

REGIONAL REVIEW FINDING

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

DATE: January 23, 2019

ARC REVIEW CODE: R1901071

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



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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: Fort McPherson Redevelopment (DRI 2877)

Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact **Date Opened:** Jan. 7, 2019 **Date Closed:** Jan. 22, 2019

Description: This DRI is in the City of Atlanta, on a 145-acre portion of the former Fort McPherson Army Post. The site is on west side of Lee St. (US 29/SR 14/SR 139/SR 154) between Deshler St./Astor Ave. and Van Buren St., and on the south side of Campbellton Rd. between Venetian Dr./Walker Ave. and Ridgewood Ln. The mixed-use redevelopment will include approximately 525,000 SF of office space, 235,000 SF of retail space, 46,000 SF of restaurant space, a 600-student school, a 100-room hotel, and 2,800 residential units. The redevelopment will also include civic/public space, a pedestrian and bicycle network, and a new street grid connecting the former base to the surrounding area via Lee St. and Campbellton Rd. The local trigger for this DRI review is a rezoning application. The estimated buildout year is 2024.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is located in the Maturing Neighborhoods area as well as a Community Activity Center. ARC's Regional Development Guide (RDG) details recommended policies for areas and places on the UGPM. The RDG's general information and policy recommendations for Maturing Neighborhoods and Community Activity Centers are listed at the bottom of this section of the report.

This DRI appears to manifest aspects of regional policy, including many of those listed at the bottom of these comments. The development plan contemplates an infill, mixed-use redevelopment on a large portion of the former Fort McPherson site, including the adaptive reuse of several existing buildings. The project is proposed to include a mix of office, residential, retail and educational and training space to activate a site that is largely unused and underutilized at present. This program will be paired with pedestrian-focused uses and streetscaping at street level, a street/block grid in areas where space allows, greenspace, a new sitewide bike/ped network, and (re)connections both through the site and to adjacent areas formerly closed off from the base. The DRI can further support alternative transportation modes given its close proximity to two MARTA rail stations. Many of these characteristics will 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 modes and then circulate on foot or by bike, scooter, etc.

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. One note is that at the southern end of the site, the bike-only lane appears to travel from the entry plaza to Driveway O via the right-of-way of an internal drive/parking area.

Ideally, this type of bike facility should be protected from vehicular traffic and parking stalls to prevent bike/car conflicts.

ARC staff also recommends that all relevant planning partners – e.g., MARTA, City, development team, et al – collaborate to establish a convenient, safe and direct (to the greatest extent possible) bike/pedestrian path from the west entrance of the Lakewood/Fort McPherson MARTA station to the DRI's entry plaza at the northwest corner of Lee St. and Deshler St. The bus bay/loop area of the MARTA station may present a barrier to this kind of direct connection and require further study. This approach is with the pragmatic recognition that the most direct route, from Hardee Ave. north through the roundabout to the main north/south corridor of the Market District, is an unlikely scenario since it traverses property that is not part of this DRI. Additionally, ARC recommends establishing the proposed potential future connections (pending future acquisition or redevelopment that is not part of this DRI) from the site to Olive St., Connally Ave. and Oakland Dr. – and, by extension, the Oakland City MARTA station and a planned BeltLine spur trail. Similar to the southern end of the site, all relevant parties should coordinate to ensure that any future connection to Oakland Dr. and the Oakland City MARTA station includes a convenient, safe and reasonably direct (to the greatest extent possible) bike/pedestrian path. It should be noted that the recently awarded McPherson Traffic Intersection Study (funded by ARC and being undertaken by the Fort Mac LRA and a consultant team) will examine options for proposed new entrances to the site, including looking at pedestrian and street connections between the the project site and both the Lakewood/Ft. McPherson and Oakland City MARTA stations. These proposed connections will be vetted with MARTA, the City, adjacent property owners, and the Fort Mac LRA. Along these same lines, ARC also encourages the development team to explore providing the potential future connection (again, pending future acquisition or redevelopment that is not part of this DRI) from the Western District to Stanton Rd.

This 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. ARC also encourages the development team to implement – as they have envisioned – a range of housing sizes and types on the site, including market-rate and workforce/affordable. These conditions will offer residents a variety of options at different price points. Preserving existing, and providing new, workforce and affordable housing in proximity to transit stations, is a key policy of ARC. Finally, the applicant team should note that the site plan is not clear in terms of the proposed number of stories for new buildings on the site. More clarity on this issue would be beneficial for the local review going forward.

This DRI is located in the Oakland City/Fort McPherson Livable Centers Initiative (LCI) study area, with a major update (taking in the Fort McPherson site) having been conducted in 2016. ARC considers this LCI study area to be in good standing. ARC's assessment is also that this DRI is generally consistent with the principles of the LCI program and the recommendations of the 2016 LCI plan. The development team should therefore continue to collaborate with the City, Fort Mac LRA and other planning partners – e.g., MARTA, GDOT, etc. – to ensure that the project, as constructed, remains consistent with the LCI plan, incorporating all relevant plan recommendations. Likewise, the City, Fort Mac LRA and their partners should ultimately incorporate the key attributes and impacts of this DRI into any future updates to this part of the LCI plan.

Additional ARC staff comments related to transportation and water resources, along with external comments received from contacted parties during the review period, are attached to this report. This includes GDOT Aviation staff comments noting that the applicant will need to file an FAA Form 7460-1, at least 120 days before construction, because this DRI's proposed structures are in proximity to a navigation facility and may impact the assurance of navigation signal reception.

Further to the above, Maturing Neighborhoods were primarily developed prior to 1970. These areas 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

Further to the above, Community Activity Centers are smaller than Regional Centers but serve a similar function on a smaller scale. People travel from the surrounding community to these centers for jobs, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned transit service. In many cases, these centers have high concentrations of commercial or retail space and local plans call for infill development or redevelopment. These places have potential to emerge as Regional Centers in the future. Local plans and policies should support efforts to transform these areas into accessible mixed-use centers. General policy recommendations for Community Activity 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, showers/locker rooms, etc., 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 TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & INDEPENDENCE SERVICES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	SRTA/GEORGIA REGIONAL TRANSPORTATION AUTHORITY
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA SOIL & WATER CONSERVATION COMMISSION	METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY
AEROTROPOLIS ATLANTA CIDS	FORT MAC LRA	CLAYTON COUNTY
DEKALB COUNTY	CITY OF ATLANTA	CITY OF COLLEGE PARK
CITY OF EAST POINT	CITY OF HAPEVILLE	CITY OF SOUTH FULTON

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>.



Developments of Regional Impact

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DRI #2877

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: Fort McPherson Redevelopment

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1794 Walker Ave SW, Atlanta, GA 30310

Brief Description of Project: The former Fort McPherson Army Post is proposed to redevelop as a mixed-use development including residential, retail, office, and hotel uses, along with civic amenities. The 145-acre project area is in the City of Atlanta on the west side of Lee Street (US 29/SR 14/SR 139/SR 154) between the Lakewood/Fort McPherson and Oakland City MARTA rail stations and on the south side of Campbellton Road, west of Venetian Drive. Full build-out is anticipated to include roughly 4,000,000 SF comprised of approximately 235,000 SF of retail space, 46,000 SF of restaurant space, 615,000 SF of office/institutional space (including proposed education and training facilities), 100 hotel rooms, and 2,800 residential units. The redevelopment will include a pedestrian and bicycle network in addition to a newly proposed street grid connecting the former gated base to the surrounding area via Lee Street and Campbellton Road.

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.): 2,800 Residential Units, 100 Hotel Rooms, 600-Student School, 525k SF Office, 235k SF Retail, 46k Re

Developer: Macauley Fort McPherson, LLC

Mailing Address: 2970 Peachtree Road NW

Address 2: Suite 150

City: Atlanta State: GA Zip: 30305

Telephone: 678.698.4229

Email: info@macauleyinvestments.com

Is property owner different from ☐ (not selected) ☒ Yes ☐ No

developer/applicant?

If yes, property owner: McPherson Implementing Local Redevelopment Authority (MILRA or Fort Mac LRA)

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? 100%

Estimated Project Completion Dates: This project/phase: 2024
Overall project: 2024

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Developments of Regional Impact

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DRI #2877

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: Fort McPherson Redevelopment
DRI ID Number: 2877
Developer/Applicant: Macauley Fort McPherson, LLC
Telephone: 678.698.4229
Email(s): info@macauleyinvestments.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: \$740,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$13,000,000

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): Note: the redevelopment of the former Fort McPherson Army Base will not displace any existing, occupied or leased uses on the site, but may repurpose/reuse existing buildings on the site.

Water Supply

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

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

1.09

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 Water

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

0.91

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: Note: the site drains to the west. If there are downstream concerns, pipes will be modified to accommodate.

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 26,238 (13,119 enter, 13,119 exit) | AM 1,660 | PM 1,467

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

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

If yes, please describe below: Please refer to the DRI Traffic Study prepared by Kimley-Horn

Solid Waste Disposal

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

18,050

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 80%

is projected to be impervious surface once the 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 is proposing approximately 9 stormwater detention ponds to address the stormwater management for the project. These ponds will likely have an infiltration component as well.

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: The site master plan for the Fort McPherson redevelopment has included accommodations to maintain integrity and mitigate impacts to historic resources associated with the former Fort McPherson Army Base.

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Andrew Smith

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, January 8, 2019 3:38 PM
To: Andrew Smith
Cc: Brian, Steve; Comer, Carol; Edmisten, Colette; Van Prooyen, Chaim; Robinson, Joseph
Subject: RE: ARC DRI Review Notification - Fort McPherson Redevelopment (DRI 2877)
Attachments: ARC Preliminary Report - Fort McPherson Redevelopment DRI 2877.pdf

Andrew,

The proposed mixed-use redevelopment, consisting of approximately 525,000 SF of office space, 235,000 SF of retail space, 46,000 SF of restaurant space, a 600-student school, a 100-room hotel, and 2,800 residential units, is in the City of Atlanta, on a 145-acre portion of the former Fort McPherson Army Post. It is located approximately 4 miles north of the Hartsfield-Jackson Atlanta International Airport (ATL) and is located outside any FAA approach or departure surfaces, and airport compatible land use areas, and does not appear to impact the airport.

However the proposed structures are in proximity to a navigation facility and may impact the assurance of navigation signal reception, so an FAA Form 7460-1 must be submitted to the Federal Aviation Administration according to the FAA's Notice Criteria Tool found here (<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>). That submission 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.

I have copied Chaim Van Prooyen with Hartsfield-Jackson Atlanta International Airport (ATL) on this email.

Thank you for the opportunity to comment on the proposed development.

Alan Hood

Airport Safety Data Program Manager



Aviation Programs
600 West Peachtree Street NW
2nd Floor
Atlanta, GA, 30308
404.660.3394 cell

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, January 7, 2019 5:48 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>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Regis, Edlin

Andrew Smith

From: McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>
Sent: Monday, January 14, 2019 2:30 PM
To: Andrew Smith
Cc: Robinson, Charles A.; Peevy, Phillip M.; DeNard, Paul
Subject: RE: ARC DRI Review Notification - Fort McPherson Redevelopment (DRI 2877)

Good Afternoon Andrew,

GDOT Planning has reviewed the Fort McPherson Redevelopment (DRI 2877) Preliminary report and show no additional GDOT projects, other than those already mentioned in the report.

For further information that may be needed concerning this review, please contact Johnathan G. McLoyd at 404-631-1774 or jomcloyd@dot.ga.gov.

Regards,

Johnathan G. McLoyd
Transportation Planner Associate



Office of Planning
One Georgia Center
600 West Peachtree Street, 5th Floor
Atlanta, GA, 30308
404.631.1774 office

From: Andrew Smith <ASmith@atlantaregional.org>
Sent: Monday, January 07, 2019 5:48 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>; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Comer, Carol <ccomer@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Hatch, Justin A <juhatch@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>; Renaud Marshall <rmarshall@srta.ga.gov>; Parker Martin <PMartin@srta.ga.gov>; 'DRI@grta.org' <DRI@grta.org>; 'Jon West' <jon.west@dca.ga.gov>; chuck.mueller@dnr.state.ga.us; nongame.review@dnr.ga.gov; kclark@gefa.ga.gov; gaswcc.swcd@gaswcc.ga.gov; Greg Floyd (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; tkeane@atlantaga.gov; Sidifall, Janide <jsidifall@AtlantaGa.Gov>; Forte, Monique B. <MBForte@AtlantaGa.Gov>; dpcd-jdowdy@atlantaga.gov; Morgan, Jason <JMorgan@AtlantaGa.Gov>; Washington, James <JWashington@AtlantaGa.Gov>; AWalter@AtlantaGa.Gov; Kedir, Nursef <nkedir@AtlantaGa.Gov>; Smoot-Madison, Betty <[1](mailto:bsmoot-</p></div><div data-bbox=)

FORT MCPHERSON DRI
City of Atlanta
Natural Resources Review Comments
January 3, 2019

The project property is entirely within the Utoy 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 project portion of 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.

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.

In addition to standard measures, we suggest the following additional measures to help reduce stormwater runoff and provide for its reuse before returning it to the stream system:

- 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 #2877
DRI Title Fort Mc Pherson Redevelopment
County Fulton County
City (if applicable) City of Atlanta
Address / Location West side of Lee street between Astor Ave and Van Buren Street , along the South side of Campbellton Road between Walker Avenue and Stanton Avenue.

Proposed Development Type:

A 145 acre Mixed use development consisting of 2800 residential units, a hotel,, 525,000 sq ft of office, 235,000 sq ft of retail, 46,000 restaurant and a school.

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 January 2, 2019

TRAFFIC STUDY

Prepared by Kimley Horn
Date December 26, 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 37 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 a full movement driveway on Lee Street (SR139/SR14).

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*)

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 Oakland City and Fort McPherson MARTA STations

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 42, 178, 183,

** 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) 42, 183, 178,

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 internal driveways and 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)

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?**

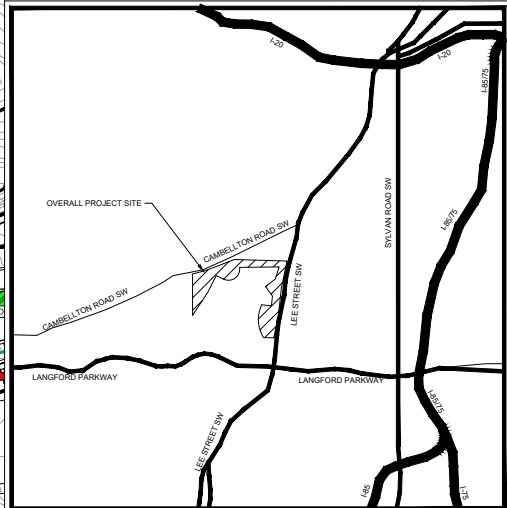
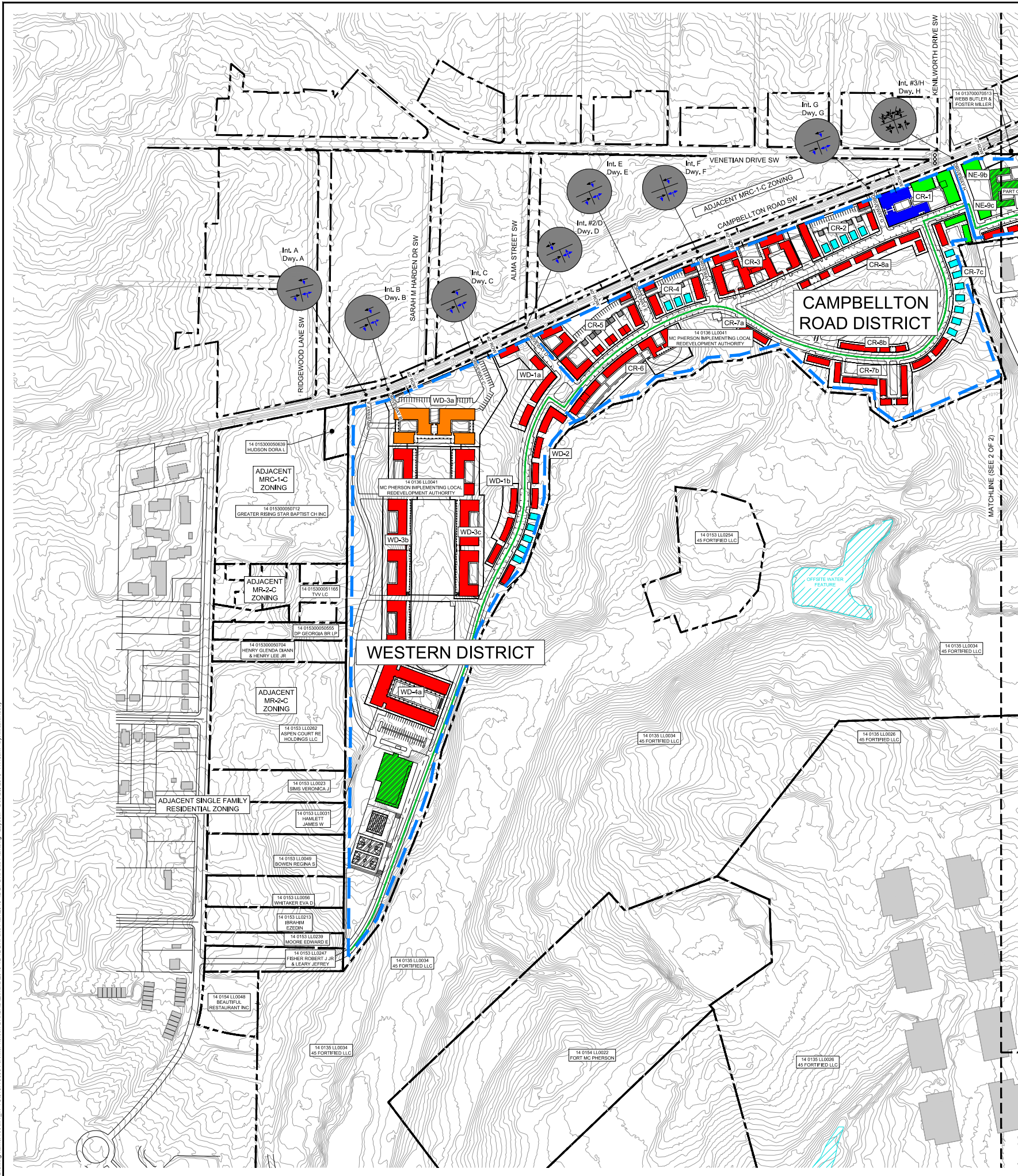
- ☒ NO (based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)
- ☐ YES (see comments below)

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

Drawing name: K:\AMT_TPTD\01979008 Fort McPherson DRI\CAD\Exhibit\2018-12-12 DRI Site Plan\2018-12-27 DRI Site Plan.dwg Layout1 Dec 28, 2018 11:10am by: Misha Hadley



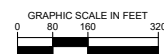
VICINITY MAP

DEVELOPMENT SUMMARY:

LAND USE:	MARKET DISTRICT	NORTHEASTERN DISTRICT	CAMPBELLTON ROAD/ WESTERN DISTRICT	TOTAL
RESIDENTIAL:	1,950	225	625	2,800 DU
HOTEL:	100	-	-	100 ROOMS
SCHOOL:	-	-	600	600 STUDENTS
OFFICE:	446,000	62,000	17,000	525,000 SF
RETAIL:	164,000	35,000	36,000	235,000 SF
RESTAURANT:	43,000	3,000	-	46,000 SF
DENSITIES/OPEN SPACE:	MARKET DISTRICT	NORTHEASTERN DISTRICT	CAMPBELLTON ROAD/ WESTERN DISTRICT	TOTAL
FLOOR AREA RATIO:	2.03	0.83	1.00	
ROW AREA:	767,500 SF	197,300 SF	360,500 SF	30.42 AC
DEDICATED OPEN SPACE:	332,400 SF	389,200 SF	820,800 SF	35.41 AC
TOTAL OPEN SPACE:	1,099,900 SF	586,500 SF	1,181,300 SF	65.83 AC
PARKING:	MARKET DISTRICT	NORTHEASTERN DISTRICT	CAMPBELLTON ROAD/ WESTERN DISTRICT	TOTAL
SELF PARKING SPACES:	200	150	50	400 SPACES
STREET PARKING:	550	100	300	950 SPACES
PODIUM PARKING:	700	50	400	1,150 SPACES
STRUCTURED PARKING:	700	-	-	700 SPACES
SURFACE PARKING:	550	450	100	1,100 SPACES
TOTAL PARKING:	2,700	750	850	4,300 SPACES

SITE PLAN LEGEND:

- DISTRICT BOUNDARIES
- PROPERTY LINE
- RETAIL / RESTAURANT
- PARKING STRUCTURE
- RESIDENTIAL SINGLE FAMILY
- RESIDENTIAL MULTIFAMILY
- SCHOOL
- HOTEL
- OFFICE
- EXISTING STRUCTURE TO BE REPURPOSED
- OFFSITE WATER FEATURE
- SHARED BIKE LANE
- MULTI-USE PATH
- BIKE ONLY LANE
- EXISTING ROADWAY LANEAGE
- RECOMMENDED 2024 BUILD LANEAGE



PROJECT INFORMATION:

DRI NUMBER: 2877
PROJECT NAME: FORT MCPHERSON REDEVELOPMENT
SITE DATA:
OVERALL SITE AREA: #145 ACRES
PROPOSED OPEN SPACE: #66 ACRES
PROPOSED PARK SPACE: #35 ACRES
CURRENT ZONING: I-2 (INDUSTRIAL)
PROPOSED ZONING: SPI-2 (SPECIAL PUBLIC INTEREST)
CURRENT ADDRESS: LEE STREET SOUTHWEST ATLANTA, GA 30330
OWNER: FORT MAC LRA

CONTACTS:

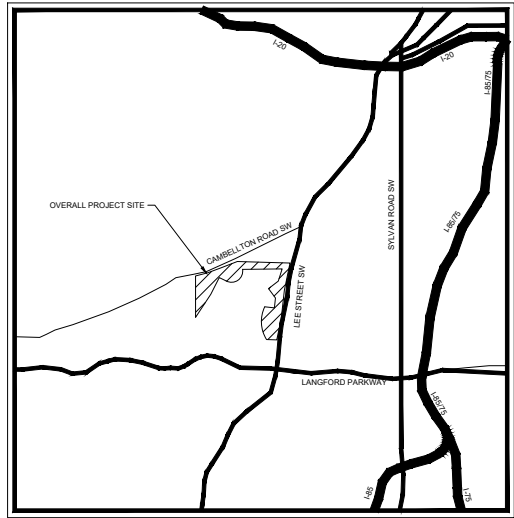
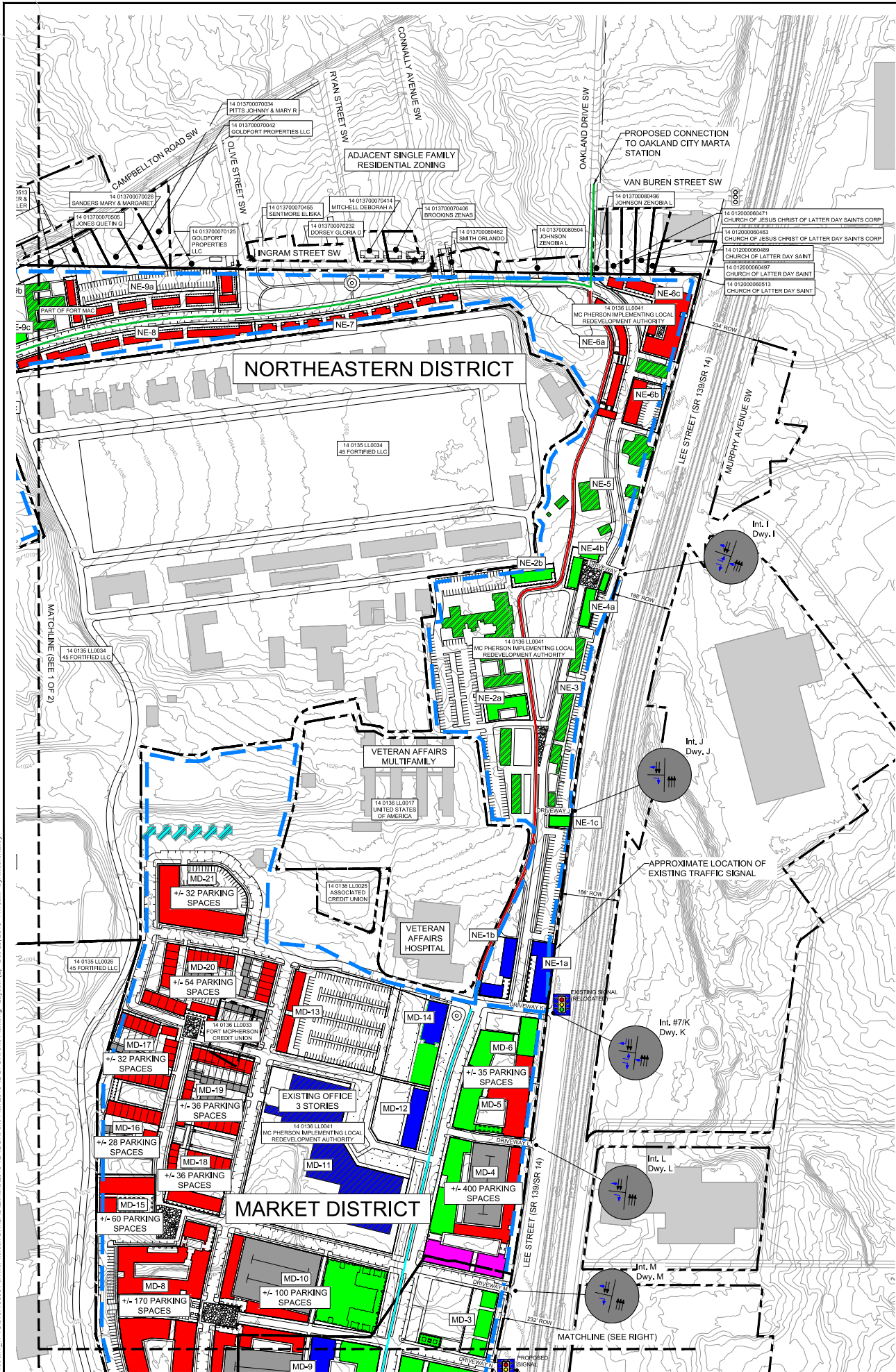
APPLICANT: MACAULEY FORT MCPHERSON, LLC
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SUITE 150
ATLANTA, GEORGIA 30305
CONTACT: STEPHEN MACAULEY
PHONE: (678) 698-4229
TRAFFIC CONSULTANT: KIMLEY-HORN & ASSOCIATES, INC.
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SUITE 801
ATLANTA, GEORGIA 30308
CONTACT: ANA EISENMAN, PE
PHONE: (404) 201-6155
MASTER PLANNER: MERRILL, PASTOR, AND COLGAN ARCHITECTS
927 AZALEA LANE
VERO BEACH, FLORIDA 32963
PHONE: (772) 402-1983



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FORT MCPHERSON DRI
LEE STREET SW, ATLANTA, GA 30330

GSWCC CERT. LEVEL: B XXXXXXXXXX
DRAWN BY: ZLR
DESIGNED BY: XYZ
REVIEWED BY: PDQ
DATE: 12/21/2018
PROJECT NO: 019779008
TITLE: DRI SITE PLAN (1 OF 2)
SHEET NUMBER: DRI #2877



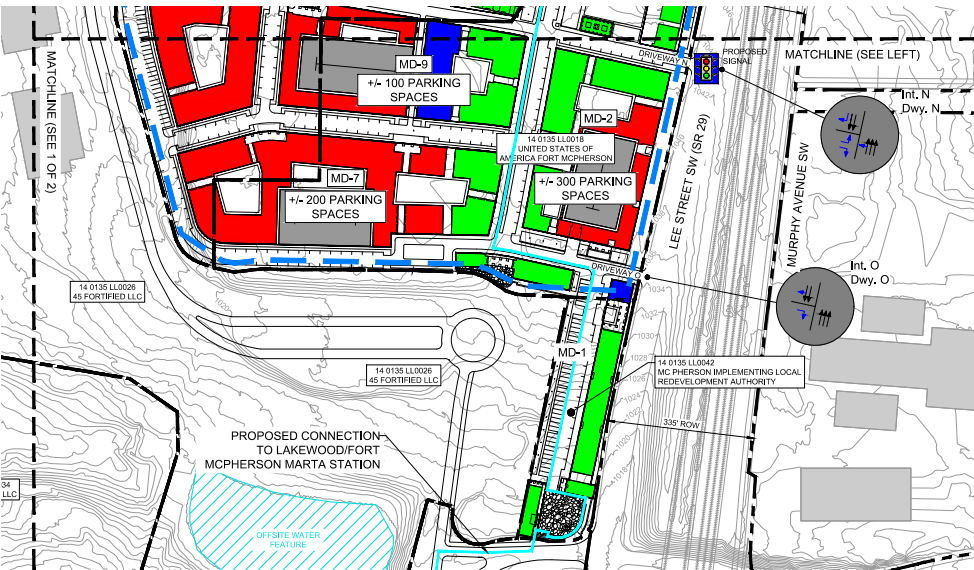
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- SHARED BIKE LANE
- MULTI-USE PATH
- BIKE ONLY LANE
- EXISTING ROADWAY LANEAUGE
- RECOMMENDED 2024 BUILD LANEAUGE



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PROJECT NAME FORT MCPHERSON REDEVELOPMENT

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Kimley»Horn

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ARCHITECTS

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GSW/CCT LEVEL: B XXXXXXXXXX
DRAWN BY ZLR
DESIGNED BY XYZ
REVIEWED BY PDQ
DATE 12/21/2018
PROJECT NO. 01979008
TITLE DRI SITE PLAN (2 OF 2)
SHEET NUMBER DRI #2877