

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: June 19, 2020

ARC REVIEW CODE: R2006191

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



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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: Chappell Road DRI #3096

Review Type: DRI

Submitting Local Government: City of Atlanta

Date Opened: June 19, 2020

Deadline for Comments: July 6, 2020

Date to Close: July 7, 2020

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Atlanta on a 32-acre site south of North Avenue, east of Chappell Road, northeast of Mayson Turner Road, and north of the existing CSX railroad tracks. The development proposes approximately 460 multifamily residential units, 250 townhomes, and 9,000 square feet of commercial space, including retail and restaurant land uses. Proctor Creek and MARTA's Green Line run through the eastern part of the site. Bankhead MARTA station and Donald Lee Hollowell Parkway (US 78/SR 8) are a half-mile to the north. The local trigger for this DRI is a rezoning. Expected buildout is 2024.

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

This DRI appears to implement some aspects of regional policy, including many of those at the bottom of this narrative. The DRI plan contemplates the conversion of an underutilized and largely vacant former multifamily apartment site to a mixed-residential project (including affordable units) with a small amount of retail and restaurant space. It proposes building out the segment of the Proctor Creek Greenway Trail along the portion of the creek that runs through the site.

The DRI can support alternative transportation modes given its proximity to MARTA heavy rail service (Green Line) at Bankhead Station a 0.5-mile walk to the north and to MARTA bus service at the rail station, and along Donald Lee Hollowell Parkway and Joseph E. Boone Boulevard (Note: As of this writing, some MARTA bus routes are limited by service cutbacks related to the coronavirus response.) In the future, the DRI's trail segment can be connected to the existing Proctor Creek trail to the north, and eventually to the planned Westside Reservoir Park. The site is also near the future Westside BeltLine Trail, 0.3 miles to the east. These features will collectively offer long-term opportunities for a greater share of alternative mode travel, but in the near-term this potential is hindered by poor or non-existent pedestrian infrastructure, natural and manmade barriers, and freight and passenger rail lines. Pierce Avenue is currently the shortest walking route from the DRI to the MARTA station, but it is very steep and lacks sidewalks.

To capitalize on this long-term 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, entrances, and parking areas. The City will also need to be clear on whether the internal roadways are to be dedicated as public streets or to become private streets. The above recommendations are made in view of the fact that the applicant was allowed to utilize an alternative mode trip reduction of 16% in the GRTA-required DRI transportation analysis.

Although the site is currently isolated from the future BeltLine Westside Trail, this project falls within the BeltLine Overlay and is subject to its various urban design and affordability requirements. The site conforms to several elements identified as priorities in the previous BeltLine Subarea 10 Master Plan adopted in 2010. (Note: As of this writing, an update of the Subarea 10 Master Plan was in draft form, but it had not yet been formally adopted by the City.) These priorities include building out a new street grid to create a new connection between Chappell Road and North Avenue, as well as the segment of the Proctor Creek Trail discussed above. The overall density of the site exceeds what was proposed in the Subarea 10 plan (1-4 stories residential) but is compatible with the City's current Comprehensive Development Plan (2016), which allows High-Density Residential for the northern portion of the site and Very High Density Residential on the southern half next to the rail line.

The eastern half of the site between Proctor Creek and the MARTA rail line is currently shown as Open Space in the Future Land Use Map, presumably with the intent of maximizing greenspace along Proctor Creek. The eastern portion of the proposed DRI is a cul-de-sac of about 60 townhomes with one entry point on North Avenue that is isolated from the rest of the project. Access for these residents to the rest of the DRI's amenities and the future Proctor Creek trail would be improved with a bridge or some other type of pedestrian access in addition to the sidewalk on North Avenue. An ideal location would be the stairway access shown on the western bank where Driveway C terminates. As noted by MARTA staff in the Pre-Review meeting, these townhomes will be next to the heavy-rail lane, which is above ground. Attention should be paid to sound-proofing and buyer disclosures to prevent conflicts in the future. Ongoing redevelopment around Bankhead station and Westside Reservoir Park can and should result in higher frequency Green Line service in the future.

From an urban design perspective, it's not clear whether the proposed orientation of the multifamily buildings and commercial buildings are compatible with BeltLine Overlay requirements for street-oriented

design and accessibility. The project is being rezoned to Planned Development Mixed-Use (PD-MU), but the site plan should still implement all the standard requirements of BeltLine development, especially along Chappell Road and Mayson Turner Roads. The commercial buildings should be oriented and accessible to pedestrians. The placement of parking spaces at Driveways A and B facing Mayson Turner Road may be in violation of BeltLine Overlay requirements. The site plan currently proposes using the existing sidewalk on the frontage, which is barely adequate and in violation of ADA requirements at several locations. The project should be required to build this frontage to all standard BeltLine Overlay requirements for sidewalk and supplemental zone. Atlanta's zoning ordinance clearly states for PD-MU districts "That general commercial and service uses shall be concentrated for maximum pedestrian convenience ... "

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., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages. Those features are critical to protecting the watershed of a rehabilitating Proctor Creek, which is planned as a significant amenity as it passes through the DRI site. Additional comments from ARC's Natural Resources Group are attached and note that the site plan shows multiple intrusions into the City of Atlanta's 75-foot undisturbed stream buffer that may require variances.

The intensity of this proposed project generally aligns with the RDG's recommended parameters for Maturing Neighborhoods. The land use mix is generally consistent with the RDG, although some RDG policy recommendations for Maturing Neighborhoods include the need to ensure that new and infill development is compatible with existing neighborhoods. The DRI's building heights transition downward as the site approaches North Avenue, which makes it more compatible with the existing single-family homes across Chappell Road. City leadership and staff, along with other planning partners and the applicant team, should therefore collaborate to ensure maximum sensitivity to nearby neighborhoods, land uses, structures and natural resources.

This DRI is located in the Bankhead MARTA Station Area Livable Centers Initiative (LCI) study area. ARC considers this LCI area to be in good standing, with a five-year plan update having been completed in 2013. ARC's assessment is also that this DRI is generally consistent with the principles of the LCI program and the recommendations of the LCI plan, which calls for mixed-use development, high-density residential and green/open space around the MARTA Station. The applicant team should continue to collaborate with City staff and leadership as well as neighborhood organizations to ensure that the project, as constructed, is consistent with the LCI plan. Likewise, the City and its planning partners should ultimately incorporate the key attributes and impacts of this DRI into future updates to this part of the LCI plan.

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

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

ARC COMMUNITY DEVELOPMENT

ARC RESEARCH & ANALYTICS

GEORGIA DEPARTMENT OF NATURAL RESOURCES

MARTA

ARC TRANSPORTATION ACCESS & MOBILITY

ARC AGING & HEALTH RESOURCES

GEORGIA DEPARTMENT OF TRANSPORTATION

ATLANTA BELTLINE INC.

ARC NATURAL RESOURCES

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GRTA/SRTA

If you have any questions regarding this review, please contact Greg Giuffrida at (470) 378-1531 or ggiuffrida@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: **Chappell Road (DRI #3096) (City of Atlanta)** *See the Preliminary Report.*

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

Individual Completing Form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Comments must be emailed to:

Greg Giuffrida
Atlanta Regional Commission
ggiuffrida@atlantaregional.org
Ph. (470) 378-1531

Return Date: July 6, 2020

DATE: June 19, 2020

TO: ARC Group Managers

Reviewing staff by Jurisdiction:

Community Development: Giuffrida, Greg

Transportation Access and Mobility: Mangham, Marquitrice

Natural Resources: Santo, Jim

Research and Analytics: Skinner, Jim

Aging and Health Resources: Perumbeti, Katie

Name of Proposal: Chappell Road (DRI #3096) (City of Atlanta)

Review Type: Development of Regional Impact

Description: A Development of Regional Impact (DRI) review of a proposed mixed-use project in the City of Atlanta on a 32-acre site south of North Avenue, east of Chappell Road, northeast of Mayson Turner Road, and north of the existing CSX railroad tracks. The development proposes approximately 460 multifamily residential units, 250 townhomes, and 9,000 square feet of commercial space, including retail and restaurant land uses. Proctor Creek and MARTA's Green Line run through the eastern part of the site. Bankhead MARTA station and Donald Lee Hollowell Parkway (US 78/SR 8) are a half-mile to the north. The local trigger for this DRI is a rezoning. Expected buildout is 2024.

Submitting Local Government: City of Atlanta

Date Opened: June 19, 2020

Deadline for Comments: July 6, 2020

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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:

[illegible]



Developments of Regional Impact

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DRI #3096

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: Chappell Road
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): South of North Avenue NW and east of Chappell Road NW, Atlanta, GA
Brief Description of Project: The proposed development is on approximately 32-acres and will include mixed-use development consisting of residential units and commercial retail/restaurant space.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): Approximately 460 multifamily units, 250 townhomes, and 9,000 SF of commercial

Developer: Brock Built Homes, LLC

Mailing Address: 1110 Northchase Parkway SE

Address 2: Suite 150

City: Marietta State: GA Zip: 30067

Telephone: (404) 351-7555

Email: adambrock@brockbuilt.com

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

If yes, property owner: Stono Charleston, LLC and Southern Cross Financial, LLC

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? n/a

Is the current proposal a continuation or expansion of a previous DRI? ☐ (not selected) ☐ Yes ☒ No

If yes, provide the following Project Name:

information: 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? n/a

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

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DRI #3096

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: 404-507-2982
Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Chappell Road
DRI ID Number: 3096
Developer/Applicant: Brock Built Homes, LLC
Telephone: (404) 351-7555
Email(s): adambrock@brockbuilt.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: \$174,268,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$3,085,000

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):

Water Supply

Name of water supply provider for this site: Fulton County

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.21 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: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.18 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.) 3,906 net daily trips, 260 trips AM peak, 294 trips PM peak

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

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

If yes, please describe below: Please see the traffic study completed by Kimley-Horn.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 1,447 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 proposed development has been constructed? 75%

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

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?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
4. Protected mountains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
5. Protected river corridors?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
6. Floodplains?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
7. Historic resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No
8. Other environmentally sensitive resources?	<input type="radio"/> (not selected) <input type="radio"/> Yes <input type="radio"/> No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
The design will not negatively impact floodplain limits.

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

DRI INFORMATION

DRI Number #3096

DRI Title Chappell Road

County Fulton County

City (if applicable) City Of Atlanta

Address / Location Located along the south side of North Avenue and east of Chappell Road

Proposed Development Type:

Approximately 32 acres mixed use development consisting of 710 residential units, 4,500 of retail and 4,500 restaurant

Review Process ☒ EXPEDITED

☐ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Marquitrice Mangham

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Date June 1, 2020

TRAFFIC STUDY

Prepared by Kimley Horn

Date June 17, 2020

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 list of programmed projects in Table 5 on page 32 and in the appendix.

☐ 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*)

Site access is provided by three full movement access points on North Avenue, a regional thoroughfare.

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 BANKHEAD

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) 1, 26, 50, 51, 853

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 Westside 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*)

The project proposes a trail along Proctor Creek that will ultimately connect to the proposed Westside Atlanta Beltline Trail. There is not a trail within a mile of development presently.

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 from Chappelle Road and Mayson Turner Road.

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*)

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Chappell Road and Mayson Turner Road. Sidewalks are proposed along all public road frontages and roadways internal to the site.

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)

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Chappell Road and Mayson Turner Road. Sidewalks are proposed along all public road frontages and roadways internal to the site.

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

CHAPPELL ROAD DRI
City of Atlanta
Natural Resources Group Review Comments

June 17, 2020

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The entire proposed project is located in the Proctor Creek watershed, which is part of the Chattahoochee River watershed and enters the river downstream of the Region's water intakes.

Stream Buffers

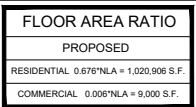
Proctor Creek runs north-south through the project property. No other streams are shown on either the submitted site plan or the USGS coverage for the project area. Both the City of Atlanta's 75-foot undisturbed stream buffer and the State 25-foot Sediment and Erosion Control buffer are shown along Proctor Creek. The site plan shows intrusions into the 75-foot buffer by proposed roads and driveways. In addition, three townhouse buildings are shown abutting the 75-foot buffer on the east side of Proctor Creek, requiring land disturbance within the buffer during construction. Any intrusions into the City's 75-foot buffer may require a variance. Any intrusions into the State Sediment and Erosion Control Buffer may also require variances. Any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.



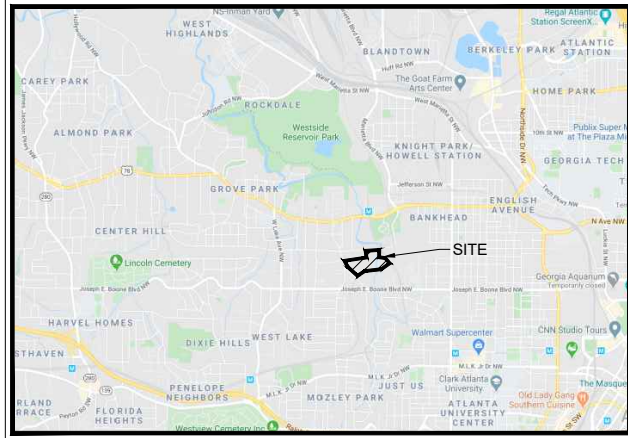
NOTE:

THE BUILDING FOOTPRINTS AND STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.

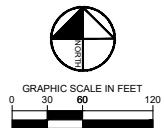
PROPOSED LAND USES & DENSITIES	
LAND USES	DENSITIES
APARTMENTS	460 UNITS
TOWNHOUSES	250 UNITS
COMMERCIAL	9,000 S.F.

CONTACTS:

APPLICANT:	BROOK BUILT HOMES, LLC 1110 NORTHCHASE PKWY. SE. STE 150 MARRETTA, GA 30067 CONTACT: NICK FENDER PHONE: 404-351-7555
TRAFFIC ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW SUITE 601 ATLANTA, GA 30308 CONTACT: ANA EISENMAN PHONE: 404-201-6155
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 11270 AMBER PARK DRIVE SUITE 600 ALPHARETTA, GA 30009 CONTACT: JARED MCKINNON PHONE: 770-619-4280



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 Know what's below.
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SITE NOTES:	
DRI NUMBER:	3096
OVERALL SITE AREA:	31.34 ACRES
CURRENT ZONING:	RC-3, I-1 I-1-C, I-2 & R-4A
PROPOSED ZONING:	PC-MU
CURRENT ADDRESS:	425 CHAPPELL ROAD
OWNER:	BROCK BUILT HOMES, LLC
PROGRAM:	
BUILDING A:	
MULTIFAMILY:	106 UNITS
HEIGHT:	5 STORIES
BUILDING B:	
MULTIFAMILY:	115 UNITS
HEIGHT:	5 STORIES
BUILDING C:	
MULTIFAMILY:	109 UNITS
HEIGHT:	5 STORIES
BUILDING D:	
MULTIFAMILY:	98 UNITS
HEIGHT:	4 STORIES
BUILDING E:	
MULTIFAMILY:	14 UNITS
COMMERCIAL:	3,500 S.F.
HEIGHT:	3 STORIES
BUILDING F:	
MULTIFAMILY:	18 UNITS
HEIGHT:	5 STORIES
COMMERCIAL NODE:	
COMMERCIAL:	5,500 S.F.
HEIGHT:	1 STORIES
TOWNHOMES:	
SINGLE FAMILY:	250 UNITS
HEIGHT:	3 STORIES
PARKING:	
REQUIRED:	478 SPACES
PROVIDED:	631 SPACES