



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 • ph: 404.463.3100 fax: 404.463.3205 • atlantaregional.org

DATE: December 4, 2018

ARC REVIEW CODE: R1812041

TO: Mayor Keisha Lance Bottoms, City of Atlanta
ATTN TO: Monique Forte, Urban Planner III, Office of Mobility Planning
FROM: Douglas R. Hooker, Executive Director, ARC
RE: Development of Regional Impact Review

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Original on file

The Atlanta Regional Commission (ARC) has completed a preliminary 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Project Fusion (DRI 2887)

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: 12/4/2018

Deadline for Comments: 12/19/2018 by 5:00 PM

Date to Close: 12/24/2018*

If no significant issues are identified during the 15-day comment period, the review will close on **December 19, 2018 per the **LCI Expedited Review process** outlined in ARC's DRI Rules.*

Description: This DRI is in the City of Atlanta on the block bounded by Third Street on the north, West Peachtree Street on the east, Ponce de Leon Avenue on the south, and Spring Street on the west. The mixed-use project is proposed to consist of 1,365,441 SF of office space, a 22,703 SF daycare, and 11,856 SF of street-level retail/restaurant space. Site access is proposed via one full movement driveway on Third St., one full movement driveway on Ponce de Leon Ave., and one left in/left out-only driveway on Spring St. The local trigger for this DRI review is a Special Administrative Permit (SAP) application filed with the City of Atlanta. The estimated buildout year is 2022.

PRELIMINARY COMMENTS: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Region Core and a Regional Center. ARC's Regional Development Guide (RDG) details recommended policies for areas on the UGPM. General information and policy recommendations for the Region Core and Regional Centers are listed at the bottom of these comments.

This DRI appears to manifest aspects of regional policy. The development plan contemplates the conversion of an underutilized site – largely used for surface parking at present – to an infill office development that will significantly add to the Midtown employment base in an area well served by transit and other alternative transportation modes. It can support those alternative modes given its location in a walkable urban setting and its close proximity to the North Avenue MARTA rail station (diagonally across from the main station entrance, and directly across W. Peachtree St. from the north station entrance) and stops for multiple bus transit services, including MARTA, GRTA Xpress, CobbLinc and the Georgia Tech Trolley. The plan also proposes pedestrian-focused retail/restaurant uses and streetscaping at street level, particularly at the southeast corner of the site. Additionally, the project site is located near an existing bike facility along Fifth St. and adjacent to future bike facilities along both Spring St. and W. Peachtree St. These characteristics will collectively offer the potential for workers and visitors to access the site via alternative modes and to minimize the use of single-occupancy vehicles.

To capitalize on this potential, care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths and parking areas. As submitted, the DRI site plan shows significant pedestrian and streetscape improvements to all project frontages. To better connect the DRI's main pedestrian entrance to the North Avenue MARTA station, the applicant, MARTA, City and CID as partners should consider implementing a diagonal pedestrian crossing at the intersection of Ponce de Leon Ave. and W. Peachtree St. The development team is also encouraged to ensure that

end-of-trip facilities, e.g., bicycle racks or storage facilities, showers, etc. for workers, are provided at key locations on-site. The project can further support The Atlanta Region's Plan in general by incorporating 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 parameters regarding density and building height in the Region Core.

This proposed development is located in the Midtown Livable Centers Initiative (LCI) study area. ARC's assessment is that this DRI plan supports the goals of the LCI program and is generally consistent with the current Midtown LCI plan. The development team should therefore collaborate with the City and Midtown Alliance to ensure that the project, as constructed, remains consistent with the LCI plan. Likewise, the City and Midtown Alliance should ultimately incorporate specific key attributes and impacts of this DRI into future updates to the Midtown LCI plan.

Additional preliminary staff comments, related to transportation and water resources, 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, Regional Centers are metro Atlanta's 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. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.
- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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

ARC COMMUNITY DEVELOPMENT

ARC RESEARCH & ANALYTICS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

ARC TRANSPORTATION ACCESS & MOBILITY

ARC AGING & INDEPENDENCE RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

GEORGIA SOIL AND WATER CONSERVATION COMMISSION

MIDTOWN ALLIANCE

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

CITY OF ATLANTA

CENTRAL ATLANTA PROGRESS/ADID

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>.



DEVELOPMENT OF REGIONAL IMPACT REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Commission for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient scale or importance that it is likely to generate impacts beyond the jurisdiction in which the project is located, for example in adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included in this packet and offer your comments in the space provided. The completed form should be returned to ARC on or before the specified return deadline.

Preliminary Findings of the RDC: **Project Fusion** *See the Preliminary Report.*

Comments from affected party (attach additional sheets as needed):

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please return this form to:

Andrew Smith
Atlanta Regional Commission
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303
Ph. (470) 378-1645
asmith@atlantaregional.org

Return Date: *Dec. 19, 2018, 5:00 PM*

ARC STAFF NOTICE OF REGIONAL REVIEW AND COMMENT FORM

DATE: December 4, 2018

ARC REVIEW CODE: R1812041

TO: ARC Group Managers

FROM: Andrew Smith, 470-378-1645

Reviewing staff by Jurisdiction:

Community Development: Smith, Andrew

Natural Resources: Santo, Jim

Aging and Health Resources: Perumbeti, Katie

Transportation Access and Mobility: Mangham, Marquitrice

Research and Analytics: Skinner, Jim

Name of Proposal: Project Fusion (DRI 2887)

Review Type: Development of Regional Impact

Description: This DRI is in the City of Atlanta on the block bounded by Third Street on the north, West Peachtree Street on the east, Ponce de Leon Avenue on the south, and Spring Street on the west. The mixed-use project is proposed to consist of 1,365,441 SF of office space, a 22,703 SF daycare, and 11,856 SF of street-level retail/restaurant space. Site access is proposed via one full movement driveway on Third St., one full movement driveway on Ponce de Leon Ave., and one left in/left out-only driveway on Spring St. The local trigger for this DRI review is a Special Administrative Permit (SAP) application filed with the City of Atlanta. The estimated buildout year is 2022.

Submitting Local Government: City of Atlanta

Date Opened: December 4, 2018

Deadline for Comments: December 19, 2018

Date to Close: December 24, 2018*

If no significant issues are identified during the 15-day comment period, the review will close on **December 19, 2018 per the **LCI Expedited Review process** outlined in ARC's DRI Rules.*

Response:

- 1) ☐ Proposal is CONSISTENT with the following regional development guide listed in the comment section.
- 2) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 3) ☐ While neither specifically consistent nor inconsistent, the proposal relates to the following regional development guide listed in the comment section.
- 4) ☐ The proposal is INCONSISTENT with the following regional development guide listed in the comment section.
- 5) ☐ The proposal does NOT relate to any development guide for which this division is responsible.
- 6) ☐ Staff wishes to confer with the applicant for the reasons listed in the comment section.

COMMENTS:



Developments of Regional Impact

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DRI #2887

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Atlanta

Individual completing form: Monique Forte

Telephone: 404-546-0196

E-mail: mbforte@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: Project Fusion

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 650 West Peachtree Street NW

Brief Description of Project: Mixed-use development consisting of office, daycare, and retail land-uses.

Development Type:

- | | | |
|--|---|---|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input checked="" type="radio"/> Mixed Use | <input type="radio"/> Petroleum Storage Facilities |
| <input type="radio"/> Commercial | <input type="radio"/> Airports | <input type="radio"/> Water Supply Intakes/Reservoirs |
| <input type="radio"/> Wholesale & Distribution | <input type="radio"/> Attractions & Recreational Facilities | <input type="radio"/> Intermodal Terminals |
| <input type="radio"/> Hospitals and Health Care Facilities | <input type="radio"/> Post-Secondary Schools | <input type="radio"/> Truck Stops |
| <input type="radio"/> Housing | <input type="radio"/> Waste Handling Facilities | <input type="radio"/> Any other development types |
| <input type="radio"/> Industrial | <input type="radio"/> Quarries, Asphalt & Cement Plants | |

If other development type, describe:

Project Size (# of units, floor area, etc.): 1,400,000 SF (22,703 SF Daycare; 1,365,441 SF Office; 11,856 SF Retail)

Developer: Cousins 3WP Land LLC

Mailing Address: 3344 Peachtree Road, Suite 1800

Address 2:

City: Atlanta State: GA Zip: 30326

Telephone: 404-407-1000

Email: jmccoll@cousins.com

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

If yes, property owner:

Is the proposed project entirely located within your local government's jurisdiction? ☐ (not selected) ☒ Yes ☐ No

If no, in what additional jurisdictions is the project located?

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ 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 This project/phase: 2022
Dates: Overall project: 2022

[Back to Top](#)

[GRTA DRI Page](#) | [ARC DRI Page](#) | [RC Links](#) | [DCA DRI Page](#)

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Developments of Regional Impact

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DRI #2887

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: Project Fusion
DRI ID Number: 2887
Developer/Applicant: Cousins 3WP Land LLC
Telephone: 404-407-1000
Email(s): jmccoll@cousins.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: \$425 million

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$8.5 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): The site currently consists of surface parking, an auto shop, and a vacant three-story building. All buildings will be demolished.

Water Supply

Name of water supply City of Atlanta

provider for this site:

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

0.3 MGD

Is sufficient water supply capacity available to serve the proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Is a water line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

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

Wastewater Disposal

Name of wastewater treatment provider for this site: City of Atlanta

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

0.25 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? ☐ (not selected) ☒ Yes ☐ No

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

Is a sewer line extension required to serve this project? ☐ (not selected) ☐ Yes ☒ No

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

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Daily Traffic: 10,468 vehicles per day AM Peak Hour: 1,114 vehicles PM Peak Hour: 1,154 vehicles

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:

Solid Waste Disposal

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

Daily Traffic: 10,468 vehicles per day AM Peak Hour: 1,114 vehicles PM Peak Hour: 1,154 vehicles

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

95%

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 project will have a detention vault with rainwater collect and reuse system to manage stormwater and reduce runoff.

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:

Back to Top

PROJECT FUSION 680 WEST PEACHTREE STREET DRI
City of Atlanta
Natural Resources Group Review Comments
November 27, 2018

The project property is entirely within the Peachtree Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

The USGS coverage for the project area shows no streams on or near the 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 unmapped streams identified on the property may be subject to the City of Atlanta's stream buffer ordinance. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

The project is proposed on a site that is currently predominantly impervious surface in an existing, heavily developed urban area and is served by the City of Atlanta stormwater system. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, if new or upgraded on-site detention is required, the design should include the relevant stormwater management controls (structural and/or nonstructural) in the Georgia Stormwater Management Manual (www.georgiastormwater.com). Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

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

DRI INFORMATION

DRI Number #2887
DRI Title Project Fusion
County Fulton County
City (if applicable) City of Atlanta
Address / Location North of Ponce De Leon Avenue, South of 3rd Street, east of Spring Street and West of West Peachtree Street

Proposed Development Type:

A 3-acre mixed use development consisting of a 22,703 sf daycare, 1,365,441 sf of office and 11, 856 sf of retail/restaurant space

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 28, 2018

TRAFFIC STUDY

Prepared by Kimley Horn
Date November 27, 2018

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 a chart on page 28 of planned and programmed transportation improvement projects identified in the RTP. Factsheets for the projects are also included in the Appendices.

☐ 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 development proposes three full movement access points to the development; one on Ponce De Leon Avenue (SR 278/78), one on 3rd Street and one on Spring Street.

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*)

The development proposes three full movement access points to the development; one on Ponce De Leon Avenue (SR 278/78), one on 3rd Street and one on Spring Street. Freight Trucks traffic is limited on SR 78 in the proposed project area.

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

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

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

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

Operator / Rail Line

Nearest Station North Avenue Station

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*)

MARTA bus routes 2, 10, 50, 51, 100, 102, 203, 411, 412, 414, 423, 431, 440 and 441 connect to rail station

* *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) 2, 10, 50, 51, 100, 102, 203, 400, 411, 412, 414, 416, 423, 431, 440, 441

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 Atlanta BeltLine Trail

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*)

Adjacent parcels may be accessed by local roadways.

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)

The development proposes pedestrian facilities internal to the site connecting to existing facilities along adjacent roadways.

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)

Bicycle and pedestrian facilities are existing 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)

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)

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- 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)

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

None

