

**DATE:** December 19, 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 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:** Sawtell DRI 3727

**Submitting Local Government:** City of Atlanta

**Date Opened:** November 28, 2022

**Date Closed:** December 19, 2022

**Description:** A DRI review of a proposal to build a mixed-use project with 2,300 multi-family residential units, 33,800 SF of office space, 27,000 SF of retail, and 61,700 SF of restaurant space on the approximately 40 acre vacant site of the former GM plant on Sawtell Avenue in the Chosewood Park neighborhood of the City of Atlanta.

**Comments:**

**Key Comments**

*The project is strongly aligned with applicable Maturing Neighborhoods policy recommendations which note: "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 project directly advances a broad range of regional policies related to walkable mixed-used development, natural resource conservation and environmental protection, transit-oriented development, adaptive reuse, and placemaking among others.*

*While the project will generate a significant number of new vehicular trips, its mixed-use and highly walkable design, as well as its adjacency to existing MARTA bus service, future MARTA Summerhill BRT services, and the Atlanta Beltline, offer meaningful multi-modal alternatives to driving.*

*The project density is appropriate to its location and provides substantial new households to support existing and new businesses as well as retail and commercial destinations for surrounding neighborhoods.*

*The project is creating several acres of publicly accessible green space; few or no existing trees or natural features are being removed.*

*The project is expected to generate a total of 11,530 new daily vehicular trips; several roadway improvements to mitigate this impact are proposed.*

*The placemaking aspects of the project warrant substantial further consideration; the current plan misses the opportunity to create a new neighborhood node/gathering place for the Chosewood Park neighborhood and to create a visual connection from the project's edge to the generous but entirely internal park proposed at the center of the site.*

*The project does not have a strategy for prioritizing bicycle and pedestrian connections to the Atlanta Beltline and the Summerhill BRT station which are within walking distance; ensuring safe and appealing routes to these key alternate transportation options is critical for mitigating the substantial vehicular traffic impact of the project.*

### **General Comments**

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated as Maturing Neighborhoods; corresponding recommendations are provided in the last section of this report.

The project directly advances a broad range of regional policies related to walkable mixed-used development, natural resource conservation and environmental protection, transit-oriented development, adaptive reuse, and placemaking among others.

However, the placemaking aspects of the project fall well short of the opportunities presented and warrant substantial further consideration. The current plan misses the chance to create a new neighborhood node/gathering place for the Chosewood Park neighborhood ideally at the corner of McDonough Boulevard and Sawtell Avenue which currently shows an office building or possibly around some remnants of the original factory as was discussed at the Pre-Review Meeting. The plan appears to show the retail and restaurant uses centered around a new entrance street that aligns with Eric Street. This may be an appropriate location for a neighborhood hub but the plan needs to show how McDonough will be easily crossed here and how the project elements align with development currently under construction on the north side of McDonough.

The plan also does not create a visual connection from the project's edge to the generous but entirely internal park proposed at the center of the site. Further it's unclear where the 61,700 SF of restaurant space will be placed; again the possibility of grouping the restaurant uses around a common plaza or pocket park was discussed at the Pre-Review Meeting but is not reflected in the site plan. Two additional greenspaces are hidden at the rear edge of the project adjacent to the rail tracks; placing some of this park space along the Sawtell or McDonough frontages would have much more of a placemaking impact.

### **Transportation and Mobility Comments**

ARC's Transportation and Mobility Comments are attached.

The project is expected to generate a total of roughly 11,530 daily new car trips. Roadway improvements to mitigate the traffic impact are proposed. The project is located within walking distance of the Atlanta Beltline as well as the southern terminus of the MARTA Summerhill BRT project under construction.

Ensuring safe and appealing routes to these alternate transportation options is critical for mitigating the substantial vehicular traffic impact of the project but it's not clear from the TIS or site plan how this will be accomplished. Further, the site plan misses a key opportunity to create a multi-use trail route within the site so that residents on bikes or on foot don't have to compete with cars to leave the site to reach external connections. These connections are key to achieving the stated mixed-use and alternate mode vehicular trip reductions and need to be further considered and developed.

A total of 3,160 parking spaces are proposed in a mix of surface, street, and structured parking facilities which is substantially higher than the 2,080 spaces required. A reduction in parking spaces would be in keeping with regional transportation goals.

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.

### **ARC Natural Resources Group Comments**

ARC Natural Resources Group Comments are attached.

### **Environment Comments**

The project can 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. Adequate tree canopy to reduce the urban heat island effect of the any surface parking spaces proposed would also reinforce regional heat and climate change mitigation goals.

Inclusion of additional EV charging stations would be supportive of regional EV infrastructure development plans.

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

This DRI site falls under the UGPM Maturing Neighborhoods category which are older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations, that were mostly built out before 1980. They 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 strongly aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for new higher-density office, retail, and residential uses in a manner that can relieve development pressure on surrounding single family neighborhoods. However, the placemaking and multi-modal connectivity elements of the plan need much further consideration and development. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses 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	MARTA
ATLANTA BELTLINE	CITY OF ATLANTA	FULTON COUNTY
DEKALB COUNTY	ATLANTA PUBLIC SCHOOLS	

For questions, 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 #3727

#### 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: Sawtell

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 33.7134, -84.3745 Chosewood Park, Atlanta, GA 30315

Brief Description of Project: the proposed approximate 39.7-acre mixed-use development will consist of residential, retail, and restaurant uses.

#### 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.): Up to 2,300 residential units and up to 200,000 SF of commercial uses

Developer: OZF-Sawtell, LLC

Mailing Address: 121 W Wacker Drive

Address 2: Suite 1000

City: Chicago State: IL Zip: 60601

Telephone: 704-750-9125

Email: [DWelk@origininvestments.com](mailto:DWelk@origininvestments.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: 2032

Overall project: 2032

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## Developments of Regional Impact

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### DRI #3727

#### 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: Sawtell  
DRI ID Number: 3727  
Developer/Applicant: OZF-Sawtell, LLC  
Telephone: 704-750-9125  
Email(s): DWelk@origininvestments.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: Approximately \$500-700 M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Approximately \$5.5-6.5 M

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): The site currently contains 151,451 SF of industrial warehouse, and 119,451 SF is currently open and generating traffic.

#### 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)? 0.79

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)? 0.66

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.) 11,530 net daily trips, 1,164 AM trips, 837 PM trips

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

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

If yes, please describe below: Please refer to the traffic study that will be performed by Kimley-Horn.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 7,465 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 90%



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:UTILIZING STORMWATER STORAGE/STORMWATER PLANTERS AND OTHER STORMWATER RUNOFF TECHNIQUES, THE SITE WILL PROVIDE 112,179 CF OF RUNOFF REDUCTION AND 257,800 CF OF CHANNEL PROTECTION VOLUME AS REQUIRED BY SECTION 74 OF THE ATLANTA CITY CODE. ADDITIONAL MEASURES WILL BE PROVIDED TO ASSURE A REDUCTION IN RUNOFF IN ACCORDANCE WITH SECTION 74-513(d).

Environmental Quality

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

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

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

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**SAWTELL DRI**  
**City of Atlanta**  
**Natural Resources Department Comments**  
**November 29, 2022**

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

**Water Supply Watersheds**

The proposed project is located in the South River Watershed. The South River is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

**Stream Buffers**

Neither the USGS coverage for the project area or the submitted site plan show any streams on the project property. Any unmapped streams on the property may be subject to buffers required under the City of Atlanta Stream Buffer Ordinance as well as the State 25-foot Erosion and Sedimentation Control Buffer. Any unmapped waters of the state on the property will also be subject to the State 25-foot Erosion and Sedimentation Control Buffer.

**Stormwater and 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.

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

### DRI INFORMATION

**DRI Number** #3727  
**DRI Title** Sawtell Development  
**County** Fulton County  
**City (if applicable)** Atlanta  
**Address / Location** Intersection of McDonough Blvd SE and Sawtell Ave SE

**Proposed Development Type:**

A proposal to build a mixed-use project with 2,300 multi-family residential units, 33,800 SF of office space, 27,000 SF of retail, and 61,700 SF of restaurant space on the approximately 40-acre vacant site of the former GM plant at the intersection of Sawtell Avenue and McDonough Blvd. in the Chosewood Park neighborhood of the City of Atlanta.

**Build Out: 2032**

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

### REVIEW INFORMATION

**Prepared by** ARC Transportation Access and Mobility Division  
**Staff Lead** Aries Little  
**Copied** Marquitrice Mangham  
**Date** December 7, 2022

### TRAFFIC STUDY

**Prepared by** Kimley-Horn  
**Date** November 1, 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*)

Atlanta Region's Plan; page 12 in the traffic study.

☐ 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*)

No Site Driveway provides access via a roadway identified as a Regional Thoroughfare.

**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*)

No Site Driveway provides access via a roadway identified as a Regional Truck Route.

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

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

☒ NOT APPLICABLE (*nearest station more than one mile away*)

☐ RAIL SERVICE WITHIN ONE MILE (*provide additional information below*)

Operator / Rail Line

Nearest Station

[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) 49

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 on both sides of McDonough Boulevard (SR 42) along the entire site frontage.

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

**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                      The Atlanta Beltline

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)

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

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

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

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

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

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

## **RECOMMENDATIONS**

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

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)

☐ NO *(see comments below)*

[Click here to enter text.](#)

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

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

☐ YES *(see comments below)*

[Click here to enter text.](#)

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

**None at this time.**



LEGEND:



CAR SHARE AND VANPOOL SPACES WILL BE PROVIDED AS REQUIRED BY CITY OF ATLANTA CODE. SITE PLAN IS BEING DEVELOPED

MOVING TRUCK LOADING, PACKAGE DELIVERY, AND RIDESHARE DROP-OFF / PICK-UP WILL BE PROVIDED VIA THE SYSTEM OF INTERNAL ROADWAYS ON THE SITE; NO ACTIVITY IS ANTICIPATED ALONG PUBLIC ROADWAY FRONTAGES

EXISTING SIGNALLED INTERSECTION  
EXISTING 5' BIKE LANE

SAWTELL AVE SR 544-LANE EXISTING 60' ROW

5' LANDSCAPE STRIP  
PROPOSED SIDEWALK

EXISTING RR GRADE CROSSING WITH GATES

2 LANE CROSS SECTION SOUTH OF RR

FIRE LANE TURNAROUND

ENVIRONMENTAL REMEDIES LLC I-2

UTILIZING STORMWATER STORAGE/STORMWATER PLANTERS AND OTHER STORMWATER RUNOFF TECHNIQUES, THE SITE WILL PROVIDE 112,179 CF OF RUNOFF REDUCTION AND 257,800 CF OF CHANNEL PROTECTION VOLUME AS REQUIRED BY SECTION 74 OF THE ATLANTA CITY CODE. ADDITIONAL MEASURES WILL BE PROVIDED TO ASSURE A REDUCTION IN RUNOFF IN ACCORDANCE WITH SECTION 74-513(c).

SITE DATA

EXISTING ZONING	MRC-3-C
TOTAL AREA	39.696 A.C.
TOTAL UNITS	2,300 UNITS
PROPOSED IMPERVIOUS AREA	90%
REQUIRED PARKING	540
PROVIDED PARKING	3,160
CURRENT ADDRESS	510 SAWTELL AVE SE

GENERAL NOTES

- JURISDICTIONAL BOUNDARIES: SITE LOCATED ENTIRELY WITHIN THE CITY OF ATLANTA, NOT NEAR ANY JURISDICTIONAL BOUNDARIES
- STATE HIGHWAYS: BOTH MCDONOUGH BLVD AND SAWTELL AVE ARE STATE HIGHWAYS
- PARKING STALL LOCATIONS AND QUANTITIES ON PLANS AND DEPICTED FOR ILLUSTRATIVE
- PLAZAS AND PARKS DEPICTED ON PLAN ARE TO INDICATE OPEN SPACE. PLAZA/PARK DESIGN WILL BE SUBMITTED IN FUTURE DEVELOPMENT PERMITS

DEVELOPMENT SUMMARY

BLOCK DENSITY DATA - A-1:

BLOCK A: +/- 280 TOTAL RESIDENTIAL UNITS  
- MULTIFAMILY 5 STORY WRAP  
+/- 314,000 GSF  
+/- 280 UNITS

BLOCK B: +/- 409 TOTAL RESIDENTIAL UNITS  
- CLUB SAWTELL: 40,000 S.F.  
- MULTIFAMILY 5-STORY  
+/- 446,300 GSF  
+/- 405 UNITS  
- RESIDENTIAL WALK UP: 4 UNITS  
- RETAIL: 29,850

BLOCK C: +/- 560 TOTAL RESIDENTIAL UNITS  
- MULTI-FAMILY 5-STORY WRAP A:  
+/- 308,800 GSF  
+/- 285 UNITS  
- MULTI-FAMILY 5 STORY WRAP B:  
+/- 300,300 GSF  
+/- 275 UNITS  
- RETAIL: +/- 17,350 S.F.

BLOCK D: +/- 346 TOTAL RESIDENTIAL UNITS  
- MULTIFAMILY 5-STORY +/- 350,000 GSF  
+/- 322 UNITS  
- 16'X40' TOWNHOMES: 24 UNITS  
- RETAIL: +/- 41,500 S.F.  
- FLEX BUILDING AREA: 33,800 S.F.

BLOCK E: +/- 329 TOTAL RESIDENTIAL UNITS  
- MULTI-FAMILY 5-STORY: +/- 358,650 GSF  
+/- 329 UNITS

BLOCK F: +/- 376 TOTAL RESIDENTIAL UNITS  
- MULTI-FAMILY 5-STORY: +/- 407,500 GSF  
+/- 376 UNITS

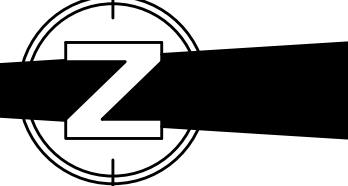
RESIDENTIAL SITE TOTAL: +/- 2,300  
- MULTIFAMILY +/- 2,276  
+/- 2,272 UNITS (5 STORY RES)  
+/- 4 (WALK UP RESIDENTIAL)  
- TOWNHOMES: 24  
24 @ 16X40

FLEX BUILDING AREA TOTAL: +/- 33,800  
SITE RETAIL TOTAL: 88,700 S.F.

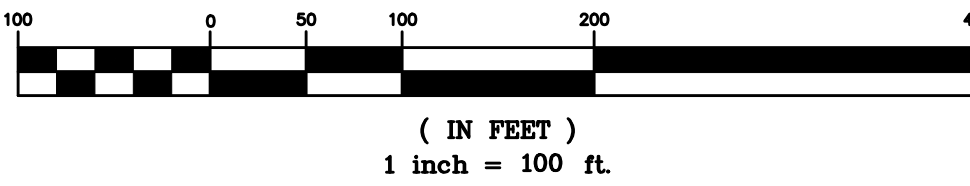
CONTACTS

- Developer: Kaplan Residential  
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- Traffic Engineer: Kimley-Horn  
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- Civil Engineer: J. Lancaster Associates  
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404-491-3814

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GRAPHIC SCALE



LOCATION MAP

SCALE: NTS



HGOR

3525 Piedmont Road NE  
Building 8, Suite 320  
Atlanta, Georgia 30305  
www.hgor.com  
p. 404-248-1960  
f. 404-248-1092

CONSULTANT LOGO:

PROJECT TITLE:

SAWTELL DRI #3727  
510 SAWTELL AVE SE, ATLANTA, GA.

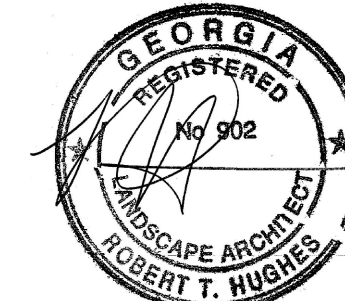
PROJECT NO:  
22002

PRINCIPAL IN CHARGE: TF  
PROJECT ARCHITECT: TF  
DRAWN BY: CS

ISSUE AND DATE:  
DRI PLANS  
September 12, 2022

REVISIONS:  
NO. DATE DESCRIPTION

SEAL:



SHEET TITLE:

DRI PLAN

SHEET NO.:

DRI-1

RELEASED FOR PERMIT

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