



# Regional Review Finding Development of Regional Impact

**DATE:** October 22, 2025

**TO:** Mayor Andre Dickens, City of Atlanta

**ATTN TO:** Steven Aceto, *Urban Planner*, City of Atlanta

**FROM:** Mike Alexander, COO, Atlanta Regional Commission

**RE:** Development of Regional Impact (DRI) Review

*ARC has completed a regional review of the below DRI. ARC reviewed the project's relationship to regional plans, goals and policies as well as impacts the project may have on the activities, plans, goals and policies of other local jurisdictions and 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:** Sylvan Mixed-Use DRI 4330  
**Submitting Local Government:** City of Atlanta  
**Date Opened:** October 1, 2025      **Date Closed:** October 22, 2025

**Description:** A DRI review of a proposal to develop a mixed-use project with 3,032 multi-family apartments, a 300-room hotel, 20,000 SF of civic space, 257,050 SF of office space, and 147,255 SF of retail/restaurant space on a 13.87-acre previously developed site generally located near the Oakland City MARTA station at 1313 Sylvan Road in the City of Atlanta in Fulton County.

**Comments:**

**Key Comments**

*The project strongly aligns 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's reuse of a previously developed, currently vacant site within walking distance of the existing OaklandCity MARTA station and future Campbellton Corridor BRT station featuring a robust mix of uses is strongly supportive of regional transit oriented development, walkability, and land use policies.*

*The project's adjacency to a Beltline spur trail linking to other spur trail segments on the north and south to ultimately connect the Beltline to the Oakland City MARTA station is strongly supportive of regional multimodal transportation policies.*

*The project's provision of 3,032 housing units is supportive of regional housing policies.*

*The project is expected to generate a total of 16,738 daily new automobile trips; a range of roadway improvements are proposed to mitigate the impact of these trips.*

*The project's inclusion of approximately 147,255 SF of retail and restaurant space - some elements of which will service project residents while other components will be a destination for the larger surrounding community and beyond – is supportive of walkable development and economic development policies.*

*The final pedestrian route from the project to the closest MARTA rail station entrance at Murphy and Arden Avenues will need to be carefully designed to provide safe and inviting transit access for the project's large number of residents and visitors. Consideration should be given by MARTA to improving the appearance, safety, and maintenance of this important rail station entrance.*

*The final project design should be carefully coordinated with the final design of the immediately adjacent Avon Higgins Mixed-Use DRI 4330 project on the east side of the Beltline spur trail.*

### **General Comments**

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

The project's reuse of a previously developed, currently vacant site within walking distance of the Oakland City MARTA station and future Campbellton Corridor BRT station and featuring a robust mix of uses is strongly supportive of regional transit oriented development, walkability, and land use policies. The project's provision of 3,302 housing units is supportive of regional housing policies.

The project's inclusion of 147,255 SF of retail and restaurant space - some elements of which will service project residents while other components will be a destination for the larger surrounding community and beyond – is supportive of walkable development and economic development policies.

The final project design should be carefully coordinated with the final design of the immediately adjacent Avon Higgins Mixed-Use DRI 4330 project on the east side of the Beltline spur trail.

### **Transportation and Mobility Comments**

ARC Transportation and Mobility comments are attached. The proposal is highly consistent with ARC's MTP. The project is located within a MARTA rail station walkshed and its mix of residential, office, and civic uses will support transit ridership. Connectivity to the future Beltline and Lee Street trail provide access to additional modes of transportation. Sidewalks within the development are wide, but crossings should be shown on the site plan. Consider cyclists and bike lanes throughout the development. Parking should be minimized however possible due to the proximity to MARTA rail and trails. Consider adding EV charging within site.

The project is expected to generate a total of daily new car trips to generate a total of 16,738 daily new automobile trips; a range of roadway improvements are proposed to mitigate the impact of these trips. The project's adjacency to a Beltline spur trail linking to other spur trail segments on the north and south to ultimately connect the Beltline to the Oakland City MARTA station is strongly supportive of regional multimodal transportation policies.

The constructed development should provide 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.

## **Natural Resources Comments**

ARC's Natural Resources comments are attached. The project property is located in the South River watershed. While the South River is not a water supply watershed for the Atlanta Region or the Metropolitan North Georgia Water Planning District, it is classified as a large water supply watershed (over 100 square miles) downstream of the District and the Region under the Part 5 Criteria of the 1989 Georgia Planning Act. However, 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 public water supply intake and no water supply watershed criteria apply.

### **Stream Buffers**

Neither the USGS coverage for the project area nor the submitted site plan show any perennial or intermittent streams on the project property. Any unmapped streams on the property may be subject to the City's stream buffer requirements.

### **Floodplain**

There are no designated floodplain areas on the site.

## **ARC Lifelong Communities Comments**

Comments from ARC's Lifelong Communities department are attached. They include the need to consider the following: the mobility and consumer needs of senior residents and patrons of the project; construction and operational impacts on the Capitol View Gateway senior housing development south across Dill Avenue from the site; opportunities for intergenerational and age-friendly accommodations in the greenspace proposed in the northeast portion of the site; and preservation of the character of the surrounding neighborhood which includes numerous senior residents.

## **ARC Environmental Comments**

The project can support The Atlanta Region's Plan by incorporating 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. Utilization of native and pollinator friendly plants along the substantial landscaped areas flanking the Beltline spur trail would be supportive of regional natural habitat policies.

## **GDOT Aviation Comments**

Comments received from GDOT Aviation are attached.

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

The project site is designated as Maturing Neighborhoods 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 proposed project strongly aligns with The Atlanta Region's Plan's recommendations for Maturing Neighborhoods. The project utilizes previously developed land for new residential development, includes a mix of uses, provides a very large number of residential units within walking distance of existing and future transit stations, and utilizes a multi-use path with a future connection to the Atlanta Beltline. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely on the final design 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	MARTA
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 #4430

#### 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: Steven Aceto  
 Telephone: 4042050638  
 E-mail: saceto@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: Sylvan Mixed Use  
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1313 & 1215 Sylvan Road, 984, 985 & 997 Cox Avenue  
 Brief Description of Project: Mixed use development consisting of 3,032 residential units and 716,200 sf of non-residential/retail/commercial/restaurant 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.): 3,032 residential units and 716,200 sf of non-residential/retail/commercial/restaurant space

Developer: Abebe Ventures

Mailing Address: 249 Milton Avenue

Address 2:

City:Atlanta State: GA Zip:30315

Telephone: 404-263-7660

Email: mike@abebeholdings.com

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

If yes, property owner:

Is the proposed project entirely located within your  (not selected)  Yes  No

local government's jurisdiction?  
If no, in what additional jurisdictions is the project located?  
Is the current proposal a continuation or expansion of a previous DRI?  (not selected)  Yes  No  
If yes, provide the following information: Project Name:  
Project ID:  
The initial action being requested of the local government for this project:  Rezoning  Variance  Sewer  Water  Permit  Other  
Is this project a phase or part of a larger overall project?  (not selected)  Yes  No  
If yes, what percent of the overall project does this project/phase represent?  
Estimated Project Completion Dates: This project/phase: 12/2035 Overall project: 12/2035  
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## Developments of Regional Impact

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**DRI #4430**

### 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: Allanta

Individual completing form: Steven Aceto

Telephone: 4042050638

Email: saceto@atlantaga.gov

#### Project Information

Name of Proposed Project: Sylvan Mixed Use

DRI ID Number: 4430

Developer/Applicant: Abebe Ventures

Telephone: 404-263-7660

Email(s): mike@abebeholdings.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 Billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$19 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, 1.3

measured in Millions of Gallons Per Day (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:

[Empty text box for water supply capacity expansion plans]

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?

[Empty text box for additional water line 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)?

1.0

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:

[Empty text box for wastewater treatment capacity expansion plans]

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?

[Empty text box for additional sewer line 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.)

16,738 net new daily trips, 922 AM peak hour trips & 1,015 PM

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 the DRI Transportation Impact Study for recommended system improvements

[Empty text box for transportation improvements description]

**Solid Waste Disposal**

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

15,000 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:

[Empty text box for landfill capacity expansion plans]

Will any hazardous waste be generated by the development?  (not selected)  Yes  No

If yes, please explain:

[Empty text box for hazardous waste explanation]

**Stormwater Management**

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?

75%

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

The site will utilize a treatment train of bioswales/bioretenation, below grade detention with infiltration, permeable paving and green roof to meet the stormwater requirements of redevelopment.

### 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:

**Submit Application**

Save without Submitting

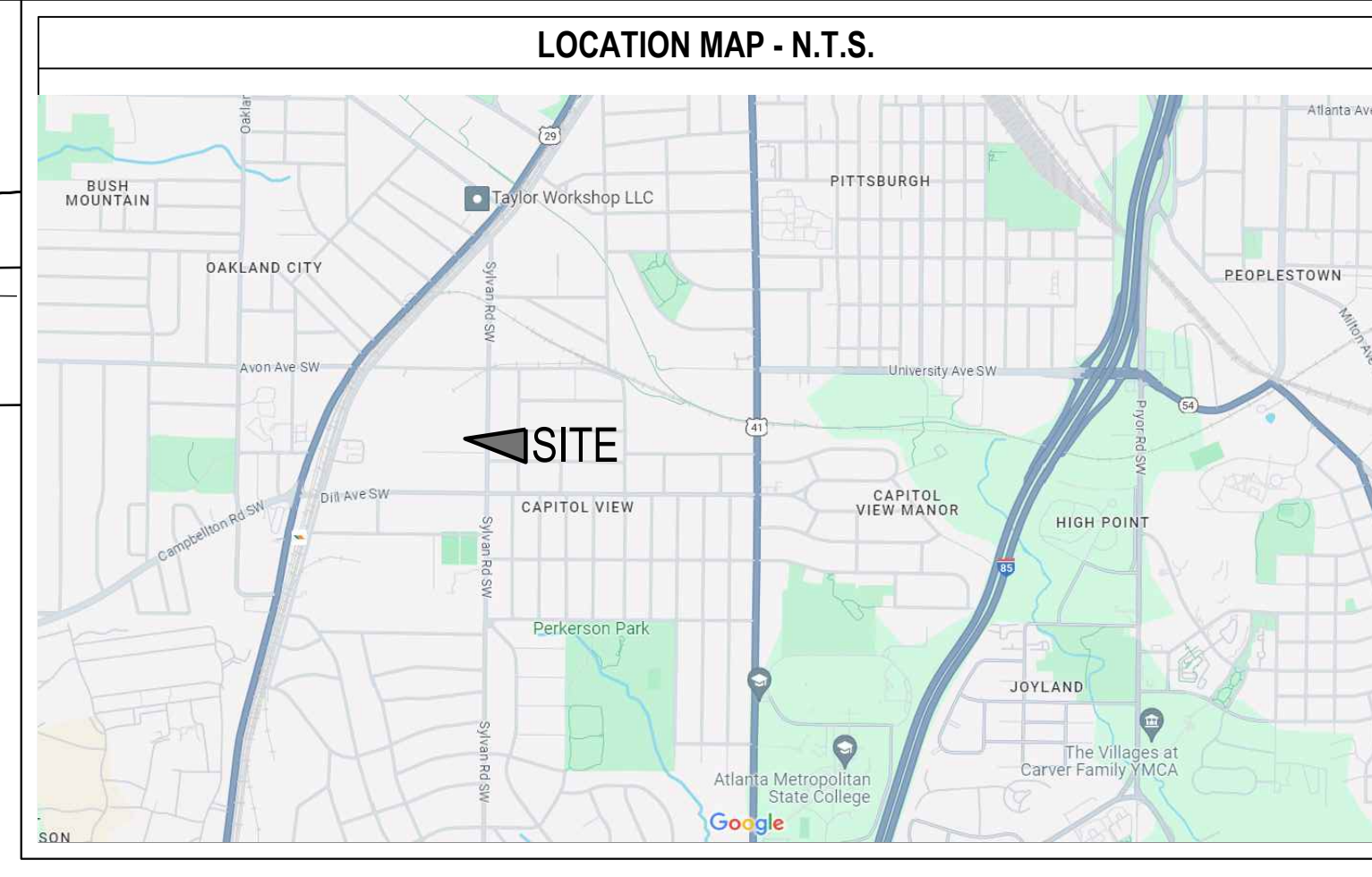
Cancel

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11/02/2024

N/F THE ATLANTA DEVELOPMENT AUTHORITY, INC. ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010127

N/F INTERNATIONAL FUNDING GROUP LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000020118



**E&A**  
EBERLY & ASSOCIATES

TEL 770.452.7849 FAX 770.452.0086  
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WWW.EBERLY.NET

LAND PLANNING  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE

DRI #: 4430

**SITE DATA**  
CURRENT ZONING USE: I-1-C, BELTLINE OVERLAY  
PROPOSED ZONING USE: MRC-3, BELTLINE OVERLAY  
CITY OF ATLANTA  
FULTON COUNTY, GA  
LAND LOT: T20 DISTRICT 14TH  
PARCELS LIST: 14 012000020111 (1215 SYLVAN ROAD)  
14 012000020103 (0 SYLVAN ROAD)  
14 0120000104 (887 COX AVENUE)  
14 0120000137 (885 COX AVENUE)  
14 0120000168 (884 COX AVENUE)  
14 0120000209 (1313 SYLVAN ROAD)

**LOT AREA:**  
NET LOT AREA (NLA) = 604,003 SF (13.87 ACRES)

**BUILDING COVERAGE:**  
MAX ALLOWED 85% OF NLA (513,403 SF)  
COVERAGE PROVIDED: 80.3% (488,272 SF)

**FLOOR AREA:**  
RESIDENTIAL FLOOR AREA = 718,200 SF  
NON-RESIDENTIAL FLOOR AREA = 44,000 SF  
NON-RESIDENTIAL FLOOR PROVIDED = 44,000 SF

**USABLE OPEN SPACE:**  
LOS RATIO REQUIRED: 0.75 \* 604,003 = 453,002 SF  
LOS PROVIDED: 453,002 SF

**PARKING DATA:**  
REQUIRED RESIDENTIAL (0.001) = 3,002 UNITS \* 0 = 0 SPACES  
NON-RESIDENTIAL REQUIRED: 1,190 SPACES \* 1.19 = 1,406 SPACES  
TOTAL PARKING REQUIRED: 1,406 SPACES  
TOTAL PARKING PROVIDED: 1,200 SPACES  
BICYCLE PARKING PROVIDED: 50 SPACES  
RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES  
NON-RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES  
TOTAL LOADING SPACES PROVIDED: 4 SPACES



**SYLVAN MIXED USE**

LAND LOT 120  
14TH DISTRICT  
CITY OF ATLANTA  
FULTON COUNTY, GEORGIA  
1313 & 215 SYLVAN RD, 984, 985 & 997 COX AVE

**REVISION**

DATE	DESCRIPTION	BY	CHK
11/15/2024	CRC SUBMITTAL		
5/23/2025	DRI METHODOLOGY MEETING		
6/13/2025	MMP COMMENTS		

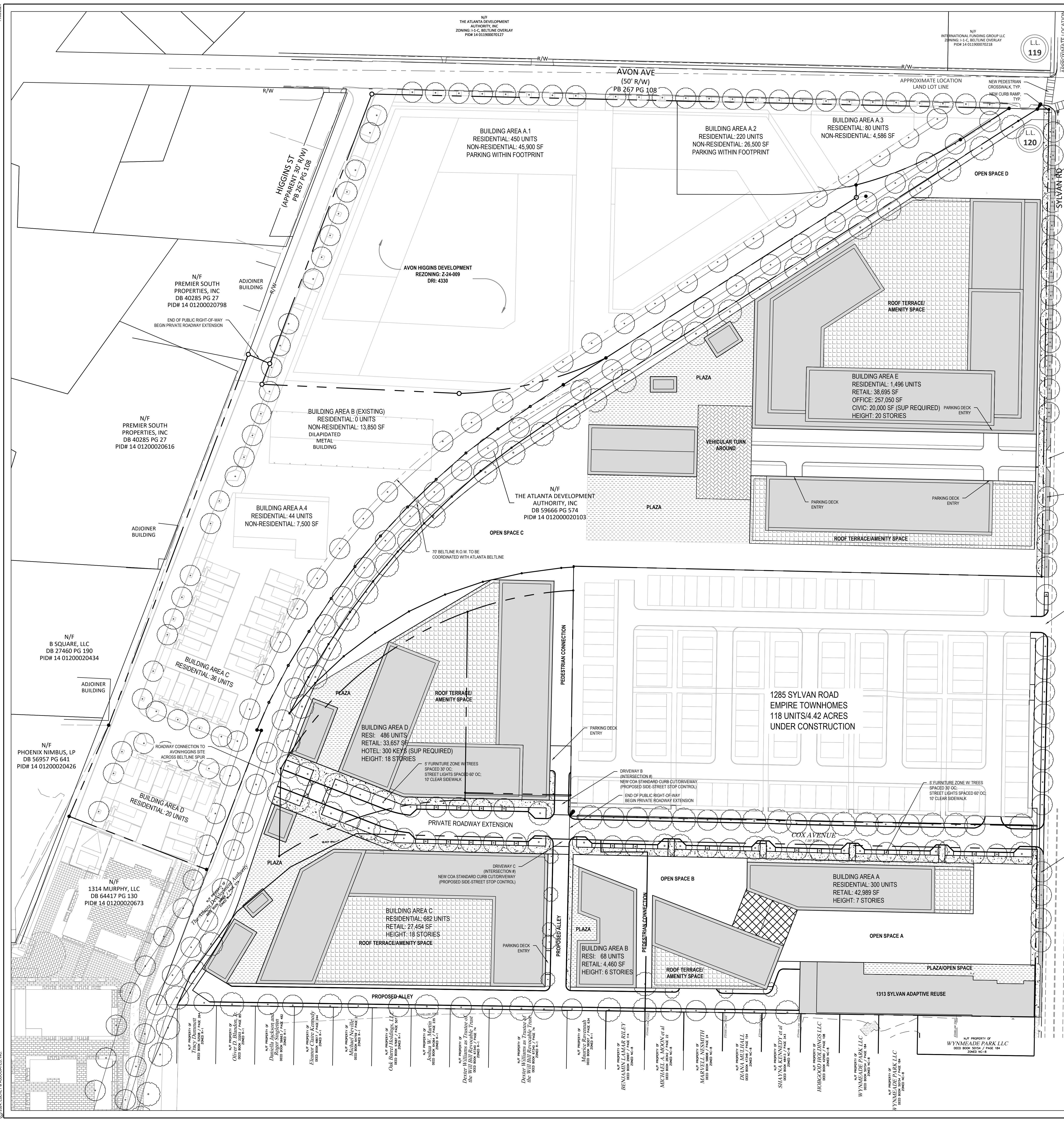
**DRI SITE PLAN**

SCALE	DATE	DRAWN BY	PROJECT ENGINEER	CAD/CRC REVIEWER
1" = 50'	11/02/2024			

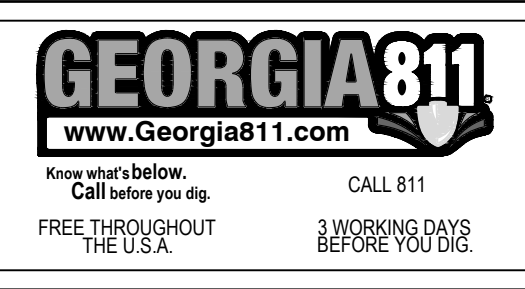
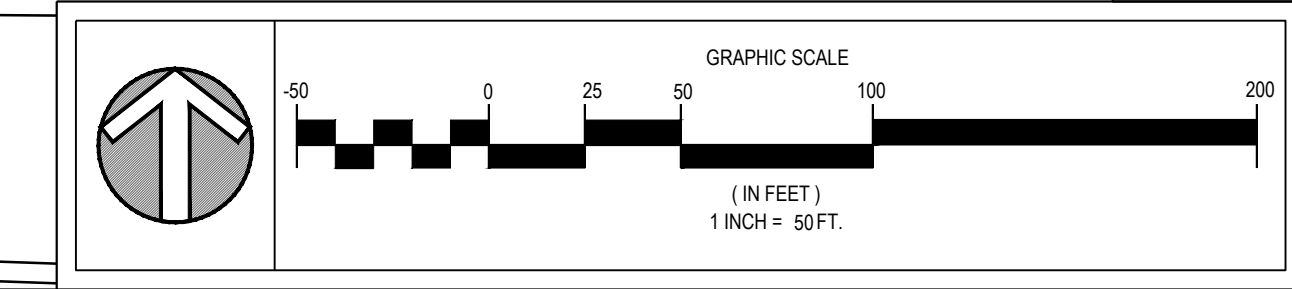
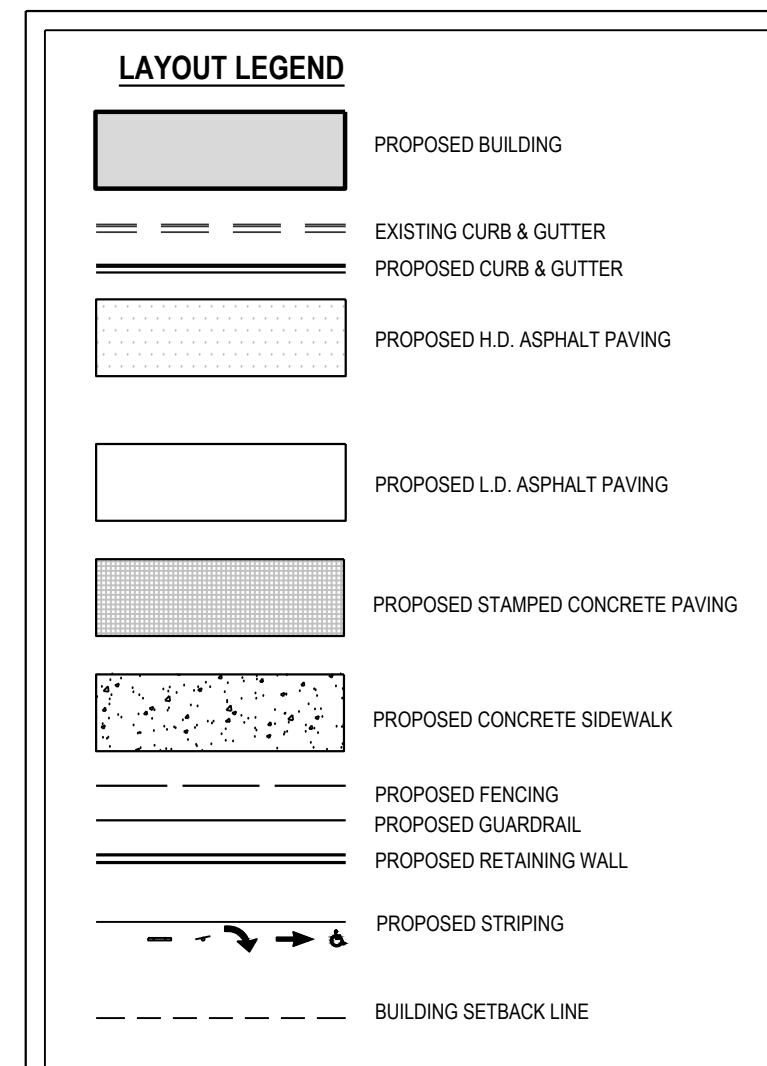
EBERLY PROJECT NUMBER:  
**24-075**

SHEET NUMBER:  
**DR1.0**

NOT ISSUED FOR CONSTRUCTION



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- TTC PROPERTIES LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010061
- GEORGIA STATE UNIVERSITY FOUNDATION INC. ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010053
- SCOTTDALE PARTNERS LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010442
- SCOTTDALE PARTNERS LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010186
- HARMON EDGE LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010178
- CRC CONSOLIDATED LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010160
- DRIVEWAY UNDER CONSTRUCTION (PROPOSED SIDE-STREET STOP CONTROL)
- REACTREE BENTON PROPERTIES ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010152
- GREENER MARY ET AL ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010109
- SCOTTDALE PARTNERS LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010186
- AGED CHOCOLATE HOLDINGS LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010301
- 1285 SYLVAN ROAD PARTNERS LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010293
- CELESTIAL CHURCH OF CHRIST ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010285
- WYNMADE PARK LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010277
- AAA PARK PROPERTY LLC ZONING: I-1-C, BELTLINE OVERLAY PID# 14 012000010475

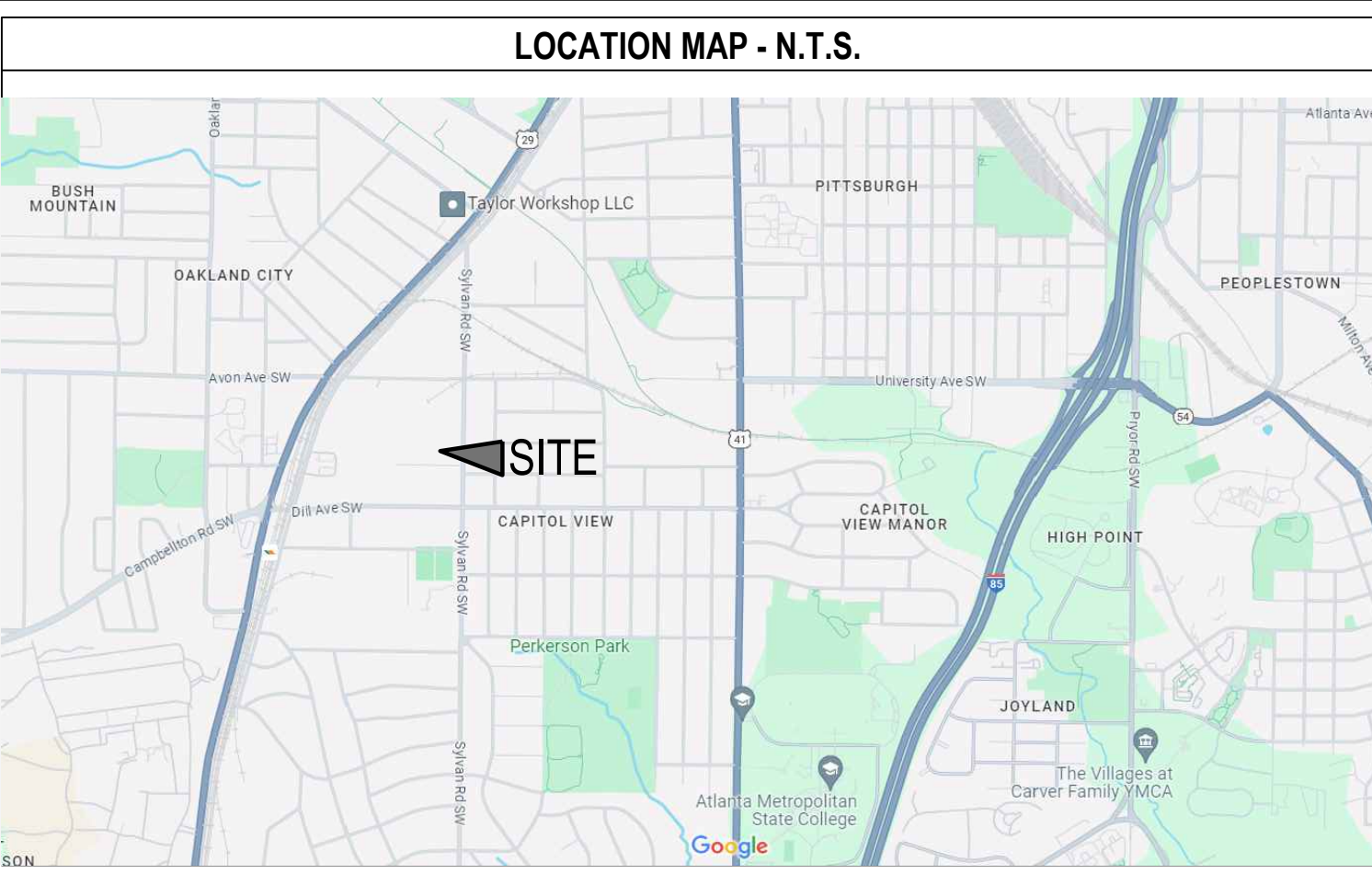


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11/03/2024



**E&A**  
EBERY & ASSOCIATES

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WWW.EBERY.NET

LAND PLANNING  
CIVIL ENGINEERING  
LANDSCAPE ARCHITECTURE

DRI #: 4430

**SITE DATA**  
CURRENT ZONING USE: I-1-C, BELTLINE OVERLAY  
PROPOSED ZONING USE: MRC-3, BELTLINE OVERLAY  
CITY OF ATLANTA  
FULTON COUNTY, GA  
LAND LOT: 120 DISTRICT 14TH  
PARCELS LOTS: 14 01 2000 020111 (1215 SYLVAN ROAD)  
14 01 2000 020103 (0 SYLVAN ROAD)  
14 01 2000 020104 (867 COX AVENUE)  
14 01 2000 020137 (885 COX AVENUE)  
14 01 2000 020166 (884 COX AVENUE)  
14 01 2000 020209 (1313 SYLVAN ROAD)

**LOT AREA:**  
NET LOT AREA (NLA) = 604,003 SF (13.87 ACRES)

**BUILDING COVERAGE:**  
MAX ALLOWED 85% OF NLA (513,403 SF)  
COVERAGE PROVIDED: 60.8% (368,272 SF)

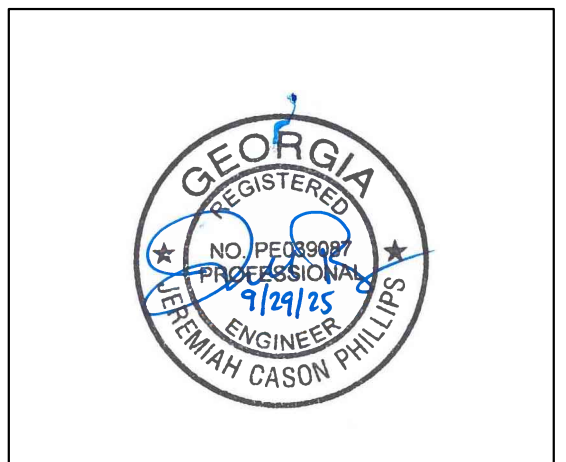
**MAXIMUM ALLOWED BUILDING HEIGHT:** 225 FT  
HEIGHT PROVIDED: 225 FT

**FLOOR AREA:**  
RESIDENTIAL FLOOR AREA = 2,425,896 SF  
RESIDENTIAL FAR ALLOWED = 3.2  
AFFORDABLE BONUS = 1.0  
RESIDENTIAL FAR PROVIDED = 4.02

**NON-RESIDENTIAL FLOOR AREA = 716,200 SF**  
NON-RESIDENTIAL FAR ALLOWED = 4.0  
NON-RESIDENTIAL FAR PROVIDED = 1.19

**USABLE OPEN SPACE:**  
UGS RATIO REQUIRED: 0.75 \* 604,003 = 453,002 SF  
UGS PROVIDED: 453,002 SF

**PARKING DATA:**  
REQUIRED RESIDENTIAL (0.00N1) = 3,032 UNITS \* 0 = 0 SPACES  
NON-RESIDENTIAL REQUIRED (1.00RSF) = 1,194 SPACES  
TOTAL PARKING REQUIRED: 1,194 SPACES  
TOTAL PARKING PROVIDED: 1,200 SPACES  
BICYCLE PARKING REQUIRED: 50 SPACES  
BICYCLE PARKING PROVIDED: 50 SPACES  
RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES  
NON-RESIDENTIAL LOADING SPACES REQUIRED: 2 SPACES  
TOTAL LOADING SPACES PROVIDED: 4 SPACES



**SYLVAN MIXED USE**

LAND LOT 120  
14TH DISTRICT  
CITY OF ATLANTA  
FULTON COUNTY, GEORGIA  
1313 & 215 SYLVAN RD, 984, 985 & 997 COX AVE

**DRI DATA:**  
DRI NUMBER: 4430  
OVERALL SITE AREA: 13.87 ACRES  
REZONING NUMBER: Z-25-01

RESIDENTIAL UNITS: 3,032 UNITS  
UNITS PER ACRE: 218.6 UNITS/ACRE  
HOTEL/HOSPITALITY: 300 KEYS  
RETAIL: 147,255 SF  
OFFICE: 257,650 SF  
CIVIC/CULTURAL: 20,000 SF

**DEVELOPMENT PROGRAM:**

<b>BUILDING A</b>	RESIDENTIAL: 300 UNITS
	RETAIL: 42,899 SF
	HEIGHT: 7 STORES
<b>BUILDING B</b>	RESIDENTIAL: 68 UNITS
	RETAIL: 4,481 SF
	HEIGHT: 6 STORES
<b>BUILDING C</b>	RESIDENTIAL: 662 UNITS
	RETAIL: 27,454 SF
	HEIGHT: 18 STORES
<b>BUILDING D</b>	RESIDENTIAL: 486 UNITS
	HOTEL: 300 KEYS (SUP REQUIRED)
	RETAIL: 33,637 SF
	HEIGHT: 18 STORES
<b>BUILDING E</b>	RESIDENTIAL: 1,498 UNITS
	RETAIL: 38,856 SF
	OFFICE: 257,650 SF
	CIVIC: 20,000 SF (SUP REQUIRED)
	HEIGHT: 20 STORES

**PARKING DATA:**  
MINIMUM PARKING REQUIRED: 1,194 SPACES  
PARKING PROVIDED: 1,200 SPACES  
BICYCLE, CARVANPOOL & EV PARKING WILL BE PROVIDED TO MEET OR EXCEED CITY OF ATLANTA REQUIREMENTS

**REVISION**

11/15/2024	CRC SUBMITTAL
5/23/2025	DRI METHODOLOGY MEETING
6/13/2025	MMP COMMENTS

**LAYOUT LEGEND**

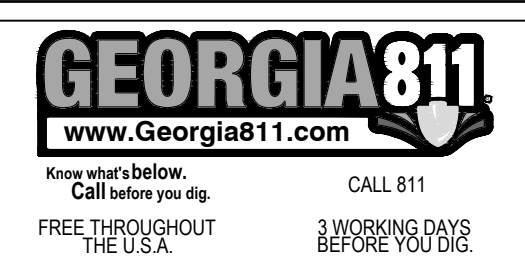
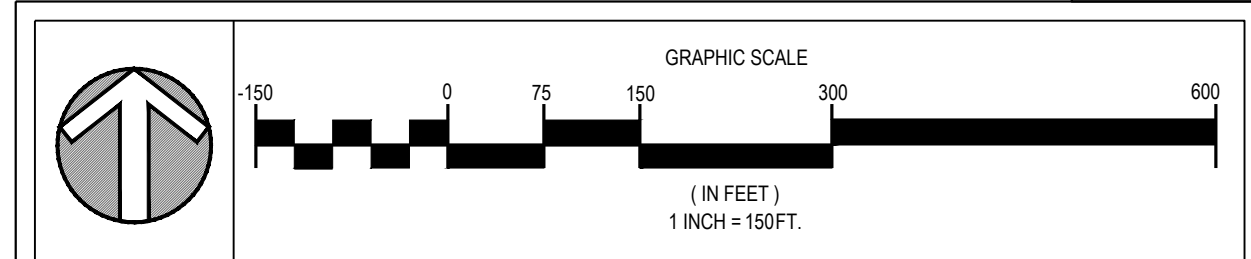
- PROPOSED BUILDING
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED H.D. ASPHALT PAVING
- PROPOSED L.D. ASPHALT PAVING
- PROPOSED STAMPED CONCRETE PAVING
- PROPOSED CONCRETE SIDEWALK
- PROPOSED FENCING
- PROPOSED GUARDRAIL
- PROPOSED RETAINING WALL
- PROPOSED STRIPING
- BUILDING SETBACK LINE

**SITE PLAN WITH ADJACENT PROJECTS**

SCALE	1" = 60'
DATE	11/03/2024
DRAWN BY	PA
PROJECT ENGINEER	JP
CAD/CRC REVIEWER	MM

EBERY PROJECT NUMBER:  
**24-075**

SHEET NUMBER:  
**DR3.0**  
NOT ISSUED FOR CONSTRUCTION



2025 Maxar © CNES (2025) Distribution Airbus DS

1600 LEE STREET  
TD JAKESPORT MAC VILLAGE ONE  
95.41 ACRES  
RESIDENTIAL=1,471 UNITS  
SCHOOL=20,000 SF  
COMMERCIAL/RETAIL=112,878 SF  
OFFICE=84,300 SF  
HOTEL=270 KEYS  
DRI 4430

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C:\Users\PHILLI~1\AppData\Local\Temp\ch00003\_31000241075\_BASIS.dwg September 29, 2025

# Development of Regional Impact

## Assessment of Consistency with the ARC Metropolitan Transportation Plan

Prepared by: Shelby Piccolo, ARC Transportation Access and Mobility Division    October 22, 2025

### DRI INFORMATION

2025 Sylvan Mixed Use DRI 4430 – Atlanta, Fulton County, Georgia

### METROPOLITAN TRANSPORTATION PLAN PROJECTS

**Did the transportation analysis incorporate all current MTP projects contained in the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?**

ARC ID AR-450, Campbellton Bus Rapid Transit should be included in section C.2. and ARC IDs/GDOT PI numbers should be included when referring to programmed and planned projects. Section C.2. should also include long-range projects from the MTP, including AR-450C, AR-490D, AR-450G, Atlanta Streetcar. Project AT-320 includes traffic signal enhancements at several intersections as well. Projects like AR-491C Northside Drive Corridor Transit Service should also be included. These projects are important to label so anyone reading this report can find the referenced project in ARC or GDOT databases. The long-term projects are important to include in the study because they show what future investments are happening in this area and what direction the long-term projects are going.

### REGIONAL NETWORKS

- 1. Will the project be directly served by any roadways identified as Regional Thoroughfares? 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
- 2. Will the development site be directly served by any roadways identified as Regional Truck Routes? 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
- 3. If the development site is within one mile of an existing or planned rail service, provide information on accessibility conditions and transit supportive uses.**  
 NOT APPLICABLE  
 RAIL SERVICE WITHIN ONE MILE

MARTA Oakland City Station

Distance\* .3 miles

Walking Access\* Stop is walkable from site. Some sidewalk conditions could be improved by widening the sidewalk or adding a sidewalk buffer between the road. Sidewalk pavement conditions should be improved and pedestrian crossings should be improved as well.

Bicycling Access\* Around the site, Sylvan, Dill, and Murphy Ave have unprotected bike lanes. Dill Ave at Lee St and Lee St have bike sharrows. Bike conditions could be improved by adding bike lanes to the remainder of Dill Ave at Lee and on Lee St. Protected bike lanes add an additional layer of cyclist safety.

Vehicular Transit Connectivity Vehicles are able to access MARTA station. Improvements are needed at intersections of LOS E and F.

**Rail TOD Comments** - Development uses strongly support transit ridership. Transit supportiveness can be improved by improving walking and biking conditions to and from the site.

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

NOT APPLICABLE

YES

MARTA Route 95, 295, 79, 172, 162

Distance\* .1-.7 miles

Walking Access to stops\* Stops are walkable from site. Some sidewalk conditions could be improved by widening the sidewalk or adding a sidewalk buffer between the road. Sidewalk pavement conditions should be improved and pedestrian crossings should be improved as well.

Bicycling Access to stops \* Stops are mostly bikeable. Around the site, Sylvan, Dill, and Murphy Ave have unprotected bike lanes. Dill Ave at Lee St and Lee St have bike sharrows. Bike conditions could be improved by adding bike lanes to the remainder of Dill Ave at Lee and on Lee St. Protected bike lanes add an additional layer of cyclist safety.

**BRT TOD Comments** - Development uses strongly support transit ridership. Transit supportiveness can be improved by improving walking and biking conditions to and from the site.

**5. If the development site is within one mile of an existing or planned multi-use path or trail, provide information on accessibility conditions.**

NOT APPLICABLE

YES

Lee Street Trail

Distance .4 miles

Walking Access*	Trail is mostly walkable from site, but sidewalk pavement conditions may need improvements in some areas. Sidewalks could also be buffered or widened where possible. Bike conditions could be improved by adding protected bike lanes along major routes, where possible.
Beltline Westside and Southside Trail	
Distance	.1 miles
Walking Access*	Trail is proposed to be integrated into site, so trail is very walkable and bikeable.

**OTHER TRANSPORTATION DESIGN CONSIDERATIONS**

- 1. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections, or bike/pedestrian connections, with adjacent parcels?**

Yes.

- 2. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?**

Sidewalks are wide and provide good pedestrian walking conditions. The site does not show crosswalks and should show where there are safe crossing locations. There are no bike lanes shown within site.

- 3. 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?**

Yes, use of alleys helps separate truck movements from other road users.

- 4. Does the site plan include provisions for electric vehicle charging?**

No.

**RECOMMENDATIONS**

- 1. Do the transportation network recommendations outlined in the transportation study adequately mitigate the project’s vehicular impact?**

The proposal is highly consistent with ARC’s MTP. The project is located within a MARTA rail station walkshed and its mix of residential, office, and civic uses will support transit ridership. Connectivity to the future Beltline and Lee Street trail provide access to additional modes of transportation. Sidewalks within the development are wide, but crossings should be shown on the site plan. Consider cyclists and bike lanes throughout the development. Parking should be minimized however possible due to the proximity to MARTA rail and trails. Consider adding EV charging within site.

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

Include MTP long-range projects and project IDs in TIS reports.

**SYLVAN MIXED USE DRI**  
**City of Atlanta**  
**Natural Resources Review Comments**  
**October 6, 2025**

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 City 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 South River watershed. While the South River is not a water supply watershed for the Atlanta Region or the Metropolitan North Georgia Water Planning District, it is classified as a large water supply watershed (over 100 square miles) downstream of the District and the Region under the Part 5 Criteria of the 1989 Georgia Planning Act. However, 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 public water supply intake and no water supply watershed criteria apply.

**Stream Buffers**

Neither the USGS coverage for the project area nor the submitted site plan show any perennial or intermittent streams on the project property. Any unmapped streams on the property may be subject to the City's stream buffer requirements. Any unmapped State waters identified on the property may be subject to the State 25-foot Sediment and Erosion Control buffer.

**Floodplain**

The FEMA coverage for the project area shows no 100 -year floodplain (Zone AE) or 500-year floodplain (Zone X) on or near the project property.

**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.

**From:** [Joy Dillard Appel](#)  
**To:** [Donald Shockey](#)  
**Cc:** [Arin Yost](#)  
**Subject:** 2025 Sylvan Mixed Use DRI 4330 Feedback  
**Date:** Tuesday, October 14, 2025 4:37:21 PM  
**Attachments:** [RSImage-106592.png](#)  
[RSImage-832705.png](#)  
[RSImage-484401.png](#)  
[RSImage-106597.png](#)  
[RSImage-106595.png](#)  
[RSImage-496851.png](#)  
[RSImage-106596.png](#)  
[RSImage-106594.png](#)  
[RSImage-496847.png](#)

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Good afternoon, Donald:

I have reviewed the 2025 Sylvan Mixed Use DRI preliminary report. I understand this short report is preliminary, however, I'd like to offer the following feedback for consideration:

- The report fails to mention pedestrian and traffic considerations relevant to the area, where there is significant foot and bicycle traffic. In particular, the Capitol View Gateway senior housing development south across Dill Avenue from the site will experience disruption during and following construction.
- Construction vehicles and activities have the potential to block the sidewalk and other safe spaces for pedestrians and cyclists, especially along the southwest corner of the site. Visibility at the intersection of Dill Avenue and Murphy Avenue is limited and the area is comprised of hills. The east and south borders of the site, along Sylvan and Dill, also offer potential construction management opportunities, as pedestrians, cyclists, and vehicles all use these corridors.
- At the northeast corner of the site, there is a proposed greenspace, appropriate for the geography, community, and Beltline adjacency. Development plans could include intergenerational and age-friendly accommodations for this space, allowing access for people with mobility limitations. There is a tree at this site that has received special attention from the community; preservation will support cultural stability in the neighborhood, particularly for legacy residents.
- In community engagement sessions, residents of the neighborhood repeatedly expressed concern about the height of the buildings in the development. The plan appears to respect the existing National Register-listed historic neighborhood and adjacent neighborhoods as much as possible given the number of units. As we have discussed for this area in general, maintaining the character of the neighborhood remains a goal: safe walkability with density and affordability, of housing and retail.
- As with other developments in this area, attention is necessary to the railroad

crossing at Murphy and Sylvan, which is dangerous and high-traffic. Existing signage and paint fail to accommodate current traffic flows. Increased traffic will dramatically increase risk in this area. At least one train-related incident in this area in the last five years included a pedestrian death.

Please let me know if there are questions or concerns. Thank you for the opportunity to review the plan.

Joy

**Joy Dillard Appel**, PhD (She/Her)  
Senior Analyst, Lifelong Communities  
Aging & Independence Services



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**From:** [Hood, Alan C.](#)  
**To:** [Donald Shockey](#)  
**Subject:** RE: 2025 Sylvan Mixed Use DRI 4330 - Preliminary Report and Comments Request  
**Date:** Tuesday, October 14, 2025 2:57:23 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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Donald,

This proposed mixed use project is less than 5 miles from the Hartsfield/Jackson Atlanta International Airport (ATL). It is located outside of the FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact either airport as long as construction and construction equipment stays below 1215' above sea level.

If any construction equipment or construction exceeds 185' AGL, 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/oe3a/main/#/noticePrescreen>). Those submissions for any associated cranes 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.

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

6<sup>th</sup> Floor

Atlanta, GA, 30308

404.660.3394 cell

404.532.0082 office

Website: <https://www.dot.ga.gov/GDOT/pages/AirportAid.aspx>

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**From:** Donald Shockey <DShockey@atlantaregional.org>

**Sent:** Wednesday, October 1, 2025 2:01 PM

**To:** chuck.mueller@dnr.state.ga.us; gaswcc.swcd@gaswcc.ga.gov; hhill@gefa.ga.gov; Jon West <jon.west@dca.ga.gov>; kmoore@gaconservancy.org; nongame.review@dnr.ga.gov; slucki@gefa.ga.gov; Zane Grennell - Georgia DCA <zane.grennell@dca.ga.gov>; Amy Goodwin