

DATE: June 4, 2021

ARC REVIEW CODE: R2105201

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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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: Englewood South DRI #3299

Submitting Local Government: City of Atlanta

Review Type: Development of Regional Impact **Date Opened:** May 20, 2021 **Date Closed:** June 4, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a mixed-use project on the 30.4-acre site of the former Englewood Manor housing development on Englewood Avenue SE in the City of Atlanta. The project proposes 600 units of multifamily, 228 units of senior multifamily, 38 townhomes, 41 detached single-family homes, 17,169 SF of office, and 121,400 SF of retail and community uses. The project is located about a quarter-mile south of the Atlanta BeltLine (interim Southside Trail) and is served by MARTA route #49. The nearest state route is McDonough Boulevard (SR 42), a half-mile to the south. The local trigger is a rezoning. Expected buildout is 2028.

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 many aspects of regional policy, including those policy recommendations at the bottom of this narrative. The DRI plan contemplates the conversion of a vacant former multifamily apartment site to a mixed-residential project (including affordable units) with office and retail 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 three MARTA bus routes: #49 (directly fronting the site) and #9 on Boulevard east of the site.

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 topography. 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 15% in the GRTA-required DRI transportation analysis.

A positive feature of the site plan shows reconfiguration of Englewood Avenue to incorporate bulb-outs, left-turn lanes, crosswalks, and on-street parking. Englewood's current design encourages high driving speeds and limits the potential for future residents of the DRI to access Boulevard Crossing Park, the BeltLine, and westbound MARTA service. Coordination with Atlanta's Department of Transportation and MARTA is needed throughout the expected buildout to ensure the full potential of these amenities to the project. During the GRTA staff recommendations call for the project on June 3, 2021, there was discussion about the City's long-term goals for Englewood Avenue and whether on-street parking should be removed in favor of a multimodal street approach with bicycle facilities. While this is encouraged, it's likely that painted bike lanes would still be used for parking and deliveries without vertical separation and aggressive enforcement. Please see MARTA's attached comments and GRTA's Notice of Decision for the project for more details on proposed conditions for the project. Additional comments from ARC's and Transportation Access & Mobility Group are attached.

The site largely restores the street grid in the area by integrating with Climax and Dalton streets running east-west and three new north-south streets extending between Englewood Avenue and Dalton Street. This supports good urban form practices and the City and BeltLine goals of restoring and expanding the street grid where possible. The site also incorporates green infrastructure in the form of the retention feature at the low southeastern corner of the site, which becomes a functional amenity for both the DRI's residents and customers, as well as as residents from the surrounding neighborhood of Chosewood Park. The site plan indicates the potential for a future pedestrian connection to the adjacent Chosewood Development site to the east (reviewed as DRI #3026 in 2020). As of the Pre-Review meeting held Feb. 16, 2021, negotiations of the particular access were still under way and the location shown on the site plan remains tentative. 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.

This DRI will contribute to a pressing need for affordable housing generally in the region and specifically in the City of Atlanta near the Atlanta BeltLine. The site is the former Englewood Manor public housing development and is being developed by Atlanta Housing in partnership with the Michaels Development

Group and the Benoit Group. The project proposes approximately 50% of the 828 rental units to be affordable for households earning up to 50% of the Area Median Income. A minimum of 20% of the for-sale units are projected to be affordable at a level to-be-determined. In combination with affordable units in neighboring projects under the BeltLine Inclusionary Zoning, the DRI will contribute to affordable options in a critical location that is currently served by transit and will likely see expanded service and mobility options in the future.

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 are attached. They note that the submitted site plan shows a stream on the southeastern corner of the property that may require variances if it extends into the proposed detention pond.

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	FULTON COUNTY	ATLANTA BELTLINE INC.

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 #3299

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: City of Atlanta
Individual completing form: Monique Forte
Telephone: 4045460196
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: Englewood South
Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 505 Englewood Avenue
Brief Description of Project: The development, known as Englewood South is located in southeast Atlanta, Georgia, and bordered by Englewood, Boulevard, Hill Street, and McDonough Boulevard. The development site is approximately 30.43 acres. The proposed Englewood South development will consist of residential, retail, office and restaurant land uses.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.): 907 dwelling units; 138,500sf of commercial

Developer: Atlanta Housing

Mailing Address: 230 John Wesley Dobbs Avenue

Address 2: Attn: Kenwin Hayes

City: Atlanta State: GA Zip: 30303

Telephone: 4046854942

Email: kenwin.hayes@atlantahousing.org

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

If yes, property owner: N/A

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 information: Project Name: Englewood South
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: N/A
Overall project: 2028

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Developments of Regional Impact

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DRI #3299

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: City of Atlanta
Individual completing form: Monique Forte
Telephone: 4045460196
Email: MBForte@AtlantaGa.Gov

Project Information

Name of Proposed Project: Englewood South
DRI ID Number: 3299
Developer/Applicant: Atlanta Housing
Telephone: 4046854942
Email(s): kenwin.hayes@atlantahousing.org

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: \$310,000,000

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: \$900,000

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): Not applicable

Water Supply

Name of water supply provider for this site: City of Atlanta, Hemphill WTP

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.232 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?
0.81

Wastewater Disposal

Name of wastewater treatment provider for this site: City of Atlanta Intrachment Creek WRC

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.232

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? 0.92

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.) Total AM Peak Volume 464 – (In – 210 / Out – 254) o Total PM Peak Volume 1,059 – (In – 534 / Out – 525)

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: Methodology memo submitted 05/17/21. Specific improvements have not been determined by SRTA/ARC and City of Atlanta.

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)? 870

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? 85%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Infiltration or evaporation of first inch of runoff, detention of channel protection volume (1-year, 24-hour storm).

Environmental Quality

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

1. Water supply watersheds? ☐ (not selected) ☐ Yes ☒ No

2. Significant groundwater recharge areas? ☐ (not selected) ☐ Yes ☐ No
3. Wetlands? ☐ (not selected) ☐ Yes ☐ No
4. Protected mountains? ☐ (not selected) ☐ Yes ☐ No
5. Protected river corridors? ☐ (not selected) ☐ Yes ☐ No
6. Floodplains? ☐ (not selected) ☐ Yes ☐ No
7. Historic resources? ☐ (not selected) ☐ Yes ☐ No
8. Other environmentally sensitive resources? ☐ (not selected) ☐ Yes ☐ No

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

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Greg Giuffrida

From: Auguin, Corentin <cauguin@itsmarta.com>
Sent: Thursday, June 3, 2021 1:56 PM
To: Greg Giuffrida
Subject: MARTA Comments Englewood South DRI
Attachments: Englewood South DRI Site Plan-MARTA Comments,4-14-21.pdf

Greg,

Please see my attached comments regarding the Englewood South DRI.

The main issue is the on-street parking blocking direct access to the curb. I suggest removing a few parking spots near Cherokee Ave for a 30 ft bulb-out to accommodate a bus stop serving the development.

We would also like to see a shelter pad in the vicinity of the proposed stop to accommodate a future shelter installation.

I should be able to attend the meeting this afternoon.

Thank you and let me know if you have questions.

Corentin Auguin

Senior Transit Systems Planner, Planning Department



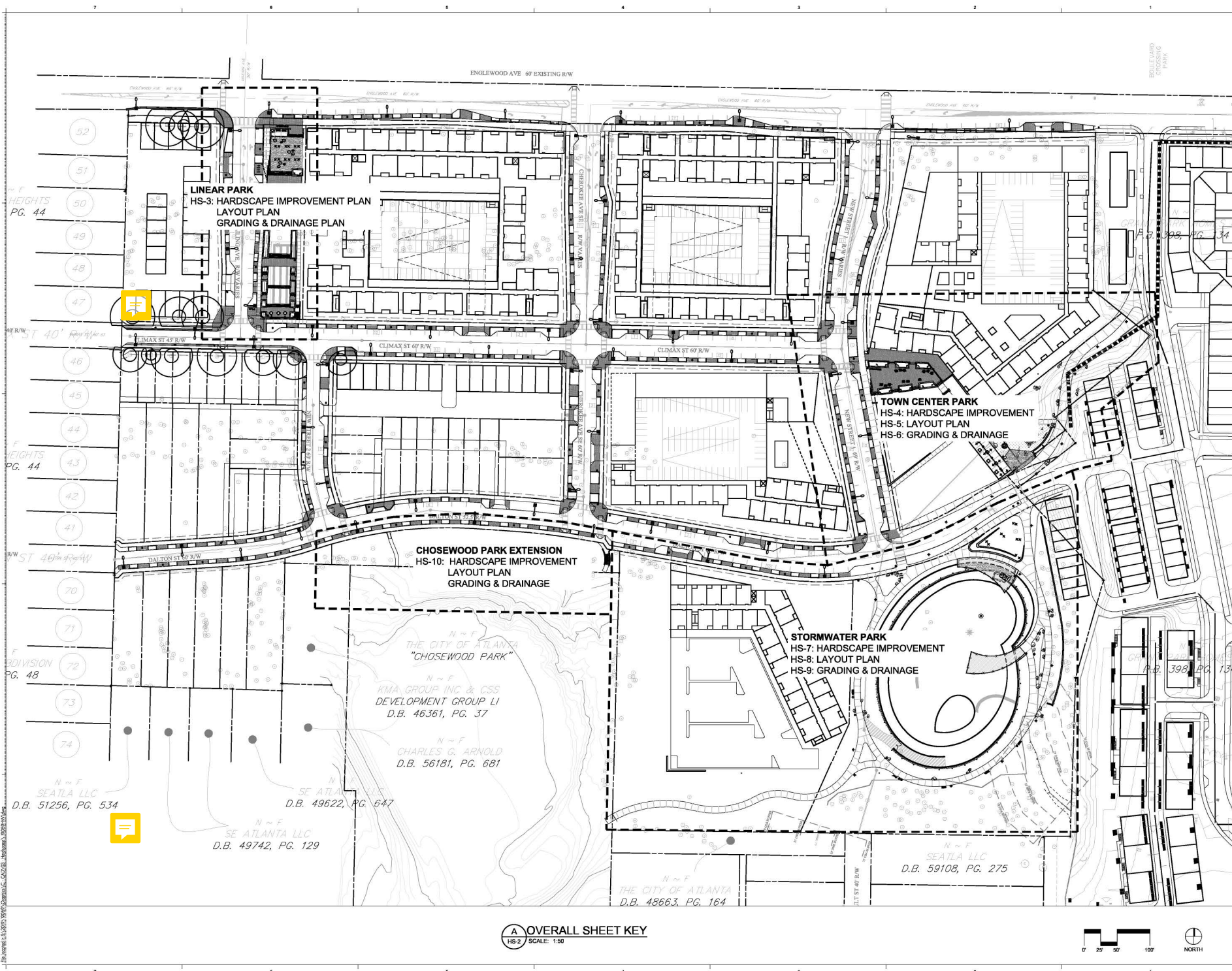
2424 Piedmont Road NE

Atlanta, GA 30324

T: (404) 848-4117 | cauguin@itsmarta.com

www.itsmarta.com





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

DRI INFORMATION

DRI Number #3299
DRI Title Englewood South
County Fulton County
City (if applicable) City of Atlanta
Address / Location Bounded by Englewood Avenue, Boulevard, Hill Street, and McDonough Boulevard

Proposed Development Type:

The project proposes 828 multifamily units, 38 townhomes, 41 detached single-family homes, and 138,569 square feet of space for commercial/retail/office and community uses.
Build Out : 2028

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied [Click here to enter text.](#)
Date May 20, 2021

TRAFFIC STUDY

Prepared by Grice Consulting Group
Date May 17, 2021

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 11 on page 36. Project ID 0016953 referenced is completed, and the "Year" column should be reflected as 2020 instead of 2023.

☐ NO *(provide comments below)*

REGIONAL NETWORKS

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

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

☒ NO

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

The DRI proposes 3 full movement entrances on Englewood Ave at Climax St. Dalton St. and the Empire Development. Although these access points are not directly served by a regional thoroughfare, the southern boundary of the project area is bounded by SR 42/McDonough Blvd. SE which is a regional thoroughfare that provides connection to the Downtown Connector and US 23/SR 42/Moreland Ave. SE.

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

[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

Atlanta BeltLine rail transit is currently in the long-range portion (2041-2050) of the Regional Transportation Plan.

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) Routes 9, 49, and 832

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)

[Click here to provide comments.](#)

* 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	Atlanta BeltLine
Distance	<input type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input checked="" type="checkbox"/> 0.15 to 0.50 mile <input type="checkbox"/> 0.50 to 1.00 mile
Walking Access*	<input checked="" type="checkbox"/> Sidewalks and crosswalks provide connectivity <input type="checkbox"/> Sidewalk and crosswalk network is incomplete <input type="checkbox"/> Not applicable (accessing the site by walking is not consistent with the type of development proposed)
Bicycling Access*	<input type="checkbox"/> 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*

There is currently limited sidewalk access to some portions of the interim BeltLine Southside Trail. A direct connection via Boulevard Crossing Park across from the DRI is planned in the future.

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*)

It is proposed to extend Dalton St and Climax St through the project area.

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

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

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

☐ OTHER (Please explain)

Sidewalks will be provided throughout the site, and the proposal intends to support the ability for residents and non-residents to walk or bike.

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)

It is also noted that the Englewood South development will collaborate with the Chosewood development to provide connections to the larger pedestrian/bicycle network to gain access to Boulevard Crossing park.

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)*

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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

ENGLEWOOD SOUTH DRI
City of Atlanta
Natural Resources Group Comments
May 19, 2021

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 Entrenchment Creek watershed, which is part of the South River Watershed. The South River is not a water supply watershed in the Atlanta Region and no Part 5 Environmental Minimum Planning Criteria for water supply watersheds apply.

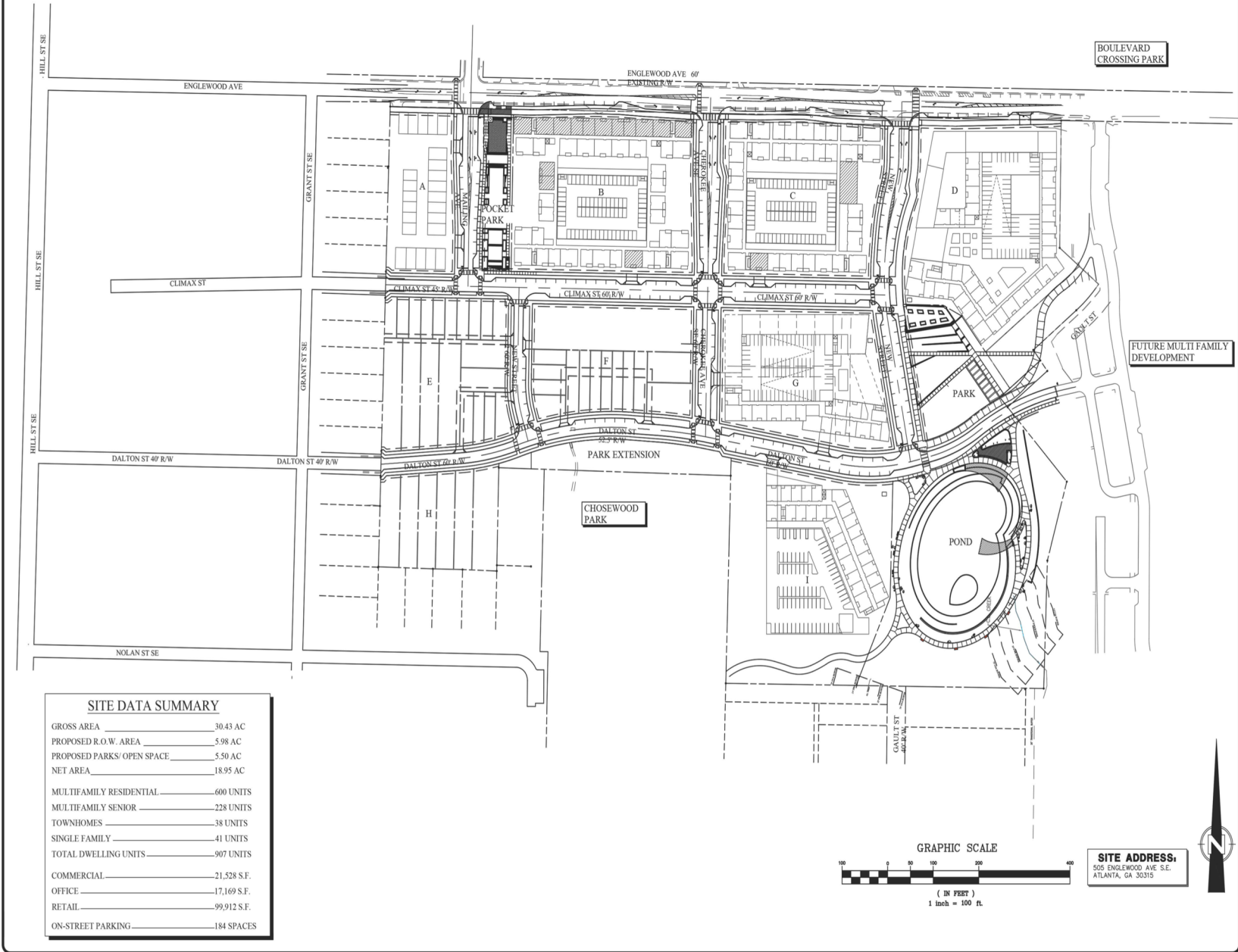
Stream Buffers

The USGS coverage for the project area shows no streams on or near the property. However, the submitted site plan shows a stream in the southeast corner of the property, running from the proposed stormwater detention pond to the southeastern edge of the property. The City of Atlanta 50-foot undisturbed buffer and 75-foot impervious setback, as well as the State 25-foot Erosion and Sediment Control Buffer are shown and identified. If the stream extends into the proposed detention pond, variances may be required. Any other unmapped streams on the property may also be subject to buffers required under the City of Atlanta Stream Buffer Ordinance. Any other unmapped streams or waters of the state on the property are also subject to the State 25-foot Erosion and Sediment Control Buffer.

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.



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Hancaster, Inc.
Engineers & Surveyors
Professional Seal
State of Georgia
No. 10000
Exp. 12/31/2023



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ATLANTA, GA 30333

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DATE BY	10/1/2023
DRAWN BY	ALP
DATE	08-17-20
SCALE	1" = 100'
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