



REGIONAL REVIEW NOTICE

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: May 20, 2014

ARC REVIEW CODE: Q1405201

TO: MAYOR KASIM REED
ATTN TO: JAMES SHELBY, COMMISSIONER
FROM: Dan Reuter, Manager, Community Development Division

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Falcons Stadium

Review Type: Area Plan Review

Submitting Local Government: City of Atlanta

Date Opened: May 20, 2014 **Deadline for Comments:** May 30, 2014 **Date to Close:** May 30, 2014

Description: A new stadium has been proposed to replace the current Georgia Dome stadium in Downtown Atlanta. The new stadium will host Atlanta Falcons football games and other large events beginning in 2017. The new stadium will be located south of the existing stadium and will be bounded by Northside Drive, Centennial Olympic Park, Mitchell Street and the existing stadium.

Additional Comments:

Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and the Regional Development Guide (RDG), the proposed Falcons Stadium development is located within the Region Core and Regional Employment Center as well as within a Recreation District. Additionally, the proposed development is located with the Vine City Livable Centers Initiative (LCI) study area and is immediately adjacent to the Downtown LCI study area. As such, the development proposal should be consistent with the plans, policies and recommendations within the LCI plan.

The RDG states that the Region Core is the major economic, cultural and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however this infrastructure may need improvements due to its age.

The Region Core is in competition with other central city areas in the southeast. The region must work together to keep this area as competitive as possible in order to lure additional jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers.

The RDG states that Regional Centers have 10,000 jobs or more in approximately four square miles. People travel from around the region to these centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options

should be expanded within their boundaries, especially around existing or planned transit. Some Regional Centers could also be considered “Edge Cities,” developed in a suburban, auto-oriented way. They have limited multi modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.

The RDG states that Recreation Districts are the major stadiums, concert venues, cultural and recreational areas within the region. Locally, these places are seen as important to the regional economic development strategy. These places also have sporadic, but high impacts on the local and regional transportation network.

These districts may be good locations to focus additional growth and attract related and associated uses. Local jurisdictions should partner with managing organizations of these places to plan for and mitigate transportation and land use impacts.

Staff Comments and Recommendations:

According to the traffic study submitted for the review (contact ARC to access this document), several major roadway and intersection improvements need to be made, in order to accommodate the large footprint of the new stadium site. This includes realignments of both Martin Luther King Jr. (MLK) Boulevard and Mangum Street, and the reconfiguration of several intersections surrounding the new stadium site.

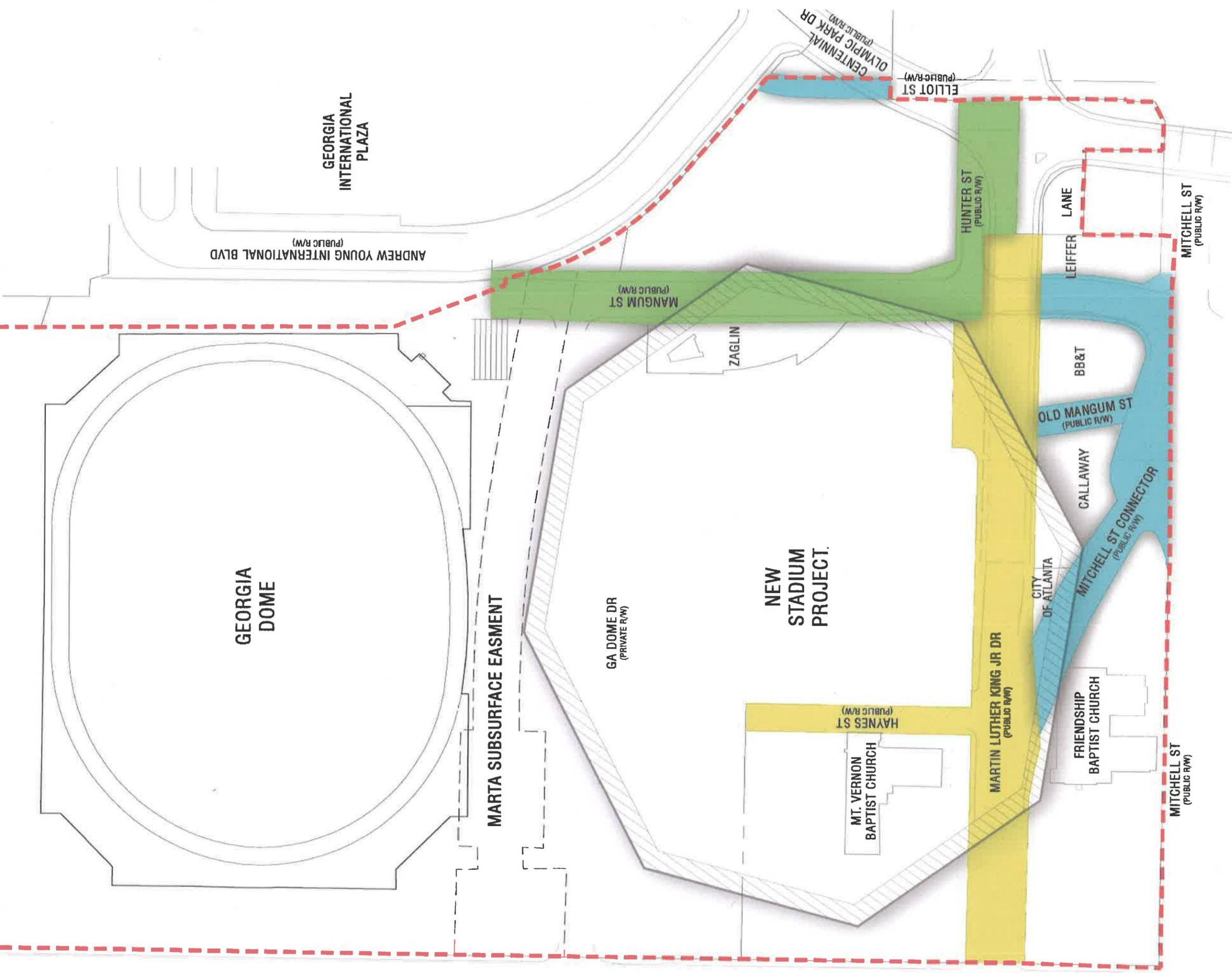
The Georgia Institute of Technology, along with other partners and several of the neighborhoods surrounding the existing and new stadium, have developed alternative plans and site layout that respond to many of the community’s outstanding issues. ARC encourages the City of Atlanta to consider these plans, in order to find the best possible solution for all parties involved and affected. The City, State and other partner organizations should investigate all potential connections between the neighborhoods to the west, the stadium site and downtown Atlanta to the east.

Better connectivity in this area and pedestrian improvements can stitch this area of downtown together as well as provide additional routes for traffic to and from the new stadium as well as the Georgia World Congress Center. Achieving this will require a coordinated effort among all parties that own land and manage right-of-way in the area. ARC encourages the parties to come together on the issues on a regular basis during the construction of the new stadium.

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

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY	CITY OF ATLANTA	FULTON COUNTY
GEORGIA WORLD CONGRESS CENTER AUTHORITY	CENTRAL ATLANTA PROGRESS	

If you have any questions regarding this review, Please call Jon Tuley, Review Coordinator, at (404) 463-3307. This finding will be published to the ARC website. **The ARC review website is located at:** <http://www.atlantaregional.com/landuse>.

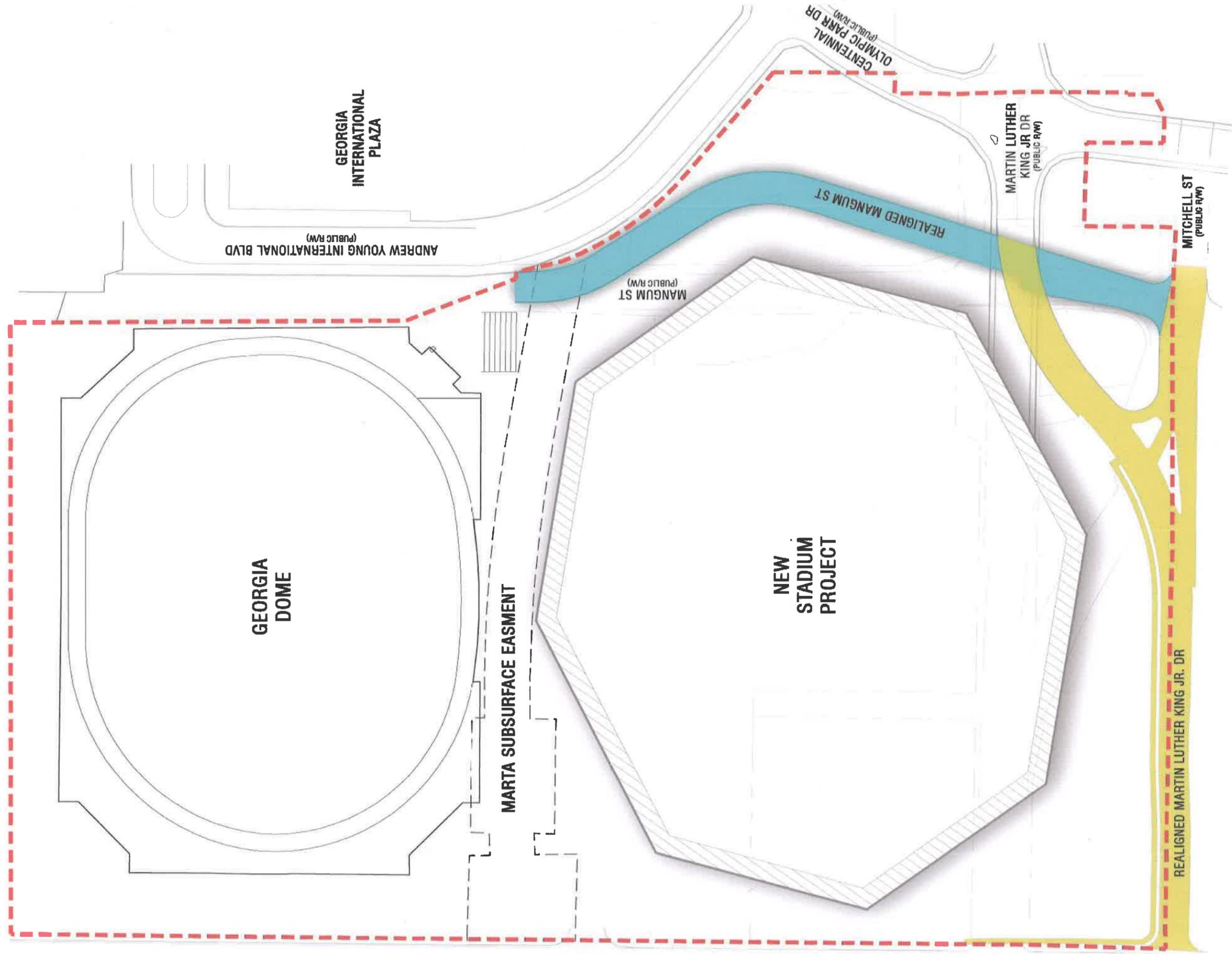


- SP LIMITS = - - - - -
- PHASE I = ABANDONMENT COMPLETE
- PHASE II = ABANDONMENT
- PHASE III = ABANDONMENT



WAY ABANDONMENT PHASING EXHIBIT

RY 2014



NSP LIMITS = [Red dashed line]

PHASE 1 = [Blue shaded area] MANGUM ST. RELOCATION

PHASE 2 = [Yellow shaded area] MLK JR. DR RELOCATION

