

DATE: October 4, 2021

ARC REVIEW CODE: R2109131

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



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Original on file

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). ARC reviewed the DRI's 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: Emory Graduate and Professional Housing DRI #3378

Submitting Local Government: City of Atlanta

Review Type: DRI

Date Opened: Sept. 13, 2021

Date Closed: Oct. 4, 2021

Description: A Development of Regional Impact (DRI) review of a proposal to build a residential development for Emory University graduate and professional students on an approximately 6.4-acre site in the City of Atlanta. The site is located south and east of Ridgewood Drive, north of North Decatur Road, and west of Haygood Drive. The project proposes three buildings with a total of approximately 800 dwelling units and 1,000 beds. Site access is planned via a right-in/right-out driveway on a one-way northbound section of Ridgewood Drive (Driveway A, southwest site frontage) and a full-movement driveway on a two-way section of Ridgewood Drive (Driveway B, northwest site frontage). Ridgewood Drive between Uppergate Drive and Haygood Drive may be reconfigured to include a left-turn lane into Driveway B. The existing on-site Emory/PATH Foundation trail will be reconstructed and will serve the Haygood Drive and North Decatur Road frontages. The local trigger for the DRI is a rezoning from single-family residential to office/institutional. Expected buildout is 2027.

Comments: According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, this DRI is in the Regional Center for the Emory University area. The Plan's Regional Development Guide (RDG) details general information and policy recommendations for Regional Centers, which are listed at the bottom of these comments.

This DRI appears to manifest certain aspects of regional policy, including many of those at the bottom of this narrative. The plan contemplates student housing within a short walking and biking distance of academic buildings, libraries, labs, and related facilities. This locational decision offers the potential to reduce student

vehicle trips to and from campus and is intended to fill a need for affordable, on-campus housing for existing graduate and professional students. The DRI can also support alternative transportation modes as the location is served by sidewalks connecting to campus and the surrounding area; nearby bike facilities; the PATH trail; Emory Campus Shuttles; MARTA bus routes; the Clifton Corridor Transportation Management Association (CCTMA) shuttle to the Decatur MARTA Station; and the Woodruff Circle Transit Hub, within a short walk. The existing on-site Emory/PATH Foundation trail will be reconstructed and will serve the Haygood Drive and North Decatur Road frontages of the project.

The project is subject to the Emory Campus Parking Overlay District, which has a maximum of 0.75 parking spaces per bed for residential uses. The DRI proposes providing substantially fewer parking spaces than the maximum. Parking is also planned to be unbundled from residential leases. Additionally, Emory restricts parking passes to a single parking facility, such that a resident who purchases a parking pass on-site at this project will not have access to another parking facility on campus. Per City of Atlanta standards, bicycle parking is required at 1 space per 10 residential units with a maximum of 50 bicycle parking spaces required in fixed bicycle parking racks and enclosed bicycle parking spaces. The project intends to include enclosed bicycle parking spaces in the parking deck and fixed racks adjacent to each of the residential buildings. Bike parking locations should be designated on the plans. The final plan ideally should also accommodate electric scooter parking.

To capitalize on the DRI's 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 development team is also encouraged to ensure that the provided bicycle racks or storage facilities meet or exceed the above-mentioned City standard in terms of design, security and convenience. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. Plans show pedestrian improvements to the intersection of Haygood and Ridgewood Drives. The intersection of Haygood Drive and N. Decatur Road should be considered for similar pedestrian improvements which will help safely connect the PATH trail through the intersection to the north. A raised crossing should be considered for the intersection of Ridgewood Drive and N. Decatur Road which would create a safe PATH connection at this location. Consideration should also be given to the likelihood that some pedestrians may attempt to use the two fire lanes for access through the site and any conflict that may arise from this should be addressed. If commercial uses such as food and beverage offerings are planned for the ground floor along Haygood Drive, consideration should be given to the possibility of students from Druid Hills High School crossing the street mid-block to access the uses.

Additional planning and consideration will also need to be given to the future Clifton Corridor light rail project. The DRI site is in very close proximity to multiple planned stations, particularly Andrews Circle just northwest of the site – as well as the transitway alignment itself, which is planned in this area to occupy Haygood Road at-grade in the median of the roadway. While this transit project is long-range and beyond the construction timeline of this DRI, it is part of the ARC Regional Transportation Plan (RTP) (project #AR-411) and deserves long-term attention in relation to this project.

These transportation and design recommendations are offered given that the applicant utilized an alternative study option (for the GRTA-required DRI transportation analysis) that assumes high levels of pedestrian and bike network usage by residents, rather than automobile use.

Regarding aviation considerations, the proposed development is outside of any FAA approach and departure surfaces and does not appear to impact an airport or any airport-compatible land use. However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed for the building and any cranes. Submissions to the FAA for the building 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. Additional comments from the Georgia Department of Transportation Aviation Programs section are attached.

Additional comments on transportation from ARC's Transportation Access & Mobility Group and the City of Atlanta Department of Transportation are attached.

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., throughout the site in general – especially in parking areas, on site driveways, and as part of any improvements to site frontages. Additional comments on water resources from ARC's Natural Resources Group are attached. The DRI site plan does show significant tree preservation and open space planned for the site, which is a positive step to maintain the residential character of the existing area at the edge of Emory's campus.

The intensity of this proposed project generally aligns with The Atlanta Region's Plan's recommended parameters regarding density and building height in a Regional Center. The land use also generally consistent with the Plan and the site's location on Emory's campus in a developed area. However, it should be noted that this project is adjacent to single family residential areas in multiple directions and to Druid Hills High School directly across Haygood Drive. It is also immediately adjacent to unincorporated DeKalb County on three sides. City leadership and staff, along with the University and applicant team, must therefore collaborate to ensure absolute maximum sensitivity to nearby local governments, neighborhoods, land uses and natural resources.

Further to the above, Regional Centers are metro Atlanta's centers for employment, shopping and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit. General policy recommendations for Regional Centers include:

- Prioritize preservation, expansion and access to existing and planned transit systems and improve the quality and aesthetics of existing facilities.
- Incorporate appropriate end-of-trip facilities, such as bicycle racks and showers/locker rooms, within new and existing development.

- Enhance mobility and accessibility for all by creating Complete Streets that accommodate all modes of transportation.
- Encourage active ground floor, pedestrian-scale design and pedestrian amenities in new development and redevelopment of existing sites.
- Work toward improving the jobs-housing imbalance in Regional Centers and promote housing options to accommodate multiple household sizes and price points in close proximity to jobs.
- Use alternative designs and materials to minimize impervious surfaces to the greatest possible extent.

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

ARC COMMUNITY DEVELOPMENT	ARC 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	SRTA/GRTA
MARTA	GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA SOIL & WATER CONSERVATION COMMISSION
DEKALB COUNTY	CITY OF ATLANTA	CITY OF DECATUR

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@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 #3378

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: Emory Graduate and Professional Housing

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): Parcels number 18 05202004-18 05202028 & 18 05202034, btwn Haygood Rd, N Decatur Rd, and Ridgewood Dr

Brief Description of Project: The Emory Graduate and Professional Housing project will include approximately 800 residential units (1,000 beds) to serve existing graduate and professional students. The housing project is in response to limited on-campus housing for graduate students and recent survey data from graduate students expressing a desire to live on-campus and, if possible, without a car.

Development Type:

- | | | |
|------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------|
| <input type="radio"/> (not selected) | <input type="radio"/> Hotels | <input type="radio"/> Wastewater Treatment Facilities |
| <input type="radio"/> Office | <input 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 checked="" 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.): approx. 800 Residential Units (1,000 beds)

Developer: Emory University

Mailing Address: 100 Water Tower Place

Address 2:

City: Atlanta State: GA Zip: 30322

Telephone: 404-727-8439

Email: sara.lu@emory.edu

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

If yes, property owner:

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

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

One parcel will be annexed into City of Atlanta from DeKalb County Aug. 2021

Is the current proposal a continuation or expansion of a previous DRI?

☐ (not selected)

☐ Yes

☒ No

If yes, provide the following information:

Project Name:

Project ID:

The initial action being requested of the local government for this project:

☒ Rezoning

☐ Variance

☐ Sewer

☐ Water

☐ Permit

☐ Other

Is this project a phase or part of a larger overall project?

☐ (not selected)

☒ Yes

☐ No

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

Approx. 50%

Estimated Project Completion Dates:

This project/phase: 2024

Overall project: 2027

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Developments of Regional Impact

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DRI #3378

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: Emory Graduate and Professional Housing
DRI ID Number: 3378
Developer/Applicant: Emory University
Telephone: 404-727-8439
Email(s): sara.lu@emory.edu

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: \$130-150M

Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: Property tax exempt usage (on-campus student housing)

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): 11 single family homes owned by Emory University

Water Supply

Name of water supply provider for this site: DeKalb County

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

0.23 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: DeKalb County

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

0.19 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.)

Alt. mode trips: 3,486 Daily, 210 AM, 261 PM; Veh. trips: 872 Daily, 53 AM, 65 PM

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 Alternative Study Option DRI report completed by Kimley-Horn

Solid Waste Disposal

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

1168 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? approximately 75%

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: to mitigate the project's impact on stormwater management, facilities will be developed in accordance with the Georgia Stormwater Management Manual and City of Atlanta Stormwater Management requirements.

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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[DRI Site Map](#) | [Contact](#)

Donald Shockey

From: Andrew Smith
Sent: Tuesday, September 28, 2021 3:21 PM
To: Donald Shockey
Subject: FW: ARC DRI Review Notification: Emory Graduate and Professional Housing DRI #3378

GDOT Aviation comments for Emory Grad/Prof Housing DRI...

From: Hood, Alan C. <achood@dot.ga.gov>
Sent: Tuesday, September 28, 2021 3:04 PM
To: Andrew Smith <ASmith@atlantaregional.org>
Subject: RE: ARC DRI Review Notification: Emory Graduate and Professional Housing DRI #3378

Andrew,

This proposed residential development for Emory University graduate and professional students on an approximately 6.4-acre site in the City of Atlanta is more than 5 miles from the DeKalb Peachtree Airport (PDK). It is outside any FAA approach and departure surfaces, and is outside airport compatible land use areas, and does not appear to impact an airport.

However, the proposed development is in proximity to a navigation facility and may impact the assurance of navigation signal reception, so studies are needed for the building and any cranes. Those submissions to the FAA for the building 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: Andrew Smith <ASmith@atlantaregional.org>
Sent: Tuesday, September 14, 2021 12:04 PM
To: DeNard, Paul <pdenard@dot.ga.gov>; 'ccomer@dot.ga.gov'; 'cyvandyke@dot.ga.gov'; 'davinwilliams@dot.ga.gov'; Delgadillo Canizares, Marlene V. <mcanizares@dot.ga.gov>; Finch, Ashley M <AFinch@dot.ga.gov>; Fowler, Matthew <mfowler@dot.ga.gov>; Matthews, Timothy W <TMatthews@dot.ga.gov>; McLoyd, Johnathan G <JoMcLoyd@dot.ga.gov>; Mertz, Kaycee <kmertz@dot.ga.gov>; 'nrorgers@dot.ga.gov'; Johnson, Lankston <lajohnson@dot.ga.gov>; Robinson, Charles A. <chrobinson@dot.ga.gov>; Wilson, Megan R <MWilson@dot.ga.gov>;

City of Atlanta Department of Transportation Comments on

Emory Graduate & Professional Housing DRI #3378

- Show where the outdoor bike racks will be placed.
 - Would also like to see the bike rack areas include some additional space for scooter parking
- It looks like they want to upgrade the Northern most intersection crossing for bike/ped. Would also like to see the SE intersection with added enhancements for bike/ped crossing, in particular to connect the Path trail across intersection.
- Consider raised crossings on Ridgewood intersections at western most intersections.
- Would like to see detail on pedestrian access through the site between buildings
- If they put commercial in the bottom floor, they should also install a mid-block crossing across Haygood to get to the high school because kids will want to access the commercial space.

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

DRI INFORMATION

DRI Number #3378
DRI Title Emory Graduate and Professional Housing
County DeKalb County
City (if applicable) Atlanta
Address / Location South and east of Ridgewood Drive, north of N. Decatur Road, and west of Haygood Drive

Proposed Development Type: It is proposed to construct three buildings that will establish approximately 800 residential dwelling units.

Build Out : Phase I: 2024 and Phase II: 2027

Review Process ☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division
Staff Lead Aries Little
Copied Marquitrice Mangham
Date September 13, 2021

TRAFFIC STUDY

Prepared by Kimley Horn
Date September 7, 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*)

A list of projects outlining the fiscally constrained RTP is referenced on Table 9 (pg. 25).

☐ 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 regional thoroughfares identified near the project sight are SR 42/Briarcliff Rd and US 23/SR 155/Clairemont Ave.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

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

The regional truck route identified near the project area is US 23/SR 155/Clairemont Ave.

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 36 & Route 6

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

Route 6 can be accessed within a half of a mile pending the path taken by the pedestrian.

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 operates within the jurisdiction of the site development. Emory University provides shuttle services to its students. A Route provides services on Clifton Road which Haygood Drive is perpendicular to Clifton Road. C Route and E Route provides access, and the route bisects Haygood Road.

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	Emory PATH
Distance	<input checked="" type="checkbox"/> Within or adjacent to development site (0.10 mile or less) <input 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

- Bicycling Access*
- ☐ Not applicable (*accessing the site by walking is not consistent with the type of development proposed*)
 - ☐ Dedicated lanes or cycle tracks provide connectivity
 - ☐ Low volume and/or low speed streets provide connectivity
 - ☒ Route uses high volume and/or high speed streets
 - ☐ Not applicable (*accessing the site by bicycling is not consistent with the type of development proposed*)

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

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES (*connections to adjacent parcels are planned as part of the development*)
- ☐ YES (*stub outs will make future connections possible when adjacent parcels redevelop*)
- ☒ NO (*the site plan precludes future connections with adjacent parcels when they redevelop*)
- ☐ OTHER (*Please explain*)

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)

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)*

[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):

EMORY GRADUATE AND PROFESSIONAL HOUSING DRI
City of Atlanta
Natural Resources Group Review Comments
September 8, 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 County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the South Fork Peachtree Creek watershed, which is part of Chattahoochee Corridor watershed, but it is not within the 2,000-foot Chattahoochee River Corridor and is not subject to the requirements of the Metropolitan River Protection Act or the Chattahoochee Corridor Plan. South Fork Peachtree Creek joins North Fork Peachtree Creek to form Peachtree Creek, which flows into the Chattahoochee downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest public water supply intake.

Stream Buffers

Neither the site plan nor the USGS coverage for the project area shows any streams on or near the property. Any unmapped streams identified on the property may be subject to the City of Atlanta's stream buffer ordinance, and any unmapped State waters identified on the property will be subject to the State 25-foot Sediment and Erosion Control buffer.

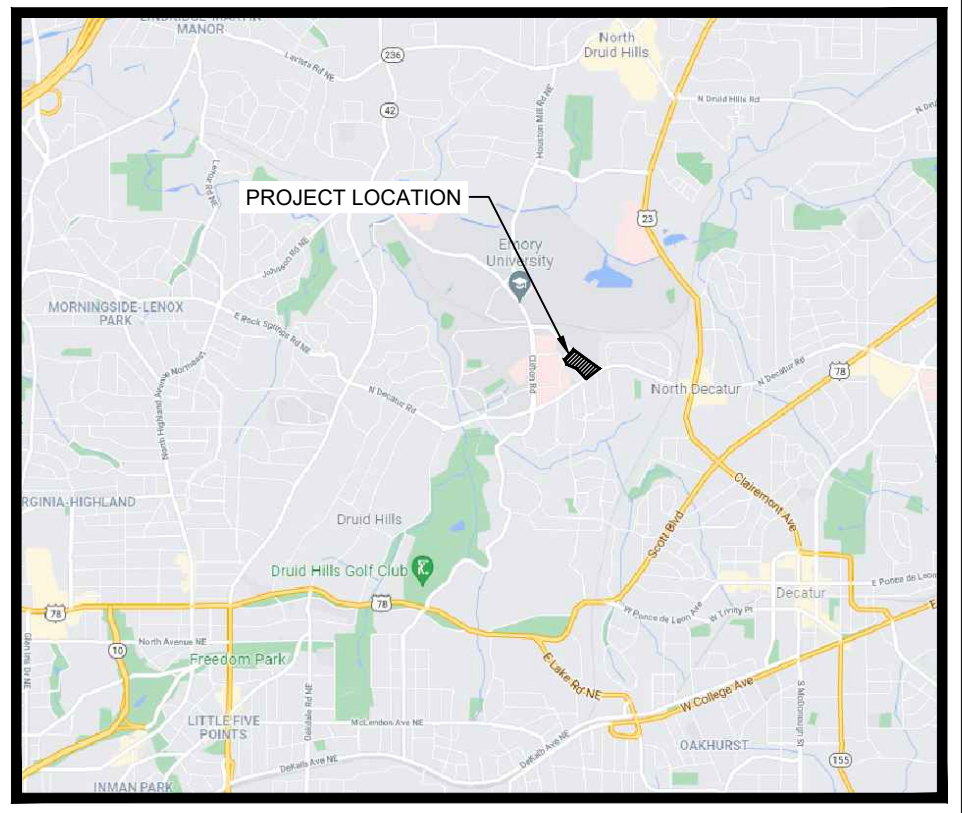
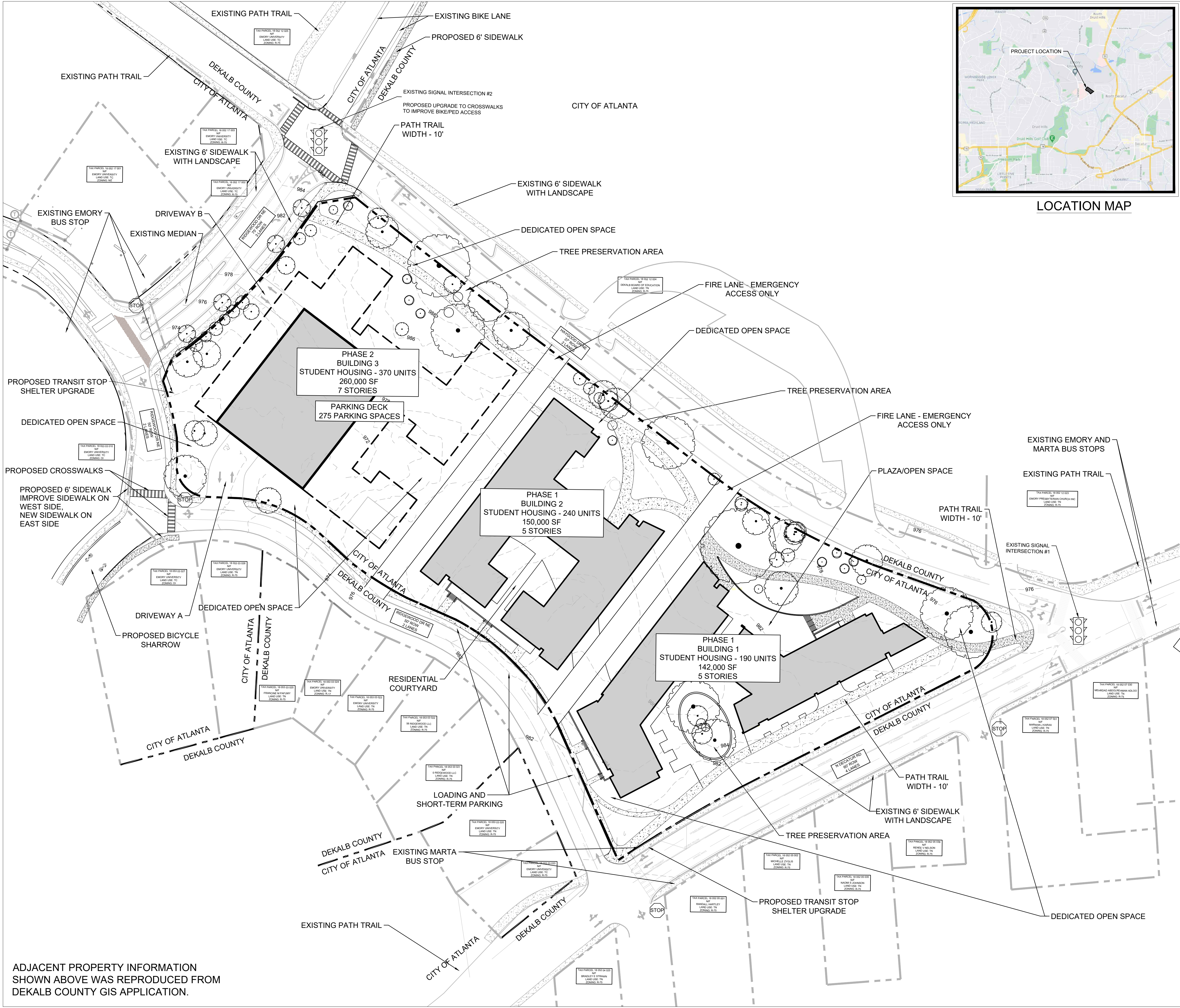
Stormwater/Water Quality

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.

Drawing name: C:\Users\Paul.Gennett\appdata\local\temp\AgPublish_13992\Layout-Haygood-2022-8-24-21_GRTA.dwg GRTA DRI Sep 07, 2021 6:49pm by: Paul Gennett



LOCATION MAP

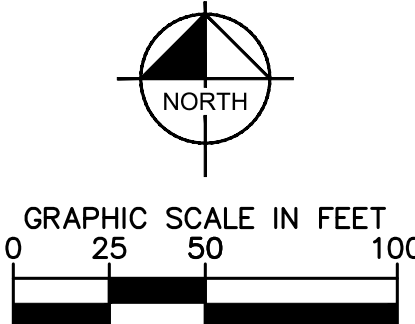
SITE PLAN SPECIFICATIONS:

- DRI # 3378**
OVERALL PROJECT AREA: 281,058 SF (6.4 ACRES)
CURRENT ZONING - R-75
PROPOSED ZONING - O-1
OWNER: EMORY UNIVERSITY
JURISDICTION: CITY OF ATLANTA
- PROGRAM:**
GRADUATE AND PROFESSIONAL HOUSING -
APPROXIMATELY 550,000 SF
(800 UNITS, 1,000 BEDS)
- EXISTING SITE PROGRAM:**
RESIDENTIAL
- FLOOR AREA RATIO:**
PROPOSED: 1.97
125 UNITS PER ACRE
- PARKING PROVIDED:**
RESIDENTIAL:
MINIMUM: N/A
MAXIMUM: 0.75/BED
PROPOSED: 275 SPACES
- TOTAL PARKING PROVIDED: 275 SPACES**
- CONTACTS**
APPLICANT: EMORY UNIVERSITY
CONTACT: SARA LU
SARA.LU@EMORY.EDU
100 WATER TOWER PLACE
ATLANTA, GA 30322
404-727-8439
TRAFFIC CONSULTANT: KIMLEY-HORN
CONTACT: ANA EISENMAN, P.E.
ANA.EISENMAN@KIMLEY-HORN.COM
817 WEST PEACHTREE ST. NW
SUITE 600
ATLANTA, GA 30308
404-419-8700
CIVIL ENGINEER: KIMLEY-HORN
CONTACT: GREG MAXEY, P.E.
GREG.MAXEY@KIMLEY-HORN.COM
11720 AMBER PARK DRIVE
SUITE 600
ALPHARETTA, GA 30009
470-299-7045

SITE PLAN LEGEND:

- PROPERTY LINE
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT

ADJACENT PROPERTY INFORMATION
SHOWN ABOVE WAS REPRODUCED FROM
DEKALB COUNTY GIS APPLICATION.



PREPARED BY

Kimley»Horn

© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
PHONE: (770) 619-4281
WWW.KIMLEY-HORN.COM

PROJECT

EMORY UNIVERSITY
100 WATER TOWER PLACE
ATLANTA, GA 30322
PHONE: 404.727.6123

DATE

09/03/21

BY

XYZ

ISSUANCE AND REVISION DESCRIPTIONS

DRI #3378

EMORY GRADUATE AND PROFESSIONAL HOUSING

GSWCC NO. (LEVEL II)

00000XXXXX

DRAWN BY

SPG

DESIGNED BY

XYZ

REVIEWED BY

PDQ

TITLE

DRI SITE PLAN

SHEET NUMBER