

DATE: Dec. 7, 2020

ARC REVIEW CODE: R2011191

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



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Original on file

The Atlanta Regional Commission (ARC) has completed 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: Chosewood Development (DRI #3206)

Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact **Date Opened:** Nov. 19, 2020 **Date Closed:** Dec. 7, 2020

Description: Description: A Development of Regional Impact (DRI) review of a proposed mixed use development on the site of the former Englewood Homes housing development in the neighborhood of Chosewood Park in the City of Atlanta. The development proposes 1,180 multifamily units and 20,000 SF of commercial/retail space. The site is located south of the interim Southside Trail of the Atlanta BeltLine and is served by MARTA route #49. The local trigger is a Special Administrative Permit application. Expected buildout is 2024.

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 partially vacant former multifamily apartment site to a mixed-residential project (including affordable units) with a small amount of retail and restaurant space. It is walkable to Boulevard Crossing Park, Grant Park, and the Atlanta BeltLine Southside Trail (currently an interim hiking trail). The DRI can support alternative transportation modes given its proximity to the BeltLine and two MARTA bus routes, #49 and #9. (Note: As of this writing, the #9 route is not operating because of COVID-19 service reductions.) 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 pedestrian infrastructure and MARTA service reductions.

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 4% in the GRTA-required DRI transportation analysis.

Concerns were raised during the Pre-Review Meeting for this project about the lack of a connection to the existing Burroughs Street in the southwestern corner of the DRI site. This street connection currently exists, but it was gated off to both drivers and pedestrians. The DRI as proposed would permanently preclude making this street connection in the future, which violates both the City's and the BeltLine's stated long-term goals of restoring and expanding the street grid. GRTA's Notice of Decision for the project is requiring a sidewalk connection between the DRI and the stub of Burroughs Street, and it should remain fully accessible to the public at all times.

The site plan does incorporate the potential for a future connection to the adjacent Englewood property at the northwestern corner of the site. This future street connection is also listed in the Atlanta Transportation Plan and the proposed BeltLine Subarea 3 Master Plan update. Another missed opportunity is the lack of an east-west pedestrian connection on Boulevard anywhere between Private Street D on the site plan and Englewood Avenue, along the northern edge of the Multi-Family A section. This has the effect of maintaining the existing "superblock."

The project will be required to comply with the inclusionary zoning provision of the BeltLine Overlay, which requires newly built developments to follow one of the following criteria:

- 10% of their units for incomes at or below 60% of Area Median Income (AMI); or
- 15% of their units for incomes at or below 80% of AMI; or
- Pay a one-time in-lieu fee, to be paid at 15% of AMI, per unit in the sub-area that the developer has chosen to opt-out of, in-lieu of setting aside affordable units.

This project is replacing an apartment complex that was previously affordable at market rates for hundreds of residents. Based on historical experience with similar redevelopment projects elsewhere in metro Atlanta, it's unlikely that the same residents will be eligible or able to return to the same community. The DRI is located next to the site of a proposed redevelopment of the former Englewood Homes site owned by Atlanta Housing (formerly Atlanta Housing Authority). The combination of these two projects carries the potential for a net increase of affordable housing in this general location with redevelopment, but the benefits will likely not be seen by current lower-income residents.

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 the western edge of the property, which makes it more compatible with the existing single-family homes. The proposed density also appears compatible with the proposed future land use in the existing BeltLine Subarea 3 Master Plan and its pending update. The plan update has not yet been formally adopted into the City's Comprehensive Development Plan.

The BeltLine Subarea 3 Master Plan is an 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. 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.

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. Additional comments from ARC's Natural Resources Group and Transportation Access & Mobility Group are attached. Also please see the attached comment from GDOT's aviation division.

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 TRANSPORTATION ACCESS & MOBILITY	ARC NATURAL RESOURCES
ARC RESEARCH & ANALYTICS	ARC AGING & HEALTH RESOURCES	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GRTA/SRTA
MARTA	ATLANTA BELTLINE, INC.	ATLANTA HOUSING
FULTON COUNTY		

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>.



Developments of Regional Impact

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DRI #3206

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: 470-279-1545
 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: Chosewood Development
 Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 1335 Boulevard SE
 Brief Description of Project: Mixed-use development to include 1180 multifamily units and 20,000 sf of retail

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 1,180 multifamily units and 20,000 sf of retail space

Developer: Empire Communities

Mailing Address: 5775 Glenridge Drive

Address 2: Building D, Suite 350

City: Atlanta State: GA Zip: 30328

Telephone: 7705415250

Email: knorton@empirecommunities.com

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

If yes, property owner: Grant Park Homes, LP

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 Permit, specifically the Special Administrative Permit with the City

Is this project a phase or part of a larger overall project? (not selected) Yes No

If yes, what percent of the overall project does this project/phase represent?

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

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DRI #3206

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: 470-279-1545
 Email: mbforte@atlantaga.gov

Project Information

Name of Proposed Project: Chosewood Development
 DRI ID Number: 3206
 Developer/Applicant: Empire Communities
 Telephone: 7705415250
 Email(s): knorton@empirecommunities.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: 132,000,000.00

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: 600,000.00

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

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

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

Water Supply

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

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 300,000

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

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

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

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

Wastewater Disposal

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

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 283,200

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.) AM peak hour: 603 trips, PM peak hour: 587, 24 hour trips: 9,589 trips

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

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

If yes, please describe below: Custer Avenue at Boulevard SE: Site driveway 3 will form the eastbound approach (fourth leg) at the existing intersection of Custer Avenue and Boulevard SE. The improvements listed below are based on the assumption that the City of Atlanta Boulevard SE project will be complete, and Boulevard SE will be a 3-lane roadway prior to the proposed development's full buildout. - Traffic signal is to be modified to accommodate an eastbound approach (driveway approach) which should include one entering lane and two exiting lanes (left turn lane and shared through/right turn lane) - Modify traffic signal to remove the northbound right turn overlap phase - Restripe westbound approach lane geometry to accommodate a westbound left turn lane and shared through/right turn lane within the existing available asphalt (30 ft) - Modify traffic signal to add westbound protected, permissive phase - Modify traffic signal to add southbound protected, permissive left turn phase - Traffic signal is to be improved by accommodating pedestrian movements at all approaches - Intersection to be ADA compliant with handicap ramps - Relocate controller cabinet from the southwest corner - Establish fiberoptic interconnect to adjacent signalized intersections

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 7,290

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? approximately 80%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: There will be a treatment train for stormwater management that will include water quality treatment along with either surface or subsurface stormwater detention.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds? Yes No

2. Significant groundwater recharge areas? Yes No

3. Wetlands? Yes No

4. Protected mountains? Yes No

5. Protected river corridors? Yes No

6. Floodplains? Yes No

7. Historic resources? Yes No

8. Other environmentally sensitive resources? Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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Greg Giuffrida

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, December 1, 2020 10:02 AM
To: Greg Giuffrida
Subject: RE: ARC DRI Review Notification: Chosewood Development DRI #3206
Attachments: ARC Preliminary Report - Chosewood Development DRI 3206.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Greg,

The proposed mixed use development on the site of the former Englewood Homes housing development in the neighborhood of Chosewood Park in the City of Atlanta, is 5.2 miles north of the Hartsfield - Jackson Atlanta International Airport (ATL). It 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 development is 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>). Those submissions for the buildings and any associated cranes may be done online at <https://oeaaa.faa.gov>. The FAA must be in receipt of the notifications, no later than 120 days prior to construction. The FAA will evaluate the potential impacts of the project on protected airspace associated with the airports and advise the proponent if any action is necessary.

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

Alan Hood

Airport Safety Data Program Manager



Aviation Programs

600 West Peachtree Street NW
6th Floor
Atlanta, GA, 30308
404.660.3394 cell
404.532.0082 office

From: Greg Giuffrida <GGiuffrida@atlantaregional.org>
Sent: Thursday, November 19, 2020 6:41 PM
To: Andrew Spiliotis <aspiliotis@srta.ga.gov>; Annie Gillespie <agillespie@srta.ga.gov>; Boone, Eric <eboone@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'chuck.mueller@dnr.state.ga.us'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; DeNard, Paul <pdenard@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Greg Floyd - MARTA (gfloyd@itsmarta.com) <gfloyd@itsmarta.com>; Kassa, Habte <hkassa@dot.ga.gov>; Hatch, Justin A <juhatch@dot.ga.gov>; Hood, Alan C. <achood@dot.ga.gov>; Johnson, Lankston <lajohnson@dot.ga.gov>; Jon West <jon.west@dca.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; 'kclark@gefa.ga.gov'; Matthews, Timothy W

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Cc: Aries Little <ALittle@atlantaregional.org>; Community Development <CommunityDevelopment@atlantaregional.org>; David Haynes <DHaynes@atlantaregional.org>; Jean Hee P. Barrett <JBarrett@atlantaregional.org>; Jim Santo <JSanto@atlantaregional.org>; Jim Skinner <JSkinner@atlantaregional.org>; Katie Perumbeti <KPerumbeti@atlantaregional.org>; Marquitrice Mangham <MMangham@atlantaregional.org>; Mike Alexander <MAlexander@atlantaregional.org>; Mike Carnathan <MCarnathan@atlantaregional.org>; Patrick Bradshaw <PBradshaw@atlantaregional.org>; Wei Wang <WWang@atlantaregional.org>
Subject: ARC DRI Review Notification: Chosewood Development DRI #3206

Development of Regional Impact (DRI) – Request for Comments

This e-mail serves as notice that the Atlanta Regional Commission (ARC) has begun a Development of Regional Impact (DRI) review of **Chosewood Development DRI #3206**.

Description: A Development of Regional Impact (DRI) review of a proposed mixed use development on the site of the former Englewood Homes housing development in the neighborhood of Chosewood Park in the City of Atlanta. The development proposes 1,180 multifamily units and 20,000 SF of commercial/retail space. The site is located south of the interim Southside Trail of the Atlanta BeltLine and is served by MARTA route #49. The local trigger is a Special Administrative Permit application. Expected buildout is 2024.

As a representative of a nearby local government or other potentially affected party, we request that you or your staff review the attached ARC Preliminary Report and provide ARC any comments on the DRI no later than **Friday, Dec. 4, 2020**.

Comments must be emailed to Greg Giuffrida at GGiuffrida@atlantaregional.org. You may also view the Report and other project information via the [ARC Plan Reviews webpage](#) beginning tomorrow by entering the project title in the search field. For more information regarding the DRI process, please visit the [ARC DRI webpage](#).

Regards,

Greg Giuffrida

Plan Reviews Program Manager, Community Development

Atlanta Regional Commission

P | 470.378.1531

ggiuffrida@atlantaregional.org

atlantaregional.org

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CHOSEWOOD DEVELOPMENT DRI
City of Atlanta
Natural Resources Group Comments
November 19, 2020

Watershed Protection and Stream Buffers

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.

Water Supply Watersheds

The proposed project is located in the Yellow River Watershed, which is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

Stream Buffers

Neither the submitted site plan nor the USGS coverage for the project area show any streams on the property. Any unmapped streams on the property may be subject to buffers required under the City of Atlanta Stream Buffer Ordinance. Any unmapped streams and waters of the state on the property are also subject to the State 25-foot Erosion and Sediment Control Buffer.

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

Stormwater and 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.

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

DRI INFORMATION

DRI Number #3206
DRI Title Chosewood Development
County Fulton County
City (if applicable) Atlanta
Address / Location Southwest of the intersection of Boulevard SE at Englewood Avenue

Proposed Development Type:

The development will consist of 1,180 multifamily units and 20,000 sf of retail space.
Build Out : 2024

Review Process EXPEDITED
 NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date November 18, 2020

TRAFFIC STUDY

Prepared by A&R Engineering Inc.
Date November 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)

[Click here to provide comments.](#)

NO (provide comments below)

AR-450C-Beltline Corridor Multi-Use Trail and Streetscape is a project programmed in the TIP and is located less than one mile north of Englewood Ave. This project was not listed on Table 5- Planned and Programmed Improvements.

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)

None of the five proposed access points were identified Regional Thoroughfare. The project site is bounded by US 23/SR42/Moreland Ave. and SR 42/McDonough Blvd, which were assessed on the traffic analysis.

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*)

Although there is no direct access from a designated regional truck route to the site, the following truck routes would be easily accessible from the project site: I-85, I-20, US 23/SR42/Moreland Ave. and SR 42/McDonough Blvd.

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 [Click here to enter name of operator and rail line](#)

- Distance*
- Within or adjacent to the development site (0.10 mile or less)
 - 0.10 to 0.50 mile
 - 0.50 to 1.00 mile
- Walking Access*
- Sidewalks and crosswalks provide sufficient connectivity
 - Sidewalk and crosswalk network is incomplete

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

[Click here to provide comments.](#)

Bicycling Access*

Dedicated paths, lanes or cycle tracks provide sufficient connectivity

Low volume and/or low speed streets provide connectivity

Route follows high volume and/or high speed streets

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

Transit Connectivity

Fixed route transit agency bus service available to rail station

Private shuttle or circulator available to rail station

No services available to rail station

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

[Click here to provide comments.](#)

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

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

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

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

[Click here to provide comments.](#)

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

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

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

SERVICE WITHIN ONE MILE (provide additional information below)

Operator(s) MARTA

Bus Route(s) Route 49

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)

There are some portions along the sidewalk that may pose concern due to utility poles.

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

MARTA

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 programmed (CST in FY22). Southside Beltline with expansion from Glenwood Ave to University

- 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*

It is anticipated for City of Atlanta's Boulevard SE (Table 5) to incorporate bike paths.

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*)

Develop and construction of roads/drive aisle could potentially be restricted to the west of the project site due to the Chosewood Park. The project proposes to incorporate public access to adjacent streets and internal connectivity between some of the parcels via walking and biking.

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 project proposes to provide connections between the mixed uses by incorporating bike/ped facilities.

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)

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- YES (truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)
- PARTIAL (while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)
- NO (one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)
- NOT APPLICABLE (the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)

RECOMMENDATIONS

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

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

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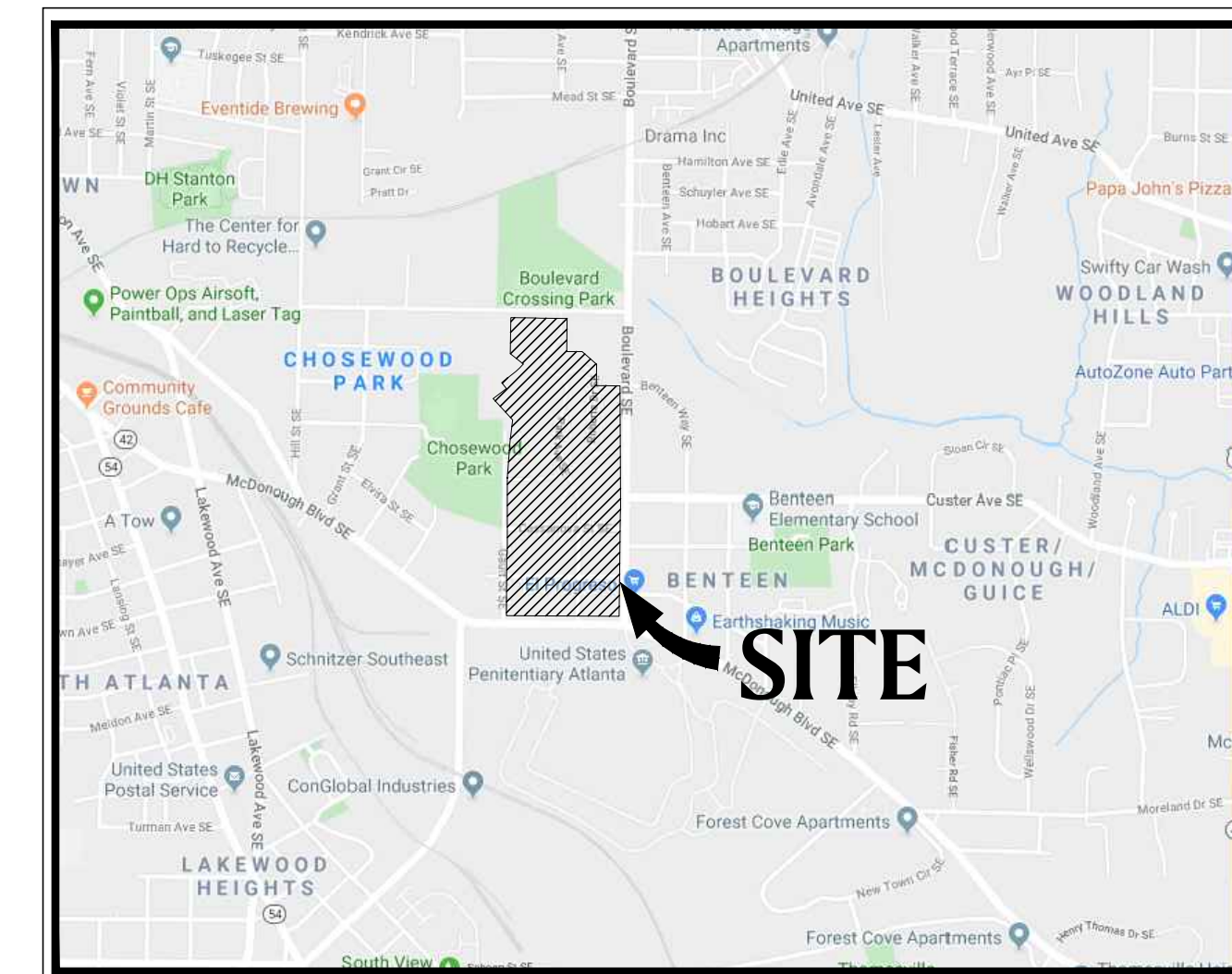
14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

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

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

None



VICINITY MAP
ATLANTA, GA SCALE: NTS

LAND PLANNERS
ENGINEERS & SURVEYORS
TRANSPORTATION
LANDSCAPE ARCHITECTS

85-A MILL STREET
SUITE 200
ROSWELL, GEORGIA 30075

VOICE 770.650.7685
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PAULSON MITCHELL
INCORPORATED

PROJECT:
CHOSEWOOD DEVELOPMENT

ENGLEWOOD AVENUE SOUTHEAST
AND BOULEVARD SOUTHEAST
CITY OF ATLANTA
FULTON COUNTY, GA

DRI#: 3206

FOR:
EMPIRE

5775 GLENRIDGE DRIVE
BUILDING D, SUITE 350
ATLANTA, GA 30328

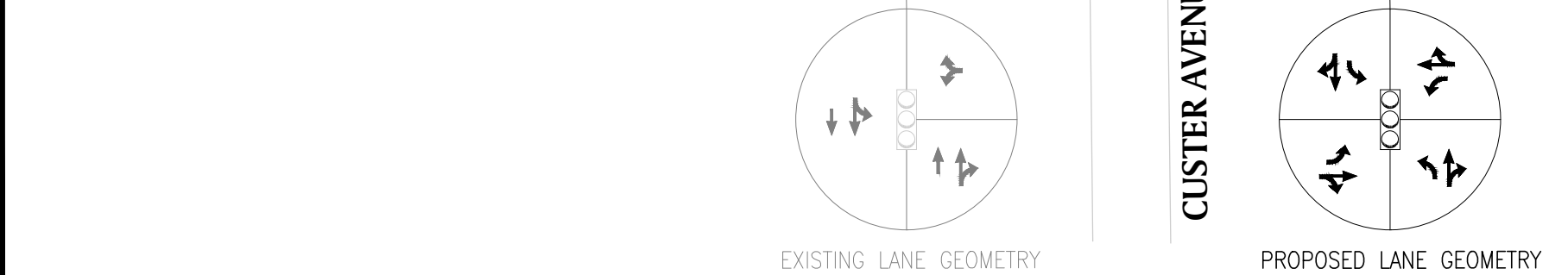
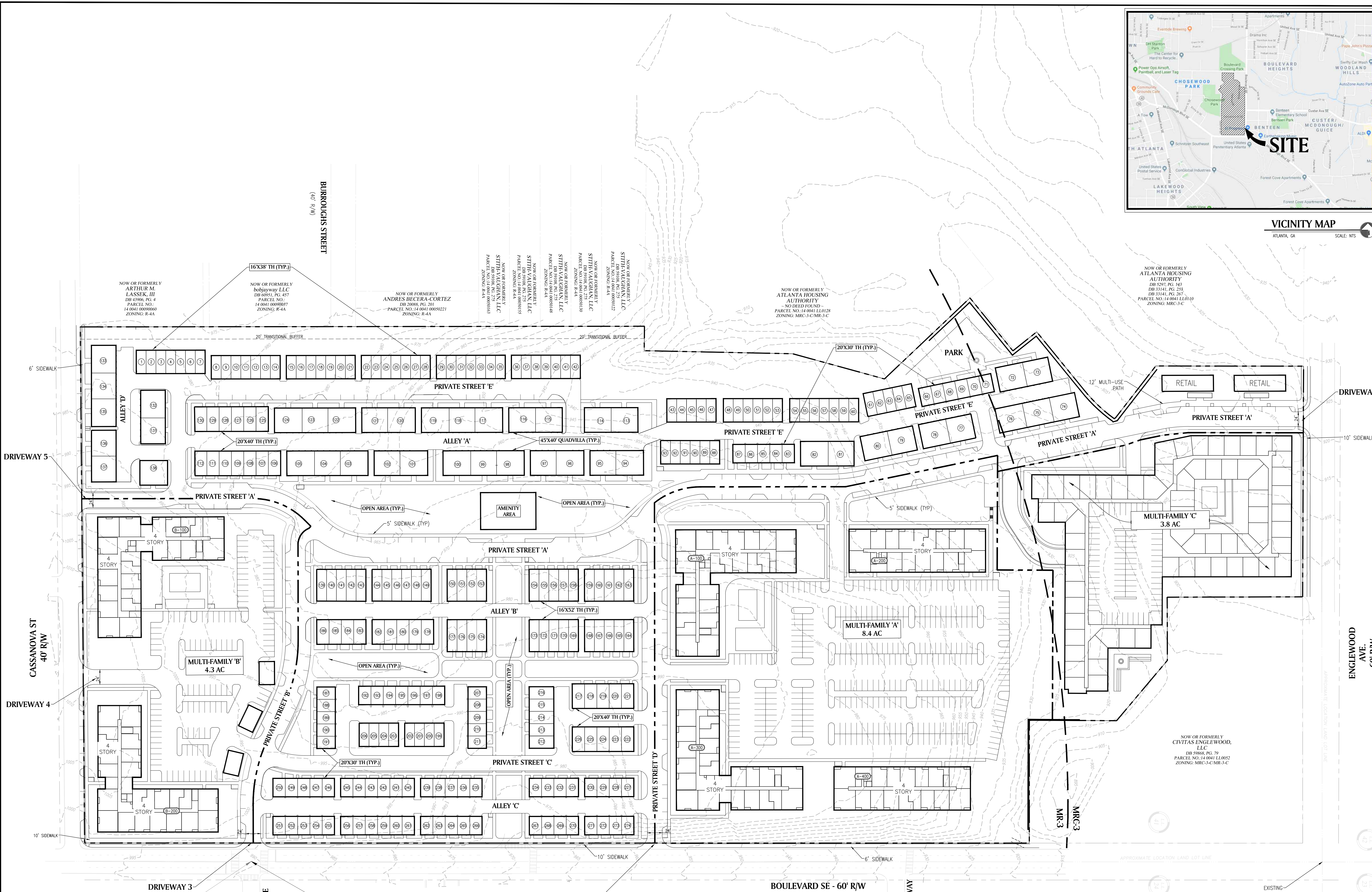
ZONING INFORMATION

JURISDICTION: CITY OF ATLANTA
EX. ZONING: MR-3 & MRC-3
EX. OVERLAY: BELTLINE OVERLAY
PR. ZONING:

REVISIONS

DRAWING RECORD

DRAWN BY: 80
2019262 PS-19 11.16.20
- DRI.dwg
DRI SITE PLAN



NOTE:

1. ALL UNITS THREE STORIES OR AS INDICATED ON SITE PLAN.
2. ALL UNITS RESIDENTIAL OR AS INDICATED ON SITE PLAN.
3. SITE BOUNDARY FALLS ENTIRELY WITHIN CITY OF ATLANTA CITY LIMITS.
4. SITE AND ADJACENT PROPERTIES FALL WITHIN THE BELTLINE OVERLAY.
5. NO JURISDICTIONAL WATERS PRESENT WITHIN SITE BOUNDARY.
6. EXISTING BUILDING USES ON SITE: MULTI-FAMILY APARTMENT UNITS.

CLIENT CONTACT:
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5775 GLENRIDGE DRIVE BUILDING D
SUITE 350
ATLANTA, GA 30328
770-541-5250
KNORTON@EMPIRECOMMUNITIES.COM

TRAFFIC CONSULTANT:
ABDUL AMER
A&R ENGINEERING, INC.
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MARIETTA, GA 30067
770-690-9255
AAMER@ARENG.COM

SITE PLANNER:
JOHN WISE
PAULSON MITCHELL, INC.
85-A MILL STREET
SUITE 200
ROSWELL, GA 30075
770-650-7685
JWISE@PAULSONMITCHELL.COM

SITE ANALYSIS

TOTAL SITE AREA	±33.8 AC
TOTAL RESIDENTIAL UNITS	1180 UNITS
RESIDENTIAL UNITS PER ACRE	34.9 UNITS/AC
NON-RESIDENTIAL AREA	±20,000 S.F.
NON-RESIDENTIAL F.A.R.	0.08
TOTAL OPEN SPACE	±15.2 AC
TOTAL PARKING PROVIDED	1,146 SPACES
MINIMUM PARKING REQUIRED	1,146 SPACES

DRI SITE PLAN

SCALE: 1 = 60