GLA)	229,561 SF	MAXIMUM BUILDING HEIGHT	225'-0"
EXISTING ZONING	I-2 (HEAVY INDUSTRIAL) BELTLINE OVERLAY	MAXIMUM RESIDENTIAL UNITS	665
PROPOSED ZONING	MRC-3 (MIXED RESIDENTIAL COMMERCIAL) BELTLINE OVERLAY	RESIDENTIAL FLOOR AREA RATIO (FAR)	
PROPOSED USE	MULTI-FAMILY/COMMERCIAL	MAX ALLOWED	699,587 SF (3.2 x NLA)
PROPOSED BUILDINGS	682,400 SF	PROVIDED	644,880 SF (2.95 x NLA)
COMMERCIAL (BUILDINGS A, B, C)	13,000 SF	BUILDING COVERAGE	
BREWERY (BUILDING D)	24,520 SF	MAX ALLOWED	85% NLA
TAP ROOM	12,260 SF	NOT TO EXCEED	85% NLA
MANUFACTURING	12,260 SF	OPEN SPACE REQUIREMENTS	124,614 SF
		RESIDENTIAL USES	0.57 x NLA (PER TABLE I)
		OPEN SPACE PROVIDED	SHALL MEET REQUIREMENTS
		MINIMUM PARKING REQUIRED PER CODE	443 SPACES
		RESIDENTIAL USE (PER TABLE I)	366 SPACES (0.55 x UNIT)
		COMMERCIAL	22 SPACES (1/600 SF)
		EATING/DRINKING >60% ALCOHOL SALES	55 SPACES (1/450 SF)
		SHARED PARKING PROVIDED (4-LEVEL PARKING DECK)*	840 SPACES
		LOADING SPACES REQUIRED	3 - 12'x35' SPACE
		LOADING SPACES PROVIDED (INSIDE PARKING STRUCTURE)	3 SPACES
		* NOTE: PROVIDED PARKING WILL NOT EXCEED MAXIMUM ALLOWABLE PARKING PER BELTLINE OVERLAY REQUIREMENTS.	



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COLLABORATIVE

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470.375.2001  
www.genesiseng.net



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PHONE: 404.201.6155  
EMAIL: ana.eisenman@kimley-horn.com

SITE LEGEND

- PROPOSED CURB & GUTTER
- REVERSED PITCH CURB & GUTTER
- PROPERTY LINE
- ADJOINING LOT LINE
- FENCING
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- TRAFFIC FLOW
- STRIPING
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE
- STANDARD DUTY ASPHALT PAVEMENT
- EXISTING FEATURES SCREENED

GRAPHIC SCALE  
40 0 20 40 80 160  
( IN FEET )  
1 inch = 40 ft.

811  
Know what's below.  
Call before you dig.

PROJECT: 1359 ELLSWORTH REDEVELOPMENT - DRI #3613  
1359 & 1355 ELLSWORTH INDUSTRIAL DRIVE  
CITY OF ATLANTA, GEORGIA

CLIENT: STREAM REALTY ACQUISITIONS, LLC  
1180 WEST PEACHTREE STREET NW, SUITE 500  
ATLANTA, GEORGIA 30329

REVISIONS


PROJECT NUMBER: 21-133

DATE: 05/02/2022

DRI  
SITE PLAN

DRI-1



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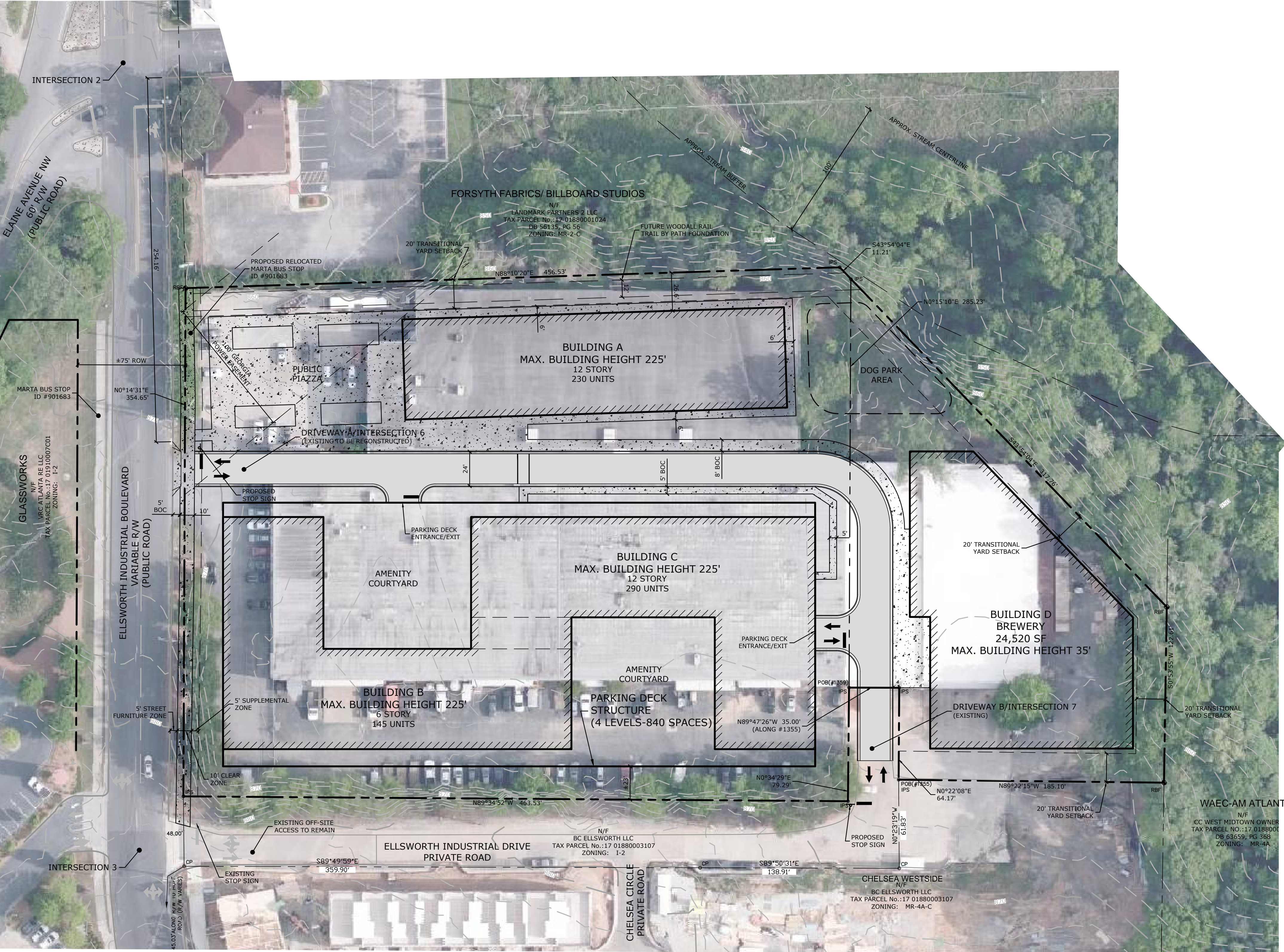
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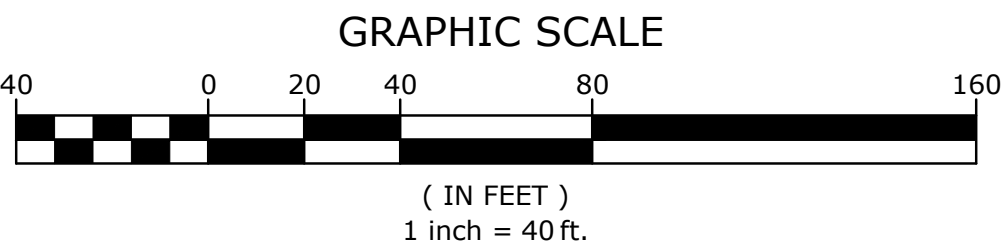
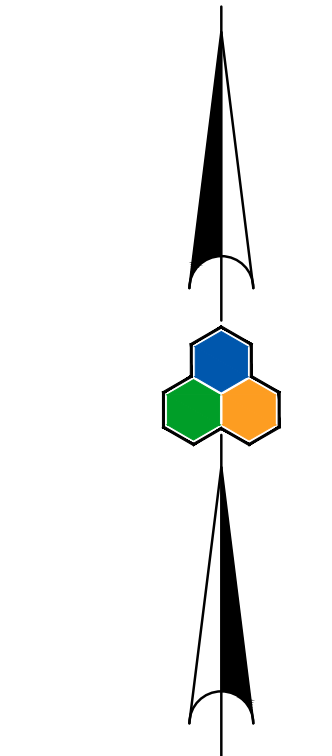
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