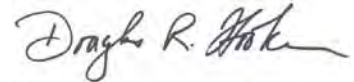


DATE: December 4, 2017

ARC REVIEW CODE: R1711141

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



Digital signature
Original on file

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

Name of Proposal: Turner Field Redevelopment (DRI 2658)

Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact **Date Opened:** Nov. 14, 2017 **Date Closed:** Dec. 4, 2017

Description: This DRI is located in the City of Atlanta on approximately 29 acres south of downtown, bounded by I-75/85 and Pollard Boulevard to the west, Ralph David Abernathy Boulevard/Georgia Avenue to the south, Fraser Street to the east and Fulton Street and I-20 to the north. The site currently consists of surface parking lots that served the former Turner Field baseball stadium, as well as off-site shuttled parking for Georgia State University (GSU) commuters. The proposed mixed-use redevelopment will consist of 2,800 residential units (2,500 apartments, 250 senior units, 50 townhomes); 1,500,000 SF of office space; 700,000 SF of retail space; and 625 hotel rooms. Full buildout is planned for 2031. The DRI trigger for this development is a Special Administrative Permit (SAP) application.

GSU will retain control of the northwest portion of the site and of Turner Field itself. GSU plans to construct a parking deck on the northwest portion of the site to continue to serve shuttled parking to the main campus. The former Turner Field stadium is being retrofitted to serve GSU football, and a stadium for GSU baseball will be constructed on the footprint of the former Atlanta-Fulton County Stadium.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located primarily in the Region Core and partially – on the south end of the site – in a Maturing Neighborhoods area. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for the Region Core and Maturing Neighborhoods are listed at the bottom of these comments.

This DRI appears to manifest many aspects of regional policy. It generally supports the recently completed Turner Field Stadium Neighborhoods LCI plan in that it transforms multiple large, unused parking sites to one infill, mixed-use district with urban, pedestrian-focused uses and amenities; features a balanced mix of uses, including a grocery store in a traditionally underserved area; and supports transit use given its proximity to existing and future MARTA bus and Georgia State shuttle service, as well as future planned Atlanta Streetcar service on Hank Aaron Drive. Many of these characteristics collectively offer the potential for site residents to work and shop on site, and for workers and visitors to park once or arrive via alternative transportation modes and conduct multiple trips on foot.

Along these lines, care should be taken to ensure that the development promotes a functional, safe, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. The development

team is also encouraged to ensure that end-of-trip facilities (bicycle racks, etc.) are provided for residents, workers and visitors at key locations throughout the site. The project could further support The Atlanta Region's Plan in general if it incorporated other aspects of regional policy, including green infrastructure and/or low-impact design (e.g., rain gardens, vegetated swales, etc.) in parking areas and site driveways, and as part of any improvements to site frontages.

The intensity of this proposed project generally aligns with the RDG's recommended range of densities and building heights in the Region Core. The intensity of the southern section of the site (roughly south of Street F and Street G on the site plan) is in some ways greater than what the RDG recommends for Maturing Neighborhoods. It should be noted however that this part of the site is immediately adjacent to the Region Core that extends south from downtown, and which recommends buildings of this intensity and much greater, based on local context. This area, along with the rest of the DRI, is also replacing an intense, albeit periodic, land use in stadium event parking. In general, this project's mixed-use character and intensity are similar to some of the larger new developments in other parts of Atlanta where the Region Core meets Maturing Neighborhoods, especially those on the edges of Downtown, Midtown and Buckhead and those clustered around parts of the BeltLine. Most areas near this project are predominated by low-rise and single family residential uses. City of Atlanta leadership and staff, along with the development team, should collaborate to ensure sensitivity to nearby neighborhoods, land uses, structures and natural resources. As shown on the revised site plan submitted by the applicant during the review (included in this report), the project will feature a scaled transition in height and intensity from the edges of the development into adjacent neighborhoods, per City zoning and in support of the LCI plan.

The proposed development is located in the Turner Field Stadium Neighborhoods LCI study area and is generally consistent with the recently completed study's goals. It is ARC's understanding that the development team participated throughout the LCI study process and used many of the study's recommendations as inputs into its master planning process, leading to the current DRI plan. The development team should continue to work in close collaboration with the City of Atlanta and other LCI stakeholders to ensure that the project, as constructed, is consistent with the goals and recommendations of the LCI plan.

Additional ARC staff comments, along with external comments received during the review, are included in this report.

Further to the above, the Region Core (Downtown, Midtown, Buckhead), together with Regional Employment Corridors, form the densest part of the Atlanta region. Connected with transit, this area of the region is typically the most walkable, and redevelopment is the main driver of its growth. The Region Core and Regional Employment Corridors together contain 26 percent of the 10-county region's jobs and 8 percent of its population on approximately 2.25 percent of the region's land area. General policy recommendations for the Region Core include:

- Continue to invest in the Livable Centers Initiative (LCI) program to assist local governments in center planning and infrastructure.
- Prioritize preservation of existing transit while increasing frequency and availability of transit options.
- Encourage compact infill development, redevelopment and adaptive reuse.
- Create a range of housing options to accommodate all sectors of the workforce.
- Encourage active, ground floor, pedestrian-scale design, and pedestrian amenities, in new development and the redevelopment of existing sites.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970 and are typically adjacent to the Region Core and Regional Employment Corridors. These three areas combined represent a significant percentage of the region's jobs and population. General policy recommendations for Maturing Neighborhoods include:

- Improve safety and quality of transit options by providing alternatives for end-of-trip facilities (such as bicycle racks) and sidewalks and/or shelters adjacent to bus stops
- Identify and remedy incidents of "food deserts" within neighborhoods, particularly in traditionally underserved neighborhoods and schools

- Promote mixed use where locally appropriate, specifically in areas served by existing or planned transit
- Develop policies and establish design standards to ensure new and infill development is compatible with existing neighborhoods

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

ARC COMMUNITY DEVELOPMENT
ARC RESEARCH & ANALYTICS
GEORGIA DEPARTMENT OF TRANSPORTATION
CENTRAL ATLANTA PROGRESS

ARC TRANSPORTATION ACCESS & MOBILITY
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA STATE UNIVERSITY

ARC NATURAL RESOURCES
GEORGIA DEPARTMENT OF NATURAL RESOURCES
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

If you have any questions regarding this review, please contact Andrew Smith at (470) 378-1645 or asmith@atlantaregional.org. This finding will be published to the ARC review website located at <http://atlantaregional.org/plan-reviews>.

TURNER FIELD REDEVELOPMENT DRI
City of Atlanta
Natural Resources Division Review Comments

November 9, 2017

Water Supply Watershed and Stream Buffer Protection

The proposed project is located on currently paved or developed properties in the Entrenchment Creek watershed, which is part of the South River watershed. The South River is not a water supply watershed in the Atlanta Region or the Metro Water District and no Part 5 Water Supply Watershed Criteria apply.

The USGS coverage for the project area shows no blue-line streams on or near the project property. No streams or other waters of the State are shown on the submitted site plan and no evidence of streams or other waters is visible in available aerial photo coverage. Any waters of the State that may exist on the property will be subject to the State 25-foot Sedimentation and Erosion Control buffer.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, as with all development, water quality will be impacted due to polluted stormwater runoff. The amount of pollutants that will be produced after construction of the proposed development are dependent on the type and intensity of the use and the impervious coverage, which will affect the design of stormwater controls for the project.

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

We also suggest the following additional measures to help reduce stormwater reduction and provide for its reuse:

- Using green spaces and tree planting beds as stormwater controls. These can be designed to provide maximum aesthetic value while also providing for water quality treatment and run-off reduction, potentially reducing the need for larger stormwater facilities and helping to minimize the negative effects of stormwater runoff on streams and water quality.
- Using pervious concrete or other pervious materials in parking areas. With the proper substrate, such materials can provide a large storage capacity, which will further help to reduce stormwater runoff.
- Including rainwater capture in the project design to provide for landscape irrigation during dry periods.

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

DRI INFORMATION

DRI Number #2658
DRI Title Turner Field Redevelopment
County Fulton County
City (if applicable) Atlanta
Address / Location South of Fulton Street, North of Ralph David Abernathy Blvd/Georgia Ave, between Pollard Blvd and Fraser Street

Proposed Development Type:

Redevelopment of 29 acre Turner Field site for mixed use that includes 1,500,000 square feet of office, 700,000 square feet of retail, 625 room hotel, and 2800 residential units including 250 senior units.

Review Process ☒ EXPEDITED
☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Marquitrice Mangham
Copied [Click here to enter text.](#)
Date November 13, 2017

TRAFFIC STUDY

Prepared by Kimley Horn

Date

November 7, 2017

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)*

The traffic analysis includes an appendix of projects in the network area and a chart of programmed projects identified in the Atlanta Region's Plan on Page 50.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

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

The site plan depicts 12 driveways being provided on Ralph D Abernathy, Fulton Street, Pollard Boulevard, Fraser Street and Capitol Avenue, all local roadways.

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*)

[Click here to provide comments.](#)

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 MARTA

Nearest Station Georgia State

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

☐ 0.10 to 0.50 mile

☒ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

☒ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide connectivity

☐ Route follows high volume and/or high speed streets

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

Transit Connectivity

☐ Fixed route transit agency bus service available to rail station

☐ Private shuttle or circulator available to rail station

☒ No services available to rail station

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

☒ SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) Route 32, 55

Distance* ☒ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☒ Sidewalks and crosswalks provide sufficient connectivity

☐ Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access* ☒ Dedicated paths, lanes or cycle tracks provide sufficient connectivity

☒ Low volume and/or low speed streets provide sufficient connectivity

☐ Route uses high volume and/or high speed streets

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

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

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

- ☐ NO
- ☒ YES

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

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE (nearest path or trail more than one mile away)

☐ YES (provide additional information below)

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

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

☐ 0.15 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* ☐ Sidewalks and crosswalks provide connectivity

☐ Sidewalk and crosswalk network is incomplete

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

Bicycling Access* ☐ Dedicated lanes or cycle tracks provide connectivity

☐ Low volume and/or low speed streets provide connectivity

- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

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

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

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

The development proposes twelve full movement access points to the 29 acres site from local roads. The proposed development includes local road and drive aisle connectivity between parcels internal to the site.

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

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES (sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)
- ☐ PARTIAL (some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)
- ☐ NO (walking and bicycling facilities within the site are limited or nonexistent)
- ☐ NOT APPLICABLE (the nature of the development does not lend itself to internal walking and bicycling trips)
- ☐ OTHER (Please explain)

Sidewalks currently exist along existing roadways adjacent to the site. Shared use bike lane are currently along Georgia Avenue and segments of Ralph David Abernathy Blvd.

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)

Sidewalks are currently available along roadways adjacent to the development and some interior local roadways. Sidewalks are proposed internal to the site. Limited bicycle facilities currently exists along adjacent roadways.

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)

The use of the site is expected to generate little to no truck traffic internal to the site.

RECOMMENDATIONS

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

- ☐ UNKNOWN (additional study is necessary)
- ☒ YES (based on information made available through the review process; does not represent a thorough engineering / financial analysis)
- ☐ NO (see comments below)

Click here to enter text.

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

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

Click here to enter text.

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

None.

Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, November 14, 2017 6:42 PM
To: Andrew Smith
Cc: Brian, Steve; Edmisten, Colette; Comer, Carol
Subject: RE: ARC DRI Review Notification: Turner Field Redevelopment (DRI 2658)
Attachments: ARC Preliminary Report - Turner Field Redevelopment DRI 2658.pdf

Andrew,

The proposed mixed-use redevelopment consisting of 2,800 residential units (2,500 apartments, 250 senior units, 50 townhomes); 1,500,000 SF of office space; 700,000 SF of retail space; and 625 hotel rooms, is located more than 6 miles from any civil airport and is located outside any of FAA approach or departure surfaces, and compatible land use areas, and does not appear to impact any airport.

However, if any construction equipment reaches higher than 200' above ground, an FAA Form 7460-1 must be submitted to the Federal Aviation Administration. That may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notification, no later than 120 days prior to construction. The FAA will evaluate the potential impact 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
Georgia Department of Transportation - Aviation Programs
600 West Peachtree Street, N.W. | 2nd Floor | Atlanta, Georgia 30308
M: 404-660-3394 | F: 404-631-1935 | | E: achood@dot.ga.gov

View our website at <http://www.dot.ga.gov/IS/AirportAid>

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Tuesday, November 14, 2017 5:49 PM
To: VanDyke, Cindy <cyvandyke@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; Garth Lynch <glynch@HNTB.com>; Wayne Mote (wmote@HNTB.com) <wmote@HNTB.com>; Peevy, Phillip M. <PPeevy@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Weiss, Megan J <MWeiss@dot.ga.gov>; Lawrence, Roshni R <RoLawrence@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin <eregis@dot.ga.gov>; Woods, Chris N. <cwoods@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Emily Estes <eestes@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; tkeane@AtlantaGa.Gov; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpqd-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; Kedir, Nursef <nkedir@AtlantaGa.Gov>; Charletta Wilson Jacks (cjacks@atlantaga.gov) <cjacks@atlantaga.gov>; Jessica Lavandier (jlavandier@atlantaga.gov) <jlavandier@atlantaga.gov>; colteanu@atlantaga.gov; Jennifer Ball <jball@atlantadowntown.com>; Audrey Leous <ALEous@atlantadowntown.com>; ggiuffrida@atlantadowntown.com; nealbateman@gsu.edu; mperren@carterusa.com; David Nelson <DNelson@carterusa.com>; TP Bullock <tpbullock@carterusa.com>; JMurphy@carterusa.com; STaylor@carterusa.com; ldingle@wbilegal.com; hbuckley@wbilegal.com; Smith, Jeffrey <jeffrey.smith@kimley-horn.com>; Jourdyn.Fuga@kimley-horn.com; Montanye, Emmy <Emmy.Montanye@kimley-horn.com>; Johnson, Elizabeth <elizabeth.johnson@kimley-horn.com>

Cc: Community Development <CommunityDevelopment@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Byron Rushing <BRushing@atlantaregional.org>; Ryan Ellis <REllis@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>
Subject: ARC DRI Review Notification: Turner Field Redevelopment (DRI 2658)

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review for **Turner Field Redevelopment (DRI 2658)**.

This DRI is located in the City of Atlanta on approximately 29 acres south of downtown, bounded by I-75/85 and Pollard Boulevard to the west, Ralph David Abernathy Boulevard/Georgia Avenue to the south, Fraser Street to the east and Fulton Street and I-20 to the north. The site currently consists of surface parking lots that served the former Turner Field baseball stadium, as well as off-site shuttled parking for Georgia State University (GSU) commuters. The proposed mixed-use redevelopment will consist of 2,800 residential units (2,500 apartments, 250 senior units, 50 townhomes); 1,500,000 SF of office space; 700,000 SF of retail space; and 625 hotel rooms. Full buildout is planned for 2031. The DRI trigger for this development is a Special Administrative Permit (SAP) application. GSU will retain control of the northwest portion of the site and of Turner Field itself. GSU plans to construct a parking deck on the northwest portion of the site to continue to serve shuttled parking to the main campus. The former Turner Field stadium is being retrofitted to serve GSU football, and a stadium for GSU baseball will be constructed on the footprint of the former Atlanta-Fulton County Stadium.

As a representative of a nearby local government or potentially affected party, we request that you or your staff review the attached Preliminary Report and provide any comments to ARC on or before **November 29, 2017**.

You may also view the Preliminary Report and other project information by visiting the [ARC Plan Reviews webpage](#) beginning tomorrow, November 15, and entering "Turner Field Redevelopment" in the search field at the bottom of the page.

For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Regards,

Andrew Smith

Principal Planner, Community Development

Atlanta Regional Commission

P | 470.378.1645

asmith@atlantaregional.org

atlantaregional.org

International Tower

229 Peachtree Street NE | Suite 100

Atlanta, Georgia 30303

Roadway fatalities in Georgia are up 33% in two years. That's an average of four deaths every single day! Many of these deaths are preventable and related to driver behavior: distracted or impaired driving, driving too fast for conditions, and/or failure to wear a seatbelt. Pledge to **DRIVE ALERT ARRIVE ALIVE**. Buckle up – Stay off the phone and mobile devices – Drive alert. Visit www.dot.ga.gov/DAAA. #ArriveAliveGA

Andrew Smith

From: Lawrence, Roshni R <RoLawrence@dot.ga.gov>
Sent: Thursday, November 16, 2017 3:24 PM
To: Andrew Smith
Cc: Peevy, Phillip M.; Robinson, Charles A.; DeNard, Paul
Subject: RE: ARC DRI Review Notification: Turner Field Redevelopment (DRI 2658)

Good Day Andrew,

The GDOT Office of Planning has reviewed the Turner Field Redevelopment DRI Preliminary Development report and would like to note the following GDOT project in the vicinity of the DRI:

GDOT Project Identification No. (PI No.) 00007952 SR 154/Memorial Drive Corridor Improvement - CST Auth Date 2019. The GDOT Project Manager for this project is Sam Allen, and can be reached at 404-865-3114 or saallen@dot.ga.gov. For further information concerning the GDOT Office of Planning's DRI review, please contact Roshni Lawrence at 404-631-1774 or RoLawrence@dot.ga.gov.

Thank you,

Roshni Lawrence
Transportation Planning Specialist I
Georgia Department of Transportation
Office of Planning, 5th Floor
600 West Peachtree St NW
Atlanta, GA 30308
404-631-1774

From: Andrew Smith [mailto:ASmith@atlantaregional.org]
Sent: Tuesday, November 14, 2017 5:49 PM
To: VanDyke, Cindy; Fowler, Matthew; Matthews, Timothy W; Garth Lynch; Wayne Mote (wmote@HNTB.com); Peevy, Phillip M.; Robinson, Charles A.; Weiss, Megan J; Lawrence, Roshni R; Comer, Carol; Hood, Alan C.; Zahul, Kathy; DeNard, Paul; Regis, Edlin; Woods, Chris N.; Johnson, Lankston; Boone, Eric; Annie Gillespie; Emily Estes; Parker Martin; 'DRI@grta.org'; 'Jon West'; jud.turner@gaepd.org; chuck.mueller@dnr.state.ga.us; Greg Floyd (gfloyd@itsmarta.com); tkeane@AtlantaGa.Gov; Sidifall, Janide; Forte, Monique B.; dpced-jdowdy@atlantaga.gov; Morgan, Jason; Washington, James; Kadir, Nursef; Charletta Wilson Jacks (cjacks@atlantaga.gov); Jessica Lavandier (jlavandier@atlantaga.gov); colteanu@atlantaga.gov; Jennifer Ball; Audrey Leous; ggiuffrida@atlantadowntown.com; nealbateman@gsu.edu; mperren@carterusa.com; David Nelson; TP Bullock; JMurphy@carterusa.com; STaylor@carterusa.com; ldingle@wbilegal.com; hbuckley@wbilegal.com; Smith, Jeffrey; Jourdyn.Fuga@kimley-horn.com; Montanye, Emmy; Johnson, Elizabeth
Cc: Community Development; Mike Alexander; David Haynes; Marquitrice Mangham; Byron Rushing; Ryan Ellis; Jim Santo; Jim Skinner
Subject: ARC DRI Review Notification: Turner Field Redevelopment (DRI 2658)

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Regards,

Andrew Smith

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Atlanta Regional Commission

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Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2658

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: Jonathan Lewis

Telephone: 404-865-8593

E-mail: JLewis@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: Turner Field Redevelopment

Location (Street Address, Parking lots north of 755 H Aaron Dr, SE, 30315
GPS Coordinates, or Legal
Land Lot Description):

Brief Description of Project: Mixed-use redevelopment of parking lots north of Turner Field to include a combination of multi-family apartments, student housing, retail, commercial, and residential.

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.): 1,500,000 SF office; 700,000 SF commercial/retail; 2,750 units MF residential; 50 units SFR; 625 hot

Developer: Carter

Mailing Address: 171 17th St, NW

Address 2: Suite 1200

City: Atlanta State: GA Zip: 30363

Telephone: 404-888-3181

Email: TBullock@CarterUSA.com

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

If yes, property owner: Georgia State University

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) ☐ 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: Entire Project
Overall project: 2031

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Developments of Regional Impact

[DRI Home](#)[Tier Map](#)[Apply](#)[View Submissions](#)[Login](#)

DRI #2658

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: 404-546-0196
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Turner Field Redevelopment
DRI ID Number: 2658
Developer/Applicant: Carter
Telephone: 404-888-3181
Email(s): TBullock@CarterUSA.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: \$1.3 billion

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$ 23 million

Is the regional work force sufficient to fill the demand created by the proposed project?
☐ (not selected) ☒ Yes ☐ No

Will this development displace any existing uses?
☐ (not selected) ☐ Yes ☒ No

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

Water Supply

Name of water supply provider for this site: City of Atlanta

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

1.25 MGD

Is sufficient water supply capacity available to serve the proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required?
approximately 0.5 miles

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)?

1.043 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project?

☐ (not selected) ☒ Yes ☐ No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?

☐ (not selected) ☒ Yes ☐ No

If yes, how much additional line (in miles) will be required? approximately 1 mile

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.)

59, 295 gross daily trips; 32,734 net daily 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: See DRI traffic study.

Solid Waste Disposal

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

39,071 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

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: The full build-out of the site will comply with the city of Atlanta storm water ordinance for quantity and quality

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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DRI #2658

PROGRAM:

PHASE 1

PHASE 2

TOTAL

PARKI

CONTACTS:

CIVIL ENGINEER: KIMLEY-HORN & ASSOCIATES, INC.
817 WEST PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GA 30308

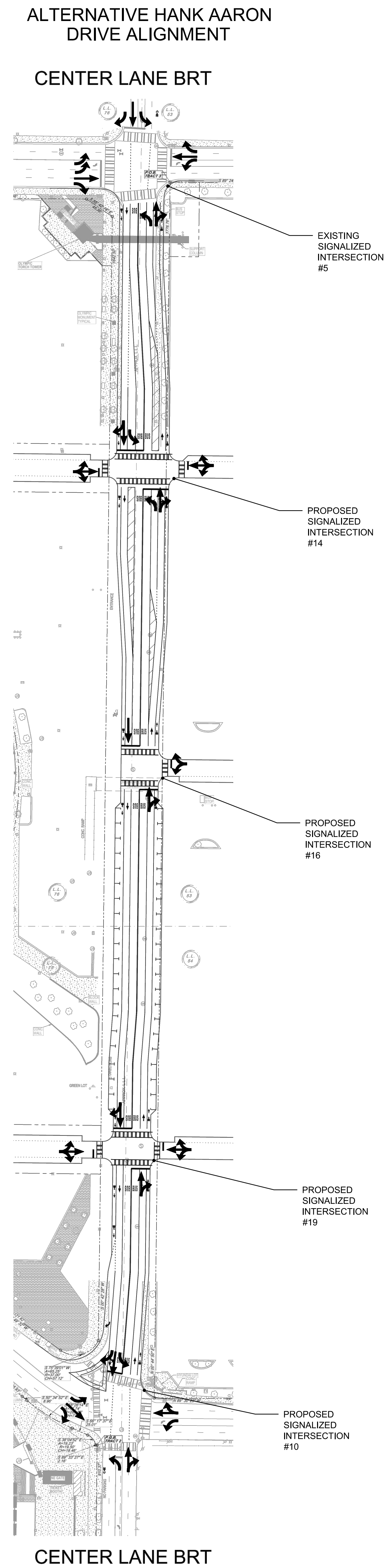
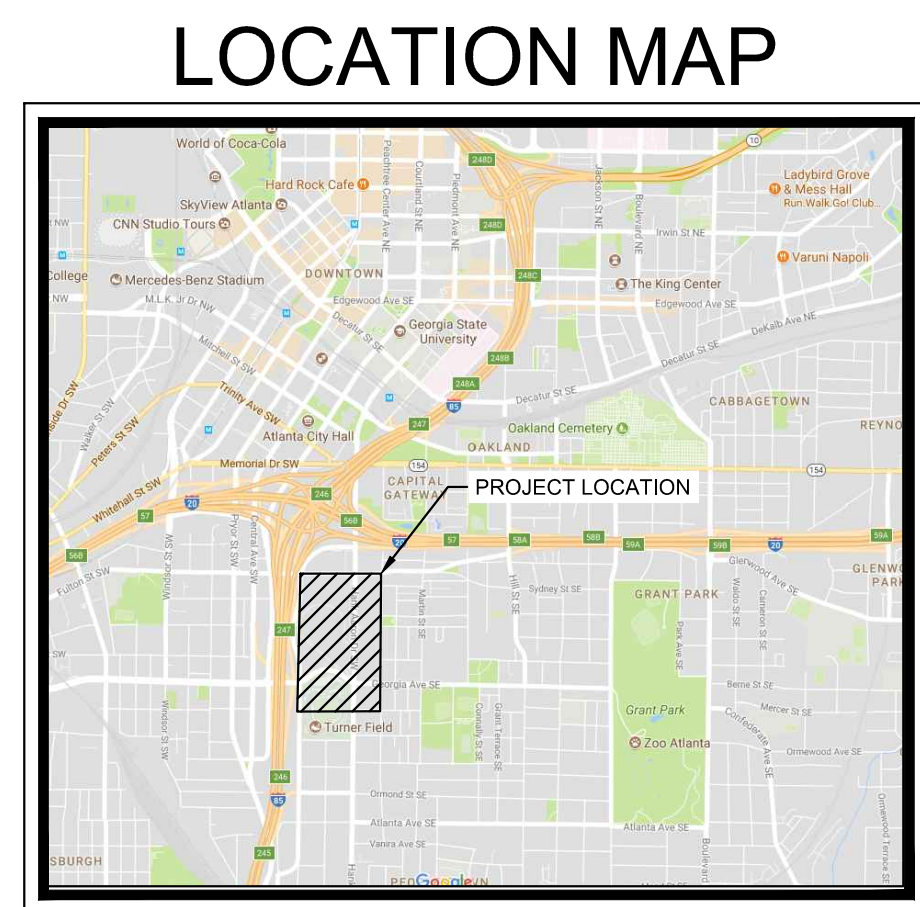
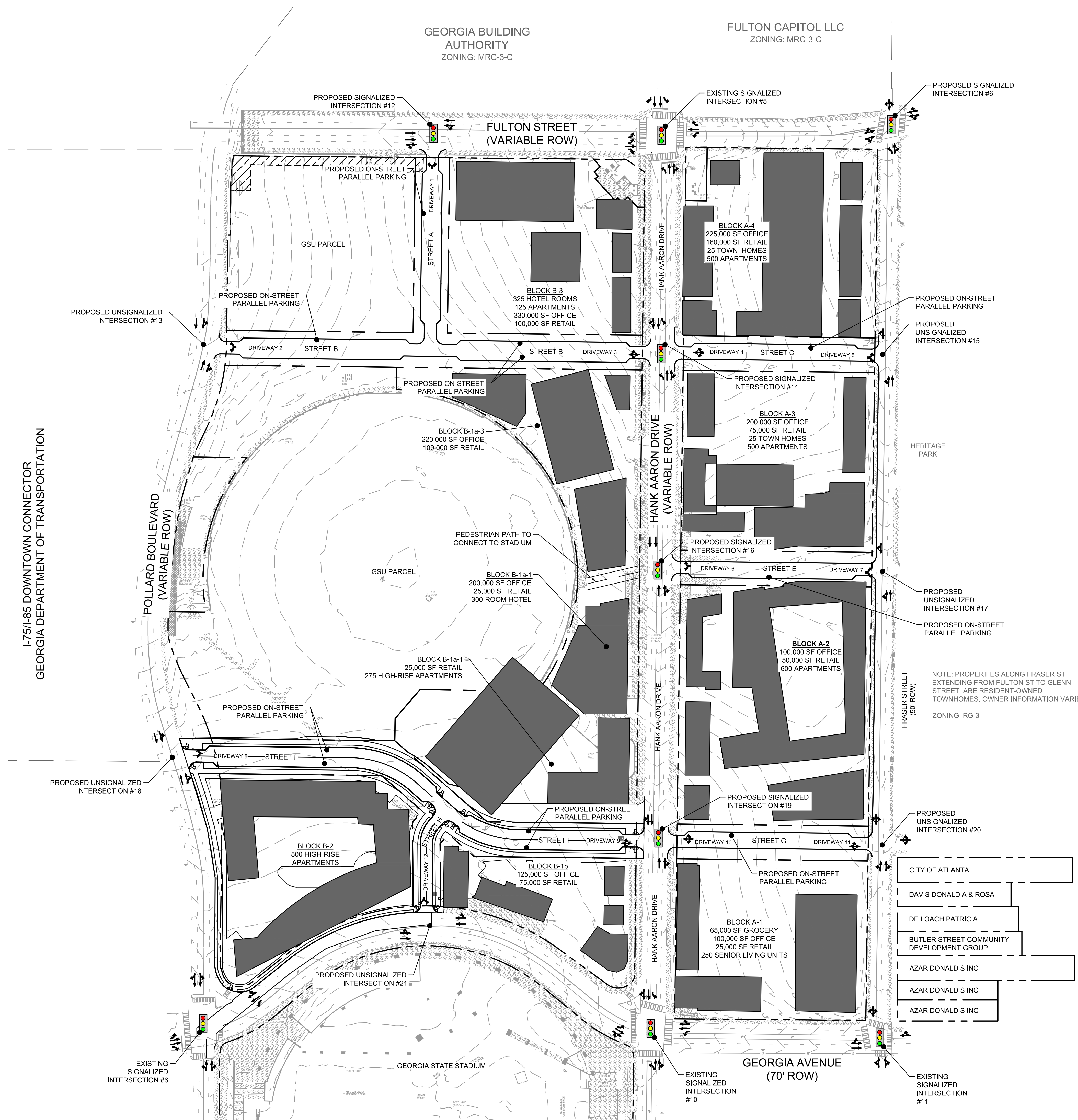
CONTACT: KATE TRIPLETT, P.E.
PHONE: (404) 419-8700

PARKING NOTE:

DRIVEWAY NOTE:

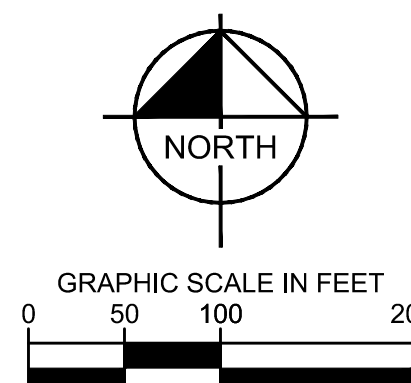
BUILDING HEIGHT NOTE:

THE DESIGN INTENT FOR THE PROJECT IS TO ALLOW FOR VARYING BUILDING HEIGHTS RANGING FROM 1-22 STORIES WITH A MAXIMUM HEIGHT OF 225 FEET AS SET FORTH IN SEC. 16-34.028. THE PROJECT SHALL ALSO INCORPORATE FROM THE TURNER FIELD STADIUM NEIGHBORHOODS LCI A SCALED TRANSITION FROM THE EDGES OF THE DEVELOPMENT INTO ADJACENT NEIGHBORHOODS AS SET FORTH IN SEC. 16-34.009 GOVERNING TRANSITIONAL USES AND YARDS.



CENTER LANE BRT

NOTE: THE ALTERNATIVE
ALIGNMENT AND BUS OPERATIONS
ARE SUBJECT TO CHANGE.



PRELIMINARY: NOT FOR CONSTRUCTION

SUMMERHILL REDEVELOPMENT

DRI SITE PLAN

171 17TH STREET NW, SUITE 1200
ATLANTA, GA 30363
PHONE: (404) 888-3181

DRAWN BY: _____

DESIGNED BY:

CHECKED BY:

Kimley»Horn

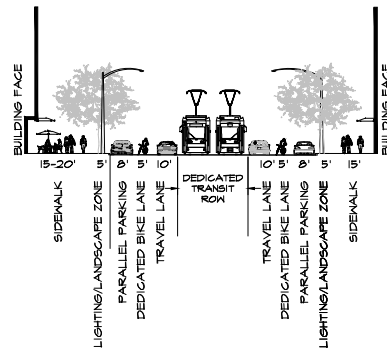
© 2017 KIMLEY-HORN AND ASSOCIATES, INC.
17 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700

No.

REVISIONS

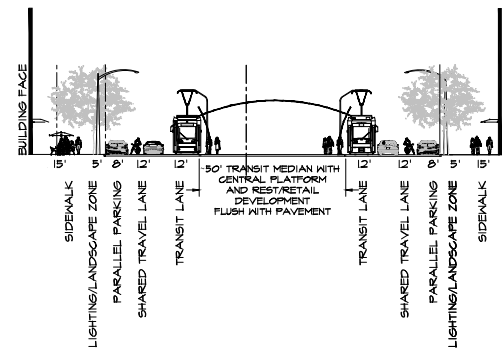
DATE _____

Potential Dedicated Transit On Hank Aaron Drive



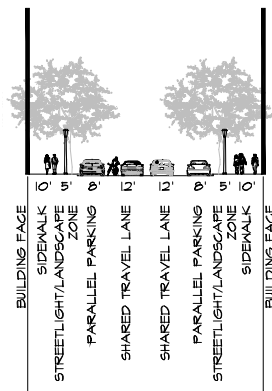
Note: some sections of Hank Aaron Drive may not have on street parking due to turn lanes

Potential Transit Plaza For Loading/Unloading On Hank Aaron



Note: profile for example only; proposed transit median subject to final design with City, Marta, etc. and is likely to be located outside of subject property

Typical Internal Street Profile



Note: on street parking to be determined based on final design, some roads may contain on street parking on one side of road only

Internal Street Profile No Parking

